

Stocks

**ERIE LACKAWANNA
RAILROAD COMPANY**

**NEW YORK DIVISION
SCRANTON DIVISION
NEW JERSEY & NEW YORK RAILROAD**

**TIME TABLE NO. 7
EFFECTIVE ~~2:01~~ A.M.
SUNDAY, OCTOBER 29, 1967**

EASTERN STANDARD TIME

7

FOR EMPLOYEES ONLY

NEW YORK DIVISION

J. P. SIPPLE
Supt. Freight

J. G. DRAKE
Supt. Passenger

SCRANTON DIVISION

R. A. PACKER
Superintendent

COMPANY SURGEONS

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

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

Name	Address	Telephone
Hugh L. Murphy	1 Hanson Place, Brooklyn Res. 64 Prospect Park West, Brooklyn	638-7494 768-2122
Rudolf Aelbi, Oculist	30 East 40th St., New York	685-9400
Bronson S. Ray	131 E. 69th St., New York	737-6877
Bernard Sarn Oculist	921 Bergen Ave., Jersey City	653-3171
John C. Talty	935 Washington St., Hoboken	659-3028
J. L. Evans	7117 Park Ave., No. Bergen	868-0881
Arthur D. Devlin, Orthopedic Consultant	368 Mt. Prospect Ave., Newark	482-8213
Herbert B. J. Gong	1103 Ringwood Ave., Haskell	835-1356
John C. Warburton	333 Park Ave., Paterson	274-1644
E. J. Allen	269 Carroll Street, Paterson, N. J.	742-1423
Thomas Sanfacon, Oculist	340 Park Ave., Paterson	742-4616
S. T. Ferrari, Oculist	798 Madison Ave., Paterson	274-4762
A. D. Reinkraut	7 Mineral Spring Ave., Passaic	777-3540
Wayne W. Hall	240 Prospect St., Ridgewood	445-2699
James S. Brescia	29 Franklin Turnpike, Waldwick	652-5186
Frank J. Errico, Oculist	Hemion Road, Suffern	357-0073
Paul B. Van Dyke	108 Washington Ave., Suffern	357-0785
Paul S. Ingrassia	36 College Ave., Nanuet, N. Y.	623-2456
H. F. Morrison	Doctor's Bldg., Meyer's Hill, Tuxedo Park	351-4133
Nathaniel T. Keys	16 No. Church St., Goshen, N. Y.	294-5211
R. L. Lippincott	12 No. Church St., Goshen, N. Y.	294-7165
R. S. Quackenbush	159 No. Church St., Goshen, N. Y.	294-5565
Roswell L. Schmitt	34 Grove St., Middletown, N. Y.	343-6502
C. Hudson Thompson	27-31 Ridge St., Middletown, N. Y.	343-5395
Lester Mermell, Oculist	119 Highland Ave., Middletown, N. Y.	343-8449
Martin A. Desmery	201 Liberty St., Newburgh, N. Y.	562-7937
Daniel Rakov	102 Wiley St., Maybrook, N. Y.	427-2040
G. E. Kenny	Masonic Bldg., Port Jervis, N. Y.	856-3712
Clare C. Kenny	206 Pennsylvania Ave., Matamoras	491-4011
Nicola Clinic	96 Gates Ave., Montclair, N. J.	746-2200
Franklyn B. Theis, Oculist	209 So. Broadway, Nyack	358-0089
George K. Looser	207 So. Broadway, Nyack	358-0999
Edward Dana	163 Prospect Ave., Hackensack	342-6266
J. C. Dingman	164 Central Ave., Spring Valley	356-0019
Gorman J. McVeigh	160 East 74th St., New York	879-0482
Henry C. Johnston	110 William St., New York	227-2880
C. E. Woltmann	805 Garden St., Hoboken	659-6532
Cecil F. Sablnl	247 Fourth St., Hoboken	659-8177
Marshall Bergen, (Orthopedic)	12 Clifton Pl., Jersey City	433-0462
L. A. Amdur, (Eye Specialist)	15 Exchange Place, Jersey City	434-1068
Guy H. Laudig	361 Speedwell Ave., Morris Plains	538-3183
Laurence M. Collins, (Psychiatrist)	Canfield Road, Convent, N. J.	539-0052
A. L. Baker, Jr.	389 W. Blackwell St., Dover, N. J.	366-0333
Henry C. Banks	389 W. Blackwell St., Dover, N. J.	366-0333
George F. Simms	541 Page Ave., Lyndhurst, N. J.	939-4296
Angelo Gianni	37 Main St., Netcong, N. J.	347-0683
Peter J. Cetta	260 Washington Ave., Nutley, N. J.	667-4100
Russell B. Stone	56 Summit Ave., Phillipsburg, N. J.	859-5055

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Conductors shall be responsible for the setting of their charge radio and each Conductor shall check before and after the check-in telephone or otherwise. The motion equipped with radio time change.

All employees going on duty at 1:01 A.M. EST new time will check water Clock or as prescribed in Rule 3 to make certain correct time.

The changes described in this General Order are in accordance with the Uniform Time Act of 1966.

R. L. DOWNING
General Superintendent
Hoboken, New Jersey

J. M. MOONSHOWER
General Superintendent
Cleveland, Ohio

Approved:
F. DIEGTEL
Vice President-Operations
Cleveland, Ohio

GENERAL INSTRUCTIONS

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

General Orders revising the rules have been issued as follows:

G.O.	Date	Revision
102	10-25-64	Rule 873 changed. 874 and 875 eliminated.
104	12- 6-64	Rule M changed.
503	1-15-67	Rules 19, A, B, C and 509 changed. Rule 19D eliminated.

Rules 99, D-152, 201, D-232 through D-234, D-239, D-240 to D-249, 405, 406, 407, 411 and 421 through 426 have been modified by timetable instructions.

1. TIMETABLES

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

103. TRAIN STOPS FOR EMPLOYEES

Hackensack Bdge.	Weekdays: 1104, 1165
County Road	Weekdays: 1150, 1600, 1154, 1602, 1104, 58, 1168, 1170, 1172, 1176, 53, 1155, 1601, 1113, 1115 , 1163, 1165, 1177, 1179, 1183, X-151 Saturdays: 1752, 58, 1164, 53, 75, 1163, 77, 1753
West End	600, 100, 628, 630, 646, 652, 660, 662, 619, 623 1166
Morristown Yard	600, 602, 606, 637, 639, 641, 647

2. SIGNS ADDITIONAL TO RULE 6

- A. Stop on Saturdays, Sundays and/or Holidays only.
 - B. Flag stop on Saturdays, Sundays and/or Holidays only.
- SS. Conditional Stop — See Notes.

3. HOLIDAYS

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

4. HOURS OF SERVICE LAW

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

G. Drake
Superintendent — Passenger
Hoboken, New Jersey

R. A. Packer
Superintendent
Scranton, Pennsylvania

Approved:

R. L. Downing
General Superintendent
Hoboken, New Jersey

J. M. Moonshower
General Superintendent
Cleveland, Ohio

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

501. NEW YORK DIVISION

	Standard Clocks	Train Registers	S O & G O Books and Bulletin Bds
Hoboken—Pass. T'master. Off.	X	X	X
Chief Disprs Office	X		X
18F		X	X
Engine Disprs Office	X	X	X
Jersey City—No Yard Officer	X	X	X
Croton—Engine Disprs Office	X	X	X
Yard "A"		X	X
"KW" Office			X
Morristown—Psgr Station†	X	X	X
Dover—Tower†	X	X	X
Summit Tower	X	X	X
Gladstone Station	X	X	X
Silver Lake Yard Office			X
Ridgefield		X	
Sparkill		X	
Netcong—All trains Washington Line		X	
All trains Sussex Branch		X	
Washington	X	X	X
Phillipsburg—Freight House			X
"PU" Tower—CNJ	X	X	X
Nanuet		X	
Spring Valley	X	X	
Woodbine			X
Newark—4th Avenue Yard			X
Paterson Yardmaster Office	X		X
Waldwick "WC" Tower	X	X	X
Suffern "SF" Tower	X	X	X
Mahwah Yard	X		X
Newburgh		X	X
Middletown	X	X	X
Campbell Hall—"MQ"		X	
Montgomery		X	
Port Jervis—Psgr Station	X	X	X
Callers Office	X	X	X
PX Yard Office	X		X
Westbound Office			X
Dundee			X
28th St., NYC			X

† For trains starting and terminating only.

502. SCRANTON DIVISION

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

	Standard Clocks	Train Registers	S O & G O Books and Bulletin Bds
Bangor—Dispatchers Office	X		
Engine House	X	X	X
Stroudsburg Tower	X	X	
Scranton—Yard Office	X	X	X
Passenger Station	X		X
Dispatchers Office	X		
Enginehouse	X		X
Kingston, Freight House	X		X
Hanover Yard		X	
Binghamton—Passenger Station	X		X
"QD" Yard Office	X		X
East Binghamton Enginehouse	X		
Yard Office	X	X	X
Norwich—Freight House			X
Richfield Junction			
(Rich. Sprgs. Br. Only)		X	
Utica Yard Office	X	X	X
Enginehouse	X		X
Syracuse—Yard Office	X	X	X
Enginehouse	X		X

6. SUPERIORITY OF TRAINS — CLEARING OF TRAINS

601. (a) On single track eastward or southward trains are superior to westward or northward trains of the same class except as otherwise indicated.
602. Trains will be cleared at initial station by signal indication, by permission of the train dispatcher or as stated in item 1925. Rules S-83 and D-83 will govern, except that interdivisional passenger trains must be given Clearance Form "A" before departing Hoboken.
603. Eastward extra trains must receive permission from the train dispatcher before making movement beyond Granton.
604. Eastward first class through line passenger trains may operate in advance of scheduled time Millburn to Hoboken on proper signal indication as provided by Rule 92.

7. TRACK ASSIGNMENTS — MOVEMENT OF TRAINS

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

706. MULTIPLE TRACK TERRITORY

NEW YORK DIVISION

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

SCRANTON DIVISION

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

711. TRACKAGE RIGHTS

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

8. METHODS OF OPERATION

801. NEW YORK DIVISION

Governing Rules	Territory — Tracks — Locations Governed
501 ABS 261 550 TCS	All main tracks Hoboken to West End Jersey City to Bergen Jct. via Archway OS to BR Croxton West End to East End HX Draw West End to East End DB Draw
201 501 T O ABS	H X Tower to Port Jervis Graham Line Bergen Jct to Ridgewood Jct "WJ" via Paterson "DB" Junction to Denville Hackensack Draw to Delaware River MP 73.17 Roseville Avenue to Montclair Summit to Gladstone — APB Port Morris to Washington — APB Croxton to Granton — APB Granton to Palisades Park Palisades Park to Sparkill — APB NJ and NY Junction to Spring Valley — APB Sussex Branch Jct to Netcong
D-251	All double and multiple track except as otherwise indicated
261 550 TCS	West End to Harrison 3 and 1 Harrison to Newark 1 and 2 Newark to Millburn 1 Only GA to Montville Montville to Denville 2 Only Denville to Dover 1 and 2 Port Morris Jct to MP 48.2 1 and 2 MP 48.2 to Delaware River MP 73.17 Paterson Jct to "XW" 3 Only H X Tower to NJ and NY Jct Newburgh Jct "NJ" to East Greycourt Newburgh Jct "NJ" to East M Q Howells Jct to Otisville 1 and 2 Otisville Tunnel West "OV" to "BC" Port Jervis 1 Only
285A	At points where indication is displayed and no number plate is attached to signal trains will approach facing point switch or home signal in advance of signal prepared to stop. Block occupancy is not indicated.
201 T O	New Haven Jct to Montgomery Netcong to Andover Jct. Washington to Phillipsburg Washington to State Line MP 80.57
601 INT	Interlocking Limits Secaucus Draw Secaucus Draw to Harrison cut off lead via track 2 Lyndhurst Draw Hackensack Draw — Lower

801. NEW YORK DIVISION

Governing Rules	Territory — Tracks — Locations Governed
601 221 INT T O	Points where Interlocking Signals are used as Train Order signals. Interlocking Rules in effect.
	Hoboken Terminal* Grove Street Jersey City*
	Grove Street* "OS" Jersey City*
	West End* Croxton*
	"GL" Junction* Bergen Junction*
	Newark H X Tower
	Roseville Avenue NJ and NY Jct
	Montclair Rutherford Jct "BJ"
	South Orange Ridgewood Jct "WJ"
	Millburn Waldwick "WC"
	Summit S F Tower
	Denville Jct Newburgh Jct "NJ"
	Port Morris M Q Tower
	DB Jct West Arlington "WR"
	"NX" Newark Drwbdge. Forest Hill "OJ"

* Indicates Interlocking ONLY.

Location of Telephone Train Order Signals

Eastward	Westward
14-2B — Coalberg Jct.	14-1B — Coalberg Jct.
	87-1 — Port Jervis

8010. NEW YORK TERMINAL

*all routes exc long jct to up Hack
Draw via Main Line
River*

Territory between Hoboken and Bergen Jct., west end and lower Hackensack Draw, Jersey City, Grove St. and Bergen Jct. — Procedure to be followed in the event of Interlocking or Traffic Control System failures.

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

802. SCRANTON DIVISION

Governing Rules	Territory — Tracks — Locations Governed
201 501	Delaware River MP 73.17 to State Line MP 180.02
T O ABS	Portland to Slatford Junction—APB
D-251	S & U Brighton Avenue to West Adams Street—APB
	All double and multiple track except as otherwise indicated
261 550	Delaware River MP 73.17 to Bells Bridge MP 78.8
TCS	Elmhurst to East Scranton MP 132.2 1 Only
	Bridge 60 Scranton to Cayuga 4 Only
	Port Dickinson to Chenango Forks 1 and 2
	BD Bing. to BY East Bing.
201 T O	B & P Portland to Nazareth.
	Hanover Yard to Northumberland
	S & U—Chenango Forks to Oswego
	Chenango Forks to Utica
	Wyoming Branch—No. 7 Jct to Gravity
	L&WV Ry. Scranton to Little Virginia
285A	At points where indication is displayed and no number plate is attached to signal trains will approach facing point switch or home signal in advance of signal prepared to stop. Block occupancy is not indicated.

Extra train movements will be made by train order in non-signalled double track territory indicated:

201 T O	Bloomsburg Br. Old Forge—Hanover Yard
	Syracuse Br. Cortland—Homer
	Jamesville—Brighton Ave.

8021. RULES GOVERNING USE OF Oswego Tunnel

1. Movements of all types are authorized only when engineman or vehicle operator has in his possession clearance message enclosed in special case from Yard Office at 9th Street. Reading as follows:
To: Engineman (or Vehicle Operator)
At: Oswego Yard Office
"Possession of this clearance properly signed for in register book at Oswego Yard Office, is your authority to occupy running track from Upper Yard, Oswego, to Lake Front, Oswego, and return to Upper Yard, Oswego."
2. Yard conductor or vehicle operator will secure this clearance by signing register form at yard office, showing date and time secured, and will also record time clearance message is returned to yard office when use completed.
3. Engineman or vehicle operator must have this special clearance message in his personal possession before starting movement from Upper Yard and retain it as authority for such movement until return to Upper Yard.
4. No maintenance work or inspection will be done in tunnel without flag protection at both ends.
5. Flagmen will not permit movement of train, engine or vehicle into tunnel until it is known that all workmen are out of tunnel and track safe for movement.

8022. Slide Detector Fence

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

9. SPECIALLY OPERATED SWITCHES AND PROTECTIVE EQUIPMENT DEVICES

901. NEW YORK DIVISION

901 (a) Remote Control Switches and Signals

Controlled by Train Dispatcher—Hoboken

Secaucus Draw—Both ends of single track
Lead from west yard to main
Lead to east yard from main
Lead to Harrison Cutoff via Track 2

Paterson Jct—All switches and signals

Paterson "XW"—End of double track

Great Notch Lincoln Park Siding

Boonton—Stub track Montville

Mountain View

East Greycourt—End of double track

Central Valley—Signals

East "MQ"—End of double track

Howells Jct

Otisville—both ends tunnel

Port Jervis—"BC"

Controlled by Operator Grove Street Jersey City

Jersey City Terminal

OS Interlocking east end Bergen Tunnel

"BR" Croxton west end archways and tunnel

Controlled by Operator at "HX" Tower

Bergen Junction

NJ and NY Junction

Controlled by Operator "WR" West Arlington

Forest Hill

Controlled by Operator at Newark

Kearny Jct

Harrison

Controlled by Operator at Summit

Millburn

Controlled by Operator at Port Morris

End double track MP 48.2

Greendell Siding

Controlled by Operator at "MQ" Tower

Crossover at O&W Bridge

Lead to Maybrook Loop track

Controlled by Operator at Port Jervis

Sparrowbush—Lead from Track 2 to yard

Lead to Yard No. 1

901 (b) Spring Switches

Located at:

Coalberg Jct—NYS&W Connection to Track 1

Central Valley—West end siding*

Sparrowbush—Connection from west yard to Track 1*

Granton Palisades Park

Closter—Both ends double track

Sparkill—East end double track

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

Sussex Branch Jct—Crossover

* Indicates protected by Controlled Signals

901. NEW YORK DIVISION

901 (c) Electrically Locked Switches Remote Controlled

Located at:

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

East NJ&NY Jct—Crossover Tr 3 to Tr 4

Rutherford—Storage track 1 and derail
West End Yard

Paterson Jct—Denman and Davis

Paterson City Spur—MGM Industrial, Pacific St.

East FX Crossover

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

Mountain View—Crossover between Greenwood Lake
and Boonton Br.

West End—Substation switch to Tr 3
Water Spur from Tr 4

Koppers—Lead from Track 3 west of Hack Drawbridge

Towaco—Station side track

Montville—Penick Co side track

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

Denville—Derail at Anderson & Clayton Co

Dover—Lumber track east end from Tail track

901 (d) Electrically Locked Switches

Automatically Controlled

Located at:

Newburgh Jct—West leg of Wye

Harriman—Nepera Chemical Co.

Monroe—Carpenters Switch
Crossover to siding
West end of siding

Central Valley—Gold Bond Stamp Co.

Highland Mills—Station switch

Woodbury—Cooney Bros.

Cripple track MP 58.60. Both ends

Otisville—Cripple track west of station

Little Falls—Both ends passing siding, Chrysler Swh

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

Orange—Crossover between Mains 1 and 3
Crossover between Mains 1 and 2
Crossover between Main 2 and Spottiswoode
Crossover between Main 2 and lead to Frt Yd

Morristown—Crossover between Tracks 1 and 2
Crossover between Yard lead and Tr 2
Switch and derail from Tr 1 to Express Track

901 (d) NEW YORK DIVISION

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

901 (e) Mechanical Clockwork Time Release

Located at:

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

901 (f) Locations Marked "Rusty Rail"

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

Locations marked "Rusty Rail" are as follows:

Jersey City, N. J., Terminal Interlocking — Switch 59
Jersey City, N. J., Grove St. Interlocking — Switch 81
Jersey City, N. J., "OS" Interlocking — Switches 13, 15, 19
West Secaucus, N. J., Upper Hackensack Drawbridge Interlocking —
Switch 5
Paterson, N. J., Paterson Jct. Interlocking — Switches 45, 47
Rutherford, N. J., "BJ" Interlocking — Switch 9
Ridgewood, N. J., "WJ" Interlocking — Switch 21
Waldwick, N. J., "WC" Interlocking — Switch 30
Harrison, N. J., Harrison Interlocking — Switch 75
Harrison, N. J., Harrison Interlocking — Switch 101
South Orange, N. J., South Orange Interlocking — Diverging Routes
Greendell, N. J. — Both ends of siding
Forest Hill, N. J. — "OJ" — WR Interlocking — Switch 17

901 (g) Dragging Equipment Detectors

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

901 (h) Slide Detector Fence

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

901. NEW YORK DIVISION

901 (i) Switches in TCS Territory Not Equipped With Electric Locks

Located at:

Little Falls—Station Switch
Holmberg Lbr. Co.
Mt. View—Parker Rust
Bailey & Winters
Blanchard Lbr. Co.
Towaco—Thermal Amer.
Fused Quartz Co.

Lincoln Park—Arrow Container

Trains and engines are not to use these switches to clear other trains or engines.

902. SCRANTON DIVISION

902 (a) Remote Controlled Switches and Signals

Controlled by Train Dispatcher—Scranton

Tobyhanna—Trailing point crossover

Elmhurst—Trailing point crossover

Dalton—Entrance to Track 4

Port Dickinson—End of double track

Chenango Forks—Siding

Divider switch

Controlled by Stroudsburg Tower

Slateford Jct MP 75.1—Entrance to Old Road

Bells Bridge MP 78.8

Stroudsburg MP 81.50—Entrance to Track 3

Gravel Place MP 84.50—Entrance to Track 4

Controlled by Bridge 60 Scranton

East Scranton MP 132.0—Crossovers

Lead to Yard 1

Scranton Passenger Station

Cayuga—Crossovers Track 2 to Track 4

Track 2 to Track 1

Connection to Keyser Valley Branch

Controlled by Lehigh Valley Tower—Coxton

Pittston Junction—End of double track

Controlled by "BD" Binghamton—Robinson St.

Controlled by "FA" Oneonta—D&H RR.

BX Cabin—Binghamton

902 (b) Spring Switches

Located at:

Analomink—Trk 3 to Tr 1*

Clarks Summit—East end Trk 4*

* Indicates that these switches are protected by controlled signals.

Scranton Yard

East end Frgt eng pit to yard engine dispatch track

Psgr ash pit to inbound engine house lead

Psgr ash pit to run around track

West end outbound engine lead to hog pit

West Pittston—West end Susquehanna River Bdge

Hanover Yard: West end double track

Cortland Jct.-Homer: Both ends double track

Jamesville-Brighton Ave.: Both ends double track

West Adams Street, Syracuse:

South end Crossover between switching lead and main track

East Binghamton Yard

West end outbound S & U track to engine track

East of coal chutes from S & U track to engine track

Ash pit lead to engine track

Pull out east end new yard

West end regular and inside leads

902. SCRANTON DIVISION

902 (c) Electrically Locked Switches — Remote Controlled

Scranton—Bridge 60
 Repair Track—Derail Track 1
 —Switch #8
 Finches Foundry Switch
 Industrial Side Track
 Sanker and Williams Switch
 Port Dickinson—Coal Switch
 Hillcrest—Clay Eqpt Products
 Link Inc
 Air Force Med. Depot
 Chenango Bridge—Gravel Bed
 East switch
 Chenango Forks—South end west switch
 Binghamton—Robinson St. Caboose Track
 Binghamton Constr. Co.
 D & H Interchange

902 (d) Electrically Locked Switches Automatically Controlled

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

902 (e) Mechanical Clockwork Time Release

Cortland Jct—Cincinnati Branch Sw
 Wickwire Sw

902 (f) Dragging Equipment Detectors

LOCATION	DIRECTION	MILE POST	ILLUMINATES "D" AT SIGNAL
Henryville	East	93.55	924
Foster	East	154.60	1532
LaPlume	West	145.16	1473
Conklin	West	184.13	1861

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

EAST STROUDSBURG TOWER:

M.P. 81.39 — When indication lights on board at tower; Towerman will set signal R-18, Bell's Bridge, at STOP. Crews to call tower immediately for instructions.

MECO PLANT — PORTLAND:

When placing coal on Track #2 in the plant, keep cars west of Drag Detector.

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

1001. NEW YORK DIVISION

STATION	MONDAY TO FRIDAY	SATURDAYS, SUNDAYS AND HOLIDAYS
"BJ" Ruthd. Jct	6:30 AM to 10:30 PM	Closed
"WC" Waldwick	6:00 AM to 10:00 PM	Closed
Caldwell	8:00 AM to 12:00 Noon 12:00 Noon to 4:30 PM	Closed
Essex Fells	8:30 AM to 12:00 Noon 12:30 PM to 5:00 PM	Closed
Newark Draw (Newark Brch)	8:00 AM to 11:59 PM	8:00 AM to 4:00 PM Exc. Sun. & Holidays
Rosvle. Ave. Int.	5:00 AM to 9:00 PM	Closed
Montclair Int.	As necessary for Frt. Serv.	Closed
So. Orange Int.	As necessary for Frt. Serv.	Closed
Summit Int.	6:30 AM to 11:00 PM	6:30 AM to 11:00 PM
Murray Hill	6:30 AM to 11:30 AM 12:00 Noon to 3:00 PM	Closed
Millington	7:00 AM to 11:45 AM 12:45 PM to 4:30 PM	Closed
Basking Ridge	6:15 AM to 9:20 AM 9:50 AM to 2:45 PM	Closed
Bernardsville	6:00 AM to 10:35 AM 11:05 AM to 2:30 PM	Closed
Far Hills	6:30 AM to 10:20 AM 11:20 AM to 3:30 PM	Closed
Gladstone	7:00 AM to 10:30 AM 11:30 AM to 4:00 PM	Closed
Morristown	6:00 AM to 10:00 AM 11:00 AM to 3:00 PM	Sat. & Hol. Same as weekdays Closed Sunday
Netcong	6:45 AM to 10:35 AM 11:35 AM to 3:45 PM	Sat. & Hol. Same as weekdays Closed Sunday
Andover Jct.	8:00 AM to 12:00 Noon 1:00 PM to 5:00 PM	Same as weekdays
Washington	8:30 AM to 1:00 PM 1:30 PM to 5:00 PM	Closed
Hackensack	7:15 AM to 12:00 Noon 1:00 PM to 5:15 PM	Closed
Oradell	7:00 AM to 12:00 Noon 1:00 PM to 4:00 PM	Closed
Westwood	6:00 AM to 12:00 Noon 1:00 PM to 3:00 PM	Closed
Hillsdale	6:00 AM to 11:00 AM 12:00 Noon to 3:00 PM	Closed
Pearl River	7:00 AM to 12:00 Noon 1:00 PM to 4:00 PM	Closed
Spring Valley	6:45 AM to 11:00 AM 12:00 Noon to 3:45 PM	Closed
Sparkill	7:15 AM to 12:00 Noon 1:00 PM to 4:15 PM	Closed

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

1002. SCRANTON DIVISION

Train Order Offices — not open twenty-four hours daily:

STATION	MONDAY TO FRIDAY	SATURDAYS, SUNDAYS AND HOLIDAYS
Main Line:		
Cresco	8:15 AM to 12:45 PM 1:45 PM to 5:15 PM	Closed
Tobyhanna	7:30 AM to 11:30 AM 12:30 PM to 4:30 PM	Closed
Nicholson	7:30 AM to 11:30 AM 12:30 PM to 4:30 PM	Closed
New Milford	7:30 AM to 11:30 AM 12:30 PM to 4:30 PM	Closed
S & U Branch:		
Cortland	7:00 AM to 11:00 AM 12 Noon to 4:00 PM	Closed
Jamesville	8:00 AM to 12 Noon 1:00 PM to 5:00 PM	Closed
Syracuse	12:01 AM to 4:01 AM 4:21 AM to 8:01 AM 1:15 PM to 5:15 PM 5:35 PM to 9:15 PM	Closed
Baldwinsville	8:00 AM to 12 Noon 1:00 PM to 5:00 PM	Closed
Oxford	8:00 AM to 12 Noon 1:00 PM to 5:00 PM	Closed
Norwich	7:30 AM to 11:30 AM 12:30 PM to 4:30 PM	Closed
Sherburne	8:00 AM to 12:30 PM 1:00 PM to 4:30 PM	Closed
Utica	11:30 AM to 3:00 PM 4:00 PM to 8:30 PM	Closed
Bloomsburg Branch:		
West Pittston	7:30 AM to 11:00 AM 12 Noon to 4:30 PM	Closed
Bloomsburg	7:00 AM to 11:00 AM 12 Noon to 4:00 PM	Closed
Danville	8:00 AM to 12 Noon 1:00 PM to 5:00 PM	Closed

1002. SCRANTON DIVISION

STATION	MONDAY TO FRIDAY	SATURDAYS, SUNDAYS AND HOLIDAYS
B & P Branch:		
Portland	8:00 AM to 12 Noon 1:00 PM to 5:00 PM	Closed
Bangor:		
(Dispr. Office)	10:30 AM to 6:30 PM	Closed
(Shops)	7:00 AM to 10:30 AM 11:30 AM to 4:00 PM	Closed
Pen Argyl	8:30 AM to 12:30 PM 1:30 PM to 5:30 PM	Closed
Nazareth	9:30 AM to 1:30 PM 2:30 PM to 6:30 PM	Closed

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

Permission is not required to occupy the Main Track in the following territory.

Newburgh
Port Jervis
 Newark Branch
 NJ and NY RR—NJ&NY Jct to Fairmount Avenue
 Northern Branch—Croxtton to Englewood

11B. MOVEMENTS MADE AGAINST THE CURRENT OF TRAFFIC

Rules D-231 through D-239 apply except in Port Jervis Yard. Within the limits of Port Jervis Yard detour movements will be made under the control of the General Yardmaster.

Rules D-232 through D-234 and D-239 apply and are modified accordingly.

12. YARD LIMITS INDICATED BY SIGNS

1201. NEW YORK DIVISION

All tracks east of Hackensack River.

Main Line	Caldwell Branch—
Carlton Hill Branch	Newark Branch
Passaic Branch	DB to Paterson Jct.
Paterson	
Middletown	
Port Jervis	Montgomery Branch—
Greenwood Lake Branch—	Montgomery-
Mt. View to Midvale	From Goshen to "MQ" Tower.
Piermont Branch—	Maybrook Loop Track.
Suffern to Spring Valley	(Trains and Engines occupying
Nanuet Jct. to	Maybrook Loop Track must be
Piermont Dock	protected in accordance with
Newburgh Branch	Rule 99.)
Dundee Spur	Crawford Branch
N.J. & N.Y.R.R.	
Nanuet	
Spring Valley	
Spring Valley to Thiells	
N.J. & N.Y. Jct. to Fairmount Ave.	
Northern Branch	
Sparkill	
Croxtton to Englewood	
Orange Branch	
Totowa Industrial Spur	
Harrison to Kingsland—Harrison Bch Extn.	
Gladstone	
Port Morris to Netcong	
Washington	
Phillipsburg	
Chester Branch	

1201. NEW YORK DIVISION

Yard Running Tracks

Dover—Dover Stub—Towerman at Dover directs movements
Suffern—Ford Lead—Yardmaster at Mahwah directs movements

Rules governing movements over Harrison Bch

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

1202. SCRANTON DIVISION

Indicated by Signs

Wyoming Branch

Avoca and Langcliffe Branch
Scranton Branch
Jessup Branch
Riverside Mine Branch
Lake Ariel Branch
WB&E — Hillside Jct. and Suscon

B & P Branch

Portland (to Hill Yard)
East Bangor
Bangor
Martins Creek Branch
Pen Argyl Junction, incl. Pen Argyl
Pen Argyl Branch
Nazareth to Bath Junction
Martins Creek

Scranton Terminal—

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

Scranton Terminal includes:

Keyser Valley Branch
Storrs Branch
Diamond Branch
Green Ridge Branch
South Side Branch

Main Line—

Stroudsburg—Analomink (Track 3)
West Gravel Place (Track 4)
The Old Line Branch from a point opposite derail on Old Line Branch to Foster and Nicholson.

Bloomsburg Branch—

Kingston
Plymouth Junction to 3000 feet West of West Nanticoke
Hanover & Newport Branch
Berwick
Bloomsburg—Rupert
Danville—M. P. 207
Northumberland

1202. SCRANTON DIVISION

Syracuse Branch—

Cortland	Baldwinsville
Homer	Fulton
Jamesville	Oswego
Syracuse	

Utica Branch—

Norwich	Sherburne	Utica
Richfield Junction to Richfield Springs		
North of Waterville to South of Sangerfield		

Old Road—

Slateford Jct. to Portland

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

1301. NEW YORK DIVISION

Paterson	Middletown	Secaucus
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14. SIDINGS*

1401. NEW YORK DIVISION

	CAR CAPACITY
Ramapo	115
N. J. to Central Valley	331
MQ East Siding	122
Monroe	33
Walnut St.	30
Franklin Avenue	18
Athenia	9
Little Falls	26
Lincoln Park	120
Wayne	20
Pompton Plains	25
Pompton Jct.	12
Caldwell	10
Murray Hill	17
Berkeley Heights	7
Stirling	20
Millington	18
Lyons	20
Bernardsville	11
Far Hills	10
Hackettstown	37
Washington	12
Netcong	22
Greendell	150

* Car capacity as shown above based on 40 ft. cars.

14. SIDINGS*

1402. SCRANTON DIVISION

S&U BRANCH:	CAR CAPACITY
Chenango Forks	120
Whitney Point	103
Apulia	109
Oxford	45
Paris	46
Richfield Junction	22
Canal Branch — Utica	62

BLOOMSBURG BRANCH:

Bloomsburg	33
Rupert	29

B&P BRANCH:

East Bangor	42
Flicksville	34
Ruchs	28
Pen Argyl Short Siding	19
Miller's	60
Portland Hill Yard	34

WYOMING BRANCH:

Nay Aug	35
Saco	24

* Car capacity as shown above based on 40 ft. cars.

15. CLEARANCE RESTRICTIONS

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

1501. A. NEW YORK DIVISION

Special Restrictions

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

Hoboken Train Shed	15 ft. 4 in.
Tracks 1 and 3, Bergen Tunnel, 7 ft. 8 in. width of car or lading	15 ft. 3 in.
Tracks 2 and 4, Bergen Tunnel, 6 ft. 8 in. width of car or lading	17 ft. 1 in.
West End to Denville, Morristown Line	15 ft. 6 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. 6 in.

1501. A. NEW YORK DIVISION

Montclair Branch,
except Grove St. Bridge, Montclair 15 ft. 5 in.
Grove Street Bridge, Montclair 15 ft. 4 in.

- Trains and engines handling loaded piggyback flat cars are restricted from operating on following tracks:
Main Track No. 1 and No. 3 — Bergen Tunnel.
Tracks No. 9, No. 12, and No. 14 — Hoboken Train Shed.
- Locomotives indicated below are restricted from operating in the territory indicated due to extreme height.

Engines	
2401-2462 — restricted from operating Brick Church to West End Tower, Montclair and P&D Branches, all tracks Hoboken Train Shed from point opposite Terminal Tower, Old Road Branch and Bergen Tunnel Erie District.	
2501-2586 — restricted from operating Track 12 Hoboken Train Shed from point opposite Terminal Tower, Old Road and Bergen Tunnel Erie District.	
3601-3620 — restricted from operating Montclair and P&D Branches, Hoboken Train Shed tracks 4, 12 and 14 from point opposite Terminal Tower, Old Road and Bergen Tunnel Erie District.	
- Movement of Hi-Cube Box Cars — Length 86' 6", Width 9' 11", Height 16' 10" at eaves and 17' 0" overall are *prohibited* from movement over the following sections:

Main Line

Hoboken to Paterson Jct.
Newburgh Jct. to Howells Jct. on Eastbound Track
Jersey City to Croxton via Freight Tunnel
Croxton to Marion Jct.

Branches and lines

Newark Branch	Montclair Branch
Weehawken Branch	Gladstone Branch
Newburgh Branch	Phillipsburg Branch
Caldwell Branch	
Morristown Line West End to Denville Jct.	
Washington Line Netcong to Washington	
Old Road Washington to Portland	
Harrison Branch only West leg of Wye at Kingsland	

1502. A. SCRANTON DIVISION

- A brick enclosed island containing steel pole equipped with "Fire-stone" sign near the track leading to Oswego Stevedoring Whse., Oswego, N. Y. will not clear a man riding the side of engine or car.
- Movement of Hi-Cube Box Cars — Length 86' 6", Width 9' 11", Height 16' 10" at eaves and 17' 0" overall are *prohibited* from movement over the following sections:

Main Line

Scranton Train Shed Westbound Track only
Cayuga Jct. to Binghamton

Branches

Bangor and Portland Branch—Martins Creek Jct. to Bath Jct.
Utica Branch—Bridge 286.71—Utica
Syracuse Branch only Northbound Track at Jamesville
Syracuse Branch Syracuse to Oswego
Bloomburg Branch Rupert to Northumberland
Diamond and Green Ridge Branch only
D&H Interchange Track at Bridge No. 134.14
Jessup Branch
L&WV Railway
Old Road Portland to Slateford Jct.

16. STATION LISTS

1601. NEW YORK DIVISION

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

MAIN LINE

Miles from	Station	No.
from Hoboken, N. J.	Hoboken, N. J.	78
from Jersey City, N. J.	Jersey City, N. J.	87
2	West End	91
3	Bergen Junction	92
4	Secaucus	700
6	Junction, Harrison Cut-Off	300
7	Kingsland	310
8	Lyndhurst	315
10	Delawanna	320
11	Passaic	322
12	Clifton	324
13	Paterson Junction	327
14	South Paterson	295
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	Station	No.
from Hoboken, N. J.	Hoboken, N. J.	78
from Jersey City, N. J.	Jersey City, N. J.	87
2	Croxtton	99
4	D. B. Junction	245
5	Seaboard	250
7	Harrison	255
8	Grant Ave. (Kearny)	265
8	Newark	266
9	Riverside	268
10	Woodside	270
10	Belleville (Cleveland St.)	275
11	Belleville	280
12	Nutley (Walnut St.)	283
13	Nutley	286
13	Nutley (Franklin Ave.)	290
15	Allwood	294
16	Athenia	294

WEEHAWKEN BRANCH

Miles from	Station	No.
from Jersey City	Jersey City	87
3	Weehawken	82

1601. NEW YORK DIVISION

BERGEN COUNTY LINE

Miles from	Station	No.
Hoboken	Hoboken	78
2	Croxtton	97
4	Secaucus	700
7	N. J., N. Y. Junction	705
8	Rutherford	860
9	Rutherford Junction	865
11	Garfield	870
12	Dundee Junction	872
13	Plauderville	874
14	Passaic Junction	880
15	Broadway-Fair Lawn	890
17	Radburn-Fair Lawn	892
18	Glen Rock	894
19	Ridgewood Junction	930

CARLTON HILL BRANCH

Miles from	Station	No.
Rutherford Junction	Rutherford Junction	865
1	Carlton Hill	895

PASSAIC BRANCH

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

DUNDEE SPUR

Miles from	Station	No.
Dundee Junction	Dundee Junction	872
2	Dundee	875

PIERMONT BRANCH

Miles from	Station	No.
Suffern	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	Station	No.
Greycourt, N. Y.	Greycourt, N. Y.	1075
2	Craigville	1079
5	Blooming Grove	1080
7	Washingtonville	1085
9	Salisbury Mills	1090
13	Valls Gate	1095
16	New Windsor	1105
17	West Newburgh	1110
19	Newburgh	1115

MONTGOMERY BRANCH

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

1601. NEW YORK DIVISION

CRAWFORD BRANCH

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

N. Y. O. & W. BRANCH

Miles from	Station No.
Crawford Jct.	1160
1 Fairroaks	1161

N. Y. N. H. & H TRACKAGE

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

GRAHAM LINE

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

NORTHERN BRANCH

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

1601. NEW YORK DIVISION

GREENWOOD LAKE BRANCH

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

ORANGE BRANCH

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

CALDWELL BRANCH

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

NEW JERSEY & NEW YORK RAILROAD

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

1601. NEW YORK DIVISION

BOONTON LINE

Miles from	Station No.
Mountain View	332
2 Lincoln Park	336
4 Towaco	340
7 Montville	345
8 Boonton	350
10 Mountain Lakes	355
12 Parsippany	356
13 Denville	485

TOTOWA INDUSTRIAL SPUR

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

WEST PATERSON SPUR

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

MORRISTOWN LINE

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

HARRISON BRANCH

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

MONTCLAIR BRANCH

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

1601. NEW YORK DIVISION

GLADSTONE BRANCH

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

CHESTER BRANCH

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

SUSSEX BRANCH

Miles from	Station No.
Sussex Branch Jct.	524
5 Cranberry Lake	530
7 Andover	540
8 Andover Jct.	542

WASHINGTON LINE

Miles from	Station No.
Pt. Morris	520
1 Sussex Branch Jct.	524
1 Netcong	525
4 Waterloo	526
10 Hackettstown	565
16 Port Murray	570
20 Washington	575

OLD ROAD

Miles from	Station No.
Washington	575
5 Oxford Furnace	1205
10 Bridgeville	1208
13 Delaware	1214
16 Portland	1217

PHILLIPSBURG BRANCH

Miles from	Station No.
Washington	575
5 Broadway	580
6 New Village	585
9 Stewartsville	590
14 Phillipsburg	595

16. STATION LISTS

1602. SCRANTON DIVISION

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

BANGOR AND PORTLAND BRANCH

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

UTICA BRANCH

Station	Number
Chenango Forks	1903
Greene	2005
Brisben	2009
Oxford	2015
Norwich	2020
Galena	2024
Sherburne	2028
Earlville	2032
Hubbardsville	2036
North Brookfield	2040
Sangerfield	2042
Waterville	2044
Paris	2047
Richfield Jct.	2050
Clayville	2074
Chadwicks	2082
Washington Mills	2085
New Hartford	2090
West Utica	2092
Utica	2095

RICHFIELD SPRINGS BRANCH

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

1602. SCRANTON DIVISION

SYRACUSE BRANCH

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

BLOOMSBURG BRANCH

Station	Number
Taylor	1343
Old Forge	1346
Duryea	1490
Pittston	1492
West Pittston	1495
Wyoming	1501
Forty Fort	1505
Luzerne	1510
Kingston	1515
Plymouth Jct.	1520
Plymouth	1525
Hanover Yard	1526
West Nanticoke	1537
Shickshinny	1545
Berwick	1554
West Berwick	1558
Lime Ridge	1566
Almedia	1568
Espy	1570
Bloomsburg	1574
Rupert	1578
State Hospital	1584
Danville	1586
Wicks Lbr. Sw.	1591
Northumberland	1595

WYOMING BRANCH

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

1602. SCRANTON DIVISION**WYOMING BRANCH**

Station	Number
Suscon	1385
Langcliffe	1361
Pittston	1365
Pittston Milling Co.	1367
Dunmore	1407
Cohens Siding	1409
Gilsonite Co.	1411
P. P. & L. Co.	1413
Hower & Stender Siding	1415
Johnson Jct.	1417
P. P. & L. Co. — Larch St.	1419
Scranton	1420

LACKAWANNA AND WYOMING VALLEY

Station	Number
Scranton	1317
Connell Jct	1605
Virginia	1607
Hilldale	1619
Plains	1621
Wilkes-Barre	1623

JESSUP BRANCH

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

17. A. FLAG CROSSINGS

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

1701. A. NEW YORK DIVISION**Jersey City:**

Grove Street Crossing at Warehouse

Kingsland:

Valley Brook Avenue

New Jersey Avenue

Orient Way

Kingsland Shop Crossing

Track serving Frasse Company at Orient Way and Lewandowski Street

Track Serving Economics Company at Schuyler Avenue

Paterson:

East Seventh Street Crossing, Waite Street Yard

Little Falls:

Lackawanna Avenue on "Water Track"

Kings Road on "Water Track"

River View Drive on "Water Track"

Washington:

Railroad Avenue

ORANGE BRANCH

All crossings west of Bloomfield Avenue

NEWBURGH BRANCH**Newburgh:**

Washington Street

Vails Gate Jct.:

Temple Hill

Salisbury Mills:

Blooming Grove Tpke.

Washingtonville:

Monroe Road, Chester Road

Craigville:

MP 2.44—Hardscrabble Road

CRAWFORD BRANCH

All crossings E. Main Street to Crawford Jct.

Circleville:

MP 5.40

NEW JERSEY AND NEW YORK R. R.

All crossings west of Main Street, Spring Valley

PIERMONT BRANCH

All crossings except; Monsey Heights Road and Goldell Parkway, Monsey.

Main Street, Spring Valley

Kipps Crossing, Sparkill

Kings Highway

NORTHERN BRANCH**North Bergen:**

Sidings 8th Street and Dell Avenue

1702. A. SCRANTON DIVISION

Scranton:

Cedar Avenue (Laurel Line Connection);
South Washington Avenue

Clarks Summit:

Depot Street

Nicholson:

State Highway

GREEN RIDGE & DIAMOND BRANCHES

All crossings except Lackawanna Avenue

KINGSTON-PETTIBONE BRANCH

Mercer, Schuyler, Wyoming and Rutter Avenues

KEYSER VALLEY BRANCH

MP 139.56—Anemostat Corp., off Ernst Steel Lead

STORRS BRANCH

Dickson City:

Main Street and Boulevard Avenue

SYRACUSE BRANCH

Oswego:

Water Street

WYOMING BRANCH

Avoca:

York Avenue

Olyphant:

Lackawanna Street

Duryea:

York Avenue
Route 40103

Lake Ariel: Shaffers

Blakely:

Ontario Street
and Eynon Road

Winton Boro:

Church Street

Eynon:

Betty, Oak and
North Miller Streets

Jessup:

Hill Street

Winton:

Hill Street

Riverside:

Main Street

Dunmore:

Third Street

Blakely Boro:

Keystone Avenue
and Main Street

Hughestown:

Rock Street

PEN ARGYL BRANCH

Plainfield Twsp.:

"E" Street Crossing
State St. Crossing 702

BANGOR AND PORTLAND BRANCH

Flicksville:

Twsp. Road 710—MP 91.23

17. B CROSSINGS PROTECTED BY WATCHMEN

1711. B NEW YORK DIVISION

City or Borough Location	Name of Crossing	Hours During Which Protected	Days Per Week
Jersey City	St. Paul's Ave.	24 hours	Daily
Secaucus	County Rd. (frt. trks.)	24 hours	Daily
Rutherford*	Park Ave.	7:00 AM to 3:00 PM 3:00 PM to 7:00 PM	Exc. Sat. & Sun.
East Ruthfd.	Central Ave.	7:00 AM to 11:00 AM 11:00 AM to 7:00 PM	Exc. Sat. & Sun.
Kearny	Schuyler Ave.	7:00 AM to 10:00 AM 3:00 PM to 8:00 PM	Exc. Sat. & Sun.
Harrison	Davis Ave.	7:00 AM to 10:00 AM 3:00 PM to 8:00 PM	Exc. Sat. & Sun.
Kearny	Grant Ave.	7:00 AM to 10:00 AM 3:00 PM to 8:00 PM	Exc. Sat. & Sun.
Newark	Passaic St. Third Ave. Fourth Ave.	6:05 AM to 2:05 PM 2:05 PM to 10:05 PM	Exc. Sat. & Sun.

(gates at Passaic St. and Third Ave. are electrically operated from Fourth Avenue Tower)

Nutley	Washington Ave.	7:00 AM to 11:15 AM 8:45 AM to 6:30 PM	Exc. Sat. & Sun.
Silver Lake	Franklin St.	6:00 AM to 6:00 PM	Exc. Sat. & Sun.
Silver Lake	Belmont Ave.	6:00 AM to 10:00 PM	Exc. Sat. & Sun.
Bloomfield	Grove St.	2:00 PM to 6:00 PM	Exc. Sat. & Sun.
Bloomfield	Bloomfield Ave.	2:00 PM to 10:00 PM	Exc. Sat. & Sun.
Dover (Joint)	Morris St. Orchard St.	6:00 AM to 2:00 PM 2:00 PM to 10:00 PM	Exc. Sun.

Electric Gates — Superimposed joint manual control

1712. B NEW JERSEY AND NEW YORK RAILROAD

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

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

1713. B SCRANTON DIVISION

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

Stroudsburg is protected only on days when schools are in session.

Cortland protected Monday through Friday.

Homer protected daily except Sunday and Holidays.

18. AUTOMATIC CROSSING PROTECTION

ALL DIVISIONS

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

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

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

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

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

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

1800. ALL DIVISIONS

Reduction in Speed at Highway Grade Crossings

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

Hanover — Newport Branch
 Bloomsburg Branch
 Wyoming Branch
 Syracuse and Utica Branches
 Northern Branch — Sparkill to Croxton
 Newark Branch — DB Jct to Paterson Jct.
 Caldwell Branch — Great Notch to Essex Fells
 Greenwood Lake Branch — Mountain View to Midvale
 Sussex Branch — Netcong to Andover Jct.
 Old Road

1801. NEW YORK DIVISION

Crossings Not Circuted for Movement Against Current of Traffic Rule D-238 Governs

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

1802. NEW YORK DIVISION

AUTOMATIC ELECTRIC CROSSING GATES

NAME AND LOCATION OF CROSSING	LENGTH OF CIRCUIT		CUT - OUTS	
	EASTBOUND: FEET	WESTBOUND: FEET	EB	WB
MAIN LINE —				
Jersey City, Pavonia Ave.	MP .03	140		
Secaucus, County Road*	MP 3.73	3700		
Paterson, Fifth Ave.	MP 17.23	2900	X	X
Glen Rock, Rock Road	MP 19.50	3050	X	X
Allendale, Chestnut St.	MP 24.05	4100	X	X
Ramsey, Main St.	MP 26.64	4250	X	X
Ramsey, Central Ave.	MP 26.92	4700	X	X
Hillburn, Fourth Ave.	MP 31.50	2950	X	X
Goshen, Green St.	MP 58.42	3100	X	X
Goshen, Greenwich St.	MP 58.62	3200	X	X
Goshen, Main St.	MP 58.67	2850	X	X
Middletown, Washington St.	MP 65.26	2250	X	X
Middletown, Houston Ave.	MP 65.40	2150	X	X
Middletown, East Main St.	MP 65.70	1800	X	X
Middletown, Montgomery St.	MP 65.79	2100	X	X
Middletown, Cottage St.	MP 65.83	1900	X	X
Middletown, North St.	MP 65.99	1650	X	X
Middletown, West Main St.	MP 66.16	1800	X	X
Middletown, Harding St.	MP 66.38	2400	X	X
Middletown, Knox Crossing	MP 66.71	3400		
NEWARK BRANCH —				
Riverside, Chester Ave.	MP 9.23	2400	X	X
Newark, Grafton Ave.	MP 9.75	1600	X	X
Belleville, Rutgers St.	MP 10.64	1600	X	X
Belleville, Joralemon St.	MP 11.06	1600	X	X
BERGEN COUNTY LINE —				
Secaucus, County Road	MP 3.84	3100	X	
Rutherford, Park Ave.	MP 8.48	3100	X	X
East Rutherford, Paterson Plank Rd.	MP 9.40	2800	X	X
Garfield, Hobart Place	MP 11.30	3200	X	X
Garfield, Somerset St.	MP 11.49	3350	X	X
Garfield, Monroe St.	MP 11.72	4350	X	X
Garfield, Van Winkle Ave.	MP 11.88	4100	X	X
Garfield, Outwater Lane	MP 12.66	3600	X	X
Garfield, Midland Ave.	MP 12.86	3600	X	X
East Paterson, Market St.	MP 13.62	4000	X	X
East Paterson, Midland Ave.	MP 13.78	4050	X	X
FAIR LAWN BRANCH —				
Fair Lawn, Morlot Ave.	MP 15.98	3500	X	X
Fair Lawn, Fair Lawn Ave.	MP 16.64	3500	X	X
Glen Rock, Harristown Rd.	MP 17.74	2975	X	X
Glen Rock, Rock Rd.	MP 18.25	3100	X	X
PIERMONT BRANCH —				
Spring Valley, Main St.	MP 11.34		X	X
NORTHERN BRANCH —				
N. Bergen, Secaucus Rd.	MP 3.73	3650	X	X
N. Bergen, Paterson Plank Rd.	MP 5.44	4300	X	X
Englewood, Palisade Ave.	MP 13.90	2000	X	X
GREENWOOD LAKE —				
Arlington, Forest St.	MP 6.86	3100	X	X
Arlington, Elm St.	MP 6.91	2850	X	X
Arlington, Devon St.	MP 6.96	2575	X	X
North Newark, Summer Ave.	MP 8.23	3100	X	X
North Newark, Mt. Prospect Ave.	MP 8.36	3200	X	X
Bloomfield, Willett St.	MP 9.75	3000	X	X
Bloomfield, Orchard St.	MP 10.00	3000	X	X
Bloomfield, Walnut St.	MP 10.25	3450	X	X
Bloomfield, Walnut St.	MP 10.93	3500	X	X
Glen Ridge, Benson St.	MP 11.74	2100	X	X
Montclair, Pine St.	MP 11.80	2350	X	X
Montclair, Claremont Ave.	MP 11.90	2700	X	X
Montclair, Grove St.	MP 12.04	2900	X	X
Montclair, Walnut St.	MP 12.58	3300	X	X
Montclair, No. Fullerton Ave.	MP 13.72	2750	X	X
Upper Montclair, Bellevue Ave.	MP 13.81	2600	X	X
Upper Montclair, Lorraine Ave.	MP 13.97	3350	X	X
Upper Montclair, Jerome Place	MP 14.30	2900	X	X
Upper Montclair, Laurel Place	MP 14.68	3100	X	X
Upper Montclair, Mt. Hebron Rd.	MP 14.90	2850	X	X
Montclair Hts., Normal Ave.	MP 19.24	3500	X	X
Singac, Main St.	MP 21.14	1800	X	X
Mountain View, Fairfield Rd.	MP 21.63	1600	X	X
Mountain View, Boonton Rd.	MP 21.63	1600	X	X
Pequanock, Newark Pompton Tpk.	MP 24.02	2700	X	X
CALDWELL BRANCH —				
Caldwell, Roseland Ave.*	MP 21.66	950		
N.J. & N.Y. R.R. —				
East Rutherford, Union Ave.	MP 8.31	3255	X	X
Carlstadt, Paterson Plank Rd.	MP 8.87	2825	X	X
Hasbrouck Hts., Malcolm Ave.	MP 10.71	3200	X	X
Pearl River, Jefferson St.	MP 25.49	3300	X	X
Pearl River, W. Washington Ave.	MP 25.78	2900	X	X

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1802. NEW YORK DIVISION

AUTOMATIC ELECTRIC CROSSING GATES

NAME AND LOCATION OF CROSSING		LENGTH OF CIRCUIT		CUT - OUTS	
				TIMING	
		EASTBOUND: FEET	WESTBOUND: FEET	EB	WB
PASSAIC BRANCH —					
Passaic, Monroe St.	MP 11.55	Through Xing Only on Side Track			
Passaic, Harrison St.	MP 11.86	750	200	X	X
Passaic, Summer St.	MP 11.96	1200	300	X	X
Lakeview, Crooks Ave.	MP 13.68	1100	1600	X	X
Paterson, Gould Ave.	MP 14.20	1500	140	X	X
GLADSTONE BRANCH —					
Berkeley Heights, Snyder Rd.	MP 25.20	2300	2730	X	X
Berkeley Heights, Plainfield Rd.*	MP 25.60	3730	2700		
Stirling, Main St.*	MP 28.80	2800	2700		
Far Hills, Mine Brook Rd.*	MP 38.80	1500	3300		
MORRISTOWN LINE —					
Dover, South Morris St.*	MP 32.20	1120	1830	X	X
Dover, Orchard St.*	MP 32.32	1100	1250	X	X
WASHINGTON LINE —					
Netcong, Main St.*	MP 47.90	2850	1230	X	X
Hackettstown, High St.*	MP 56.50	1600	2570	X	
Hackettstown, Main St.*	MP 56.70	2200	2200	X	X
SUSSEX BRANCH —					
Netcong, Main St.*	MP 47.90	1500	1230	X	X

*Manually operated cut-outs

1803. SCRANTON DIVISION

AUTOMATIC ELECTRIC CROSSING GATES

LOCATION	CROSSING	M.P.	LENGTH		CIRCUIT		CUT OUTS		
			Eastbound	Westbound	Switch	Manual	Timing		
Delaware Water Gap	Tinkertown	77.88	4400	3100				X	
Stroudsburg	Broad St.	81.90	2970	2169		Z			
	Courtland St.	82.30	3184	1320				X	
Gravel Place	Gravel Place Road	83.20	3593	3184		Z		X	
Tobyhanna	Church St.	107.61	3598	3389		Z		X	
Gouldsboro		112.88	3100	3520		Z			
BLOOMSBURG BRANCH									
Scranton	Scranton St.	134.12	438	438				X	
Duryea	Stephenson St.	141.20	2640	2244		Z			
	Everharts	142.25	1700	1980		Z			
W. Pittston	Exeter	143.55	660	770		Z			
	Luzerne	143.66	660	660		Z			
	Montgomery	143.80	990	660		Z			
Wyoming	8th St.	146.10	880	926		Z			
Luzerne	W. Bennett	149.61	438	438		Z			
	Union	149.85	438	438		Z			
Kingston	Main	150.94	482	468		Z		X	
Plymouth	Hanover	153.81	880	840		Z			
Danville	Mill St.	201.96							
BANGOR & PORTLAND BRANCH									
Nazareth	Main St.	106.76	360	360		Z			
Bangor									

"Z" Indicates Information in Box at Location

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1803. SCRANTON DIVISION

AUTOMATIC ELECTRIC CROSSING GATES

LOCATION	CROSSING	M.P.	LENGTH		CIRCUIT	CUT OUTS		Timing
			Southbound	Northbound		Manual	Switch	
SYRACUSE BRANCH								
Cortland	Pt. Watson	234.44	1084		996	X		
	Central Ave.	234.63	996		1143	X		
	Elm St.	234.76	1026		1026	X		
	Clinton Ave.	234.83	1142		967	X		
Homer	Grant St.	234.95	967		1036	X		X
	Cayuga	237.14	3300		2640	Z		X
	James	237.30	2707		2970	Z		X
	Clinton & Warren	237.60	2442		3102	Z		X
Jamesville	Seneca	264.24	2567		1330	Z		X
UTICA BRANCH								
Norwich	Hale St.	232.26	950		1032	X		
	Division St.	232.35	950		935	X		
	Brown	232.50	970		920	X		
	Front	232.63	980		1030	X		
	E. Main	232.82	1000		960	X		
	Mechanic	232.94	1020		1160	X		
	Mitchell	233.03	930		1000	X		
	Rexford	233.21	1130		920	X		
	West State	244.00	1650		2112	Z		
	Upper Main St.	276.23	2840		2100	Z		
Sherburne	Lower Main St.	276.60	2420		2200	Z		
	Elm St.	278.97	2640		2970	Z		
	Chadwicks	282.70	513		513	Z		
Clayville	New Hartford	285.70	410		410	Z		
	Utica							

"Z" Indicates Information in Box at Location

1804. SCRANTON DIVISION

Movement Against Current of Traffic Over Crossings Protected by Automatic Signals

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

MAIN LINE

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

BLOOMSBURG BRANCH

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

1805. Traffic Lights

Scranton:
Lackawanna Avenue
Utica:
Court Street, Columbia Street,
Whitesboro Street, Oswego Street
New Hartford Spur:
MP 284.59 French Road Crossing
Lights at Oswego Street and MP 284.59 are manually controlled and must be operated by crew.

19. SPECIAL INSTRUCTIONS — ALL DIVISIONS

1901. Registering Trains — Train Order Signature

Rule 201 is modified to permit signature of chief train dispatcher to be used instead of signature of superintendent.

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

Trains not scheduled to stop at stations at which train registers are located may register by throwing off train register slip.

It will be the duty of the employee in charge of the register station at points where trains are authorized to throw off train register slips, to enter the information on the train register and preserve the slip.

1902A. Locomotive Operation

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

When light movements are made with multiple unit diesel locomotives equipped with double end control, the locomotive must be operated from the end in the direction that the movement is being made. In multiple unit operation of diesel locomotives the locomotive number will be displayed on the lead unit only.

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

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

19. SPECIAL INSTRUCTIONS — ALL DIVISIONS

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

1902B. Locomotives Left Unattended

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

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

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

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

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

1903. Handling of Passenger Equipment

When passenger equipped BX-type box cars or converted troop sleepers are moved empty in passenger or mail and express trains, they are to be considered as freight equipment and freight train speed restrictions will apply to the train handling them.

BX-type box cars, converted troop sleepers, or freight equipment of any type must not be handled as the rear car of a passenger or mail and express train. This applies whether the car is loaded or empty.

No equipment, passenger or freight, is to be handled behind the Rider on Trains 3 and 4 or other mail and express trains.

1904. Handling of Explosives

Passenger Trains:

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

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

Freight Trains:

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

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

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

1905. Taking on Cars

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

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

19. SPECIAL INSTRUCTIONS — ALL DIVISIONS

1906. Wreck or Work Trains

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

1907. Instructions Covering Hand Operation of Remote Control Switch

When necessary to operate a power operated switch by hand, follow instructions posted in telephone box adjacent to signal.

1908. Unattended Interlockings

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

1. When the interlocking signals display "Stop" for a train or engine during the hours the towers are closed, a member of the crew will immediately call Train Dispatcher and request permission to make the desired move.
2. After permission is received from Train Dispatcher, the movement through the interlocking may be made without signal indication when preceded by a flagman, after a member of the crew has ascertained that signals governing conflicting movements are in "Stop Position," and that switches are properly lined for the movement.
3. Permission received from Train Dispatcher for the move will be acted upon in lieu of Clearance Forms A and B except entering traffic control territory.
4. In case of communication failure and dispatcher or operator cannot be contacted all switches and derails connected with the movement must be securely spiked and blocked before movement is made over them. After all movements have been completed all spikes and blocking must be removed and returned to emergency tool box.

1909. Audible and Visual Signals

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

1910. Instructions for operating over power switches, TCS or INT, when proper signal indication cannot be displayed

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

1911. Pre-Arranged Detour

Operating Rules D-240 to 249, 411, 421 through 426 are modified to permit use of Operators where rules now specify Conductor or Flagman. In all other respects these rules remain unchanged.

When practicable, sign reading "End of Detour One Mile," will be used in appropriate location within pre-arranged detours. As it may not always be possible to use these signs, crews must not depend upon them exclusively to orient themselves as to the location of their train within the detour.

1912. NEW YORK DIVISION

SPECIAL INSTRUCTIONS

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

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

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

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

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

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

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

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

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

Crews setting off cars to M&NJ R.R. Interchange at Middletown, N. Y. must push cars in, keeping other than 1200 or 400 class engines not MU'd off Srague Ave. Bridge M&NJ Tracks.

Railroad Grade Crossing other than Interlocking — Lake Jct. and Ferremont Jct. — "STOP" sign with "RED" light is located on each side of crossings of CNJ Railroad. Trains or engines after stopping at "STOP" sign may proceed only when it is known that right of way is clear.

Pompton Jct. — Automatic interlocking signals govern movement over grade crossing Greenwood Lake Branch and NYS&W Railroad at Pompton Jct., Rule 651, Rules of the Operating Department. effective October 25, 1964, will govern.

1913. Passenger Service

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.

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

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

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

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

1913. NEW YORK DIVISION

Passenger Service

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

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

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

Westward trains will stop with rear coach west of Maple Ave. Bridge Glen Rock (BCRR).

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

Eastward trains will stop with rear coach east of Market St., Paterson. Trains stopping at River St., Paterson will stop with train clear of bridge over River St.

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

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

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

1914. Movements of Passenger Outfits

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

Trains leaving yards for passenger station:

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

When a train handled by a switch engine has been stopped in the passenger station, the back-up hose will not be removed from the brake hose connection until after the engine has been cut off. When empty trains are to be moved from the passenger station, the men handling the back-up hose will make test of the brakes before giving signal for the train to move.

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

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

1915. Hoboken Train-Shed

- A. Enginemen will not couple against train without receiving hand signal.
- B. All passenger trains arriving Hoboken Passenger Station will stop engine or head motor car not less than 20 feet from bumping block or not less than 10 feet from any car which may be standing on the track.
- C. Enginemen will use extreme care to allow adequate braking distance entering Hoboken train-shed, having their train under such control that they will be able to stop short of bumping block, car or other obstruction.
- D. When starting signals at west end of track in Hoboken train-shed cannot be seen by engineman, member of the train crew delegated by conductor or fireman delegated by engineman, will inform engineman as to signal indication, in such manner that there can be no misunderstanding.

1916. NEW YORK DIVISION

Terminal Running Tracks

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

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

The two principal tracks extending from East End of Bergen Tunnel, Jersey City, to Monmouth St., 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 Grove St. Tower-E by telephone before making movement.

Westbound movements from Weehawken will be directed by Grove St. Tower-E.

Weehawken Branch—All trains from 400 ft. west of Hoboken Avenue to 600 ft. east of 1st Street — 10 MPH.

1917. Movements over NYC or PRR Tracks

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

New York Central crews desiring to cross tracks at First Street, Hoboken, Weehawken Branch, must secure permission from Grove St. Tower-E. 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 Waldo Tower Journal Square.

1920. NEW YORK DIVISION

1920. Bergen County Line

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

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

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

1921. Northern Branch

Westward trains are superior to eastward trains of the same class.

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

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

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

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

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 12-1N and sign reading circuit located 300 ft. east of crossing in order to avoid unnecessary operation of flashing light signals.

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

1922. New Jersey and New York R.R.

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

1922. NEW YORK DIVISION

New Jersey and New York R.R.

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

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

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

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

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

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

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

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

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

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

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

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

Automatic straight time cut out circuits have been installed to prevent unnecessary operation of flasher signals at both Park Avenue and Madison Avenue Crossings, Park Ridge, N. J. Westward 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.

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

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

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

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

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

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.

1922. NEW YORK DIVISION

1923. Greenwood Lake — Orange — Caldwell Branches

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

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

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

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

Cut Out Devices: Mountain View — Fairfield Road: Switches have automatic cut out.

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

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

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

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

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

Orange Branch

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

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

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

No cars will be kept unattended South Canal, Forest Hill, N. J.

Caldwell Branch

Extra trains and light engines come to full stop before proceeding over Francisco Ave. Crossing, Caldwell.

1924. Newark Branch

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

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.

1924. NEW YORK DIVISION

Newark Branch

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

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

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

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

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

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

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

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

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

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

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

1925. Newburgh — Montgomery — Crawford Branches

Permission from Train Dispatcher must be secured before leaving Newburgh, Greycourt, Goshen or Middletown.

Permission from operator at MQ Tower must be obtained before starting westward movements from New Haven Jct. or Maybrook.

1926. NEW YORK DIVISION

Gladstone — Washington Line

(a) GLADSTONE BRANCH

Following westward trains are superior to designated eastward trains:

No. 401 to 414	No. 421 to 422	No. 439 to 428	No. 475 to 480
No. 403 to 416	No. 427 to X-42	No. 441 to 428	No. 477 to 482
No. 407 to 418	No. 437 to 426	No. 471 to 474	No. 479 to 482
No. 413 to 420	No. 439 to 426	No. 473 to 416	No. 483 to 484

No. 407 is superior to 416 between Summit and east end of Murray Hill Siding.

No. 413 is superior to 418 between Summit and east end of Murray Hill Siding.

No. 421 is superior to 420 between Summit and west end of Far Hills Siding.

No. 423 is superior to 422 between Summit and west end of Stirling Siding.

Nos. 429, 431, 433 and 435 are superior to all eastward trains between Summit and Gladstone.

No. 437 is superior to X-42 between Summit and west end of Far Hills Siding.

Schedule time of trains at Lyons and Far Hills, 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.

(b) WASHINGTON LINE

Nos. X-101 and 1007 are superior to all eastward trains between Port Morris Junction and Netcong.

1927. NEW YORK DIVISION

Other Instructions

An engineman who has not made a trip in road service as such within a period of six months over the portion of railroad on which he is expected to operate within the State of New Jersey, must not be used on such portion of the road until he has been re-examined and qualified by the proper officer.

A fireman must not operate an engine in the State of New Jersey unless he is a promoted engineman and has qualified on the physical characteristics of the portion of the road to be used in the same manner as prescribed for an engineman.

This does not apply to engine crews assigned to yard engines, or working within the confines of yards.

If absent from all railroad duty for 30 days or more, conductors, enginemen, firemen and trainmen reporting to operate a train in road service, in or through the State of New Jersey, must notify his superior of such absence. The superior will examine the employee so reporting to ascertain the employee's knowledge and understanding of any General Orders or changes in the Operating Rules which may have been issued during his absence. A record of this examination will be kept in the office of the Superintendent.

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.

NEWARK: All trains approaching Broad Street Station — receiving a restricting signal indication—Enginemen should use extreme care to allow adequate braking distance and under no circumstance will stop less than three (3) car lengths behind preceding train. Westbound trains must not pull into Broad Street Station on track 3 with train on track 1 receiving or discharging passengers.

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

1931. SCRANTON DIVISION

SPECIAL INSTRUCTIONS

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

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

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

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

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

WYOMING BRANCH

The normal position of switches at Little Virginia connection to be kept lined from L&WV main track to EL main track.

Normal position of switch at No. 7 Junction to be kept lined for movements to No. 6, thence to L&WV trackage.

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

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

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

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

The normal position of main track ladder switch leading to Brownsville Branch at Hillside Jct. is when set for Brownsville Branch.

Switch point derail on Brownsville Branch leading to Wyoming Branch main track. Normal position is when set for derailing.

Safety spring switch located 500 feet west of Blakely Street on Scranton District. Normal position is for safety track and may be run through by eastward trains.

Unloading ramp at Dupont No. 1 switch has been extended. Crews servicing this plant will exercise care to avoid personal injury.

Movements in either direction between following points can be made only on authority of the train dispatcher:

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

Running tests will be made before descending grades as follows:

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

1931. SCRANTON DIVISION

BANGOR AND PORTLAND BRANCH

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

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

(c) Air hose must be coupled and air brakes in use on all cars handled on the following side tracks:

Pen Argyl: Stephens Jackson Quarry Switch.

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

(d) Crews occupying main track in switching movements between yard limit board at east end of Bangor Yard and Bangor Union side track, must protect themselves with semaphore signal in "STOP" position at west end of yard track. Westward trains must approach this point under control, expecting to find signal in "STOP" position and track occupied.

(e) The movement in either direction of trains or engines between division post at end of Martins Creek Branch and the east end of the Delaware River Bridge, must be under protection of flagman against opposing trains or engines.

(f) Bangor — Steel structure supporting sand tower adjacent to ash pit track at engine house will not clear man on side of car or engine nor side clear-vision wind shield of diesel locomotive. Train and engine crews must use every precaution when working on this track to prevent personal injury.

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

(h) Bath Jct. — In placing cars on coal trestle at Penn Dixie No. 6 Cement Mill, engines must not go on trestle, and trainmen must not ride cars on trestle.

(i) Buildings, platforms and loading devices at Penn Dixie #4 and #6; Lone Star; Nazareth and Hercules Cement Plants will not clear a man on side of car when loading devices are in loading position. Train and engine crews must use every precaution when working on these tracks, to prevent personal injury.

(j) Freight office, (Bangor Roundhouse) — Cars or other equipment should not be left standing closer than one hundred (100) feet on either side of the crossing.

Railroad Grade Crossing other than Interlocking

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

Nazareth (Penn-Dixie No. 4) (Trainmen operate) — L. & N. E. Ry.
Bath Junction (Penn-Dixie No. 6) (Trainmen operate) — L. & N. E. Ry.

SYRACUSE BRANCH

Syracuse — First track west of Passenger Station platform is known as main track No. 1, and will be lined for through movement.

The next track west is known as track No. 2 with crossovers at either end lined for through movement. This track may be used by southward freight trains to Adams Street crossover. Northward movements on this track may be made at "restricted" speed only on permission of yardmaster.

Railroad Grade Crossing other than Interlocking

Cortland Junction — L. V. R. R.

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

1931. SCRANTON DIVISION

SYRACUSE BRANCH

Railroad Grade Crossing other than Interlocking

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

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

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

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

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

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

UTICA BRANCH

Railroad Grade Crossing other than Interlocking

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

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

New Hartford (Campion Road Spur) N. Y. C. RR. (West Shore) — "STOP" signs are located 60 feet from each side of the N. Y. C. (West Shore) and EL (former NYO&W) Railroads. Trains, engines and vehicles, after *stopping* at "STOP" sign, may proceed only when it is known that right-of-way is clear.

BLOOMSBURG BRANCH

Railroad Grade Crossing other than Interlocking

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

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

EL. crews must obtain permission of RDG Railroad towerman at Milton, Pa., by telephone before occupying RDG Railroad main track at Rupert. Telephone located at Rupert for this purpose.

1931. SCRANTON DIVISION

SCRANTON TERMINAL

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

1932. SCRANTON DIVISION

Railroad Crossings Protected by Interlocking

Pittston Junction—L. V. R. R.

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

1933. Retainers — Dynamic Brake Operating on All Units

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

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

Eastward Trains Pocono Summit to Analomink

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

1933. Retainers — Dynamic Brake Operating on All Units

Eastward Trains Pocono Summit to Analomink

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

Over 4,300 tons	Over 3,500 tons	Over 3,000 tons
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Freight trains with more than 100 cars but less than 35 cars of coal or heavy commodities will be operated at 25 mph with all retainers turned up in forward half of train, except on first car, and alternate retainers on balance of train where tonnage is

Over 4,300 tons	Over 3,500 tons	Over 3,000 tons
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Solid trains of heavy commodities or mixed trains with 35 or more cars of coal or heavy commodities (18 mph) turn up retainers on all cars in train, except on the first car and the last six when tonnage is

Over 4,300 tons	Over 3,500 tons	Over 3,000 tons
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Westward Trains Lehigh to Scranton

	3 Units or 2 Units		
4 Units	1850 Class	2 Units	

Retainers are not required between Lehigh and Elmhurst.

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

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

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

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

(a) **CLARKS SUMMIT TO SCRANTON:** On trains consisting of more than 2,500 tons, turn up retainers on 25 consecutive cars after first car, and 10 retainers alternately on next 20 cars. Heavy commodity trains with 18 MPH speed limit, turn up retainers on each car, except the first and four rear cars. Trains consisting of more than 75 empty cars, turn up retainers on 2nd to 16th head cars.

(b) **POCONO SUMMIT TO ANALOMINK:** Freight trains with 25 MPH speed limit, turn up retainer for each car in head half of train except head car, and alternate retainers on balance. Trains with 18 MPH speed limit, turn up retainer for each car, except head car and rear four cars.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(See Page 165)

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

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

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

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

20. GENERAL SPEED RESTRICTIONS — ALL DIVISIONS

2001. Engine Restrictions

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

Units	MPH
809-859	70
All other road and road switch type locomotives	65
Yard type locomotives	40
8412-8422-8432-8442-8452 coupled with 809-833 class locomotives in passenger service	68
Engines running light	50
Single units running light	
Road and Road Switch class	35
Yard class	25
Engines running backward	35
Yard engine 26, Class SG will operate with or without train or be towed in trains under special instructions issued by the Mechanical Department.	
1850, 2400 and 2500 series engines are restricted to through freight and passenger service.	

2002. Train and Equipment Restrictions

Trains handling swivel truck cranes and other similar pivoted machinery except wrecking derricks	30
The pivoted machinery listed immediately above is to be hauled on the rear of trains not more than 15 cars from caboose.	
Trains handling spreader cars	30
Spreader cars will be handled with blades in trailing position unless otherwise authorized by Superintendent.	
Loaded cars carded Form 5432	30
Trains handling ore	40
Trains handling:	
air dump cars empty	40
air dump cars loaded	30
Trains handling snow plows (in service) locomotive cranes and flangers	40
Snow plows in service over highway crossings or when being pulled backward in snow	10
Trains handling scale test cars (must be handled on rear of train)	30
Continuous welded rail trains	35
Conductors will notify engineers before leaving terminals whether such equipment is in train.	
All trains entering or leaving sidings or yards, passing from double to single or single to double track, or through cross-overs except as otherwise provided	10
Handling empty continuous welded rail trains	35
Trains 3 and 4 and mail and express trains will be governed by restrictions applying to passenger trains except when handling freight equipment.	
TTX, NIFX or PFF piggyback flat cars when moved in passenger or mail and express trains are to be considered as passenger equipment for purposes of complying with speed restrictions.	

2003. Trains Handling Wrecking Derricks

1. On Main Line—Hoboken to Binghamton via Morristown Line, Greenwood Lake Branch & Boonton Branch. Hoboken to Port Jervis via Main Line, Graham Line and Bergen County.	
On Straight track	30
On Curves	30
2. On Syracuse Branch, Bloomsburg Branch, Utica Branch, Gladstone Branch, Washington Line, NJ&NY.	
On Straight track	30
On Curves	25
3. On Bangor & Portland Branch, Sussex Branch Phillipsburg Branch, Montclair Branch.	
On Straight track	25
On Curves	20
4. On Caldwell Branch, Newark Branch, Piermont Branch, Northern Branch, Crawford Branch, Newburgh Branch, Old Road, Mt. View to Midvale, Passaic Branch, Carlton Hill Branch.	
On Straight track	20
On Curves	20
5. On Montgomery Branch, Orange Branch, Harrison Branch Chester Branch	15

21. NEW YORK DIVISION

2101. Engine Restrictions

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

BRIDGE RESTRICTIONS

LOCOMOTIVE NUMBERS

LOCATIONS

Main Line Main Tracks and Sidings

Hoboken to Denville Via Newark
 Hoboken to Port Morris Jct. Via Boonton Line
 Upper Hackensack Drawbridge
 Lyndhurst Drawbridge

Branch Line Main Tracks and Sidings

Harrison to Kingsland
 Roseville Avenue to Montclair
 Summit to Far Hills
 Far Hills to Gladstone:
 Bridge #40.21, 1.75 mi. west of Far Hills
 Chester Jct. to Succasunna
 Port Morris to Washington
 Netcong to Andover Jct.
 Washington to Phillipsburg

Side Tracks

Boonton: Bridge on Spur to Boonton Iron Works
 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:

No=Equipment NOT permitted.

NEW YORK DIVISION

	349-665	809-863	900-1409	1850-1861 2401-2586 3600-3616	6011-8454	Permissible Max. Gross Weight of Car and Lading
	E	E	E	E	E	
	E	E	E	E	E	
				No		263,000
	C	C	C	No No	C	263,000 263,000
	No	No	No	No	B	210,000

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. Speed restricted to 15 mph.

E=Equipment permitted. Engines must not brake or start on this bridge except under emergency conditions.

2102. NEW YORK DIVISION

Equipment Restrictions

OPERATION OF 250 TON DIESEL WRECKING
CRANES NOS. 03300, 03301, 03302 AND 03303

GENERAL RESTRICTIONS

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

SPECIAL RESTRICTIONS

TERMINAL TERRITORY

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

NEW YORK DIVISION

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

Dundee Spur	Not Permitted
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GRAHAM LINE

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

Bridge 5.32	10
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GREENWOOD LAKE DIVISION

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

Bridges 7.96 and 13.02	15
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NORTHERN BRANCH

Bridges 8.61, 12.51, and 14.83	15
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NEWBURGH BRANCH

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

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

2103. NEW YORK DIVISION

Speed Restrictions

MORRISTOWN LINE (HOBOKEN-SLATEFORD JCT.)

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

2103. NEW YORK DIVISION

Speed Restrictions

MORRISTOWN LINE (HOBOKEN-SLATEFORD JCT.)

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

2103. NEW YORK DIVISION

Speed Restrictions

MORRISTOWN LINE (HOBOKEN-SLATEFORD JCT.)

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

2103. NEW YORK DIVISION

Speed Restrictions

BOONTON LINE—MOUNTAIN VIEW TO DENVILLE

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

WASHINGTON LINE

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

PHILLIPSBURG BRANCH

Washington to Phillipsburg			30
Phillipsburg—			
Stockton Street Bridge, one-half mile east of station	79.7		15

2103. NEW YORK DIVISION

Speed Restrictions

OLD ROAD

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

GLADSTONE BRANCH

Gladstone Branch			60
Passenger Freight Trains			40
Summit—			
1st curve west of	20.5	20.6	50
West Summit—			
1st curve west of	20.9	21.0	50
New Providence—			
1st curve west of	22.4	22.7	45
2nd curve west of	22.7	22.8	45
Murray Hill—			
2nd curve west of	24.7	25.0	35
Berkeley Heights—			
Curve through Berkeley Heights Station	25.5	25.8	40
1st curve west of	26.0	26.2	50
Millington—			
Curve through Millington Sta. ...	29.9	30.3	45
1st curve west of	30.3	30.4	45
Over Stone Crusher Crossing west of Millington (Eastward trains)	30.5	30.6	20
2nd curve west of	30.9	31.1	50
Lyons—			
Curve through Lyons Station	31.5	32.0	45

2103. NEW YORK DIVISION

Speed Restrictions

GLADSTONE BRANCH

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

MONTCLAIR BRANCH

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

SUSSEX BRANCH

Port Morris to Andover Jct.			40
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—			
Connection with L. & H. R. R.			15

2103. NEW YORK DIVISION

Speed Restrictions

HARRISON BRANCH

LOCATION	MILE POST		SPEED RESTRICTED TO MILES PER HOUR
	FROM	TO	
Harrison Branch			10

CHESTER BRANCH

Chester Branch			10
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MAIN LINE

WEST END TO DELAWARE RIVER BRIDGE (SPARROWBUSH)

LOCATION	MILE POST		SPEED RESTRICTED TO MILES PER HOUR
	FROM	TO	
West End to curves 132, 133			60 Passenger 50 Freight
East of Port Jervis	2.1	86.04	
West End—			25 Tracks 3-1 15 Tracks 2-4
Curve at West End	2.0	2.1	
West End Interlocking—			
On "Clear-Medium" signal:—			
Turn out track 3, Morristown Line to track 3, Main Line			25
Crossover track 1 to track 3			20
Crossover track 2 to track 1, west of wye track			25
Crossover track 4 to track 2, east of Greenwood Lake Branch connection			25

2103. NEW YORK DIVISION

Speed Restrictions

MAIN LINE

WEST END TO DELAWARE RIVER BRIDGE (SPARROWBUSH)

LOCATION	MILE POST		SPEED RESTRICTED TO MILES PER HOUR
	FROM	TO	
At Bergen Junction, turn outs to and from Main Line, all tracks			30
At Bergen Junction, crossover track 1 to track 2			30
West Secaucus-Hackensack Drawbridge: Entire Bridge all trains			30
<i>Note</i> :—Trains or light engines must not stop or start while engine or any part of engine is on any part of draw- bridge, except in emergency.			
Kingsland— 1st curve east of Lyndhurst	7.9	8.1	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
<i>Note</i> : — Except under emer- gency circumstances brakes must not be applied on en- gines and when possible to avoid on trains, on any part of this bridge.			
Passaic— Curve through Passaic Sta.	10.6	10.9	55
Paterson Jct.— On "Clear-Medium" or "Medium Approach" indication			25
Paterson Jct to Getty Avenue Bridge	13.6	14.8	45
Getty Avenue Bridge to Paterson ..	14.8	15.4	30
Paterson to River Street	15.4	16.6	50
Hawthorne, curve	17.40	17.51	40
Ridgewood Junction — curve	19.95	20.16	45 Westbound
Ridgewood Junction — Diverging movements through Switches			30
Ho-Ho-Kus, curve	21.82	22.14	50 Tracks 1-3 55 Tracks 2-4
East of Waldwick, curves	22.67	23.23	50

2103. NEW YORK DIVISION

Speed Restrictions

MAIN LINE

WEST END TO DELAWARE RIVER BRIDGE (SPARROWBUSH)

LOCATION	MILE POST		SPEED RESTRICTED TO MILES PER HOUR
	FROM	TO	
Suffern, curve	30.66	30.86	50 Track 1 30 Tracks 3 and 4
S F Tower, curve	30.91	31.13	40 Track 1
West of Hillburn, curves	31.90	32.62	45
West of Tuxedo, curves	37.29	38.52	40
Newburgh Jct.			25 Diverging moves
West of Monroe to Oxford, curves	49.67	50.91	50
Otterkill, curve	55.40	55.95	50
East of Goshen, curve	57.87	58.18	50
Goshen, curve	58.32	58.96	40
West of Goshen, curves	59.02	59.92	50
New Hampton, curve	62.62	62.89	50
Middletown (East Washington St. to Knox Crsg)	65.21	66.72	30
Otisville Tunnel and curve 29 West of Tunnel	74.22	75.60	40
Rundles Curve and Black Rock, curves	83.82	84.46	40 Eastbound 30 Westbound
Curves east of Port Jervis to Del. Rvr. Bdge	86.04	90.84	40
Sparrowbush			15 Diverging moves
P X Yard Office to BC Port Jervis			25 Via Yard Track 3

TERMINAL AREA—JERSEY CITY TO BERGEN JUNCTION

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

2103. NEW YORK DIVISION

Speed Restrictions

BERGEN COUNTY LINE
BERGEN JCT TO RIDGEWOOD JCT

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

GRAHAM LINE

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

GREENWOOD LAKE BRANCH—WEST END TO MIDVALE

Curve, West of West End	2.6	2.9	25
Passenger Trains			
West End to Mt. View	2.0	21.35	60
Mt. View to Midvale	21.35	31.40	55
Freight Trains			
West End to Mt. View	2.0	21.35	50
Mt. View to Midvale	21.35	31.40	25

2103. NEW YORK DIVISION

Speed Restrictions

GREENWOOD LAKE BRANCH—WEST END TO MIDVALE

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

ORANGE BRANCH

Forest Hill to Orange			10
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CALDWELL BRANCH

Great Notch to Essex Fells			25
Tunnel east of Caldwell ..	20.3	20.5	25
Ryerson Avenue east of Caldwell		21.06	5
Roseland Ave. Caldwell — Within 1000 feet thereof		21.66	20
Essex Fells — Oaklane Drive		22.28	5

2103. NEW YORK DIVISION

Speed Restrictions

NEWARK BRANCH

LOCATION	MILE POST		MAXIMUM AUTHORIZED SPEED
	FROM	TO	
D B Junction to Paterson Jct	4.47	17.25	25
Newark Drawbridge	7.95	8.45	10

NEW JERSEY AND NEW YORK RAILROAD

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

PIERMONT BRANCH

Suffern to Spring Valley	18.0	11.3	10
Spring Valley to Nanuet Jct	11.3	9.0	60 Passenger 25 Freight
Nanuet Jct to Piermont Dock	9.0	0.0	10
2nd Curve west of Nanuet	9.6	10.0	35 Passenger

2103. NEW YORK DIVISION

Speed Restrictions

PIERMONT BRANCH

LOCATION	MILE POST		MAXIMUM AUTHORIZED SPEED
	FROM	TO	
Signal 30-1 J to Main St., Westbound ..	11.1	11.3	20 Passenger
Monsey Hgts. crossing		13.8	5

NORTHERN BRANCH

Croxtan to Sparkill	2.2	23.7	60 Passenger 40 Freight
Croxtan— Interlocking Switches ..		2.2	20
Granton — Through spring switch	7.1	7.4	30
Spring switch to Signal 8-1N	7.4	8.2	20 Track 2
Signal 8-1N to Fairview	8.2	8.5	20 Track 2 40 Track 1
Fairview to spring switch Palisades Park	8.5	10.9	20 Track 2
Palisades Park — Through spring switch		10.9	30
West of Leonia — reverse curve	11.8	11.9	30
Englewood — Crossing first east and first west of station	13.9	14.2	35
Tenafly — 400 ft. east of Clinton Ave. to 400 feet west of River Edge Road	15.9	16.2	20
Closter — Movement through spring switches	18.8	19.7	25
Northvale — Pieron St. crossing			10
Sparkill — Through spring switch		23.6	25
Kipps Crossing — (Freight trains and light engines stop and flag)		23.9	5

2103. NEW YORK DIVISION

Speed Restrictions

MONTGOMERY BRANCH

LOCATION	MILE POST		MAXIMUM AUTHORIZED SPEED
	FROM	TO	
Goshen to M Q Tower ..	0.2	4.9	35
M Q Tower to Montgomery	4.9	10.4	25
Curve west of Goshen	0.0	0.2	10
Curve Goshen Station	0.2	0.4	5
Goshen — Church Street		0.05	5 eastward 15 westward
Kipps	1.5	3.5	25
Montgomery Branch to New Haven R R		5.8	10

MAYBROOK YARD LIMITS

Through Main Track hand-operated turnouts or crossovers			15
Through all other hand-operated turnouts or crossovers			10

CRAWFORD BRANCH

Middletown to Pine Bush			25
East Main Street to Crawford Jct	3.5		10
Crossing east of Bullville		4.1	10
Crossing west of Bullville		4.2	5
Pine Bush — State Road Crossing ..		9.9	5

NEWBURGH BRANCH

Greycourt to Newburgh ..	0.3	19.1	25
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2104. NEW YORK DIVISION

Electric Operation
Electric Zone

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

Montclair Branch
Gladstone Branch

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

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

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

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

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

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

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

Hoboken Train Shed:

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.

Inspection and Braking:

MU passenger train air brake tests to be made as per rules contained in "Multiple Car Equipment, OD 1956 and Operating Rules."

All electric MU cars when handled by diesel locomotive *must* have panographs in down position.

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

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

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

Pull out all switches in the B.S. Auxiliary switch box. Lock and remove key, brake handle, reverser and electric plugs, placing these in lower portion of control locker directly in back of Engineer control cab, where leather packet is provided and lock this compartment. Pull control and headlight switches in upper portion

2104. NEW YORK DIVISION

Electric Operation

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.*

FRONT LEAD, BACK LEAD AND ALL MU STORAGE TRACKS AT SO. ORANGE PASSENGER YD. ARE DE-ENERGIZED AND OUT OF SERVICE FOR ALL ELECTRIC TRAINS.

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

Electrified Tracks

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

Keep Away From Top of High Equipment

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

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

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

Handling Work Near Overhead Wires

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

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

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

Fires Within Electrified Territory

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

2104. NEW YORK DIVISION

Electric Operation

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.

Fires Within Electrified Territory

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

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

Conditions Affecting Power System to be Reported to Superintendent

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

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

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

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

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

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

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

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

Use of Cranes or Derricks

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

22. SCRANTON DIVISION

2201. Engine Restrictions

Engines 2401-3616 are restricted as follows:

- Bangor & Portland Branch — Mainline and passing sidings.
- Old Road — Washington and Portland (Oxford — Manunka Chunk Tunnels).
- Scranton Station Train Shed.
- Syracuse Branch — (Oswego Tunnel).

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

Over pit on Greentop Coal Co. track — M.M. & C. R. R. — Jessup.
On trestle of Wyoming Co. — Scranton.

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

1850-2401-3600 series engines must not be used for station switching except at:

- Gravel Place — Yard track, eastbound side.
- Analomink — Track 3 to Yard track.
- Tobyhanna Signal Depot.

Diesel Road Switchers of the 1000 and 1200 series; and Road Power of any type, are restricted from operating on Wickes Track, Danville and all Industrial Tracks, except the Tank Track, at Danville.

2201. Equipment Restrictions

Pusher Restrictions Re Caboose

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

- 4 units (6000 HP — 4 wheel truck units)
- 3 units (4500 HP — 6 wheel trucks 1150 Class units)
- 2 units (4800 HP — 6 wheel trucks 1850 Class units)

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

- 2 units (3000 HP — 4 wheel truck units)
- 2 units (3000 HP — 6 wheel trucks 1150 Class units)
- 1 unit (2400 HP — 6 wheel trucks 1850 Class units)

Exception:

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

2201. SCRANTON DIVISION

BRIDGE RESTRICTIONS

LOCATIONS	LOCOMOTIVE NUMBERS	Permissible Max. Gross Weight of Car and Lading
Main Line Main Tracks and Sidings: Slateford Jct. to Binghamton		6011-8454
Branch Line Main Tracks and Sidings: Washington to Slateford Jct. Portland to Bath Martin's Creek Jct. to Martins Creek, N. J. Bridge #6.50 opposite Cement Plant at Martin's Creek Scranton to Northumberland Br. #143.19 at Pittston, Pa. Diamond Branch: Br. #134.90 over Lackawanna River Hanover — Newport Branch: Br. #155.85 Br. #156.51 Binghamton to Oswego Chenango Forks to Utica Richfield Jct. to Richfield Springs: Br. #280.51 Br. #281.67 Br. #294.75	210,000	
Side Tracks: Nazareth; Penn Dixie Cement Mill Coal Dump #4 Hallstead, Pa.; Bridge on Slaughter Hse. Trk. Syracuse; Salt Land Spur Br. #277.23		210,000 210,000
		1850-1861 2401-2586
		900-1409 1930-1935
		809-863
		349-665

B = Equipment permitted. Speed restricted to 20 mph.
C = Equipment NOT permitted through Oswego Tunnel.
D = Equipment permitted. Speed restricted to 10 mph.

Where restrictions apply, the symbols refer to the notes below:
No = Equipment NOT permitted.
A = Equipment permitted. Speed restricted to 15 mph.

2202. SCRANTON DIVISION

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

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

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

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

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

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

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

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

The following will govern in the operation of a pusher engine or engines behind an occupied caboose car in a train in the commonwealth of Pennsylvania:

"In the event the horsepower to be used by pusher engine or engines behind a caboose exceeds 3,500 HP., the train crew shall, before such move is made, vacate the caboose and occupy the pusher engine or a caboose behind the pusher or pusher engine, and the train will be brought to a stop before the pusher engine or engines are detached.

"The practice of 'cutting off on the fly' pusher engines behind occupied cabooses shall be limited to those instances in which the horsepower used by the pusher locomotive does not exceed 3,500 horsepower."

2203. SCRANTON DIVISION

Speed Restrictions

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

MAIN LINE, SLATEFORD JCT.—EAST BINGHAMTON

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

2203. SCRANTON DIVISION

Speed Restrictions

MAIN LINE, SLATEFORD JCT.—EAST BINGHAMTON

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

2203. SCRANTON DIVISION

Speed Restrictions

MAIN LINE, SLATEFORD JCT.—EAST BINGHAMTON

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

2203. SCRANTON DIVISION

Speed Restrictions

MAIN LINE, SLATEFORD JCT.—EAST BINGHAMTON

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

2203. SCRANTON DIVISION

Speed Restrictions

MAIN LINE, SLATEFORD JCT.—EAST BINGHAMTON

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

BANGOR AND PORTLAND BRANCH

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

2203. SCRANTON DIVISION

Speed Restrictions

BANGOR AND PORTLAND BRANCH

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

KEYSER VALLEY BRANCH

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

BLOOMSBURG BRANCH

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

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

2203. SCRANTON DIVISION

Speed Restrictions

BLOOMSBURG BRANCH

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

SYRACUSE BRANCH

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

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

2203. SCRANTON DIVISION

Speed Restrictions

SYRACUSE BRANCH

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

2203. SCRANTON DIVISION

Speed Restrictions

UTICA BRANCH

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

UTICA BRANCH

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

2203. SCRANTON DIVISION

Speed Restrictions

WYOMING BRANCH

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

HANDLING FREIGHT TRAINS ON HEAVY GRADES:

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

- (f) Cars equipped with four position retaining valves must be used as follows:
 1. HANDLE ALL THE WAY DOWN — Normal position, retainers not in service.
 2. HANDLE IN HORIZONTAL POSITION — Low pressure (10 pounds) position and will be used in all cases where retainers are required. 60 seconds after release of train brakes, valve, in this position, retains 10 pounds brake cylinder pressure.
 3. HANDLE 45 DEGREES BELOW HORIZONTAL — High pressure position, must not be used.
 4. HANDLE 45 DEGREES ABOVE HORIZONTAL — Slow direct releasing position, must not be used.
- (g) RETAINERS MUST NOT BE TURNED UP ON FIRST CAR IN TRAIN.
- (h) Before descending heavy grades, retainers must be turned up as per time table instructions. Maximum main reservoir pressure of 130 to 140 pounds and brake pipe pressure of 90 pounds must be maintained on heavy grades with trains consisting entirely of loaded cars or loaded and empty cars. When train consists entirely of empty cars, brake pipe pressure of 80 pounds must be maintained on grades and other sections of the road. When starting over grades, train must be permitted to drift, and first application of about 8 pounds must be made before maximum speed has been attained and subsequent reductions should be of about 7 pounds depending upon condition of brakes and retainers.
- (i) On descending grades, conductor must be in position to observe air pressure in caboose and see that trainmen are in their proper places. If conductor considers engineman is not using proper judgment, he must STOP train by use of emergency valve. Where practicable, signals must be given from rear to engineman and answered every three miles.
- (j) When descending heavy grades and trains are separated by accident or otherwise, the angle cocks on each part of train at point of separation must be closed, and that portion of train not attached to engine must be secured by hand brakes on all cars, commencing at car on lower portion of grade. When possible, the hand brakes should be firmly applied before separation is made.
- (k) When stopping train, whether consisting of all loads, all empties, or mixed; after first application, and speed has been reduced to about eight MPH, make further reduction of 10 to 12 pounds, to avoid train parting.
- (l) When stopped on descending grade, apply engine brake and release train brake. When necessary trainman will secure train with hand brakes.
- (m) Before starting any train after a release of the brakes has been made, wait one minute for each 12 cars or fraction thereof in train, consulting watch to be sure time has elapsed, allowing brake cylinder pressure to blow down to the retaining point. Driver brake should be released with independent brake valve after each application when retainers are used, except the first application when starting down the grade, and when stopping, driver brake must remain set. When starting trains on descending grades, engineman must immediately apply independent brake to prevent slack on head end running out too quickly. After train has proceeded five or six car lengths, the engine brake can be gradually released.
- (n) The great starting effort of Diesel locomotives makes it very important that no attempt be made to start a train with this type of locomotive at either end before the brakes are fully released. When releasing brakes on a train, place the automatic brake valve in running position and before starting comply with above paragraph (m).

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

TO GUARD AGAINST BUCKLING OF TRAINS:

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

**Main Line, Bergen County Line,
 Greenwood Lake Branch, Boonton Line,
 Northern Branch, Newark Branch,
 N. J. & N. Y. R. R., Piermont Branch,
 Newburgh Branch, Graham Line,
 Crawford Branch, Montgomery Branch,
 Orange Branch, Passaic Branch
 and Caldwell Branch**

NEW YORK DIVISION

STATIONS	HOBOKEN TO					
	WESTWARD			First Class		
	1165	1113	57	77	1167	1115
	Suffern	Wald-wick	Port Jervis	Port Jervis	Suffern	Wald-wick
	Ex. Sat., Sun.&Hol.	Ex. Sat., Sun.&Hol.	Ex. Sat., Sun.&Hol.	Sat. Only Ex. Hol.	Ex. Sat., Sun.&Hol.	Ex. Sat., Sun.&Hol.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
HOBOKEN..... L..... N	3.32	4.15	4.30	4.30	5.00	5.00
WEST END..... N						
HX TOWER..... N			4.40		5.10	
RUTHERFORD.....			\$ 4.45			
RUTHERFORD JCT..... D			4.47		5.15	
CARLTON HILL.....						
GARFIELD.....						
PLAUDERVILLE.....						
BROADWAY-FAIRLAWN.....						
RADBURN-FAIRLAWN.....			\$ 4.56			
GLEN ROCK.....			\$ 4.59		\$ 5.26	
KINGSLAND.....	\$ 3.46	\$ 4.30		\$ 4.44		\$ 5.15
LYNDHURST.....	\$ 3.48	\$ 4.32		\$ 4.46		\$ 5.17
DELAWANNA.....	\$ 3.50			\$ 4.47		\$ 5.20
PASSAIC.....	\$ 3.53	\$ 4.38		\$ 4.51		\$ 5.23
CLIFTON.....	\$ 3.56	\$ 4.40		\$ 4.54		\$ 5.26
Single Trk PATERSON JCT.....	3.58	4.42		4.55		5.28
SOUTH PATERSON.....	\$ 3.59	\$ 4.44		\$ 4.57		\$ 5.30
XW.....	4.01	4.46		4.58		5.32
PATERSON.....	\$ 4.03	\$ 4.48		\$ 5.01		\$ 5.34
RIVER ST.....				\$ 5.02		\$ 5.36
HAWTHORNE.....	\$ 4.07	\$ 4.52		\$ 5.05		\$ 5.39
GLEN ROCK.....	\$ 4.10	\$ 4.55		\$ 5.08		\$ 5.42
RIDGEWOOD JCT..... N	4.12	4.57	5.01	5.10	5.25	5.44
RIDGEWOOD.....	\$ 4.15	\$ 4.59	\$ 5.03	\$ 5.12	\$ 5.30	\$ 5.46
HOHOKUS.....	\$ 4.18	\$ 5.02	\$ 5.06	\$ 5.15	\$ 5.33	\$ 5.49
WALDWICK.....	\$ 4.21	\$ 5.05	\$ 5.09	\$ 5.18	\$ 5.36	\$ 5.52
WC TOWER..... D	4.22	5.06	5.10	5.19	5.37	5.53
ALLENDALE.....	\$ 4.24		\$ 5.12	\$ 5.21	\$ 5.39	
RAMSEY.....	\$ 4.28		\$ 5.16	\$ 5.24	\$ 5.43	
MAHWAH.....	\$ 4.32		\$ 5.20	\$ 5.28	\$ 5.48	
SUFFERN.....	\$ 4.35		\$ 5.23	\$ 5.31	\$ 5.52	
SF TOWER..... N	\$ 4.37		5.24	5.32	\$ 5.54	
HILLBURN.....			\$ 5.29	\$ 5.37		
SLOATSBURG.....			\$ 5.33	\$ 5.41		
TUXEDO.....			\$ 5.39	\$ 5.46		
SOUTHFIELDS.....			\$ 5.42	\$ 5.49		
ARDEN.....						
Single Track NEWBURGH JCT..... N			5.45	5.51		
HARRIMAN.....			\$ 5.47	\$ 5.53		
MONROE.....			\$ 5.52	\$ 5.57		
EAST GREYCOURT.....			5.58	6.00		
CHESTER.....			\$ 6.00	\$ 6.04		
GOSHEN.....			\$ 6.08	\$ 6.11		
NEW HAMPTON.....			\$ 6.12			
MIDDLETOWN..... D			\$ 6.20	\$ 6.20		
HOWELLS JCT.....						
HOWELLS.....			\$ 6.25			
OTISVILLE.....			\$ 6.32	\$ 6.31		
PORT JERVIS..... A N			6.50	6.49		
SPARROWBUSH..... L						
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	1165	1113	57	77	1167	1115

NEW YORK DIVISION

PORT JERVIS								Main Line and Bergen County Line	
WESTWARD							First Class		
1117	1119	1169	1121	1753	1125		59		
Wald-wick	Wald-wick	Suffern	Wald-wick	Suffern	Wald-wick		Port Jervis		
Ex. Sat., Sun.&Hol.	Ex. Sat., Sun.&Hol.	Ex. Sat., Sun.&Hol.	Ex. Sat., Sun.&Hol.	Sat. Only Ex. Hol.	Ex. Sat., Sun.&Hol.		Ex. Sat., Sun.&Hol.		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		P. M.		
5.08	5.20	5.24	5.26	5.30	5.38		5.42		
		5.35	5.36				5.53		
\$ 5.18			\$ 5.41				5.58		
\$ 5.20		5.40	5.43						
\$ 5.24			\$ 5.48						
\$ 5.27			\$ 5.51						
\$ 5.32			\$ 5.56						
\$ 5.35			\$ 6.00						
\$ 5.38		\$ 5.51	\$ 6.03						
	\$ 5.34			\$ 5.44	\$ 5.53				
	\$ 5.37			\$ 5.46	\$ 5.56				
	\$ 5.40			\$ 5.49	\$ 5.59				
	\$ 5.43			\$ 5.52	\$ 6.03				
	\$ 5.46			\$ 5.55	\$ 6.05				
	5.48			5.57	6.08				
	\$ 5.50			\$ 5.59	\$ 6.10				
	5.52			6.01	6.12				
	\$ 5.54			\$ 6.03	\$ 6.14				
	\$ 5.57			\$ 6.05	\$ 6.17				
	\$ 6.00			\$ 6.07	\$ 6.21				
	\$ 6.04			\$ 6.10	\$ 6.24				
5.40	6.12	5.53	6.06	6.12	6.26		6.09		
\$ 5.42	\$ 6.14	\$ 5.56	\$ 6.09	\$ 6.14	\$ 6.28				
\$ 5.45	Track 3	\$ 6.00	Track 3	\$ 6.17	\$ 6.31		\$ 6.12		
\$ 5.48		\$ 6.04		\$ 6.20	\$ 6.34				
\$ 5.49	\$ 6.20	6.05	\$ 6.15	6.21	\$ 6.35		6.16		
		\$ 6.08		\$ 6.23					
		\$ 6.13		\$ 6.26					
		\$ 6.18		\$ 6.30			\$ 6.23		
		\$ 6.23		\$ 6.33			\$ 6.28		
		\$ 6.25		\$ 6.34			6.30		
							\$ 6.37		
							\$ 6.42		
									6.53
									\$ 6.55
									\$ 7.00
									7.07
									\$ 7.09
									\$ 7.16
									\$ 7.26
									\$ 7.39
									7.59
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		P. M.		
1117	1119	1169	1121	1753	1125		59		

NEW YORK DIVISION

NORTHERN BRANCH

Distance from Nyack	Distance Between Stations	STATIONS				
28.1	2.2	HOBOKEN.....A.....N BERGEN JCT.....				
25.9	2.7	Single Track CROXTON..... SUSQUEHANNA TFR. GRANTON..... RIDGEFIELD.....D PALISADES PARK.....				
23.2	2.2					
21.0	2.0					
19.0	1.3					
17.7	1.0					
16.7	2.5	Single Track LEONIA..... ENGLEWOOD.....D HUDSON AVE..... TENAFLY..... CRESSKILL.....				
14.2	1.0					
13.2	1.0					
12.2	1.2					
11.0	1.0					
10.0	1.0	Single Track DEMAREST..... CLOSTER.....D NORWOOD..... NORTHVALE.....				
9.0	1.8					
7.2	0.8					
6.4	2.0					
4.4	1.2	Single Track SPARKILL.....D				

NEW YORK DIVISION

NEWARK BRANCH

Distance from Paterson Jct.	Distance Between Stations	STATIONS				
17.5	2.9	HOBOKEN.....A.....N G. L. JCT.....				
14.6	1.3					
13.8	2.9	Single Track D. B. JCT.....N HARRISON..... KEARNY..... NEWARK.....D				
10.4	0.3					
10.1	0.6					
9.5	1.3					
8.2	0.6	Single Track WOODSIDE..... CLEVELAND ST..... BELLEVILLE..... WALNUT ST..... NUTLEY.....				
7.6	0.8					
6.8	1.3					
5.5	0.6					
4.9	0.5					
4.4	1.4	FRANKLIN AVE....D ALLWOOD..... ATHENIA..... PATERSON JCT.....				
3.0	1.4					
1.6	1.6					

12142

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1202

NEW JERSEY & NEW YORK RAILROAD

WESTWARD		First Class			
Distance from Hoboken	Distance Between Stations	STATIONS	1601	1603	
			Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	
			P. M.	P. M.	
5.6	5.6	HOBOKEN.....L...N	4.46	5.13	
		HX TOWER.....	4.57	5.24	
7.4	1.8	N. J. & N. Y. JCT.....	4.59	5.26	
8.7	1.3		CARLSTADT.....	\$ 5.02	
9.6	1.9		WOODRIDGE-Moonachie.....	\$ 5.04	\$ 5.30
10.6	1.0		HASBROUCK H'GTS.....	\$ 5.07	\$ 5.33
11.2	0.6		WILLIAMS AVE.....	\$ 5.09	
12.4	1.2	HACKENSACK.....D	\$ 5.12	\$ 5.37	
13.5	1.1	ANDERSON ST.....	\$ 5.15	\$ 5.40	
13.9	0.4	FAIRMOUNT AVE.....	\$ 5.17	\$ 5.42	
14.7	0.8	NO. HACKENSACK.....	\$ 5.19	\$ 5.44	
16.4	1.7	RIVER EDGE.....	\$ 5.22	\$ 5.47	
17.2	0.8	NEW MILFORD.....	\$ 5.24	\$ 5.49	
17.8	0.6	ORADELL.....D	\$ 5.26	\$ 5.51	
19.3	1.5	EMERSON.....	\$ 5.29		
20.5	1.2	WESTWOOD.....D	\$ 5.32	\$ 5.57	
21.4	0.9	HILLSDALE.....D	\$ 5.34	\$ 6.00	
22.7	1.3	WOODCLIFF LAKE.....	\$ 5.38	\$ 6.04	
23.6	0.9	PARK RIDGE.....	\$ 5.40	\$ 6.07	
24.2	0.6	MONTVALE.....	\$ 5.42	\$ 6.09	
25.5	1.3	PEARL RIVER.....D	\$ 5.45	\$ 6.12	
27.9	2.4	NANUET.....	\$ 5.50	\$ 6.17	
28.1	0.2	NANUET JUNCTION.....	5.51	6.18	
30.6	2.5	SPRING VALLEY.....D	\$ 5.56	\$ 6.24	
31.2	0.6	WOODBINE.....A	5.59	6.27	
33.2	2.0	NEW HEMPSTEAD.....			
34.0	0.8	SUMMIT PARK.....			
34.7	0.7	POMONA.....			
35.9	1.2	MOUNT IVY.....			
38.0	2.1	THIELLS.....			
			P. M.	P. M.	

NEW YORK DIVISION PIERMONT BRANCH

WESTWARD		First Class		
Distance from Sparkill	Distance Between Stations	STATIONS	1601	1603
			Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.
			P. M.	P. M.
1.6	1.6	SPARKILL.....D		
2.6	1.0	ORANGEBURG.....		
6.9	4.3	BLAUVELT.....		
		NANUET CROSS'G.....		
7.1	0.2	NANUET JUNCTION.....	5.51	6.18
9.4	2.3	SPRING VALLEY.....D	\$ 5.56	\$ 6.24
10.7	1.3	MONSEY.....		
13.0	2.3	TALLMANS.....		
16.1	3.1	SUFFERN.....N		
			P. M.	P. M.

NEW JERSEY & NEW YORK RAILROAD

WESTWARD			First Class			Second Class		
1605	1607	1609	1671	1605	1607	1609	1671	1671
P. M.	P. M.	P. M.	A. M.					
5.28	5.40	6.10						
5.41	5.51	6.21						
5.43	5.53	6.23						
	\$ 5.56	\$ 6.26						
	\$ 5.59	\$ 6.29						
	\$ 6.02	\$ 6.32						
	\$ 6.04	\$ 6.34						
	\$ 6.07	\$ 6.37						
	\$ 6.10	\$ 6.40						
	\$ 6.12	\$ 6.42					11.15	
	\$ 6.14	\$ 6.44						
\$ 5.57	\$ 6.17	\$ 6.47						
\$ 5.59	\$ 6.19	\$ 6.49						
\$ 6.04	\$ 6.21	\$ 6.51						
\$ 6.06	\$ 6.25	\$ 6.55						
\$ 6.10	\$ 6.28	\$ 6.58						
\$ 6.13	\$ 6.31	\$ 7.01						
\$ 6.17	\$ 6.35	\$ 7.05						
\$ 6.20	\$ 6.37	\$ 7.07						
\$ 6.23	\$ 6.39	\$ 7.09						
\$ 6.27	\$ 6.42	\$ 7.12						
\$ 6.33	\$ 6.47	\$ 7.17						
6.34	6.48	7.18					12.15	
\$ 6.40	\$ 6.54	\$ 7.24					12.80	
6.43	6.57	7.27						
P. M.	P. M.	P. M.	P. M.					

NEW YORK DIVISION PIERMONT BRANCH

WESTWARD			First Class			Second Class		
1605	1607	1609	1671	1605	1607	1609	1671	1671
P. M.	P. M.	P. M.	P. M.					
6.34	6.48	7.18						
\$ 6.40	\$ 6.54	\$ 7.24					12.15	
							12.80	
P. M.	P. M.	P. M.	P. M.					

NEW YORK DIVISION

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

EASTWARD Read Up		GRAHAM LINE				WESTWARD Read Down		
Distance from Howells Jct.	Distance between Stations	STATIONS						
31.3	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.....				

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

NEW YORK DIVISION

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

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

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

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

EASTWARD Read Up		CALDWELL BRANCH				WESTWARD Read Down		
Distance from Great Notch	Distance between Stations	STATIONS						
1.9	1.9	Single Track	{	GREAT NOTCH.....				
3.6	1.7			CEDAR GROVE.....				
4.7	1.1			VERONA.....				
5.7	1.0			CALDWELL.....	D			
				ESSEX FELLS.....	D			

**Washington Line, Morristown
Line, Gladstone Branch,
Montclair Branch, Harrison
Branch, Chester Branch,
Phillipsburg Branch,
Old Road
Sussex Branch**

NEW YORK DIVISION

WASHINGTON TO

STATIONS	EASTWARD					
	First Class					
	122	420	480	634	524	124
Mont-clair	Glad-stone	Glad-stone	Dover	Morris-town	Mont-clair	
Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Sun. & Hol. Only	Daily	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
HOBOKEN..... A	4.57			5.14	5.27	5.45
WEST END						
HARRISON	\$ 4.45					\$ 5.30
NEWARK	\$ 4.43			\$ 4.58	\$ 5.12	\$ 5.28
ROSEVILLE AVENUE	\$ 4.40			\$ 4.56	5.10	\$ 5.25
AMPERE	\$ 4.38					\$ 5.28
WATSESSING AVE.	\$ 4.36					\$ 5.21
BLOOMFIELD	\$ 4.34					\$ 5.19
GLEN RIDGE	\$ 4.32					\$ 5.17
MONTCLAIR	4.30					5.15
GROVE STREET				\$ 4.53		
EAST ORANGE				\$ 4.52		
BRICK CHURCH				\$ 4.50	\$ 5.07	
ORANGE				\$ 4.48	5.06	
HIGHLAND AVENUE				\$ 4.46		
MOUNTAIN STATION				\$ 4.44		
SOUTH ORANGE				\$ 4.42	5.03	
MAPLEWOOD				\$ 4.39		
MILLBURN				\$ 4.36	5.00	
SHORT HILLS				\$ 4.34		
SUMMIT	\$ 4.27	\$ 4.27	\$ 4.30	\$ 4.30	\$ 4.56	
NEW PROVIDENCE	\$ 4.24	\$ 4.24				
MURRAY HILL	\$ 4.21	\$ 4.21				
BERKELEY HEIGHTS	\$ 4.17	\$ 4.17				
GILLETTE	\$ 4.14	\$ 4.14				
STIRLING	\$ 4.11	\$ 4.11				
MILLINGTON	\$ 4.08	\$ 4.08				
LYONS	\$ 4.05	\$ 4.05				
BASKING RIDGE	\$ 4.02	\$ 4.02				
BERNARDSVILLE	\$ 4.00	\$ 4.00				
MINE BROOK						
FAR HILLS	\$ 3.51	\$ 3.53				
PEAPACK	\$ 3.47	\$ 3.49				
GLADSTONE	3.45	3.47				
CHATHAM				\$ 4.22	\$ 4.50	
MADISON				\$ 4.18	\$ 4.46	
CONVENT				\$ 4.15	\$ 4.43	
MORRISTOWN				\$ 4.12	4.40	
MORRIS PLAINS				\$ 4.08		
MOUNT TABOR						
DENVILLE				\$ 4.01		
DOVER				3.55		
CHESTER JUNCTION						
LAKE HOPATCONG						
PORT MORRIS JCT						
SUSSEX BRANCH JCT						
NETCONG						
HACKETTSTOWN						
WASHINGTON						
GRENDPELL						
BLAIRSTOWN						
SLATEFORD JCT						
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	122	420	480	634	524	124

NEW YORK DIVISION

HOBOKEN

Washington Line, Morristown Line, Gladstone and Montclair Branches.

STATIONS	EASTWARD								
	First Class								
	316	422	126	482	668	636	320	128	130
Summit	Glad-stone	Mont-clair	Glad-stone	Dover	Dover	Summit	Mont-clair	Mont-clair	
Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Sat. Sun. & Hol.	Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
HOBOKEN	5.50	5.55	6.06		6.09	6.10	6.28	6.37	7.06
WEST END									
HARRISON	\$ 5.38	\$ 5.41	\$ 5.53		\$ 5.56	\$ 5.57	\$ 6.14	\$ 6.23	\$ 6.53
NEWARK	\$ 5.35	5.38	\$ 5.50		\$ 5.54	5.54	\$ 6.11	\$ 6.20	\$ 6.50
ROSEVILLE AVENUE			\$ 5.48					\$ 6.18	\$ 6.48
AMPERE			\$ 5.46					\$ 6.16	\$ 6.46
WATSESSING AVE.			\$ 5.44					\$ 6.14	\$ 6.44
BLOOMFIELD			\$ 5.42					\$ 6.12	\$ 6.42
GLEN RIDGE			5.40					6.10	6.40
MONTCLAIR									
GROVE STREET	\$ 5.38							\$ 6.09	
EAST ORANGE	\$ 5.32				\$ 5.52			\$ 6.08	
BRICK CHURCH	\$ 5.30	\$ 5.35			\$ 5.50			\$ 6.06	
ORANGE	\$ 5.28	5.33			\$ 5.48	5.51		\$ 6.04	
HIGHLAND AVENUE	\$ 5.26				\$ 5.46			\$ 6.02	
MOUNTAIN STATION	\$ 5.24				\$ 5.44			\$ 6.00	
SOUTH ORANGE	\$ 5.22	\$ 5.30			\$ 5.42	5.48		\$ 5.58	
MAPLEWOOD	\$ 5.19	\$ 5.27			\$ 5.39			\$ 5.55	
MILLBURN	\$ 5.18	\$ 5.24			\$ 5.36	5.45		\$ 5.52	
SHORT HILLS	\$ 5.14	\$ 5.22			\$ 5.34			\$ 5.50	
SUMMIT	5.10	\$ 5.18		\$ 5.27	\$ 5.30	\$ 5.41	5.46		
NEW PROVIDENCE		\$ 5.15		\$ 5.24					
MURRAY HILL		\$ 5.12		\$ 5.21					
BERKELEY HEIGHTS		\$ 5.08		\$ 5.17					
GILLETTE		\$ 5.05		\$ 5.14					
STIRLING		\$ 5.01		\$ 5.11					
MILLINGTON		\$ 4.56		\$ 5.08					
LYONS		\$ 4.53		\$ 5.06					
BASKING RIDGE		\$ 4.50		\$ 5.02					
BERNARDSVILLE		\$ 4.48		\$ 5.00					
MINE BROOK		\$ 4.41		\$ 4.58					
FAR HILLS		\$ 4.37		\$ 4.49					
PEAPACK		4.35		4.47					
GLADSTONE									
CHATHAM					\$ 5.22	\$ 5.35			
MADISON					\$ 5.18	\$ 5.31			
CONVENT					\$ 5.16	\$ 5.28			
MORRISTOWN					\$ 5.12	\$ 5.25			
MORRIS PLAINS					\$ 5.08	\$ 5.21			
MOUNT TABOR						\$ 5.15			
DENVILLE					\$ 5.01	\$ 5.14			
DOVER					4.55	5.08			
CHESTER JUNCTION									
LAKE HOPATCONG									
PORT MORRIS JCT									
SUSSEX BRANCH JCT									
NETCONG									
HACKETTSTOWN									
WASHINGTON									
GRENDPELL									
BLAIRSTOWN									
SLATEFORD JCT									
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	316	422	126	482	668	636	320	128	130

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W
1200

NEW YORK DIVISION

		HOBOKEN TO				
		WESTWARD			First Class	
STATIONS	641	435	643	1013	131	531
	Dover	Gladstone	Dover	Dover	Montclair	Morristown
	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
HOBOKEN..... L.....	5.41	5.54	5.56	6.00	6.01	6.05
WEST END.....						
HARRISON.....					\$ 6.12	
NEWARK.....	\$ 5.54	\$ 6.06	\$ 6.08		\$ 6.14	\$ 6.18
ROSEVILLE AVENUE.....	5.56	6.08	6.10		\$ 6.16	\$ 6.20
AMPERE.....					\$ 6.19	
WATSESSING AVE.....					\$ 6.21	
BLOOMFIELD.....					\$ 6.23	
GLEN RIDGE.....					\$ 6.24	
MONTCLAIR.....					\$ 6.28	
GROVE STREET.....						\$ 6.22
EAST ORANGE.....						\$ 6.24
BRICK CHURCH.....						\$ 6.26
ORANGE.....	6.00	6.11	6.13			\$ 6.28
HIGHLAND AVENUE.....						\$ 6.30
MOUNTAIN STATION.....						\$ 6.32
SOUTH ORANGE.....	6.03	6.14	6.16			\$ 6.34
MAPLEWOOD.....						\$ 6.37
MILLBURN.....	6.06	6.17	6.19			\$ 6.41
SHORT HILLS.....	\$ 6.09		\$ 6.22			\$ 6.44
SUMMIT.....	\$ 6.14	6.22	\$ 6.25			\$ 6.49
NEW PROVIDENCE.....		\$ 6.25				
MURRAY HILL.....		\$ 6.29				
BERKELEY HEIGHTS.....		\$ 6.33				
GILLETTE.....		\$ 6.36				
STIRLING.....		\$ 6.39				
MILLINGTON.....		\$ 6.42				
LYONS.....		\$ 6.45				
BASKING RIDGE.....		\$ 6.49				
BERNARDSVILLE.....		\$ 6.52				
MINE BROOK.....		\$ 6.59				
FAR HILLS.....		\$ 7.03				
PEAPACK.....		\$ 7.06				
GLADSTONE.....		\$ 7.06				
CHATHAM.....	\$ 6.20		\$ 6.38			\$ 6.56
MADISON.....	\$ 6.24		\$ 6.37			\$ 7.00
CONVENT.....	\$ 6.29		\$ 6.41			\$ 7.04
MORRISTOWN.....	\$ 6.38		\$ 6.45			\$ 7.08
MORRIS PLAINS.....	\$ 6.38		\$ 6.49			
MOUNT TABOR.....	\$ 6.44		\$ 6.55			
DENVILLE.....	\$ 6.46		\$ 6.57	\$ 7.06		
DOVER.....	\$ 6.52		\$ 7.04	\$ 7.13		
CHESTER JUNCTION.....						
LAKE HOPATCONG.....						
PORT MORRIS JCT.....						
SUSSEX BRANCH JCT.....						
NETCONG.....						
HACKETTSTOWN.....						
WASHINGTON.....						
GREENDELL.....	See Notes Page 149	See Notes Page 149	See Notes Page 149			
BLAIRSTOWN.....	(A-3)	(A-3)	(A-3)			
SLATEFORD JCT.....	(B-1)	(B-1)	(B-1)			
	(C-1)	(C-1)	(C-1)			
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	641	435	643	1013	131	531

NEW YORK DIVISION

		WASHINGTON <small>Morristown Line, Montclair and Gladstone Branches, and Washington Line.</small>								
		WESTWARD						First Class		
STATIONS	645	1015	437	679	483	533	133	1017	647	
	Dover	Dover	Gladstone	Dover	Gladstone	Morristown	Montclair	Dover	Dover	
	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Sat. Sun. & Hol.	Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
HOBOKEN..... L.....	6.17	6.20	6.22	6.30		6.50	6.50	7.00	7.15	
WEST END.....										
HARRISON.....									\$ 7.26	
NEWARK.....	\$ 6.30		\$ 6.35	\$ 6.43		\$ 7.03	\$ 7.03		\$ 7.28	
ROSEVILLE AVENUE.....	6.32		6.37	6.46		7.05	\$ 7.05		7.30	
AMPERE.....										
WATSESSING AVE.....										
BLOOMFIELD.....										
GLEN RIDGE.....										
MONTCLAIR.....										
GROVE STREET.....				\$ 6.47						
EAST ORANGE.....				\$ 6.49		\$ 7.08				
BRICK CHURCH.....				\$ 6.51		\$ 7.10				
ORANGE.....	6.35		6.39	\$ 6.53		\$ 7.12			7.33	
HIGHLAND AVENUE.....				\$ 6.55		\$ 7.14				
MOUNTAIN STATION.....				\$ 6.57		\$ 7.16				
SOUTH ORANGE.....	6.38		6.41	\$ 6.59		\$ 7.18			\$ 7.37	
MAPLEWOOD.....				\$ 6.45	\$ 7.01		\$ 7.20		\$ 7.40	
MILLBURN.....	6.40			\$ 6.48	\$ 7.04		\$ 7.23		\$ 7.43	
SHORT HILLS.....				\$ 6.51	\$ 7.06		\$ 7.25		\$ 7.45	
SUMMIT.....	6.45			\$ 6.56	\$ 7.10	7.18	\$ 7.29		\$ 7.50	
NEW PROVIDENCE.....				\$ 6.59		\$ 7.16				
MURRAY HILL.....				\$ 7.03		\$ 7.19				
BERKELEY HEIGHTS.....				\$ 7.07		\$ 7.23				
GILLETTE.....				\$ 7.10		\$ 7.25				
STIRLING.....				\$ 7.13		\$ 7.28				
MILLINGTON.....				\$ 7.16		\$ 7.31				
LYONS.....				\$ 7.19		\$ 7.34				
BASKING RIDGE.....				\$ 7.22		\$ 7.37				
BERNARDSVILLE.....				\$ 7.25		\$ 7.40				
MINE BROOK.....				\$ 7.32		\$ 7.47				
FAR HILLS.....				\$ 7.36		\$ 7.51				
PEAPACK.....				\$ 7.38		\$ 7.53				
GLADSTONE.....										
CHATHAM.....	\$ 6.51			\$ 7.18		\$ 7.35			\$ 7.56	
MADISON.....	\$ 6.55			\$ 7.19		\$ 7.38			\$ 7.59	
CONVENT.....	\$ 6.59			\$ 7.23		\$ 7.42			\$ 8.03	
MORRISTOWN.....	\$ 7.03			\$ 7.27		\$ 7.46			\$ 8.07	
MORRIS PLAINS.....	\$ 7.07			\$ 7.31					\$ 8.11	
MOUNT TABOR.....	\$ 7.12								\$ 8.17	
DENVILLE.....	\$ 7.14	\$ 7.35		\$ 7.38				\$ 8.06	\$ 8.19	
DOVER.....	\$ 7.20	\$ 7.42		\$ 7.45				\$ 8.13	\$ 8.25	
CHESTER JUNCTION.....										
LAKE HOPATCONG.....										
PORT MORRIS JCT.....										
SUSSEX BRANCH JCT.....										
NETCONG.....										
HACKETTSTOWN.....										
WASHINGTON.....										
GREENDELL.....	See Notes Page 149	See Notes Page 149	See Notes Page 149						See notes Page 149	
BLAIRSTOWN.....	(A-3)	(A-3)	(A-3)						(A-3)	
SLATEFORD JCT.....	(B-1)	(B-1)	(B-1)						(B-1)	
	(C-1)	(C-1)	(C-1)						(C-1)	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	645	1015	437	679	483	533	133	1017	647	

NEW YORK DIVISION

HARRISON BRANCH				
SOUTHWARD		STATIONS	NORTHWARD	
			Distance from Hoboken	Distance Between Stations
	Ar	HARRISON JCT. Lv	6.11	
	Lv	KINGSLAND JCT. Ar	9.58	3.47

CHESTER BRANCH				
EASTWARD		STATIONS	WESTWARD	
			Distance from Chester Junction	Distance Between Stations
	Ar	CHESTER JCT. Lv		
		KENVIL.....	2.14	2.14
	Lv	SUCCASUNNA. Ar	3.88	1.24

PHILLIPSBURG BRANCH				
EASTWARD		STATIONS	WESTWARD	
			Distance from Hoboken	Distance Between Stations
	Ar	WASHINGTON..... Lv	66.56	
		BROADWAY..... D	71.43	4.87
		NEW VILLAGE.....	72.95	1.52
		STEWARTSVILLE.....	75.59	2.64
		PHILLIPSBURG..... D	80.24	4.65
	Lv	Ar		

SUSSEX BRANCH				
EASTWARD		STATIONS	WESTWARD	
			Distance from Hoboken	Distance Between Stations
	Ar	SUSSEX BRANCH JCT. Lv	47.37	
		NETCONG..... D	47.99	0.62
		CRANBERRY LAKE.....	52.81	4.82
		ANDOVER.....	55.18	2.37
		ANDOVER JUNCTION. D	55.89	0.71
	Lv	Ar		

OLD ROAD				
EASTWARD		STATIONS	WESTWARD	
			Distance from Hoboken	Distance Between Stations
		WASHINGTON..... D	66.56	
		OXFORD FURNACE.....	70.95	4.39
		BRIDGEVILLE.....	75.51	4.56
		DELAWARE.....	79.82	4.31
		PORTLAND..... D	82.57	2.75

NEW YORK DIVISION

NOTES

No. 10 will stop at Dover to discharge passengers and pick up passengers for Newark and Hoboken.

No. 5 will stop at Pocono Summit on advance notice to conductor to discharge revenue passengers only.

X-49 will not operate Dec. 25th and Jan. 1st.

X-49 will operate Nov. 24th, Dec. 26th, Jan. 2nd and Feb. 23rd.

X-50 will operate Nov. 23rd and Feb. 22nd.

X-53 will not operate Nov. 1, 21, 22 and 23; Dec. 19 thru Jan. 2.

X-56 will not operate Nov. 1, 22, 23 and 24; Dec. 20 thru Jan. 2.

1155 will not operate west of Suffern Nov. 1, 22, 23 and 24; Dec. 20 thru Jan. 2.

1168 will not operate west of Suffern Nov. 1, 21, 22 and 23; Dec. 19 thru Jan. 2.

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

A — Between Newark and Roseville Ave.

B — Between Roseville Ave. and So. Orange.

C — Between So. Orange and Millburn.

NOTES

The first step in the process of determining the value of a property is to identify the property and its location. This is done by obtaining a plat map of the property and a description of the property from the local assessor's office. The next step is to determine the value of the property by comparing it to similar properties in the area. This is done by using the market value method, which involves comparing the property to similar properties that have recently sold in the area. The value of the property is then determined by taking the average of the values of the comparable properties and adjusting for any differences between the property and the comparables.

The value of the property is then determined by taking the average of the values of the comparable properties and adjusting for any differences between the property and the comparables. This is done by using the market value method, which involves comparing the property to similar properties that have recently sold in the area. The value of the property is then determined by taking the average of the values of the comparable properties and adjusting for any differences between the property and the comparables.

NOTES

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Scranton Division

The value of the property is then determined by taking the average of the values of the comparable properties and adjusting for any differences between the property and the comparables. This is done by using the market value method, which involves comparing the property to similar properties that have recently sold in the area. The value of the property is then determined by taking the average of the values of the comparable properties and adjusting for any differences between the property and the comparables.

12001

NEW YORK DIVISION—SCRANTON DIVISION

HOBOKEN TO STATE LINE		First Class		WESTWARD	
Miles from Hoboken	Distance between Stations	STATIONS	15	5	17
			Daily Except Sunday	Daily	Saturday Only
			EASTERN STANDARD TIME		
		HOBOKEN..... L	12.15	7.80	11.45
7.79	7.79	NEWARK.....		\$ 7.45	
10.60	2.81	BRICK CHURCH.....		\$ 7.53	
20.11	9.51	SUMMIT.....	12.47	\$ 8.07	
38.12	18.01	DOVER.....	1.11	\$ 8.85	12.40
		(PORT MORRIS JCT.....	1.20	8.46	12.50
45.74	7.62	GREENDELL.....	1.31	8.57	1.01
57.61	11.87	BLAIRSTOWN.....	1.38	\$ 9.05	1.08
64.79	7.18	SLATEFORD JCT.....	1.47	9.14	1.17
74.27	9.48				
		(BELLS BRIDGE.....	1.51	9.18	1.21
78.80	4.53	STROUDSBURG..... N	\$ 2.25	\$ 9.33	\$ 1.47
81.56	2.76				
		CRESCO..... D		\$ 9.51	2.08
94.61	13.05	MOUNT POCONO.....		\$10.05	2.22
100.30	5.69	POCONO SUMMIT.....	2.56	\$10.05	2.22
102.59	2.29				
		TOBYHANNA..... D	3.02	10.10	2.28
107.67	5.08	GOULDSBORO.....			
112.93	5.26	LEHIGH.....	3.08	10.15	2.34
114.70	1.77	MOSCOW.....	3.14	10.21	2.40
120.58	5.88	NAY AUG.....	3.23	10.30	2.49
127.75	7.17				
		SCRANTON..... N	\$ 4.00	\$11.00	\$ 3.80
138.17	5.42	CLARKS SUMMIT.....			
140.55	7.38				
		FACTORYVILLE.....	4.21	11.20	3.51
148.29	7.74	NICHOLSON..... D			
152.12	3.83				
		NEW MILFORD..... D	4.42	11.40	
171.66	19.54	HALLSTEAD.....			
177.58	5.92	STATE LINE.....	4.55	11.46	4.24
180.02	2.44	E. BINGHAMTON..... N	5.05	11.55	4.34
188.99	8.97	BD TOWER..... N	5.08	11.58	4.37
190.72	1.73	NEWARK.....	5.10	12.01	4.40
191.72	1.00	BINGHAMTON..... A			
			A. M.	A. M.	A. M.

See Note
Page 149

SCRANTON DIVISION—NEW YORK DIVISION

STATE LINE TO HOBOKEN		First Class		EASTWARD	
Miles to Hoboken	Distance between Stations	STATIONS	6		10
			Daily		Daily Except Sunday
			EASTERN STANDARD TIME		
		BINGHAMTON..... L	4.30		10.55
191.72	0.0	BD TOWER..... N	4.32		10.57
190.72	1.0	E. BINGHAMTON..... N	4.35		11.00
188.99	1.73	STATE LINE.....	4.43		11.08
180.02	8.97	HALLSTEAD.....			
177.58	2.44	NEW MILFORD..... D	4.50		11.15
171.66	5.92				
		NICHOLSON..... D			
152.12	19.54	FACTORYVILLE.....	5.09		11.35
148.29	3.83				
		CLARKS SUMMIT.....			
140.55	7.74	SCRANTON..... N	\$ 5.39		\$12.20
138.17	7.38				
		NAY AUG.....			
127.75	5.42	MOSCOW.....			
120.58	7.17	LEHIGH.....			
114.70	5.88	GOULDSBORO.....			
112.93	1.77	TOBYHANNA..... D	6.12		12.54
107.67	5.26				
		POCONO SUMMIT.....	6.17		
102.59	5.08	MOUNT POCONO.....			
100.30	2.29	CRESCO..... D	\$ 6.29		
94.61	5.69				
		STROUDSBURG..... N	\$ 6.51		\$ 1.48
81.56	13.05	(BELLS BRIDGE.....	6.55		1.54
78.80	2.76				
		SLATEFORD JCT.....	7.00		1.59
74.27	4.53	BLAIRSTOWN.....	\$ 7.10		2.09
64.79	9.48	GREENDELL.....	7.17		2.16
57.61	7.18	(PORT MORRIS JCT.....	7.30		2.28
45.74	11.87				
		DOVER.....	\$ 7.42		\$ 2.38
38.12	7.62	SUMMIT.....	\$ 8.09		3.02
20.11	18.01	BRICK CHURCH.....	\$ 8.23		
10.60	9.51	NEWARK.....	\$ 8.32		\$ 3.21
7.79	2.81	HOBOKEN..... A	8.45		3.85
0.0	7.79				
			A. M.		A. M.

ERIE LACKAWANNA RAILROAD COMPANY

WESTBOUND FREIGHT TRAIN SERVICE

Effective October 29, 1967

TIME SHOWN FOR INFORMATION — NO TIMETABLE AUTHORITY IS CONFERRED

EST		NE-3	NY-97	NE-97	SB-3		NE-5	RDG-99		89	CS-9	HB-3	NY-99	SC-99	NC-1	NE-99	PB-1	
Croxtan	L	12:01A	5:00A								2:30A	9:30P	10:00P		1:15A			
Maybrook	L			9:30A			10:30A									2:05A		
Port Jervis	A	3:45A	7:30A	10:50A			12:05P					12:01A	12:30A		3:45A	3:20A		
Port Jervis	L	4:30A	7:45A	2:00P			4:45P			7:00P		12:10A	12:40A		3:50A	5:30A		
Susquehanna	A	7:10A	10:25P	4:40P			7:30P			9:40P		2:50A	3:20A		6:30A	8:10A		
Susquehanna	L	7:15A	10:30A	4:45P			7:35P			9:45P		2:55A	3:25A		6:35A	8:15A		
Port Morris	A										5:30A							
Port Morris	L										6:00A							
Scranton	A										1:00P							
Scranton	L				11:30A									10:30P				
Binghamton	A	7:50A		5:15P	2:00P		8:15P					3:25A		12:15A				
Binghamton	L	8:45A		5:40P	2:45P		8:45P					4:00A		1:30A			6:00A	
Newberry Jct.	L							7:00P										
Gang Mills	L				5:05P		12:01A	11:30P						4:15A				
Hornell	A	11:50A	1:30P	8:15P	6:10P		1:05A			1:15A		6:40A	6:50A	5:15A	9:35A	11:15A	8:35A	
		NE-3			SB-3		NE-5	RM-79				HB-3						
Hornell	L	12:01P			6:15P		1:15A					6:50A						
Rochester	L							6:00P										
Buffalo	A	3:00P			9:00P		4:30A	10:00P				9:30A						
			NY-97	NE-97	MC-1	MC-3	95	BM-7	BM-9	89	91		NY-99	SC-99	NC-1	NE-99	PB-1	61
Hornell	L		1:40P	8:25P						1:25A			7:00A	5:25A	9:45A	11:25A	8:45A	
Buffalo	L							12:30A	8:00A									
Salamanca	A		3:55P	10:45P						3:35A			9:15A	7:50A	12:10P	1:45P	10:50A	
Salamanca	L		4:00P	10:50P						3:50A			9:20A	8:00A	12:15P	1:50P	10:55A	
Jamestown	L			12:01A				4:30A	1:00P									
Meadville	A		7:00P	1:50A				6:30A	2:45P	7:00A			11:55A	11:00A	2:50P	4:25P	1:35P	
Meadville	L		7:45P	4:15A	7:50P	8:30P	10:00P			8:30A			12:15P	1:30P	3:15P	4:45P	3:50P	
Ferrona	L					11:30P						10:00A						
Brier Hill	L					1:30A						12:15P						
Cleveland - 55th St.	L				12:30A													
Kent	A		11:00P	7:10A		2:55A	3:10A			11:15A	3:30P		2:35P	3:45P	5:40P	7:10P	6:20P	9:00P
Kent	L		11:05P	7:15A		3:00A	3:15A			11:20A	4:00P		2:40P	3:50P	5:45P	7:15P	6:25P	2:00A
Akron	L					5:00A					5:30P							2:15A
Creston	L					6:15A					7:00P							4:00A
Marion	A		3:00A	10:45A		9:15A	11:15A			2:45P	11:00P		6:00P	7:05P	9:00P	10:35P	9:45P	8:45A
	CST		NY-97	NE-97		MC-3				89		DN-99	NY-99	SC-99	NC-1	NE-99	PB-1	
Marion	L		2:45A	10:15A		11:30A				2:15P		7:15P	5:15P	6:30P	8:20P	9:50P	9:00P	
Dayton	A											E.S.T.	E.S.T.	10:45P				
Lima	L			11:45A		12:45P							6:45P	8:00P	9:45P	11:20P	10:30P	
Huntington	A		7:15A	1:15P		3:30P				5:25P			8:15P	9:30P	11:15P	12:50A	12:01A	
Huntington	L		7:30A	1:30P		3:45P				5:45P			8:25P	10:00P	11:40P	1:15A	12:25A	
Hammond	A		11:00A	4:45P		7:30P				9:30P			10:50P	1:15A	2:05A	3:40A	3:25A	
Chicago	A		1:30P	6:30P		8:45P*				10:30P*			12:30A	3:15A	3:45A	5:15A	5:00A	
	EST				SB-24		SB-50						UB-22					
Utica	L												8:00P					
Syracuse	L				7:00P		2:00A											
Binghamton	A				10:45P		5:30A						12:45A					

NY-99 Does Not Run From Croxtan on Sunday
 NC-1 Does Not Run From Croxtan on Sun. or Mon.
 NY-97 Does Not Run From Croxtan on Monday.
 MB99 Does Not Run From Maybrook on Monday
 HB-3 Does Not Run From Croxtan Sat. and Sun.

PB-1 Runs Tuesday thru Friday From Binghamton
 NE-3 Does Not Run on Monday
 RM79 Does Not Run on Saturday
 91 Does Not Run on Sunday

SB24 Does Not Run Saturday and Sunday
 UB22 Does Not Run Saturday and Sunday
 Others run daily except when combined for tonnage reasons.
 *Time Applies at 87th St.

ERIE LACKAWANNA RAILROAD COMPANY

EASTBOUND FREIGHT TRAIN SERVICE

Effective October 29, 1967

TIME SHOWN FOR INFORMATION — NO TIMETABLE AUTHORITY IS CONFERRED

CST		78	NE-74	NY-74				N-98	NE-98	NY-98	DN-98				NY-100	NE-100
Chicago	L	12:30A	9:45A	11:30A					7:15P	9:15P					10:00P	10:45P
Hammond	A	1:30A	11:15A	12:45P					8:30P	11:15P						
Hammond	L	2:45A	12:01P	1:30P					9:15P	12:15A						
Huntington	A	7:45A	2:40P	4:15P					11:55P	3:00A				1:40A	2:25A	
Huntington	L	8:15A	2:55P	4:45P				10:30P	12:05A	3:15A				1:45A	2:30A	
Lima	L	11:00A	4:50P	7:00P				1:30A			E.S.T.					
Dayton	L										1:30A					
Marion	A	12:30P	6:00P	8:10P				3:00A	3:15A	6:15A	7:30A			4:35A	5:20A	
EST	62	78	NE-74	NY-74	MF-74	94	92		NE-98	PN-98	NY-98	RC-98		CM-2	NY-100	NE-100
Marion	L	9:00P	11:15P	8:15P	10:50P		2:00A	6:00A		11:00A	1:00P	2:00P			5:45A	6:30A
Akron	L	2:40A	2:15A				6:45A								8:40A	
Kent	A	3:15A	2:35A	11:20P	1:55A		7:20A	3:00P		2:15P	5:00P	5:45P			9:10A	9:45A
Kent	L	3:45A	2:40A	11:25P	2:00A		7:30A	6:30P		2:20P	5:05P	5:50P			9:15A	9:50A
Cleveland 55th St.	L	9:30A														
Brier Hill	A		6:45A				10:05A	9:30P						12:01A		
Ferrona	L		8:40A					10:30P						3:30A		
Meadville	A		10:45A	1:40A	4:15A		12:15P		4:45P	7:45P	8:30P			7:00A	11:32A	12:07P
Meadville	L			2:10A	4:45A				5:30P	8:45P	9:15P				12:01P	12:35P
Jamestown	L				6:45A	6:15A	8:30A					6:00P				
Salamanca	A			4:45A	7:40A				8:25P	11:40P	12:01A				2:15P	2:50P
Salamanca	L			4:50A	7:45A				8:30P	11:45P	12:30A				2:20P	2:55P
Buffalo	A				2:00P							12:15A				

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

92 Does Not Run From Marion on Sunday
 NY100 Does Not Run From Chicago Sunday
 RC98 Does Not Run From Buffalo Saturday

BS21 Does Not Run Saturday and Sunday
 BU19 Does Not Run Saturday and Sunday
 Others run daily except when combined for tonnage reasons.

*Time shown for PN98 at Binghamton applies at East Binghamton Yard.

74 AND 100 FAST FREIGHT SERVICE

No Timetable Authority Is Conferred

Stations	NE-74	NY-74	NY-100	NE-100
CHICAGO-51st ST.....	9.45 AM CST	11.30 AM CST	10.00 PM CST	10.45 PM CST
HAMMOND.....A	11.15 "	12.45 PM CST		
HAMMOND.....L	12.00 noon PM	1.30 "		
HY TOWER.....	12.05 CST	1.35 "	10.57 "	11.47 "
GRIFFITH.....	12.17 "	1.47 "	11.09 PM	11.59 PM
NORTH JUDSON.....	1.09 "	2.39 "	12.01 AM	12.52 AM
ROCHESTER.....	1.47 "	3.17 "	12.45 "	1.35 "
HUNTINGTON.....L	2.55 "	4.45 "	1.45 "	2.30 "
DECATUR.....	3.36 "	5.26 "	2.27 "	3.12 "
OHIO CITY.....	3.58 "	5.48 "	2.49 "	3.34 "
LIMA.....	4.50 "	7.00 "	3.25 "	4.10 "
KENTON.....	5.27 "	7.37 "	4.00 "	4.45 "
MARION.....A	6.00 PM CST	8.10 PM CST	4.35 AM CST	5.20 AM CST
MARION.....L	8.15 PM EST	10.50 PM EST	5.45 AM EST	6.30 AM EST
GALION.....	8.45 "	11.20 "	6.15 "	7.00 "
MANSFIELD.....	9.10 "	11.45 PM	6.42 "	7.27 "
AKRON.....	10.52 "	1.27 AM	8.40 "	9.10 "
KENT.....L	11.25 PM	2.00 "	9.15 "	9.50 "
LEAVITTSBURG.....	12.01 AM	2.36 "	9.52 "	10.27 "
PYMATUNING.....	12.44 "	3.19 "	10.35 "	11.10 AM
MEADVILLE.....A	1.40 "	4.15 "	11.32 AM	12.07 PM
MEADVILLE.....L	2.10 "	4.45 "	12.01 PM	12.35 PM
CORRY.....	3.12 "	5.47 "	12.56 "	1.30 "
NIOBE JCT.....	3.36 "	6.11 "	1.20 "	1.54 "
JAMESTOWN.....	3.56 "	6.45 "	1.35 "	2.09 "
SALAMANCA.....L	4.50 "	7.45 "	2.20 "	2.55 "
C. B. JCT.....	5.28 "	8.28 "	2.57 "	3.32 "
RIVER JCT.....	6.12 "	9.13 "	3.46 "	4.21 "
HORNELL.....A	6.55 AM	9.55 AM	4.25 PM	5.00 PM
HORNELL.....L	7.00 AM EST	10.00 AM EST	4.30 PM	5.05 PM
GANG MILLS.....	7.50 "	10.50 "	5.10 "	5.46 "
ELMIRA.....	8.17 "	11.17 AM	5.31 "	6.06 "
OWEGO.....	9.04 "	12.04 PM	6.13 "	6.48 "
BINGHAMTON.....	9.35 "	1.00 "	7.05 "	7.20 "
SUSQUEHANNA.....L	10.15 "	1.40 "	7.45 "	7.55 "
GULF SUMMIT.....	10.42 "	2.07 "	8.13 "	8.28 "
HANKINS.....	11.33 AM	2.58 "	9.04 "	9.14 "
LACKAWAXEN.....	12.13 PM	3.04 "	9.45 "	9.55 "
PORT JERVIS.....A	12.45 PM	4.25 PM	10.20 "	10.30 "
PORT JERVIS.....L	1.00 "	5.30 "	10.30 "	10.50 "
HOWELLS JCT.....	1.35 "	6.05 "	11.05 "	11.20 "
M Q.....	1.55 "	6.20 "	11.20 "	11.45 PM
MAYBROOK.....A	2.25 "			12.25 AM
NEWBURGH JCT.....	4.00 "	6.50 "	11.50 PM	12.40 "
HILLBURN.....	4.40 "	7.25 "	12.25 AM	1.15 "
SUFFERN.....	4.45 "	7.30 "	12.30 AM	1.20 "
RIDGEWOOD JCT.....	5.40 "	8.20 "	12.45 "	1.35 "
HX DRAW.....	6.05 "	8.50 "	1.05 "	1.55 "
CROXTON.....A	6.15 PM	9.00 PM	1.15 AM	2.05 AM

98 FAST FREIGHT SERVICE

No Timetable Authority Is Conferred

Stations	NE-98	PN-98	NY-98
CHICAGO-51st ST.....			
HAMMOND.....A			
HAMMOND.....L			
HY TOWER.....			
GRIFFITH.....			
NORTH JUDSON.....			
ROCHESTER.....			
HUNTINGTON.....L			
DECATUR.....			
OHIO CITY.....			
LIMA.....			
KENTON.....			
MARION.....A			
MARION.....L	11.00 AM EST	1.00 PM EST	2.00 PM EST
GALION.....	11.35 "	1.45 "	2.35 "
MANSFIELD.....	12.00 PM	2.20 "	3.05 "
AKRON.....	1.45 "	4.30 "	5.15 "
KENT.....L	2.20 "	5.05 "	5.50 "
LEAVITTSBURG.....	3.10 "	5.45 "	6.40 "
PYMATUNING.....	3.53 "	6.40 "	7.25 "
MEADVILLE.....A	4.45 "	7.45 "	8.30 "
MEADVILLE.....L	5.30 "	8.45 "	9.15 "
CORRY.....	6.35 "	9.55 "	10.20 "
NIOBE JCT.....	7.00 "	10.25 "	10.45 "
JAMESTOWN.....	7.20 "	10.45 "	11.05 PM
SALAMANCA.....L	8.30 "	11.45 PM	12.30 AM
C B JCT.....	9.10 "	12.30 AM	2.10 "
RIVER JCT.....	10.00 "	1.30 "	3.10 "
HORNELL.....A	10.45 "	2.20 "	4.00 "
HORNELL.....L	11.00 "	2.30 "	4.15 "
GANG MILLS.....	11.55 PM EST	4.15 AM EST	5.45 AM EST
ELMIRA.....	12.25 AM	6.00 "	7.00 "
OWEGO.....	1.12 "	6.50 "	7.50 "
BINGHAMTON.....	8.45 "	8.30 "	8.20 "
SCRANTON.....A		10.00 "	
SCRANTON.....L		10.30 AM	
SUSQUEHANNA.....L	4.25 "		9.00 "
GULF SUMMIT.....	4.52 "		9.30 "
HANKINS.....	5.43 "		10.50 "
LACKAWAXEN.....	6.25 "		11.35 AM
PORT JERVIS.....A	7.05 "		12.15 PM
PORT JERVIS.....L	8.30 "		12.45 "
HOWELLS JCT.....	9.10 "		1.20 "
M Q.....	9.30 "		1.35 "
MAYBROOK.....A	10.00 AM		
STROUDSBURG.....		2.30 PM	
PORT MORRIS.....A		3.45 "	
PORT MORRIS.....L		4.15 PM	
NEWBURGH JCT.....			2.05 "
HILLBURN.....			
SUFFERN.....			2.30 "
RIDGEWOOD JCT.....			3.15 "
HX DRAW.....			3.35 "
CROXTON.....A		6.30 PM	3.45 PM

97 AND 99 FAST FREIGHT SERVICE

No Timetable Authority Is Conferred

Stations	NY-97	NE-97	NY-99
CROXTON.....L	5.00 AM EST	AM EST	10.00 PM EST
RIDGEWOOD JCT.....	5.26 "	"	10.26 "
SUFFERN.....	5.47 "	"	10.47 "
NEWBURGH JCT.....	6.11 "	"	11.11 "
MAYBROOK.....L	6.42 AM	9.30 AM	11.41 "
M Q.....	7.00 "	9.55 "	12.00 "
HOWELLS JCT.....	7.30 "	10.17 "	12.30 AM
PORT JERVIS.....A	7.45 "	10.50 "	12.40 AM
PORT JERVIS.....L	8.20 "	2.00 PM	1.15 "
LACKAWAXEN.....	8.55 "	2.35 "	1.51 "
CALLICOON.....	9.33 "	3.10 "	2.29 "
HANCOCK.....	9.51 "	3.48 "	2.47 "
DEPOSIT.....	10.09 "	4.06 "	3.05 "
GULF SUMMIT.....	10.30 "	4.25 "	3.25 "
SUSQUEHANNA.....L	10.30 "	4.45 "	3.25 "
BINGHAMTON.....A	11.00 "	5.15 "	4.10 "
BINGHAMTON.....L	11.30 "	6.15 "	4.45 "
OWEGO.....	11.58 AM	6.38 "	5.09 "
WAVERLY.....	12.16 PM	7.01 "	5.35 "
ELMIRA.....	12.43 "	7.28 "	6.04 "
GANG MILLS.....	1.10 "	7.55 "	6.30 "
CAMERON.....	1.30 "	8.15 "	6.50 "
HORNELL.....A	1.40 PM	8.25 PM	7.00 AM
RIVER JCT.....L	2.25 "	9.12 "	7.55 "
WELLSVILLE.....	3.18 "	10.08 "	8.35 "
C B JCT.....	3.32 "	10.22 "	8.50 "
OLEAN.....	4.00 "	10.50 "	9.20 "
SALAMANCA.....L	4.22 "	11.12 "	9.42 "
R H.....	5.00 "	12.01 AM	10.10 "
JAMESTOWN.....	6.00 "	12.50 "	11.00 "
CORRY.....	6.35 "	1.25 "	11.34 "
CAMBRIDGE SPGS.....	7.00 "	1.50 "	11.55 AM
MEADVILLE.....A	7.45 PM	4.15 AM	12.15 PM
MEADVILLE.....L	8.06 "	4.40 "	12.40 "
STONY POINT.....	8.30 "	5.06 "	1.05 "
PYMATUNING.....	8.52 "	5.29 "	1.27 "
JOHNSONS.....	10.00 "	6.25 "	1.50 "
LEAVITTSBURG.....	11.05 "	7.15 "	2.40 "
KENT.....L	11.30 "	7.50 "	3.00 "
AKRON.....	12.01 AM	8.14 "	3.25 "
SILVER CREEK.....	1.05 "	9.02 "	4.15 "
POLK.....	1.50 "	9.48 "	5.00 "
MANSFIELD.....	2.20 "	10.13 "	5.25 "
GALION.....	3.00 AM EST	10.45 AM EST	6.00 PM EST
MARION.....A	2.45 AM EST	10.15 AM EST	5.15 PM EST
MARION.....L	8.25 CST	10.50 CST	5.48 CST
KENTON.....	4.30 "	11.45 "	6.45 "
LIMA.....	5.15 "	12.20 PM	7.20 "
OHIO CITY.....	6.15 "	12.55 "	7.55 "
KINGSLAND.....	7.30 "	1.30 "	8.25 "
HUNTINGTON.....L	8.20 "	2.03 "	8.52 "
ROUND LAKE.....	8.50 "	2.40 "	9.15 "
ROCHESTER.....	9.30 "	3.20 "	9.45 "
ALDINE.....	10.00 "	3.50 "	10.06 "
KOUTS.....	10.45 "	4.35 PM	10.43 "
HY TOWER.....	11.00 AM	4.45 "	10.50 "
HAMMOND.....A	1.30 PM	6.30 PM	12.30 AM
CHICAGO-51st ST.....A	1.30 CST	6.30 CST	12.30 CST

99, NC-1 AND PB-1 FAST FREIGHT SERVICE

No Timetable Authority Is Conferred

Stations	SC-99	NC-1	NE-99	PB-1
CROXTON.....L		1.15 AM EST		
RIDGEWOOD JCT.....		1.41 "		
SUFFERN.....		2.02 "		
NEWBURGH JCT.....		2.26 "		
MAYBROOK.....L		2.56 "	2.05 AM EST	
M Q.....		3.15 "	2.30 "	
HOWELLS JCT.....		3.45 "	3.20 "	
PORT JERVIS.....A		3.50 "	5.30 "	
PORT JERVIS.....L		4.25 "	6.05 "	
LACKAWAXEN.....		5.01 "	6.40 "	
CALLICOON.....		5.39 "	7.18 "	
HANCOCK.....		5.57 "	7.36 "	
DEPOSIT.....		6.15 "	7.54 "	
GULF SUMMIT.....		6.35 "	8.15 "	
SUSQUEHANNA.....L		12.15 AM EST		AM EST
BINGHAMTON.....A	1.30 "	7.05 "	8.45 "	6.00 "
BINGHAMTON.....L	2.01 "	7.35 "	9.15 "	6.30 "
OWEGO.....	2.25 "	7.58 "	9.38 "	6.53 "
WAVERLY.....	3.15 "	8.21 "	10.01 "	7.16 "
ELMIRA.....	4.15 "	8.48 "	10.33 "	7.43 "
GANG MILLS.....	4.56 "	9.15 "	11.01 "	8.14 "
CAMERON.....	5.15 "	9.35 "	11.15 "	8.35 "
HORNELL.....A	5.25 AM	9.45 AM	11.25 AM	8.45 AM
HORNELL.....L	6.20 "	10.38 "	12.16 PM	9.35 "
RIVER JCT.....	7.13 "	11.30 "	1.08 "	10.10 "
WELLSVILLE.....	7.27 "	11.45 "	1.22 "	10.25 "
C B JCT.....	8.00 "	12.15 PM	1.50 "	10.55 "
OLEAN.....	8.25 "	12.37 "	2.12 "	11.17 "
SALAMANCA.....L	8.55 "	1.05 "	2.40 "	11.46 "
R H.....	9.50 "	1.55 "	3.27 "	12.35 PM
JAMESTOWN.....	10.25 "	2.29 "	4.01 "	1.10 "
CORRY.....	11.00 "	2.50 "	4.25 "	1.35 "
CAMBRIDGE SPGS.....	1.30 PM	3.15 "	4.45 "	3.50 "
MEADVILLE.....L	1.55 "	3.40 "	5.15 "	4.20 "
MEADVILLE.....	2.20 "	4.05 "	5.40 "	4.45 "
STONY POINT.....	2.43 "	4.35 "	6.03 "	5.10 "
PYMATUNING.....	3.04 "	5.00 "	6.24 "	5.35 "
JOHNSONS.....	3.50 "	5.45 "	7.15 "	6.25 "
LEAVITTSBURG.....	4.10 "	6.05 "	7.35 "	6.47 "
KENT.....L	4.33 "	6.28 "	7.58 "	7.10 "
AKRON.....	5.20 "	7.11 "	8.43 "	8.00 "
SILVER CREEK.....	6.05 "	7.57 "	9.30 "	8.45 "
POLK.....	6.30 "	8.25 "	10.00 "	9.15 "
MANSFIELD.....	7.05 PM	9.00 PM	10.35 PM	9.45 PM
GALION.....	6.30 PM	8.20 PM	9.50 PM	9.00 PM
MARION.....A	7.02 CST	8.55 CST	10.22 CST	9.33 CST
MARION.....L	8.00 "	9.45 "	11.20 "	10.30 "
KENTON.....	8.35 "	10.20 "	12.00 AM	11.05 "
LIMA.....	9.11 "	10.55 "	12.36 "	11.42 "
OHIO CITY.....	10.00 "	11.40 "	1.15 "	12.25 AM
KINGSLAND.....	10.35 "	12.07 AM	1.48 "	1.00 "
HUNTINGTON.....L	11.05 "	12.30 "	2.15 "	1.30 "
ROUND LAKE.....	11.50 "	1.00 "	2.48 "	2.00 "
ROCHESTER.....	12.15 AM	1.21 "	3.08 "	2.30 "
ALDINE.....	1.00 "	1.58 "	3.30 "	3.15 "
AM	1.15 "	2.05 "	3.40 "	3.25 "
KOUTS.....	3.15 AM	3.45 AM	5.15 AM	5.00 AM
HY TOWER.....	3.15 CST	3.45 CST	5.15 CST	5.00 CST
HAMMOND.....A	3.15 CST	3.45 CST	5.15 CST	5.00 CST
CHICAGO-51st ST.....A	3.15 CST	3.45 CST	5.15 CST	5.00 CST

SPEED TABLE

Time per Mile	MILES PER HOUR	Time per Mile	MILES PER HOUR	Time per Mile	MILES PER HOUR	Time per Mile	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	10.00

ERIE LACKAWANNA RAILROAD COMPANY

Headquarters
General Superintendents
December 28th, 1965

GENERAL ORDER NO. 303

GENERAL ORDER NO. 305

Effective 12:01 A.M. EST

Saturday, January 1st, 1966

Pursuant to the Order of the Public Utility Commission of the Commonwealth of Pennsylvania in Petition No. 7 issued November 22, 1965, Rule 99 will be modified and observed within the Commonwealth of Pennsylvania as shown hereon.

Modification of Rule 99 in Pennsylvania

"In ABS and TCS Territory protection must be provided by and for all trains. When trains are operating under ABS or TCS Rules the requirements of flagging, insofar as protecting against following trains is concerned, will have been complied with when full protection is afforded against trains moving at restricted speed."

T. E. McGinnis
General Superintendent
Hoboken, New Jersey

J. M. Moonshower
General Superintendent
Cleveland, Ohio

Approved:
F. Diegtel
Vice President

1967	S	M	T	W	T	F	S	1968	S	M	T	W	T	F	S
JUL	2	3	4	5	6	7	8	JAN	1	2	3	4	5	6	7
AUG	6	7	8	9	10	11	12	FEB	4	5	6	7	8	9	10
SEP	3	4	5	6	7	8	9	MAR	3	4	5	6	7	8	9
OCT	8	9	10	11	12	13	14	APR	7	8	9	10	11	12	13
NOV	5	6	7	8	9	10	11	MAY	5	6	7	8	9	10	11
DEC	3	4	5	6	7	8	9	JUN	2	3	4	5	6	7	8

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

MEDICAL DEPARTMENT

W. E. Mishler
Chief Surgeon, Cleveland, Ohio

OTHER COMPANY SURGEONS

Name	Location	Office	Telephone
C. M. Thomas	Bangor, Pa.	5 South Second St.	581-5024
J. Earle Brackbill	Bangor, Pa.	28 South First St.	581-3770
R. Frederick Jones	E. Stroudsburg, Pa.	116 Washington St.	421-3193
E. O. Headrick	Mt. Pocono, Pa.	3 E. Kinney Ave.	839-7475
S. M. Davenport	Kingston, Pa.	137 S. Maple Ave.	287-6524
L. S. Reese, (Eye Specialist)	Kingston, Pa.	300 Rutter Ave.	287-4713
Dr. R. J. Bowen	Binghamton, N. Y.	123 Murray St.	722-7123
Dr. J. J. Burnett	Binghamton, N. Y.	88 Oak St.	722-8471
Robert H. Kerr	Cortland, N. Y.	84 N. Main St.	756-2112
R. D. Osborn	Syracuse, N. Y.	713 E. Genesee St.	476-9951
N. M. Citron	Syracuse, N. Y.	713 E. Genesee St.	476-9951
A. Black	Syracuse, N. Y.	659 W. Onondaga St.	475-5176
M. Black	Syracuse, N. Y.	659 W. Onondaga St.	475-5176
S. P. Meltzer	Syracuse, N. Y.	659 W. Onondaga St.	475-5176
John F. Burden	Oswego, N. Y.	37 W. Bridge St.	343-4221
Geo. L. Manley	Norwich, N. Y.	42 S. Broad St.	334-6735
G. A. Holden	Utica, N. Y.	286 Genesee St.	724-5315
Dr. L. C. Druffner	Avoca, Pa.	618 Main St.	457-2191
Dr. A. J. Horvat	Duryea, Pa.	608 Main St.	{Off. 457-2683 Res. 457-5072
Dr. T. R. Gagion, (Oculist)	Pittston, Pa.	23 Broad St.	{Off. 654-3771 Res. 654-3682
Dr. C. H. Jones	Scranton, Pa.	1.B.M. Bldg.	{Off. 342-5264 Res. 342-8267
Dr. M. B. Finneran	Carbondale, Pa.	28 River St.	{Off. 282-1100 Res. 282-4861

MOSES TAYLOR HOSPITAL STAFF

Telephone 346-3801

Name	Title	Office Phone	Residence Phone
J. O. MacLean	Company Surgeon	342-9924	343-6224
William M. Howell	Assistant Company Surgeon	343-2860	587-2426
Walter Redel	Assistant Company Surgeon	344-6797	586-0191
Albert J. Cross	Assistant In Medicine	347-3479	347-1616
John E. Swift	Assistant In Medicine	343-1623	343-1623

NEW YORK DIVISION

Trainmasters

W. B. WAGNER
J. L. CRAFT
E. A. NOLAN

F. J. FLYNN
R. L. CASPER
H. J. CRAFT

A. NARGI

Trainmaster- Road Foreman of Engines

F. V. HUFF

Road Foremen of Engines

L. E. ISHAM

W. O'DONNELL

J. J. LYONS

Chief Train Dispatcher

J. M. CONBOY

Assistant Chief Train Dispatchers

K. SISCO
R. C. APPELD

C. HANSEN
F. L. SPRATT

SCRANTON DIVISION

Trainmasters

W. J. SWEENEY

G. RUSHIN

Road Foremen of Engines

F. M. HALL

S. J. MILLER

Chief Train Dispatcher

P. G. FINNERTY

Assistant Chief Train Dispatchers

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