

ERIE RAILROAD COMPANY

EASTERN DISTRICT

New York Division

New Jersey & New York Railroad

(Horace Banta, Trustee)

Northern Branch

Greenwood Lake Division
and Branches

Time Table No. 55

Effective 2.01 A.M.

SUNDAY, OCTOBER 27, 1957

FOR EMPLOYEES ONLY

EASTERN STANDARD TIME

55
THINK!
THEN
ACT
SAFELY

J. R. EBERT,
Superintendent

T. E. McGINNIS,
Assistant General Manager

A. E. KRIESIEN,
Asst. Vice-President & General Manager

TRAIN STOPS FOR EMPLOYEES

Station	Weekdays	Sundays
Hackensack Bdge.	1102, (1152 Sat. only) 1166, 1181	1760, 1155, 1181
County Road	1100, 1152, 1600, 1602, 1104, 1118, 1120, 1130, 1132, 1166, 1168, 1134, 1140, 1176, 1142, 1178, (1102 Hol. only) (1702 Sat. only) 51, 1153, 1155, 1157, 1105, 1159, 1161, 1111, 1113, 1115, 1601, 1117, 1131, 1135, 1139, 1181, 1151, 1101, (1103, 1755, 1705, 1707, 1653, 1131, 1765 Sat. only)	1152, 1752, 1758, 1760, 1176, 1155, 71, 1705, 1763, 1175, 1181
D. B. Jct.	1300, 1422 (1450, 1457 Sat. only)	1464

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	11 Hanson Place, Brooklyn	Nevins 8-7494
RUDOLF AEBLI, Oculist	64 Prospect Park West, Brooklyn	South 8-4027
J. F. MORIARTY	30 East 40th St., New York	Caledonia 5-9400
F. P. NICHOLSON, Oculist	First Aid Room, Jersey City	Journal Sq. 2-8400
JOHN C. TALTY	895 Summit Ave., Jersey City	Journal Sq. 2-3171
J. F. MORIARTY	935 Washington St., Hoboken	Hoboken 3-3028
J. L. EVANS	723 Washington St., Hoboken	Hoboken 3-8795
ARTHUR D. DEVLIN	893 Park Ave., Woodcliff on Hudson	Union 3-1900
ARTHUR D. DEVLIN, Orthopedic Consultant	533 Mt. Prospect Ave., Newark	Humboldt 2-8213
*JOHN J. FLANAGAN	517 Center St., So. Orange	So. Orange 3-5300
JOHN C. WARBURTON	333 Park Ave., Paterson	Armory 4-1644
THOMAS SANFACON, Oculist	340 Park Ave., Paterson	Sherwood 2-4616
S. T. FERRARI, Oculist	798 Madison Ave., Paterson	Armory 4-4762
A. VAN EERDE	339 Lafayette Ave., Hawthorne	Hawthorne 7-2161
D. R. CROUNSE	84 Broadway, Passaic	Gilbert 5-2699
A. D. REINKRAUT	7 Mineral Spring Ave., Passaic	Prescott 7-3540
WAYNE W. HALL	240 Prospect St., Ridgewood	Oliver 2-5186
JAMES S. BRESCIA	29 Franklin Tpk., Waldwick	3 Mansfield Ave., Suffern
R. F. SENGSTACKEN	35 Park Ave., Suffern	Suffern 5-0084
JOHN C. PETRONE	95 Washington Ave., Suffern	Suffern 5-0073
FRANK J. ERRICO, Oculist	Meyers Rd., Tuxedo Pk., Tuxedo	Tuxedo 148
H. F. MORRISON	12 North Church St., Goshen, N.Y.	Goshen 211
NATHANIEL T. KEYS	34 Grove Street, Middletown	Middletown 6502
CHARLES L. SCHMITT	16 Orchard St., Middletown	Middletown 5395
ALAN H. FENTON	204 Grand St., Newburgh, N.Y.	Newburgh 3819
DANIEL RAKOV	157 West Main St., Port Jervis	Maybrook 5321
EDWARD J. WALTER, Oculist	112 Pike St., Port Jervis	Port Jervis 4-4684
G. E. KENNY	Bell Apts., 2nd St. and Penna. Ave., Matamoras	Port Jervis 3-0774 Res. 4-6214
EDWIN A. SEIFERT	415 Ridgewood Ave., Glen Ridge	Port Jervis 6-2622 Res. 6-1151
T. NICOLA	96 Gates Ave., Montclair	Glen Ridge 7-4468
W. U. MEIER	Haskell	Montclair 2-2050
FRANKLYN B. THEIS, Oculist	209 So. Broadway, Nyack	P'ton Lakes 7-0040
GEORGE K. LOOSER	207 So. Broadway, So. Nyack	Nyack 7-0089
EDWARD DANA	163 Prospect Ave., Hackensack	Nyack 7-0999
J. C. DINGMAN	164 Central Ave., Spring Valley	Diamond 2-6266
		Spring Valley 6-0019

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

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 51 sec.	70.59	2 min. 11 sec.	27.48
0 min. 55 sec.	65.45	2 min. 24 sec.	25.00
1 min. 0 sec.	60.00	2 min. 40 sec.	22.50
1 min. 5 sec.	55.38	3 min. 0 sec.	20.00
1 min. 12 sec.	50.00	3 min. 25 sec.	17.56
1 min. 20 sec.	45.00	4 min. 0 sec.	15.00
1 min. 30 sec.	40.00	4 min. 48 sec.	12.50
2 min. 0 sec.	30.00	6 min. 0 sec.	10.00

SPECIAL INSTRUCTIONS

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

RULES OF THE OPERATING DEPARTMENT

Effective November 30, 1952

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

STANDARD CLOCKS

Train Dispatcher's and Engine Dispatcher's office, Jersey City
Passenger station (baggage room), Dispatcher's office, Engine House and YMCA—Hoboken.

Passenger Trainmaster's office, Hoboken.

Engine Dispatcher's office, Secaucus.

Yardmaster's Office, Paterson

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

TIME TABLES

The term Holiday as used in this time table applies to the following dates only: New Year's Day, Jan. 1; Lincoln's Birthday, Feb. 12; Memorial Day, May 30; Independence Day, July 4; Labor Day, Sept. 1; Election Day, Nov. 5; Veteran's Day, Nov. 11; Thanksgiving Day, Nov. 28; Christmas Day, Dec. 25.

SIGNS. Additional to Rule 6.

* Conditional stops.	H. Holiday stop.
X. Will not carry passengers.	Sat. Saturday.
N.B. Will not carry Baggage.	Sun. Sunday.
FY—Barclay Street ferry time (see page 65)	Hol. Holiday.

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

FOUR-TRACK TERRITORY

Tracks are numbered from north to south, as follows:

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

WHISTLE SIGNALS

The following whistle signal code will be used to call in flagman on the four-track territory in locations mentioned below:
Between Hackensack Bridge and Rutherford Jct.
Between Ridgewood Jct. and Suffern.
Between Granton Jct. and Lundys Lane.

Eastward	
Track 2	— — — —
" 4	— — — — 0
" 3	(—0) — — — — 0 0
" 1	(—0) — — — — 0 0 0
Westward	
Track 1	— — — —
" 3	— — — — 0
" 4	(—0) — — — — 0 0
" 2	(—0) — — — — 0 0 0

Eastbound freight trains for Main Line, or trains having cars to leave at Ridgewood Junction, will sound four (4) short blasts of whistle passing Waldwick.

REMOTE CONTROL SWITCHES ELECTRICALLY OPERATED

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

Location:

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

Controlled by train dispatcher, Jersey City:
"BC"—Main Track Crossover and turnout from freight track to eastward main track.
West and East end of single track, Otisville Tunnel.
Switches Howells Jct.
Switch at end of double track at "EAST MQ". Permission to manually operate this switch will be obtained from the operator at "MQ".
Switch at east end of double track "GB" Greycourt

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

Goheen—Controlled from Goheen Station
—Main track crossover
—Crossover from Montgomery Branch to westward main track
—Pine Island Branch connection to eastward main track.

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

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

MAINTAINER'S CALL SIGNAL

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

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

HAND OPERATED SWITCHES ELECTRICALLY LOCKED

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

Switch entering Seaboard Terminal, Jersey City
Between tracks 3 and 4, east of N. J. & N. Y. Jct.
Switch and derail entering storage track 1, Rutherford
West leg wye "NJ" Newburgh Jct.
Switch entering Nepera Chemical Co. Harriman
Station switch Monroe
Carpenters switch Monroe
Crossover to siding Monroe
West end of siding Monroe
Highland Mills Station Switch
Eastward and westward cripple track M.P. 58.60 Graham Line
Switch off westward track east end OV Tunnel
East FX crossover
Crossover between Greenwood Lake main track and new Erie DL&W freight interchange M.P. 3.25 just west of Pen Horn Creel.
Seaboard lead off Newark Branch
Crossover between Erie track 1 and NYS&W track 2—Susquehanna Transfer

SPRING SWITCHES

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

Coalberg Jct.	—Westbound Main track to N. Y. S. & W. Connection
Central Valley	—West end of siding 1000 feet east MP 48.00
Sparrowbush	—West track, connection to westbound yard.
Susquehanna	
Transfer	—West end of facing point crossover, Track 2.
Palisades Park	—West end double track west of station.
Closter	—East end double track.
Closter	—West end double track.
Sparkill	—East end double track, east of station
Great Notch	—West end first crossover, west of station.
	—Second crossover, west of station.

SPECIAL ORDER BOOKS AND BULLETIN BOARDS

Train Dispatcher's and Engine Dispatcher's Office, Jersey City	BJ Tower	Croxton:
Passenger Trainmaster's and Engine Dispatcher's Office, Hoboken	Yardmaster's Office, Paterson	Yard A
Engine Dispatcher's Office, Secaucus	Waldwick	Yard J
	Suffern Tower	KW Yard Office
	Middletown	
Port Jervis:		
Eastbound Yard Office	Silver Lake	
Caller's Office	Caldwell	
Station Master's Office	Wanaque-Midvale	
Newark	Spring Valley	
Newburgh	Nyack	

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

YARD LIMITS—INDICATED BY SIGNS

All territory from east bank of Hackensack River, and from Lundys Lane (NRR Branch) east to the Hudson River, except passenger main tracks Hackensack River to Croxton Tower.

Newark	Montgomery
Paterson	Montgomery Branch—
Newburgh Branch	1500 feet west of MQ
Greycourt to Newburgh	Crossing to 2400 ft. east
Vails Gate Jct. to W. Cornwall	of old O. & W. Crossing.
Goheen	Maybrook Loop Track.
Middletown	Pine Island Branch—
Port Jervis	Pine Island to Pine
	Island Jct.
Piermont Branch—	Middletown and
Suffern to Spring Valley	Crawford Branch—
Sparkill	Crawford Jct. to
	Pine Bush

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

Nyack	Sparkill	Sparkill to Piermont Dock/
Granton Jct. to end of double track Palisades Park.		
Freight tracks Nos. (3) and (4) Granton Jct. and Lundys Lane.		
Main track No. 2-P.R.R. Overhead Bridge to Croxton Tower.		

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

West Orange to Forest Hill

Little Falls Wanaque-Midvale

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

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

Effective November 30, 1952

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

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

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

Indications of Manual Block Signals do not supersede Rule 93.

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

Tracks 3 and 4 between Granton Jct. and Lundys Lane are not governed by Block Signals.

FIXED SIGNALS

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

Hackensack Bridge	Suffern	MQ Tower
Rutherford Jct.	Newburgh Jct.	D. B. Jct.
XW Tower	Goshen,	West Arlington
Ridgewood Jct.	Main Line only	Granton Jct.
Waldwick		

"BJ" Tower, Rutherford Jct., is closed from 3.00 P.M., Saturday, until 11.00 P.M., Sunday.

"XW" Tower, Paterson, is closed from 3.00 P.M., Saturday, until 11.00 P.M., Sunday.

"WC" Tower, Waldwick, is closed from 11.00 P.M., Friday, until 11.00 P.M., Sunday.

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

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

Newark	Verona	Great Notch
Belleville	Caldwell	Little Falls
Franklin Ave.	Essex Fells	Wayne
Athenia	Montclair	Pompton Plains
XW Tower { Newark Branch	Upper Montclair	Wanaque-Midvale
Rowe St. (Bloomfield)	Montclair Heights	Sparkill

TELEPHONE TRAIN ORDER SIGNALS

EASTWARD

Automatic Signal, 87—2, Port Jervis, controlled by Port Jervis station

Automatic Signal, 34—2, east of Slootsburg, controlled by Suffern

Automatic Signal, 14—2—B, Coalberg Jct., controlled by Ridgewood Jct.

WESTWARD

Automatic Signal, 4—1—1—N, Susquehanna Transfer

Automatic Signal, 14—1—B, Coalberg Jct., controlled by Ridgewood Jct.

Automatic Signal, 87—1, Port Jervis, controlled by Port Jervis station

OVERHEAD CLEARANCES

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

Mile Post	Location	Description of Bridge	
	New York City	28th Street Yard.....	South side of roof of 29th Street Freight House
	" " "	" " "	Express Highway Bridge on 13th Ave.
	" " "	" " "	Door on west side of Terminal Warehouse
	" " "	149th Street Yard.....	Roof over platform of Freight House
30.48	1/4 Mile	East of Suffern.....	Overhead
32.63	1/8 "	East of Ramapo.....	"
50.10	1 "	East of Oxford.....	"
52.85	1/4 "	East of Greycourt.....	"
53.45	100 Ft.	West of Greycourt.....	"
56.32	2 Miles	West of Chester.....	"
63.90	1 1/4 "	West of New Hampton.....	"

64.75	1 1/4 "	East of Middletown.....	"
67.12	1 "	West of Middletown.....	"
68.84		Howells Junction.....	"
69.33	1/2 Mile	East of Howells, on switching lead	"
72.23	2 1/4 "	East of Otisville " " "	"
72.88	1 1/4 "	East of Otisville " " "	"
74.61	200 Ft.	East of Otisville " " "	"
81.52	2 Miles	West of Graham.....	"

GRAHAM LINE

71.22	1 1/4 Miles	West of Howells.....	Overhead
73.89	2 1/2 Miles	East of Howells Junction.....	"
76.90	1/2 Mile	West of Howells Junction.....	"
83.48	5/8 "	West of Otisville Tunnel.....	"

PIERMONT BRANCH

13.80	1 1/4 Miles	West of Monsey.....	Overhead
14.76	1/4 Mile	East of Tallmans.....	"
14.91	200 Ft.	East of Tallmans.....	"

NEWBURGH BRANCH

17.66	1/2 Mile	West of West Newburgh.....	Overhead
55.89	950 Ft.	West of West Cornwall Station.....	"

PINE ISLAND BRANCH

60.63	1 Mile	West of Goshen.....	Overhead
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MIDDLETOWN & CRAWFORD BRANCH

1.90	1,000 Ft.	West of Circleville.....	Overhead
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INDUSTRIAL SIDE TRACKS

NEW YORK DIVISION

Location	Industry	Obstruction
Harriman.....	Nepera Chemical Co.....	Building Plate
Chester.....	J. A. Bolling.....	" "
New Hampton.....	Benj. Horton.....	" "
Middletown.....	C. B. Gregory.....	" "
"	Middletown Ice & Coal Co.....	" "
Port Jervis.....	Depuy Coal Co.....	" "
" "	L. D. Horn.....	" "

PIERMONT BRANCH

Location	Industry	Obstruction
Piermont.....	R. Gair Co.....	{ Pipe Chute Canopy Chute
Nanuet.....	Hutton & Johnson.....	Shed
Monsey.....	Glode - Requa.....	"
Suffern.....	Suffern Stone Co.....	Hopper
"	Cucolo Coal Trestle.....	Shed

NEWBURGH BRANCH

Washingtonville...	Cooper Brothers.....	Building Plate
West Newburgh..	King Coal Co.....	" "
" " ..	Little Falls Paper Co.....	" "
" " ..	Chadwick Bleachery.....	Electric Wires
Newburgh.....	Newburgh Coal Co.....	Building Plate

PINE ISLAND BRANCH

Florida.....	Roe Brothers.....	Building Plate
Pine Island.....	J. K. Roe.....	" "

MONTGOMERY BRANCH

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

N. J. & N. Y. RAILROAD

Spring Valley.....Rockland Light and Power Co.....Shed

NORTHERN BRANCH

Nyack.....W. H. White Coal Co.....Electric Wires
 ".....W. H. White Coal Co.....Cable

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

NEW YORK DIVISION

Mile Post	Location	Description
0.00	Jersey City Terminal Tower	Engine Yard Tracks
2.72	West of Bridge	2.71 West of Croxton..DL&W Interchange
—	West End	St. Paul's Ave. Viaduct
27.82	Ramsey Lumber Co.	Side track
74.70	Otisville	Station switch

BERGEN COUNTY RAILROAD

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

NORTHERN BRANCH

4.09 Susquehanna Transfer.....Crossover
 7.10 50 ft. east of Granton Jct. Tower..Eastbound main track
 23.96 Kipps Crossing, Sparkill.....Northern and Piermont Branch main tracks (electric cable)

GREENWOOD LAKE DIVISION

Mile Post	Location	Description
8.48	Forest Hill	Side track
8.50	Forest Hill	Orange Branch main track and side track
16.60	Great Notch	Main track, Caldwell Bch.
28.00	Pompton Jct. crossing	Main track

PIERMONT BRANCH

8.62 Nanuet.....Main track—east leg of wye
 18.00 Suffern—Orange Ave.....Main and side tracks

NEW JERSEY & NEW YORK RAILROAD

8.60 Carlstadt.....Station switch
 14.85 North Hackensack.....Station switch
 23.60 Park Ridge.....Main track
 30.70 Spring Valley, East of Main St..Main track

INDUSTRIAL SIDE TRACKS

NEW YORK DIVISION

Location	Industry
Rutherford	Hasselhuhn-Williams Coal Co.
Passaic	Anderson Lumber Co.
Clifton	New York Sash & Door Co.
Paterson	Leslie Boiler Works
Ridgewood	Young & Bortie
Hohokus	North Ridgewood Supply Co., Inc.
Ramsey	T. J. LaRoe Coal Co.
"	Ramsey Lumber Co.
Mahwah	Ward Bros. Sand Co.
Ramapo	Ramapo Foundry & Wheel Co.
Goshen	Newberry Mfg. Co.
Otisville	L. R. Wallace Feed & Coal Co.
"	Erie Pitt track

BERGEN COUNTY R. R.

Rutherford	General Printing Ink Co.
Garfield	N. J. Worsted Co.
"	Atlantic Material Corp.
"	Stewart Fuel & Lumber Co.
"	Belmont Lumber Co.
"	Garfield Crystal Ice Co.

NEWARK BRANCH

Kearny	Fuels, Inc.
"	Congoleum-Nairn Co.

GREENWOOD LAKE DIVISION

Montclair	John Blondel Coal Co.
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NEWBURGH BRANCH

West Newburgh	Fabrikoid Co.
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NEW JERSEY AND NEW YORK R. R.

Carlstadt	Franco American Chemical Co.
"	Jacques Wolf Co.
Woodridge	Bent Mfg. Co.
Hackensack	Fuel Service Co.
"	Fairmount Coal Co.

SPEED RESTRICTIONS

Miles per Hour

All classes of yard engines when operating as a single unit running light	25
Yard engines, Classes SA (except SA-3), SB, SE, MSA and MSL when operated with train or towed in train	40
All classes of road engines, including road switchers, when operating as a single unit running light	35
Trains hauling wrecking derrick	30
Loaded cars carded Form 5432	30
Trains handling eight-wheel swivel truck cranes, steam shovels and other similar pivoted machinery, to be hauled on the rear of trains not more than 15 cars from caboose	30
Spreader Cars must be handled with blades in trailing position	30
Conductors will notify engineers before leaving terminal whether or not such equipment in train, and engineers will not leave terminals until so notified.	
Trains entering or leaving sidings or yards, passing from double to single, single to double track, or through crossovers unless otherwise provided	10

Miles per
Hour

Territory East of Hackensack River

Passenger trains, except as otherwise specified	60
Freight trains	50
Bergen Tunnel	25
Curve east end of Bergen Tunnel Weehawken Branch	10
Trains entering Jersey City passenger station	10
Diesel engines, light or on trains, diverging movements over switches, Terminal Tower, or entering Jersey City passenger station	5
Interlocking switches, Grove Street, Straight movement	30
Diverging movement	5
Grove Street to M.P. 1.14 800 feet west of west end Viaduct	30
Interlocking switches, Croxton	25
Curves 4, 5, 6, and 7 Croxton, M.P. 1.94 to 2.73	25
Bergen Jct. to and from D.L. & W.R.R.	30
Hackensack Drawbridge and switches	30
Trains making diverging movement through crossover between east and westbound main tracks east end of Hackensack River Drawbridge and movements to and from eastbound freight tracks	15

New York Division

Passenger trains	60
Hackensack Bridge to Rutherford	70
East of Ramsey to Suffern, M.P. 26.00 to 30.90 track 1 on unrestricted track	70
Ramapo to Newburgh Junction, M.P. 32.87 to 45.00 on unrestricted track	70
Port Jervis station to Graham, eastbound on unrestricted track	50
Howells Jct. to Graham on unrestricted track	60
Graham M.P. 80.00 to 86.00 east of curve 132 on westbound unrestricted track	70
Milk trains consisting of all Class "A" milk cars	60
Freight Trains	50
Track 3 to N. J. & N. Y. R. R.	15
Eastbound Bergen County to track 4, Rutherford Junction	30
Diverging movements through switches, Rutherford Junction	30
Except: Diverging movement through crossovers between Tracks One (1) and Four (4) and Two (2) and One (1)	15
Curve 10, Carlton Hill, M.P. 9.09 to 9.30	45
Curve 11, Carlton Hill, M.P. 9.63 to 9.77	35
Passaic River Drawbridge, and to M.P. 11.95 Summer St., Passaic	25
Curves 17, 18 and 19, east of Clifton, M.P. 11.97 to 12.41	40
Diverging movement through switches at XW Tower	15
Passenger terminal tracks, Paterson	15
XW Tower and River Street, Paterson	50
Curve 25, east of Hawthorne, M.P. 17.40 to 17.51	40
Curve 26, Ridgewood Junction, M.P. 19.95 to 20.16, westbound	45
Diverging movement through switches Ridgewood Junction	30
Curve 27, Hohokus M.P. 21.82 to 22.14 eastbound	55
westbound	50
Curves 29 and 30, east of Waldwick, M.P. 22.67 to 23.23	50
Diverging movement through switches at Waldwick	30
Curve 35, west of Ramsey, M.P. 27.19 to 27.40, Track 1	60
Curve 39, Suffern, M.P. 30.66 to 30.86, Track 1	50
Tracks 3 and 4	30
Curve 40, west of SF Tower M.P. 30.91 to 31.13 westbound	40
Curve 41, west of Hillburn, M.P. 31.90 to 32.06	50
Curves 42 and 43, east of Ramapo, M.P. 32.08 to 32.62	50
Curve 48, west of Sloatsburg, M.P. 35.17 to 35.33	60
Curve 51, west of Sloatsburg, M.P. 35.80 to 35.95	60
Curve 52, east of Tuxedo, M.P. 36.50 to 36.71	60
Curves 53, 54, 55, 56, 57 and 58, west of Tuxedo, M.P. 37.29 to 38.52	40
Curves 59, 60 and 61 west of Tuxedo, M.P. 38.59 to 39.53	60
Curve 64, Southfield, M.P. 40.96 to 41.16	65
Curve 68, east of Arden, M.P. 43.02 to 43.18	60
Diverging movements through switches, Newburgh Junction	25
Curves 75 and 76, Monroe and Oxford, M.P. 49.67 to 60.91	50
Curve 83, Otterkill, M.P. 55.40 to 55.95	50
Curve 86, east of Goshen, M.P. 57.87 to 58.18	50

Miles per
Hour

Curves 87 and 88, Goshen, M.P. 58.32 to 58.96	40
Curves 89 and 90, west of Goshen, M.P. 59.02 to 59.92	50
Curve 95, New Hampton, M.P. 62.62 to 62.89	50
Middletown, M.P. 65.21 to 66.72	30
Switching lead between Howells Jct. and Otisville	25
Otisville Tunnel and Curve 29, west of Otisville Tunnel, M.P. 81.80 to 83.18	40
Curves 127, 128, 132 and 133 M.P. 86.65 to 83.82, eastbound	40
Curves 127 and 128, Rundle's Curve, and Black Rock, M.P. 83.82 to 84.46, westbound	45
Curve 132, east of Port Jervis, M.P. 86.04 to 86.40, westbound	40
Diverging movements, Sparrowbush	15
M.P. 86.47 and Bridge 90.84, west of Sparrowbush, westbound	40
Bridge 90.84, west of Sparrowbush and Port Jervis station eastbound	40
No. 3 Yard track PX yard office to east end Port Jervis yard	25
Over switches at Germantown bridge, Port Jervis yard, except diverging movement	30

Bergen County R. R.

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

Graham Line

Passenger trains, Newburgh Jct. to Howells Jct. on unrestricted track	50
Freight trains	50
Curve 1, west of Newburgh Junction, M.P. 45.05 to 45.23	30
Woodbury Viaduct	40
Curve 12, east of Moodna Viaduct, M.P. 54.61 to 54.74	30
Moodna Viaduct	30
Curve 13, west of Moodna Viaduct, M.P. 55.49 to 55.64	30
MQ Crossing, Montgomery Branch	40
Diverging movements through crossover and through switches to Maybrook Loop track at O & W Bridge	15
MQ Crossing, Maybrook Loop Track	15

Greenwood Lake Division

Passenger trains	60
West of Forest Hill	55
Freight trains	40
Trains hauling wrecking derrick, eight-wheel swivel truck cranes, steam shovels, or other similar pivoted machinery	30
G. L. Jct. to and from D.L. & W.R.R.	25
D. B. Jct. M. P. 4.15 to M. P. 3.15	30
Third track, D. B. Jct. to Croxton	15
Hackensack River Drawbridge	30
Curve east of Arlington	45
Passaic River Drawbridge, West Arlington	20
M. P. 7.76, west of West Arlington Drawbridge, to M. P. 8.65, west of Forest Hill Station	25
National Grain Yeast Co. and Jergens Lotion Co. sidings, Soho	5
Curve, Walnut St., Bloomfield	40
Between Label and Walnut St., Montclair	25
M.P. 13.75 to 14.00 Upper Montclair	25
First curve east of Great Notch, M.P. 15.90 to 16.30	40

	Miles per hour
Diverging movements through crossovers Great Notch.....	15
Between Montclair Ave. and Lindsley Road.....	30
Trains 1426, 1464, 1425, 1427, over Francisco and Stevens Ave. crossings between Great Notch and Little Falls (5 miles per hour) and avoid unnecessary whistling. Between hours of 9.00 P.M. and 6.00 A.M. extra trains and light engines will stop before proceeding over crossings.....	5
Eastbound Caldwell Branch over spring switches Great Notch.....	20
Cedar Grove curve west of Great Notch.....	40
From point 1600 ft. east of Boonton Rd. to eastbound home signal, D.L. & W.R.R. crossing, Mountain View.....	30
Riverdale curve.....	40
Riverdale Ave. to N.Y.S.&W. crossing.....	35
N. Y. S. & W. R. R. crossing, Pompton Jct.....	15
Curve east of Wanaque-Midvale.....	40
Belmont Ave. crossing, West of Wanaque-Midvale.....	10

Newark Branch

Passenger Trains:

Between D. B. Jct. to east end first curve east of Harrison station.....	50
From a point 1,000 feet east of Main Street, South Paterson to Harrison.....	45
From XW Tower to a point 1,000 feet east of Main Street, South Paterson.....	20
Freight trains and trains hauling wrecking derrick.....	25
Trains hauling eight-wheel swivel truck cranes, steam shovels, and other similar pivoted machinery.....	20
Hackensack River Drawbridge.....	30
Bridge 7.96 Kearny to end of double track, both tracks.....	20
Through turnout at end of double track westbound.....	10
Verona Ave. Crossing east of Cleveland St.....	25

New Jersey and New York Railroad

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

Hours of Crossing Protection

	Weekdays		Saturdays
Essex Street, Hackensack	{ 6.15 A.M.- 9.15 A.M. 3.15 P.M.- 8.15 P.M.		6.15 A.M.- 7.30 A.M. 12.30 P.M.- 6.15 P.M.
Central Avenue, Hackensack	{ 6.15 A.M.- 9.15 A.M. 3.15 P.M.- 8.15 P.M.		-----
Clay Street, Hackensack	{ 6.15 A.M.- 9.15 A.M. 3.15 P.M.- 8.15 P.M.		-----
Berry Street, Hackensack	{ 6.15 A.M.- 9.15 A.M. 3.15 P.M.- 8.15 P.M.		-----
Passaic Street, Hackensack	{ 6.15 A.M.- 9.15 A.M. 3.15 P.M.- 8.15 P.M.		6.15 A.M.- 8.30 A.M. 12.30 P.M.- 6.15 P.M.
Anderson Street, Hackensack	{ 6.15 A.M.- 9.15 A.M. 3.15 P.M.- 8.15 P.M.		-----
Maple Avenue, Hackensack	{ 6.15 A.M.- 9.15 A.M. 3.15 P.M.- 8.15 P.M.		-----
Clinton Place, Hackensack	{ 6.15 A.M.- 9.15 A.M. 3.15 P.M.- 8.15 P.M.		-----
Poplar Avenue, Hackensack	{ 6.15 A.M.- 9.15 A.M. 3.15 P.M.- 8.15 P.M.		6.15 A.M.- 8.30 A.M. 12.45 P.M.- 6.30 P.M.
Main Street, at Fairmount Ave.	{ 6.15 A.M.- 9.15 A.M. 3.15 P.M.- 8.15 P.M.		6.15 A.M.- 8.30 A.M. 12.45 P.M.- 6.30 P.M.
Temple Avenue, west of Fairmount Ave.	{ 6.15 A.M.- 9.15 A.M. 3.15 P.M.- 8.15 P.M.		-----
Washington Ave., Westwood	{ 6.00 A.M.- 9.00 A.M. 3.00 P.M.- 8.00 P.M.		-----
Central Avenue, Pearl River	{ 5.45 A.M.- 8.45 A.M. 3.15 P.M.- 8.15 P.M.		5.45 A.M.- 8.15 A.M. 1.15 P.M.- 6.45 P.M.

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

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

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

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

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

Westbound trains or engines which have switched in any of the industrial switches located between Lodi Street and Route 6, overhead bridge "Williams Avenue", will approach Lodi Street prepared to stop and not pass over crossing, except by flag protection, until flashers are known to be operating.

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

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

GENERAL INSTRUCTIONS

Passenger Service

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

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

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

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

The following instructions govern passenger train crews loading and starting trains at Jersey City passenger station: The conductor must, when possible, examine the train indicator in subway waiting-room and confer with the subway usher to see that the latter understands what train is to be loaded.

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

He must be stationed at head of subway stairs to direct passengers and in case he finds it necessary to leave that point, he must station member of crew there until he returns.

When scheduled time of departure has arrived and train has received green signal indicating boat passengers have all arrived at Jersey City, conductor must give subway usher a hand signal to close the gate.

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

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

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

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

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

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

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

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

Employes must not occupy seats in passenger trains to the exclusion of paying passengers and must vacate seats when paying passengers are standing.

Employes in train and engine service, while dead-heading, must not take part in card games.

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

Passenger conductors and trainmen must not touch passengers boarding and leaving cars, except small children, invalid or feeble passengers, but they must stand prepared to give assistance should it be warranted.

Passenger conductors must report to Dispatcher's office, Jersey City, for orders before leaving time of each train.

Passenger conductors must bring train slips for eastbound trains to Dispatcher's office, Jersey City, or Trainmaster's office, Hoboken, as soon as possible after arrival.

Lost articles found on trains, or about stations must be turned in or forwarded under register to Lost and Found department, Baggage Room, Hoboken. If unclaimed for 60-day period, articles will be surrendered to finder. Perishable articles will not be retained beyond a reasonable time.

Conductor will arrange for search of each car in train after passengers are unloaded for lost articles and will report any unauthorized person who attempts to search equipment.

Conductors must keep record of seals on carload lots of baggage, such as theatrical baggage, and be prepared to furnish full information in case claim is made for loss.

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

When trains are instructed to omit regular stops, conductors and trainmen must be careful to make announcement so that passengers will not board train for stations at which stops are omitted.

Where a train has sidetracked and is to give its passengers to following train, conductors must get in touch with Dispatcher as to stops train will make in handling passengers and make announcement to passengers regarding the stops.

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

Freight Service

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

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

At the completion of each trip, when a caboose is to be unoccupied, conductors and trainmen must know that the fire is removed from the stove and all lights extinguished before leaving same.

Freight conductors must transcribe tonnage carefully from way-bills to wheel reports and add up the tonnage in transit. In case total tonnage does not agree with tonnage reported out of terminal, they must notify the Superintendent from the first available point, advising him the correct tonnage of the train.

Conductors must examine carefully releases held by attendants in charge of live stock to see that they are in proper form and date and that the attendant is the signer of the release.

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

Freight conductors must show on their train slips the time of arrival of their trains at terminals.

Freight conductors must leave at stations where they take on or leave cars, train slips properly filled out to show the cars so handled. Cars placarded "Explosives" must be placed in through freight trains near the middle of the train, and at least 15 cars from the engine or Diesel locomotive, and at least 10 cars from the caboose, if the length of the train will permit. Cars placarded "Explosives" may be placed in local freight trains, not closer than one car from the engine or caboose. Train or engine crews, using sidings leading from the main track, and finding switch lights unlighted, must light same and make report to Superintendent. Trainmen before entering a car containing gasoline must leave the car door open a sufficient period of time to allow gases to escape before entering the car with a light.

Miscellaneous

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

HOT JOURNALS.

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

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

CONNECTIONS DRAGGING.

By day or night—Give stop signal.

CAR DOOR SWINGING OR ABOUT TO FALL.

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

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

BRAKES STICKING.

By day—Shove hand in sliding movement from body.

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

FLAT WHEELS.

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

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

ALL CLEAR.

By day or night—Proceed signal.

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

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

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

SPECIAL INSTRUCTIONS

New York Division

Engines are restricted on trestles, Neversink Coal Co., Port Jervis, and Hollander Coal Co., Middletown, on former N.Y.O. & W. R.R. Trains and engines on former NYO & WRR will run at a speed not to exceed 15 miles per hour between East Main Street and Crawford Jet.

Trains and engines on former NYO & WRR will stop and flag over all road crossings East Main St. to Crawford Jet.

All switches on former NYO & WRR between East Main St. and Crawford Jet. should be lined for old main in normal position.

Third track between East Main Street and Main Street, Middletown, is operated as single track. Any train or engine other than engines and outfits of scheduled Middletown terminal trains will secure permission from operator at Middletown to use same.

Movement of equipment trains or other switching movements between XW Tower and passenger terminal tracks, Paterson, will be governed by Operating Rule No. 93. Schedule trains have right of track on single track lead at east end of terminal tracks, lower level.

Locomotive whistle prescribed by Operating Department Rule 14-L will not be sounded approaching the following highway grade crossings in the Borough of Rutherford:

Jackson Avenue—located immediately east of Carlton Hill station.

Park Avenue—located immediately west of Rutherford station.

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

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

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

Engines are restricted in (Tilo) track Flintkote Yard Rutherford.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Engines are restricted from operating in City Switch and on Young and Bortch trestle, Ridgewood, and on Bergen Coal Co. trestle, Glen Rock.

"Light" indicator on eastbound waiting room Hohokus operated by Agent: When yellow light displayed, trains making station stop 7 A.M. to 5 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.

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

Engines are restricted inside Ruffner Lumber shed at Ramsey.

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

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

Engines are restricted on trestle Nepera Chemical Co. siding Harriman. Trains operating from Newburgh Branch at Greycourt must not occupy main line without permission from Train Dispatcher.

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

N. Y. N. H. & H. R. R. tracks between Campbell Hall and Maybrook are operated under yard limit rules. Rules 93 and 99 will apply.

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

Engines are restricted on Conklin & Cumming siding, Goshen.

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

When using Wallace Feed Co. siding at Middletown, trainman must walk ahead of cars or engine when passing over North St. crossing.

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.

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

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

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

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

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

When westbound signals at Boulevard Arch, Bergen Archways, are in stop position, member of crew will communicate immediately with Croxton Tower by telephone.

Freight cars over 14 feet, 9 inches in height are restricted in Jersey City Passenger Station Tracks.

Grove Street Tower, Croxton Tower and Jersey City Terminal Tower are equipped with a horn to be used by towermen in case of emergency in calling attention of enginemen to any condition involving the safety of trains. Emergency signals at these interlockings as per Rule 13, Rules of the Operating Department, effective November 30, 1952, will apply.

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

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

Trains leaving yards for passenger station:

After the back-up hose has been coupled to the rear end, and before the train is moved, the yard conductor, switchman, or trainman in charge of the train must make an application of the brakes through the

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

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

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

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

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

Maximum overall clearance Bergen Tunnel 17' high 3' wide at this height. Cars exceeding this height are restricted. When cars are too high for tunnel, they will be handled through Bergen Archways.

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

All NYS&W freight trains moving to or from Northern Branch will be handled only on main track through Bergen archways.

The two principal tracks extending from East End of Bergen Tunnel, Jersey City, to Weehawken Yard, are running tracks. The first track directly adjacent to the New York Central & Hudson River 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.

Operation over N.Y.C.-D.L.&W. Railroad Grade Crossing, located west of Hoboken Avenue, Weehawken Branch: Movements over grade crossing on both Erie tracks in both directions on Weehawken Branch are governed by dwarf signals located 75 feet from crossing frog. These signals will display indications as per Rules 292-D and 290-C, Rules of the Operating Department, effective November 30, 1952. In the event these signals remain in "STOP" position and no movements are made by New York Central Railroad crews over this crossing, member of crew will communicate with operator at Grove St. Tower.

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

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

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

Employes are warned of close overhead clearance, 16'6" on eastward Weehawken Branch under D L & W Bridges 1.32, 1.34, and 1.36 located just east of Hoboken Ave.

New York Central signal station at Willow Avenue, Weehawken, is closed from 11.00 p.m., Saturday, until 3.00 p.m., Sunday. During these hours the westbound Weehawken Branch track will be lined for eastbound movement into Weehawken Yard. All westbound movements from Weehawken Yard will be made on the eastbound Weehawken Branch track, during these hours.

N. Y. C. & H. R. R. crews desiring to cross Erie tracks at First Street, Hoboken, Weehawken Branch, must secure permission from Yardmaster at Weehawken. Trains and engines must move over these tracks prepared to stop unless track is seen or known to be clear.

The third track between Croxton and D. B. Jct. will at all times be operated under yard limit rules. Eastbound trains will be governed by block signal indication at D. B. Jct. Westbound trains will get permission from train dispatcher before leaving Croxton.

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

Tracks Three (3) and Four (4) between Granton Junction and Lundys Lane are operated under Yard Limit Rules, and are used as storage tracks.

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

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

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

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

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

All engines are restricted on National Cold Storage Co. Siding, all Covered Docks and Emerson Radio Co. (New Building) Jersey City, and in Greenwood Lake Dump Tracks Croxton.

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

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

Graham Line

Trains and engines occupying Maybrook Loop Track must be protected in accordance with Rule 99.

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

Dragging equipment detectors are located between the rails of the single main track just west of Woodbury Viaduct MP 50.3 east of Moodna Viaduct and at signal 60-2E, MP 60.68, west of Moodna Viaduct. Also, in westward track 200 ft. west of main track crossover at "GD" Howells Jct. and in eastward track at Mile Post 80.42, west of Otisville Tunnel.

When actuated by dragging equipment, signs attached to Signal 52-1E, Signal 54-1E, Signal 58-2E and Signal 55-2E, will be illuminated, displaying the letter E. When letter E is displayed, train should be stopped and inspected to locate dragging equipment and Operator at MQ or NJ notified.

Actuation of dragging equipment device at MP 50.30 by westbound train prevents signal 54-1E from clearing.

When train reaches signal 54-1E, operator at MQ should be notified as to cause of delay. To permit signal to clear, break seal on switch key circuit controller marked "E" located adjacent to signal 54-1E, insert switch key, turn clockwise and hold for ten (10) seconds, then remove key. Signal will then clear and letter E will be extinguished. If signal fails to clear, train may proceed as per Rule 291, Rules of the Operating Department, effective Nov. 30, 1952.

Actuation of dragging equipment device on eastward track prevents automatic signal 55-2E at west end of viaduct, from clearing.

When train reaches Signal 55-2E, Operator at MQ should be notified as to cause of delay, then to permit signal to clear, break seal on switch key circuit controller marked "E" and located adjacent to Signal 55-2E, insert switch key, turn clockwise and hold for ten (10) seconds, then remove key. Signal will then clear and letter E will be extinguished. If signal fails to clear, train may proceed as per Rule 291, Rules of the Operating Department, effective November 30, 1952.

When detectors east and west of Otisville Tunnel are actuated, signs attached to Signal 71-1-1 and Signal 78-2-2 will be illuminated displaying the letter E. When letter E is displayed, train should be stopped and inspected to locate dragging equipment and Dispatcher notified.

Actuation of dragging equipment devices on east or westward track prevents respective home signals at Otisville Tunnel from clearing.

When trains reach their respective home signals, Dispatcher should be notified as to cause of delay, then to permit signal to clear, break seal on switch key controller marked E and located at respective home signal, insert switch key, turn clockwise and hold for ten (10) seconds, then remove key. Signal will then clear and if it does not, confer with Dispatcher for further instructions.

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

Newark Branch

End of double track Newark is controlled by hand throw switch. Normal position eastbound track, except between hours of 12.50 P.M. and 6.35 P.M. week days and Saturdays westbound track. No. 1309 leave switch set for eastbound track.

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

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

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

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

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

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

Engines heavier than Class SE-10-A are restricted in Swift & Company, Harrison, except west end of Tracks 1-2-3 at stock unloading platform. Drill crews must not obstruct 3rd Ave. and 4th Ave. crossings, Newark, within 5 minutes of arrival of eastbound passenger trains.

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

Engines are restricted on J. F. Post Trestle, Cleveland St., Belleville. Automatic Cut-out and Cut-in device at Washington Avenue, Nutley, controls located in crossing tower at southwest corner of crossing. Trains performing switching movements within circuit limits of crossing will operate this device from tower and member of crew protect crossing. Cut-in buttons must be restored when switching is completed.

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

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

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

Eastbound trains when switching Hoffman-LaRoche siding west of Kingsland Rd., Nutley, will store their train west of M.P. 14.00.

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

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

Due to heavy descending grade into New Jersey Coal & Supply Co. siding at Walnut St. Nutley, N. J., air hoses on all cars must be coupled and all cars fully charged before movements are made in or out of siding.

Engines restricted from operating in Broadbent Coal Company siding west of Franklin Ave.

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

Enginemens 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.

Montgomery Branch

Flashing Light Highway Crossing
Signals North Church and Erie Streets

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

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

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

TELEPHONES

	Connection
Bergen Archways.....	Croton Tower
West end of tunnel.....	" "
Between connection tracks 1 & 2 Bergen Jct.....	" & HX "
County Road, Secaucus, first telegraph pole west of crossing, eastbound side.....	" & HX "
1500 feet east Hackensack River Bridge.....	HX "
1000 feet west Hackensack River Bridge.....	HX "
Signal Bridge 6.69-X, east of Berry's Creek.....	HX "
At Crossover east of N. J. & N. Y. Jct. and eastbound home signal N. J. & N. Y. Jct.....	HX "
Cabin Park Ave, crossing Rutherford west side.....	BJ "
On westbound signal bridge (south side) 750 feet east of Rutherford Jct.....	BJ Tower
Eastbound home signal BCRR Rutherford Jct.....	BJ "
2000 feet west of Rutherford Jct.....	BJ "
Carlton Hill, outside station.....	BJ "
Gregory Ave., Passaic.....	BJ "
West of Harrison Street.....	BJ "
Lake View front of station.....	XW & WJ "
Eastbound pullout, east of Madison Ave. bridge.....	XW & WJ "
Madison Ave., lead to westbound yard.....	XW & WJ "
West end of westbound yard, Paterson.....	XW & WJ "
100 feet east of Ellison St., Paterson (west side).....	XW & WJ "
300 feet west River Street station, west track.....	XW & WJ "
East of 5th Avenue Crossing, Paterson.....	XW & WJ "
East of N. Y. S. & W. Bridge, Hawthorne.....	XW & WJ "
Ridgewood Junction, eastbound home signal.....	WJ & WC "
Freight House Switch, Ridgewood.....	WJ & WC "
Ridgewood, Young and Bortie siding.....	WJ & WC "
Hohokus, opposite bleachery.....	WJ & WC "
Waldwick, front of station.....	WJ & WC "
Waldwick Yard, engine foreman's office.....	WC & SF "
Middle Yard, Waldwick.....	WC & SF "
Waldwick, west end yard.....	WC & SF "
Foundry Switch, West Mahwah (west side).....	WC & SF "
Track 1 west of station, Suffern.....	WC & SF "
Suffern engine foreman's office.....	SF "
Crossing east of Hillburn on westbound side.....	TC & SF "
Hillburn crossover westbound side.....	TC & SF "
Ramapo, west track at crossover.....	TC & SF "

West end of siding, Sterlington.....	TC & SF "
Sloatsburg station, west track.....	TC & SF "
East end Goshen yard.....	GN Station
Eastward Main Line Home Signal.....	GN "
One mile west Goshen, west end, passing siding.....	GN "
West Main St., Pine Island Br., Goshen.....	GN "
Church St. crossing, Goshen, Montgomery Br.....	GN "
West end Goshen station.....	JC "
Scotts Town crossing, Pine Island Branch, Goshen.....	GN Station
Westward Montgomery Branch Dwarf Signal.....	GN "
Cripple switch, east Otisville.....	MQ "
Westbound signal, east end Otisville Tunnel.....	MQ "
200 ft. west of west end of Otisville Tunnel.....	MQ "
Eastbound signal, west end of Otisville Tunnel.....	MQ "
Howells Junction crossover.....	MQ Tower
Quarter mile east M.P. 81.....	PO Station
East "FX" crossover.....	PO "
Old Graham Station location.....	PO "
East end of Black Rock cut.....	PO "
West end of Black Rock cut.....	PO "
Westbound signal BC.....	PO "
Eastbound signal BC.....	PO "
Crossover east of Port Jervis Depot.....	PO "
Eastbound home signal, Sparrowbush.....	PO "
Automatic signal 89-1, Sparrowbush.....	PO "

B. C. R. R.

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

Newark Branch

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

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

Carlstadt, Paterson Plank Rd.....	HX Tower
Carlstadt, Jacques Wolfe Switch.....	HX "
St. Joe Lead, South Hackensack.....	HX "
Essex St., Hackensack.....	HX "
Fairmount Ave., Hackensack.....	HX "

Piermont Branch

Chestnut St., Suffern.....	SF Tower
Scale House, Crusher Switch.....	SF "
Tallmans.....	SF "
Monsey (on pole east of Main St. Crossing).....	SF "
On Manual Block Signal Mast west of Spring Valley..	SF "
Spring Valley.....	SF "
Nanuet Jct.....	SF "
Convent Swb., west of Sparkill.....	SF "
Sparkill on station.....	SF "

Graham Line

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

New York Division, Connecting with Train Dispatchers' Circuit:

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

INSTRUCTIONS COVERING FLASHING LIGHT SIGNALS EQUIPPED WITH SHORT ARM AUTOMATIC GATES

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

NEW YORK DIVISION

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

NEWARK BRANCH

Main St., and Getty Ave., South Paterson
Chester Ave., Riverside

BERGEN COUNTY R.R.

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

PIERMONT BRANCH

Main Street, Spring Valley

NORTHERN BRANCH

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

GREENWOOD LAKE DIVISION

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

CALDWELL BRANCH

Roseland Ave., Caldwell

NEW JERSEY AND NEW YORK RAILROAD

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

GENERAL INSTRUCTIONS PERTAINING TO THE OPERATION OF AUTOMATIC ELECTRIC CROSSING GATES

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

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

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

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

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

NEW YORK DIVISION

PAVONIA AVENUE, JERSEY CITY

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

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

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

COUNTY ROAD, SECAUCUS

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

PARK AVENUE, RUTHERFORD

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

Trains or engines pulling east of westward home signals on tracks 1, 2, 3 or 4 at "BJ" interlocking, intending to cross over, set out cars or perform switching, will not exceed speed of twelve (12) miles per hour between home signals of interlocking and will avoid passing or

occupying circuits on any track east of "END OF CIRCUIT" sign, located alongside of tracks 2 and 3 approximately 100 feet east of Rutherford freight house.

JACKSON AVE., CARLTON HILL:

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

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

AYCRIGG AND LAFAYETTE AVES., PASSAIC

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

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

GREGORY AVE. AND PROSPECT ST., PASSAIC

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

JEFFERSON ST., PASSAIC

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

MONROE ST., PASSAIC

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

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

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

AUTOMATIC STRAIGHT TIME RELEASING CIRCUITS, PASSAIC

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

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

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

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

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

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

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

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

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

HARRISON AND SUMMER STREETS, PASSAIC

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

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

CROOKS AVENUE (LAKEVIEW), PATERSON

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

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

GOULD AVE., PATERSON

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

FIFTH AVENUE, PATERSON

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

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

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

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

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

CHESTNUT ST. (SWAN'S CROSSING), ALLENDALE

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

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

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

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

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

MAIN ST. AND CENTRAL AVE., RAMSEY

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

Train #1104, when backing west in Track 2, will stop with rear car of train at westerly edge of station opposite white painted fence post.

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

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

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

FOURTH AVENUE, HILLBURN

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

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

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

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

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

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

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

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

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

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

MAIN ST. AND GREENWICH ST., GOSHEN

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

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

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

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

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

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

NORTH ST., MIDDLETOWN

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

Trains or engines moving east of Signal 66-1 on westward track between West Main Street and North Street for switching purposes will hold part of train or engine on section of track between Signal 66-1 and a point 120 feet east. This will permit gates at North Street

to raise. If eastward movement towards North Street is continued, trains or engines will approach North Street prepared to stop and not enter upon or pass over crossing until gates are lowered, except by flag protection.

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

EAST MAIN, MONTGOMERY AND COTTAGE STS., MIDDLETOWN

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

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

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

WEST MAIN ST., MIDDLETOWN

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

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

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

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

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

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

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

HARDING STREET, MIDDLETOWN

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

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

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

AUTOMATIC STRAIGHT TIME RELEASING CIRCUITS, MIDDLETOWN

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

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

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

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

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

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

NEWARK BRANCH

MAIN ST. AND GETTY AVE., SOUTH PATERSON

Side track is circuited for gate operation over Getty Ave., crossing. Trains or engines intending to move over this crossing through siding will move up to crossing and stop, then proceed only after gates have lowered.

Eastbound trains making station stop at Main St., South Paterson, should stop with rear car opposite westerly end of station building.

CHESTER AVENUE, RIVERSIDE

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

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

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

BERGEN COUNTY R. R.

PATERSON PLANK RD., EAST RUTHERFORD

Eastward trains operating on eastward track, required to stop west of Paterson Plank Road, will stop west of, and within 750 feet of "LIGHT" indicator referred to in last paragraph on page 62 of current timetable but must not pass it unless indicator light displays "Yellow" or instructed to do so by telephone. Trains stopped west of "LIGHT" indicator on designated section of track will permit gates to raise after one (1) minute.

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

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

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

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

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

HOBART PLACE, MONROE ST. AND VAN WINKLE AVE., GARFIELD

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

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

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

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

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

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

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

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

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

MIDLAND AVE. AND OUTWATER LANE, EAST OF PLAUDERVILLE STATION:

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

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

MARKET ST. AND MIDLAND AVE., EAST PATERSON

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

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

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

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

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

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

FAIRLAWN AND MORLOT AVES., FAIRLAWN

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

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

ROCK ROAD AND HARRISTOWN ROAD, GLEN ROCK

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

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

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

Along eastward track, 800 feet east of Harristown Road.

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

PIERMONT BRANCH

MAIN STREET, SPRING VALLEY

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

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

NORTHERN BRANCH

PALISADE AVENUE, ENGLEWOOD

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

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

Eastbound—Between Demarest Avenue and a point 400 feet west of Palisade Avenue. Controlling insulated joints at this 400 ft. point will be painted white. Trains or engines occupying this section of track ($1\frac{1}{2}$) one and a half minutes or more must approach this crossing preparing to stop and not enter upon or pass over crossing until gates have lowered except in case of failure of crossing device and then only under flag protection.

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

CLINTON AND BROOKSIDE AVES., SOUTH NYACK

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

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

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

GREENWOOD LAKE DIVISION

FOREST, ELM AND DEVON STREETS, ARLINGTON

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

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

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

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

SUMMER AVENUE AND MT. PROSPECT AVENUE, NORTH NEWARK

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

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

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

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

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

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

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

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

WILLET, ORCHARD AND WALNUT STREETS, BLOOMFIELD

Eastbound switching movements:

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

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

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

Eastbound trains intending to switch at National Yeast Co. may store their train on eastward main track between Orchard St. and Signal 9-2G. After head end is moved over crossing gates will raise. When switching is completed engine and cars in backing onto train will back west of signal 9-2G to permit gate operation for eastward movement.

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

Westbound switching movements:

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

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

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

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

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

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

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

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

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

BELLEVUE AND LORRAINE AVES., UPPER MONTCLAIR

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

MAIN ST., SINGAC

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

BOONTON ROAD, MOUNTAINVIEW:

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

CALDWELL BRANCH

ROSELAND AVE., CALDWELL:

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

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

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

NEW JERSEY AND NEW YORK RAILROAD

PATERSON PLANK ROAD, CARLSTADT

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

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

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

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

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

WEST WASHINGTON AVE. AND JEFFERSON AVE., PEARL RIVER

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

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

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

WESTWARD — FIRST CLASS — TRAINS (Read Down)

Distance from Hoboken	Distance between Stations	No. 55 STATIONS	1157	71	1105	1	1751
			Daily Except Sunday	Sunday Only	Daily Except Sunday and Holiday	Daily	Sunday and Holiday Only
			A.M.	A.M.	A.M.	A.M.	A.M.
..	..	N.Y.-Barclay St.....L.	FY	N.B. 8.45	N.B. FY	FY	9.45
3.1	3.1	VIA DLW HOBOKEN.....L. N	8.17	9.00	9.05	9.30	10.00
		BERGEN JCT.....	8.30	9.07	9.12	9.37	10.07
8.4	5.3	RUTHERFORD	s 8.40	s 9.14	s 9.19		s10.14
8.9	0.5	RUTHERFORD JCT. N	8.42	9.16	9.21	9.44	10.16
9.6	0.7	CARLTON HILL	s 8.44		*		
10.2	0.6	PASSAIC PARK	s 8.46		*		
11.4	1.2	PASSAIC.....	s 8.51	s 9.21	s 9.27	* 9.49	s10.22
12.3	0.9	CLIFTON	s 8.54	s 9.24	s 9.30		s10.25
13.7	1.4	LAKE VIEW	s 8.57		s 9.33		
14.9	1.2	XW TOWER.....N	9.00	9.27	9.35	9.54	10.28
15.6	0.7	PATERSON.....	s 9.02	s 9.29	s 9.38	s 9.56	s10.30
16.6	1.0	RIVER ST.	s 9.05				
17.7	1.1	HAWTHORNE	s 9.09				
19.4	1.7	GLEN ROCK	s 9.13				
20.2	0.8	RIDGEWOOD JCT...N	9.15	9.36		10.03	10.37
20.9	0.7	RIDGEWOOD.....	s 9.17	s 9.38		s10.05	s10.39
22.1	1.2	HOHOKUS	f 9.19				
23.2	1.1	WALDWICK.....N	s 9.22	9.42		10.09	s10.43
24.6	1.4	ALLENDALE	s 9.26	*			s10.46
26.5	1.9	RAMSEY.....	s 9.31	s 9.46			s10.49
29.1	2.6	MAHWAH.....	s 9.35				s10.53
30.5	1.4	SUFFERN.....N	s 9.40	s 9.50		*10.18	s10.55
31.5	1.0	HILLBURN.....					
34.5	3.0	SLOATSBURG.....		s 9.56			
37.1	2.6	TUXEDO.....		s10.00		10.27	
40.9	3.8	SOUTHFIELDS.....		*			
43.3	2.4	ARDEN.....		*			
44.9	1.6	NEWBURGH JCT...N		10.11		10.35	
45.9	1.0	HARRIMAN.....		s10.18			
48.4	2.5	MONROE.....		s10.17			
53.4	5.0	GREYCOURT.....				10.43	
54.2	0.8	CHESTER.....					
58.7	4.5	GOSHEN.....N				*10.49	
62.6	3.9	NEW HAMPTON.....					
66.0	3.4	MIDDLETOWN.....D				*11.00	
68.7	2.7	HOWELLS JCT.....					
69.3	0.6	HOWELLS.....					
73.8	4.5	OTISVILLE.....					
87.2	13.4	PORT JERVIS.....A.				11.30	
		L. N				11.40	
89.7	2.5	SPARROWBUSH.....				11.44	
			A.M.	A.M.	A.M.	A.M.	A.M.

Stop Fifth Ave. crossing. West Paterson to discharge passengers.

No. 71 stop Allendale, Southfields and Arden to discharge passengers.

No. 1 stop Passaic, Suffern to receive passengers for Binghamton, west. Stop Goshen and Middletown to discharge or take on passengers.

Stop Carlton Hill and Passaic Park to discharge passengers.

WESTWARD — FIRST CLASS — TRAINS (Read Down)

X157	1107	1701	X159	1159	1753	73	1161	1703
Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Saturday Only	Daily Except Sunday	Daily Except Saturday Sunday & Holiday	Saturday Sunday and Holiday Only	Saturday and Sunday Only	Daily Except Saturday and Sunday	Saturday Only
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
x	10.00	10.15	x	11.00	11.15	N.B. 12.15	FY	N.B. 12.45
10.05	10.25	10.30	11.02	11.25	11.32	12.32	12.47	1.02
10.12	10.32	10.37	11.09	11.32	11.39	12.39	12.54	1.09
	s10.39	s10.44	11.20	s11.40	s11.47	s12.46	s 1.02	
	10.18	10.40	10.45	11.22	11.42	11.49	12.48	1.04
						s12.50	s 1.06	1.15
	s10.43	s10.48				s12.52	s 1.08	
	s10.48	s10.53	11.31	s11.50	s11.55	s12.56	s 1.12	
	s10.51	s10.56	11.35	s11.53	s11.58	s12.59	s 1.15	
	s10.53	s10.58				s 1.01	s 1.18	
10.26	10.55	11.00	11.38	11.57	12.01	1.08	1.21	(B.C.R.R.)
	s11.00	s11.05	11.40	s12.01	s12.08	s 1.04	s 1.24	
						s 1.06	s 1.26	
	s11.04	s11.09				s 1.09	s 1.29	
	s11.07	s11.12		s12.07	f12.08	s 1.12	s 1.32	
10.34	11.09	11.14		12.09	12.10	1.14	1.34	1.31
	s11.18	s11.23		s12.14	s12.12	s 1.16	s 1.38	s 1.33
	f11.21	f11.26		s12.17	s12.15	s 1.19	s 1.41	s 1.35
10.38	s11.24	s11.29		s12.20	s12.18	s 1.22	s 1.44	s 1.38
				s12.24	f12.21	s 1.25	s 1.48	
				s12.29	s12.24	s 1.28	s 1.52	
				s12.34	f12.28	s 1.32	s 1.57	
				s12.37	s12.32	s 1.35	s 2.00	
						f 1.41		
						s 1.45		
						f 1.51		
						f 1.55		
						1.57		
						s 1.59		
						s 2.03		
						s 2.11		
						s 2.18		
						s 2.27		
						s 2.40		
						3.00		
A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.

No. 73 will not operate west of Middletown on Sunday.

BERGEN COUNTY RAILROAD —

Distance from Ridgewood Jct. Distance between Stations	STATIONS	1154	50	1108	1156
		Daily Except Sunday and Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Sunday and Holiday
		A.M.	A.M.	A.M.	A.M.
0.9 2.4	RUTHERFORD JCT. N	7.02	7.41	7.49	7.56
7.5 1.4	GARFIELD	§ 6.58		§ 7.47	*
6.1 1.1	PLAUDERVILLE	§ 6.55		§ 7.42	*
5.0 1.5	COALBERG JCT.				
3.5 1.2	BROADWAY—FAIR LAWN	§ 6.51		§ 7.38	§ 7.47
2.3 1.7	RADBURN—FAIR LAWN	§ 6.48	§ 7.29	§ 7.35	§ 7.44
0.6 0.6	GLEN ROCK	§ 6.45	§ 7.26	§ 7.32	§ 7.41
.. ..	RIDGEWOOD JCT. N	6.43	7.24	7.30	7.39
		A.M.	A.M.	A.M.	A.M.

BERGEN COUNTY RAILROAD —

Distance from Rutherford Jct. Distance between Stations	STATIONS	7	9	1703	1759	57
		Daily Except Sunday	Sunday Only	Saturday Only	Saturday Only	Daily Except Sunday and Holiday
		A.M.	A.M.	P.M.	P.M.	P.M.
.. ..	RUTHERFORD JCT. N	12.59	12.59	1.15	3.18	4.28
2.4 2.4	GARFIELD			§ 1.18	§ 3.19	
3.8 1.4	PLAUDERVILLE				§ 3.22	
4.9 1.1	COALBERG JCT.					
6.4 1.5	BROADWAY—FAIR LAWN			§ 1.24	§ 3.26	
7.6 1.2	RADBURN—FAIR LAWN			§ 1.26	§ 3.28	
9.3 1.7	GLEN ROCK			§ 1.29	§ 3.31	*
9.9 0.6	RIDGEWOOD JCT. N	1.12	1.12	1.31	3.33	4.39
		A.M.	A.M.	P.M.	P.M.	P.M.

No. 1156 Saturdays stop Garfield 7.54 A.M. Will operate Nov. 5, Nov. 11 and Feb. 12, stop Plauderville and Garfield.

No. 1160 operates Nov. 5, Nov. 11 and Feb. 12.

No. 57 Saturday stop Glen Rock to discharge passengers.

No. 1121 operates Nov. 5, Nov. 11 and Feb. 12.

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."

EASTWARD — FIRST CLASS — TRAINS (Read Up)

1112	52	70	1158	1160	54	8
Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Holiday Nov. 5, 11, Feb. 12 Only	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Sunday
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.
8.01	8.05	8.13	8.13	8.35	8.56	8.36
		§ 8.08		§ 8.31		
				§ 8.28		
		§ 8.02		§ 8.24		
	§ 7.57	§ 7.59		§ 8.21		
		§ 7.56	§ 8.02	§ 8.18		
7.50	7.53	7.54	8.00	8.16	8.45	8.24
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.

WESTWARD — FIRST CLASS — TRAINS (Read Down)

1167	1169	1121	59	1171	1127	1173	61
Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Sunday and Holiday
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
5.18	5.37	5.42	5.56	6.01	6.06	6.21	6.53
		§ 5.46			§ 6.09		§ 6.56
		§ 5.49			§ 6.12		§ 6.59
§ 5.25		§ 5.58			§ 6.17		§ 7.04
§ 5.28		§ 5.57			§ 6.20	§ 6.81	§ 7.07
§ 5.32	§ 5.48	§ 6.00		§ 6.12		§ 6.85	§ 7.10
5.34	5.51	6.02	6.08	6.15	6.25	6.37	7.12
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

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

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

Engines heavier than SE-10-A are restricted from operating over trestle in Kramer Coal Co. siding, Garfield.

BERGEN COUNTY RAILROAD -

Distance from Ridgewood Jct.	Distance between Stations	No. 55			
		STATIONS			
9.9	2.4	RUTHERFORD JCT. N			
7.5	1.4	GARFIELD			
6.1	1.1	PLAUDERVILLE			
5.0	1.5	COALBERG JCT.			
3.5	1.2	BROADWAY—FAIR LAWN			
2.3	1.7	RADBURN—FAIR LAWN			
0.6	0.6	GLEN ROCK			
..	..	RIDGEWOOD JCT. N			

BERGEN COUNTY RAILROAD -

Distance from Rutherford Jct.	Distance between Stations	No. 55			
		STATIONS			
..	..	RUTHERFORD JCT. N			
2.4	2.4	GARFIELD			
3.8	1.4	PLAUDERVILLE			
4.9	1.1	COALBERG JCT.			
6.4	1.5	BROADWAY—FAIR LAWN			
7.6	1.2	RADBURN—FAIR LAWN			
9.3	1.7	GLEN ROCK			
9.9	0.6	RIDGEWOOD JCT. N			

Engines are restricted from operating in Grenard Mfg. Corp. and Bellet Coal Co. sidings, Garfield.

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

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

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

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

Telephones connecting with Train Dispatchers circuit:

Wrights siding Saddle River	General Motors siding west of
Crossover east of Garfield	Broadway-Fairlawn
Garfield at crossover west of	Radburn-Fairlawn at crossover
Monroe St	Broadway-Fairlawn at crossover

ARRIVAL AND DEPARTURE
BARCLAY STREET FERRY CONNECTIONS
FOR TRAINS WITH NOTE FY

Arrive Barclay Street Train Number	Monday-Friday Exclusive of Major Holidays	Saturday-Sunday and Major Holidays
1100	5:57 AM	6:12 AM
1150	6:45 AM	6:42 AM
1102	7:27 AM	7:42 AM
1104	8:04 AM	8:12 AM
1156	8:26 AM	8:42 AM
6	8:43 AM	8:42 AM
1160	9:04 AM	9:12 AM
58	4:27 PM	4:42 PM
1172	6:57 PM	7:12 PM
1404	7:58 AM	8:12 AM
1420	12:27 PM	12:42 PM

Depart Barclay Street Train Number	Monday-Friday Exclusive of Major Holidays	Saturday-Sunday and Major Holidays
53	4:30 AM	4:45 AM
1153	5:30 AM	5:45 AM
1155	7:00 AM	6:45 AM
1157	7:57 AM	7:45 AM
1105	8:47 AM	8:45 AM
1	9:10 AM	9:15 AM
1161	12:30 PM	12:15 PM
57	4:00 PM	3:45 PM
1115	4:00 PM	3:45 PM
1131	5:50 PM	5:45 PM
1175	7:30 PM	7:15 PM
5	8:00 PM	7:45 PM
1403	9:10 AM	9:15 AM
1459	5:19 PM	5:15 PM
1423	6:30 PM	6:15 PM

MAJOR Holidays: Thanksgiving Day, Nov. 28; Christmas Day, Dec. 25; New Year's Day, Jan. 1; Memorial Day, May 30; Independence Day, July 4; Labor Day, Sept. 1.

EASTWARD — FIRST CLASS — TRAINS (Read Up)						
Distance from Paterson	Distance between Stations	No. 55 STATIONS	1300	1302	1304	1306
			Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday
			A.M.	A.M.	A.M.	A.M.
..	..	VIA DLAW N.Y.-Barclay St.....A.	N.B. 7.42	N.B. 8.16	N.B. 8.43	N.B. 9.18
19.4	2.9	HOBOKEN.....A. N	7.23	7.59	8.28	8.57
16.5	1.3	G. L. JCT.....	7.16	7.52	8.21	8.50
15.2	2.9	D. B. JCT.....N	7.14	7.50	8.19	8.47
12.3	0.3	HARRISON.....	7.10	7.46	8.15	8.43
12.0	0.6	KEARNY.....	7.08	7.44	8.13	8.41
11.4	0.6	NEWARK.....D (End of Single Track)	7.06	7.42	8.11	8.40
10.6	0.5	RIVERSIDE.....	7.04	7.40		8.38
10.1	0.6	WOODSIDE.....		7.38		8.36
9.5	0.8	CLEVELAND ST.....	7.02	7.36		8.35
8.7	1.3	BELLEVILLE.....D	7.00	7.34	8.03	8.33
7.4	0.6	WALNUT ST.....	6.58	7.32	8.01	8.31
6.8	0.5	NUTLEY.....	6.56	7.30	7.59	8.29
6.3	1.4	FRANKLIN AVE.....D	6.54	7.28	7.57	8.27
4.9	1.4	ALLWOOD.....	6.51	7.25	7.54	8.24
3.5	2.4	ATHENIA.....D	6.48	7.22	7.51	8.21
1.1	0.4	SOUTH PATERSON.....	6.45	7.18	7.47	8.18
0.7	0.7	XW TOWER.....N (End of Single Track)	6.44	7.17	7.46	8.17
..	..	PATERSON.....	6.42	7.15	7.44	8.15
				Will operate Nov. 5, Nov. 11, Feb. 12		Will operate Nov. 5, Nov. 11, Feb. 12
			A.M.	A.M.	A.M.	A.M.

Eastbound trains are superior to westbound trains of same class.

HOURS DURING WHICH BLOCK STATIONS ARE IN OPERATION

NEWARK.—6.45 A.M.—11.45 P.M.
 BELLEVILLE.—7.00 A.M.—5.00 P.M. Sat., Sun. and Hol. closed.
 FRANKLIN AVE.—6.45 A.M.—6.30 P.M. Sat., Sun. and Hol. closed.
 ATHENIA.—7.15 A.M.—11.00 A.M., 12.45 P.M.—5.00 P.M. Sat., Sun. and Hol. closed.

During hours Belleville, Franklin Ave. and Athenia Block stations are closed, until time Newark Block station closes, Newark will block with XW Tower.

During hours Newark Block station is closed, D. B. Jct. will block with XW Tower.

Newark drawbridge is opened for river traffic between 11.45 P. M. and 6.45 A.M., Daily.

TELEPHONES CONNECTING WITH TRAIN DISPATCHERS CIRCUIT

Gate Tower, Davis Ave., Harrison

Crossover, Kearny Newark station Athenia station
 Newark Drawbridge cabin

Federal Creosoting Company siding, South Paterson

Sonneborn's Switch, east of Walnut St., Nutley

East end of station, Walnut St., Nutley

WESTWARD — FIRST CLASS — TRAINS (Read Down)							
Distance from Hoboken	Distance between Stations	No. 55 STATIONS	1301	1303	1305	1307	1309
			Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday
			P.M.	P.M.	P.M.	P.M.	P.M.
..	..	VIA DLAW N.Y.-Barclay St.....L.	N.B. 4.15	N.B. 4.45	N.B. 5.14	N.B. 5.30	N.B. 6.00
..	..	HOBOKEN.....L. N	4.40	5.04	5.30	5.47	6.22
2.9	2.9	G. L. JCT.....	4.47	5.11	5.37	5.54	6.29
4.2	1.3	D. B. JCT.....N	4.48	5.13	5.39	5.56	6.31
7.1	2.9	HARRISON.....	4.52	5.17	5.43	6.00	6.35
7.4	0.3	KEARNY.....	4.54	5.19	5.43	6.01	6.36
8.0	0.6	NEWARK.....D (End of Single Track)	4.56	5.21	5.45	6.03	6.38
8.8	0.6	RIVERSIDE.....	4.58				6.40
9.3	0.5	WOODSIDE.....	5.00	5.24			6.42
9.9	0.6	CLEVELAND ST.....	5.02	5.26	5.48		6.44
10.7	0.8	BELLEVILLE.....D	5.04	5.28	5.50	6.08	6.46
12.0	1.3	WALNUT ST.....	5.06	5.31	5.53	6.10	6.48
12.6	0.6	NUTLEY.....	5.08	5.34	5.55	6.12	6.50
13.1	0.5	FRANKLIN AVE.....D	5.10	5.36	5.57	6.14	6.52
14.5	1.4	ALLWOOD.....	5.13	5.40	6.00	6.17	6.55
15.9	1.4	ATHENIA.....D	5.16	5.43	6.03	6.20	6.58
18.3	2.4	SOUTH PATERSON.....	5.20	5.47	6.07	6.24	7.02
18.7	0.4	XW TOWER.....N (End of Single Track)	5.21	5.48	6.08	6.26	7.03
19.4	0.7	PATERSON.....	5.23	5.50	6.10	6.28	7.05
					Will operate Nov. 5, Nov. 11, Feb. 12		Will operate Nov. 5, Nov. 11, Feb. 12
			P.M.	P.M.	P.M.	P.M.	P.M.

Hours of Crossing Protection

Week Days

Saturdays

Schuyler Ave., Kearny	6.10 A.M.—10.10 P.M.	7.00 A.M.—11.00 A.M. 2.00 P.M.—6.00 P.M.
Davis Ave., Harrison	6.10 A.M.—10.10 P.M.	7.00 A.M.—11.00 A.M. 2.00 P.M.—6.00 P.M.
Grant Ave., Kearny	6.10 A.M.—10.10 P.M.	7.00 A.M.—11.00 A.M. 2.00 P.M.—6.00 P.M.
Passaic St., Newark	6.05 A.M.—10.05 P.M.	6.05 A.M.—10.05 P.M.
Fourth Ave., Newark	6.05 A.M.—10.05 P.M.	6.05 A.M.—10.05 P.M.
Third Ave., Newark	6.05 A.M.—10.05 P.M.	6.05 A.M.—10.05 P.M.
Grafton Ave., Woodside	7.00 A.M.—9.00 A.M. 11.30 A.M.—7.00 P.M.	-----
Schuyler St., Belleville	6.00 A.M.—8.40 A.M. 1.30 P.M.—6.50 P.M.	-----
William St., Belleville	6.00 A.M.—8.40 A.M. 1.30 P.M.—6.50 P.M.	-----
Belleville Ave., Belleville	6.00 A.M.—8.40 A.M. 1.30 P.M.—6.50 P.M.	-----
Rutger St., Belleville	6.00 A.M.—8.40 A.M. 1.30 P.M.—6.50 P.M.	-----
Academy St., Belleville	6.00 A.M.—8.40 A.M. 1.30 P.M.—6.50 P.M.	-----
Holmes St., Belleville	6.00 A.M.—8.40 A.M. 1.30 P.M.—6.50 P.M.	-----
Joralemon St., Belleville	6.00 A.M.—8.40 A.M. 1.30 P.M.—6.50 P.M.	-----
Washington Ave., Nutley	6.00 A.M.—8.40 A.M. 11.40 A.M.—7.00 P.M.	-----

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

EASTWARD Read Up		WESTWARD Read Down		
Distance from Newburgh	<h1 style="margin: 0;">No. 55</h1> <h2 style="margin: 0;">STATIONS</h2>			
18.8		GREYCOURT		
13.8		BLOOMING GROVE		
12.1		WASHINGTONVILLE		
9.4		SALISBURY MILLS		
5.0		VAILS GATE JCT.		
3.1		NEW WINDSOR		
1.8		WEST NEWBURGH		
..		NEWBURGH		
				Miles per Hour 25 20

Speed restrictions:
 All trains 25
 Wrecking derrick and trains hauling eight-wheel swivel truck cranes, steam shovels and other similar pivoted machinery 20

Eastbound trains are superior to westbound trains of same class. Engines must not be operated on trestle, Coal Dock, Newburgh. Trains will stop and flag over Washington St. crossing, Newburgh. Trains and Engines will come to full stop, not less than 75 feet or more than 125 feet from, and not exceed 5 miles per hour over following crossings:

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

Trains and engines will come to full stop not less than fifty (50) feet from State Road Crossing 2500 feet east of Vails Gate Jct. on Spur between Vails Gate Jct. and West Cornwall, send two members of crew ahead, flag traffic in both directions from both sides of track until entire movement is completed over crossing.

Telephones connecting with Train Dispatchers circuit:
 Vails Gate Jct. station Newburgh freight station (east end)
 Washingtonville (west end of station)

Graham Line

EASTWARD Read Up		WESTWARD Read Down		
Distance from Howells Jct.	<h1 style="margin: 0;">No. 55</h1> <h2 style="margin: 0;">STATIONS</h2>			
Distance between Stations				
31.3		NEWBURGH JCT.		
28.5		CENTRAL VALLEY		
27.7		HIGHLAND MILLS		
21.6		MOODNA VIADUCT		
12.9		EAST "MQ"		
10.7		MQ CROSSING		
..		HOWELLS JCT.		

EASTWARD Read Up		WESTWARD Read Down		
Distance from Pine Bush	<h1 style="margin: 0;">No. 55</h1> <h2 style="margin: 0;">STATIONS</h2>			
13.4		MIDDLETOWN MAIN ST.		
9.9		CRAWFORD JCT.		
8.2		CIRCLEVILLE		
5.8		BULLVILLE		
3.4		THOMPSON RIDGE		
..		PINE BUSH		
				Miles per Hour 25 15 20 5 10

Trains and engines stop at Stop Signs located fifty (50) feet either side of Goshen-Fair Oaks Highway, 1/4 mile west of Crawford Jct., and member of train crew operate illuminating stop sign in controller box located on back of stop light pole, turn key to right or left to display "stop", then withdraw key and proceed over crossing with entire train. Insert key in controller box on opposite side of crossing, turn key to right or left to extinguish lights. In each case key must be withdrawn without turning key second time.

Westbound trains are superior to eastbound trains of same class.
 Speed restrictions:
 All trains 25
 Wrecking derrick 15
 Trains hauling eight-wheel swivel truck cranes, steam shovels and other similar pivoted machinery 20
 Trains over State Road Crossing, 160 feet east of Pine Bush station 5
 Trains over Crossing west of Bullville 5
 Trains over Crossing on mile east of Bullville 10
 Engines restricted on Sheffield Farms siding, Bullville.
 All trains and engines stop not less than 50 ft. from State Highway Route 17-K crossing, member of crew to proceed ahead and flag movement over crossing.

EASTWARD Read Up		WESTWARD Read Down		
Distance from Goshen	<h1 style="margin: 0;">No. 55</h1> <h2 style="margin: 0;">STATIONS</h2>			
..		GOSHEN		
3.9		ORANGE FARM		
5.8		FLORIDA		
8.4		BIG ISLAND		
11.4		PINE ISLAND JCT.		
11.9		PINE ISLAND		
				Miles per Hour 35 25 20 30 15 10 20

Main track between Pine Island Junction and Pine Island will be under yard limit rules and blocked with cars.

Eastbound trains are superior to westbound trains of same class.
 Speed restrictions:
 All trains 35
 East end Curve 5 M.P. 61.80 east of Orange Farm to east end Curve 9 M.P. 64.40 Florida 25
 East end Curve 9 M.P. 64.40 Florida to east end Curve 11 M.P. 67.60 west of Big Island to Pine Island Jct. 20
 Through turnout to L. & N. E. R. at Pine Island Jct. 30
 Wrecking derrick 15
 Trains hauling eight-wheel swivel truck cranes, steam shovels and other similar pivoted machinery 10
 Pine Island Jct., junction of Pine Island Branch and L. & N. E. R. R.—Normal position switch L. & N. E. R. R.

EASTWARD Read Up		WESTWARD Read Down		
Distance from Goshen	<h1 style="margin: 0;">No. 55</h1> <h2 style="margin: 0;">STATIONS</h2>			
10.2		MONTGOMERY		
8.2		NEELEY TOWN		
5.4		Old O. & W. CROSSING		
4.7		MQ CROSSING		
..		GOSHEN		
				Miles per Hour 35 15 25 10 15 25 15 10

Eastbound trains are superior to westbound trains of same class.
 Speed restrictions:
 All trains Goshen to old O. & W. Crossing 35
 Old O. & W. Crossing to Montgomery 15
 Through switches at Goshen, 25
 Curve Goshen station 10
 Church Street Crossing, Goshen, eastward 15
 westward 15
 M.P. 1.50 to M.P. 3.50 east and west of Kippes Wrecking Derrick, and trains hauling eight-wheel swivel truck cranes, steam shovels and other similar pivoted machinery 25
 Old O. & W. Crossing 15
 Montgomery Branch to N. Y. N. H. & H. R. R. 10
 Trains from Montgomery Branch procure permission by O. & W. Crossing before proceeding.
 Trains from N. Y. N. H. & H. R. R. procure permission from open MQ Crossing before proceeding from Maybrook.
 Old O. & W. Crossing junction Montgomery Branch and N. Y. N. H. & H. R. R. Normal position of switch N. Y. N. H. & H. R. R.

Westbound trains are superior to eastbound trains of same class.
 Speed restrictions:
 All trains 35
 Old O. & W. Crossing to Montgomery 15
 Through switches at Goshen, 25
 Curve Goshen station 10
 Church Street Crossing, Goshen, eastward 15
 westward 15
 M.P. 1.50 to M.P. 3.50 east and west of Kippes Wrecking Derrick, and trains hauling eight-wheel swivel truck cranes, steam shovels and other similar pivoted machinery 25
 Old O. & W. Crossing 15
 Montgomery Branch to N. Y. N. H. & H. R. R. 10
 Trains from Montgomery Branch procure permission by O. & W. Crossing before proceeding.
 Trains from N. Y. N. H. & H. R. R. procure permission from open MQ Crossing before proceeding from Maybrook.
 Old O. & W. Crossing junction Montgomery Branch and N. Y. N. H. & H. R. R. Normal position of switch N. Y. N. H. & H. R. R.

		WESTWARD — FIRST CLASS — TRAINS (Read Down)				
Distance from Hoboken	Distance between Stations	No. 55 STATIONS				
		X411	1401	1451	1403	1453
		Operate Nov. 5, Nov. 11, Feb. 12, Only	Daily Except Saturday Sunday & Holiday	Sunday Only	Daily Except Sunday	Sunday Only
		A.M.	A.M.	A.M.	A.M.	A.M.
		x	N.B.	N.B.		N.B.
..	VIA DLAW N.Y.-Barclay St.....L.		7.00	8.45	FY	10.15
..	HOBOKEN.....L. N	6.45	7.17	9.02	9.25	10.30
2.9	G. L. JCT.....	6.52	7.24	9.09	9.32	10.37
4.2	D. B. JCT.....N	6.54	7.26	9.11	9.34	10.39
6.6	ARLINGTON.....	s 7.29	s 7.29	s 9.15	s 9.37	s10.42
7.3	WEST ARLINGTON.....N	6.58	f 7.30			f10.43
7.7	NORTH NEWARK.....		s 7.31	s 9.18	s 9.40	s10.45
8.3	FOREST HILL.....	7.02	s 7.35		s 9.42	s10.47
9.2	BELWOOD PARK.....		f 7.37			f10.49
9.6	ROWE ST.-Bloomfield D		s 7.39	s 9.22	s 9.45	s10.51
10.7	GLEN RIDGE.....		s 7.42		s 9.48	
11.7	MONTCLAIR.....D		s 7.44	s 9.26	s 9.51	s10.54
12.6	WATCHUNG AVE.....		s 7.46		s 9.53	s10.56
13.5	UPPER MONTCLAIRD		s 7.50	s 9.29	s 9.58	s10.58
14.0	MOUNTAIN AVE.....				f 9.59	f11.00
14.6	MONTCLAIR HGTS. D		s 7.53			f11.02
16.3	GREAT NOTCH.....D		A 7.56	s 9.34	s10.02	s11.05
18.4	LITTLE FALLS.....D			s 9.38	s10.13	s11.09
19.0	SINGAC.....					
21.3	MOUNTAIN VIEW..... D.L. & W.R.R. Crossing			s 9.42	s10.17	s11.12
22.2	WAYNE.....D			s 9.44	s10.21	s11.14
23.7	PEQUANNOCK.....			s 9.47	s10.24	s11.16
25.3	POMPTON PLAINS D			s 9.50	s10.27	s11.19
27.4	POMPTON.....			s 9.53	s10.31	s11.22
27.8	POMPTON JCT..... N.Y.S. & W.R.R. Crossing					
29.6	HASKELL.....				f10.36	s11.26
31.1	WANAQUE-MIDVALED			s 9.57	s10.40	s11.29
		A.M.	A.M.	A.M.	A.M.	A.M.

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

No. 1403 is superior to No. 1420. No. 1405 is superior to No. 1424. No. 1423 is superior to No. 1426.

Between 6.00 A.M. and 9.00 A.M., westbound freight trains will clear eastbound passenger trains at Arlington 5 minutes. Between 7.50 A.M. and 8.00 A.M., westbound freight trains will not pass Arlington Station.

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

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

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

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

WESTWARD — FIRST CLASS — TRAINS (Read Down)								
1455	1405	1457	1301	1407	1303	1409	1411	1305
Saturday Only	Daily Except Saturday Sunday & Holiday	Saturday Only	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
N.B.	(See Note)		N.B.	N.B.	N.B.	N.B.	N.B.	N.B.
1.15	3.07	3.15		4.30		4.58	5.04	
1.32	3.25	3.30		4.46		5.13	5.21	
1.39	3.32	3.37	4.47	4.53	5.11	5.20	5.28	5.37
1.41	3.34	3.39	4.48	4.55	5.13	5.22	5.30	5.39
s 1.44	s 3.37	s 3.42		s 4.58			s 5.33	
s 1.46	*	s 3.43						
s 1.48	s 3.40	s 3.45		s 5.01			s 5.36	
s 1.50	s 3.42	s 3.47		s 5.03				
s 1.52	*	s 3.48		s 5.05				
s 1.54	s 3.45	s 3.50		s 5.07			s 5.39	
s 1.57	s 3.48	s 3.53		s 5.10			s 5.43	
s 1.59	s 3.50	s 3.55		s 5.12			s 5.46	
s 2.01	s 3.52	s 3.57		s 5.16		s 5.34	s 5.48	
s 2.03	s 3.56	s 4.01		s 5.19		s 5.37	s 5.51	
s 2.05	s 3.58	s 4.03		s 5.21		s 5.39	s 5.53	
s 2.07	s 4.00	s 4.05		s 5.23		s 5.41	s 5.55	
s 2.10	s 4.03	s 4.08		s 5.27		5.45	A 5.59	
s 2.14	s 4.08	s 4.13		s 5.31				
s 2.16				f 5.33				
s 2.19	f 4.12	f 4.17		s 5.36				
s 2.21	s 4.15	s 4.20		s 5.39				
s 2.23	s 4.18	s 4.23		s 5.42				
s 2.26	s 4.21	s 4.26		s 5.45				
s 2.29	s 4.24	s 4.29		s 5.48				
s 2.32	s 4.29	s 4.34		s 5.52				
s 2.34	s 4.32	s 4.37		s 5.55				
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

Note: No. 1405 stop Bellwood Park to discharge passengers. Will operate Nov. 5, Nov. 11 and Feb. 12.

Hours During Which Block Stations Are In Operation

ROWE ST. (Bloomfield)—7.40 A.M.—6.30 P.M. Saturdays, Sundays and Holidays closed.

MONTCLAIR.—6.30 A.M.—7.30 P.M. Saturdays, Sundays and Holidays closed.

NORTH FULLERTON AVE.—11.00 A.M.—7.00 P.M. Saturdays, Sundays and Holidays closed.

UPPER MONTCLAIR.—7.20 A.M.—6.50 P.M. Saturdays, Sundays and Holidays closed.

MONTCLAIR HEIGHTS.—7.40 A.M.—6.45 P.M. Saturdays, Sundays and Holidays closed.

GREAT NOTCH.—7.00 A.M.—11.00 P.M., Sats. 7.20 A.M.—4.20 P.M. Suns. and Hols. closed.

LITTLE FALLS.—5.45 A.M.—7.30 P.M. Saturdays, Sundays and Holidays closed.

WAYNE.—7.30 A.M.—4.30 P.M. Saturdays, Sundays and Holidays closed.

POMPTON PLAINS.—6.00 A.M.—10.00 P.M. Saturdays, Sundays and Holidays closed.

WANAQUE-MIDVALE.—6.45 A.M.—4.45 P.M., Sats. 7.40 A.M.—4.45 P.M., Suns. 7.45 A.M.—4.45 P.M., Hols. closed.

No. 1407
Will operate
Nov. 5, Nov. 11,
and Feb. 12.

Will operate
Nov. 5,
Nov. 11, Feb. 12

		WESTWARD — FIRST CLASS — TRAINS (Read Down)					
Distance from Hoboken	Distance between Stations	No. 55 STATIONS	1413	1459	1415	1417	1307
			Daily Except Saturday Sunday & Holiday	Saturday and Holiday Only	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday
			P.M.	P.M.	P.M.	P.M.	P.M.
		N.Y.-Barclay St.....L.	N.B. 5.14	N.B. FY	N.B. 5.25	N.B. 5.25	N.B.
2.9	2.9	VIA DL&W HOBOKEN.....L. N G. L. JCT.....	5.38 5.40	5.34 5.41	5.41 5.47	5.43 5.50	5.54
4.2	1.3	D. B. JCT.....N	5.42	5.43	5.49	5.52	5.56
6.6	2.4	ARLINGTON.....		5.47		5.55	
7.3	0.7	WEST ARLINGTON..N		5.49		5.57	
7.7	0.4	NORTH NEWARK.....s	5.46	5.51		6.00	
8.3	0.6	FOREST HILL.....		5.53		6.02	
9.2	0.9	BELWOOD PARK.....		5.55	5.56		
9.6	0.4	ROWE ST.-Bloomfield D		5.57	5.58		
10.7	1.1	GLEN RIDGE.....		6.01	6.02		
11.7	1.0	MONTCLAIR.....D	5.53	6.04	6.06		
12.6	0.9	WATCHUNG AVE.....		6.06	6.10		
13.5	0.9	UPPER MONTCLAIRD		6.09	6.14		
14.0	0.5	MOUNTAIN AVE.....		6.11	6.16		
14.6	0.6	MONTCLAIR HGTS. D		6.13	6.18		
16.3	1.7	GREAT NOTCH.....D	6.05	6.17	6.23		
18.4	2.1	LITTLE FALLS.....D	6.10	6.22	6.28		
19.0	0.6	SINGAC.....	6.12	6.24			
21.3	2.3	MOUNTAIN VIEW... D.L. & W.R.R. Crossing	6.16	6.26	6.32		
22.2	0.9	WAYNE.....D	6.19	6.29	6.35		
23.7	1.5	PEQUANNOCK.....D	6.22	6.32	6.38		
25.3	1.6	POMPTON PLAINS D	6.26	6.35	6.41		
27.4	2.1	POMPTON.....	6.30	6.39	6.45		
27.8	0.4	POMPTON JCT..... N.Y.S. & W.R.R. Crossing					
29.6	1.8	HASKELL.....	6.35	6.42	6.49		
31.1	1.5	WANAQUE-MIDVALED	6.38	6.45	6.53		
			P.M.	P.M.	P.M.	P.M.	P.M.

AUTOMATIC INTERLOCKINGS

Mountainview, New Jersey

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

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

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

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

Westbound trains or engines being held will stop east of Boonton

WESTWARD — FIRST CLASS — TRAINS (Read Down)									
1419	1421	1309	1461	1423	1463		1425	1427	
Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Holiday Nov. 5, 11, Feb. 12, only	Daily Except Saturday and Sunday	Sunday Only		Daily Except Saturday Sunday & Holiday	Daily	
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		P.M.	P.M.	
N.B. 5.36	N.B. 6.00	N.B.	N.B. 6.00	N.B. FY	N.B. 7.45		N.B. 8.30	N.B. 11.45	
5.55 6.02	6.14 6.21	6.29	6.25 6.32	6.52 6.59	8.00 8.07		8.55 9.02	11.59 12.06	
6.04 6.07 6.09	6.23 6.26 6.28	6.31	6.35 6.37 6.39	7.01 7.04 7.06	8.09 8.13		9.03 9.06 9.08	12.08 12.11 12.13	
6.11 6.13 6.15 6.17	6.30 6.32		6.41 6.43 6.45 6.47	7.08 7.10 7.12 7.13	8.16		9.10 9.12	12.15 12.17 12.18 12.20	
6.21 6.24 6.27 6.30			6.51 6.54 6.56 6.59	7.15 7.17 7.19 7.21	8.23 8.25 8.27		9.18 9.20 9.22 9.24	12.22 12.24 12.26 12.28	
6.32 6.34 6.38 6.43 6.45	6.48 6.50 6.54		7.01 7.03 7.06	7.23 7.25 7.28 7.32 7.36	8.40		9.26 9.28 9.31 9.35	12.30 12.32 12.35 12.39	
6.49				7.38 7.41 7.44 7.47	8.42 8.44 8.47		9.39 9.41 9.44 9.47	12.42 12.44 12.47 12.50	
7.02				7.51 7.54	8.54 8.57		9.53 9.56	12.56 12.59	
7.06 7.09									
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		P.M.	A.M.	

Road crossing and be governed by instructions covering automatic gates at this crossing contained in first paragraph page 37 of current time table. The approach or clearing section for this automatic interlocking extends 6000 feet in either direction from the respective interlocking signals.

Trains or engines will avoid unnecessary occupancy of track in these sections to avoid delay to DL&W trains at crossing.

Pompton Junction

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

Two-unit color light grade crossing signals located 200 feet from crossing govern movement in each direction on both railroads. Signals consist of a top unit indicating stop or proceed, and a lower unit of a fixed red light as location signal. A time release to work in conjunction with grade crossing signals is located in box at crossing, with instructions for operation.

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

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

Telephones connecting with Train Dispatcher's Circuit:

Forest Hill, outside station
 Bellwood Park Crossover
 East End Siding, west of Montclair
 Great Notch, next to register box
 East End of Siding, west of Wayne
 Pompton Plains, outside station
 Pompton Junction, west of N.Y.S. & W. R.R. Crossing
 Midvale, outside station
 Midvale Roundhouse

Remote Control Switches (see General Instructions, page 4) are located at Forest Hill and controlled from "WR" Tower, West Arlington, as follows:

Main track crossover
 Orange Branch connection to eastward main track
 Crossover from Orange Branch to South Canal Siding

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

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

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

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

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

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

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

SPECIAL INSTRUCTIONS—Governing hand thrown switches, spring switches (see General Instructions, page 4) and signals at Great Notch.

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

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

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

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

Switch will be unlocked as follows: Press down the upper latch and remove switch padlock then insert a switch key in the switch key circuit controller located at the switch and turning key as

far as it will go to the right holding it there for five (5) seconds and after a four (4) minute interval the indicator will clear and the switch may be operated in the usual manner and the movement made on signal indication.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

EASTWARD — FIRST CLASS — TRAINS (Read Up)

Distance from Essex Fells	Distance between Stations	No. 55 STATIONS	1408	1414	1418	No. 1418 will operate Nov. 5, Nov. 11 and Feb. 12.	X402
			Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday		Daily Except Saturday Sunday & Holiday
			A.M.	A.M.	A.M.		P.M.
			N.B.	N.B.	N.B.		X
5.7	1.9	GREAT NOTCH.....D	7.34	7.57	8.37		6.35
3.8	1.7	CEDAR GROVE.....D	7.30	7.54	8.33		
2.1	1.1	VERONA.....D	7.27	7.51	8.29		
1.0	1.0	CALDWELL.....D	7.24	7.48	8.26		
..	..	ESSEX FELLS...L. D	7.20	7.44	8.23		6.24
			A.M.	A.M.	A.M.		P.M.

WESTWARD — FIRST CLASS — TRAINS (Read Down)

Distance from Great Notch	Distance between Stations	No. 55 STATIONS	X401	1409	1411	1421	1461
			Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Holiday Nov. 5, 11, Feb. 12, Only
			A.M.	P.M.	P.M.	P.M.	P.M.
			X	N.B.	N.B.	N.B.	N.B.
..	..	GREAT NOTCH L.D	8.01	5.45	6.06	6.54	7.06
1.9	1.9	CEDAR GROVE.....D		5.49	6.11	6.58	7.10
3.6	1.7	VERONA.....D		5.54	6.16	7.02	7.14
4.7	1.1	CALDWELL.....D		5.57	6.19	7.06	7.17
5.7	1.0	ESSEX FELLS...A. D	8.12	6.00	6.22	7.09	7.20
			A.M.	P.M.	P.M.	P.M.	P.M.

Eastbound trains are superior to westbound trains of the same class, except: No. X401 is superior to No. 1418.

Nos. 1409 and 1411 are superior to No. X402.

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

Hours during which block stations are in operation:

Great Notch. 7.00 A.M.—11.00 P.M., Sats. 7.20 A.M.—4.20 P.M.,
Suns. and Hols. closed.

Verona. 7.00 A.M.—3.30 P.M. Saturdays, Sundays and
Holidays closed.

Caldwell. 7.15 A.M.—6.30 P.M. Saturdays, Sundays and
Holidays closed.

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

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

Speed Restrictions:	Miles per Hour
Passenger trains.....	35
Freight trains.....	30
Roseland Ave. Crossing, Caldwell, within 1000 feet of crossing.....	20
Ryerson Ave. crossing, east of Caldwell.....	5
Bloomfield Ave. tunnel, M.P. 20.30 and 20.50.....	25
Trains hauling wrecking derrick, eight-wheel swivel truck cranes, steam shovels and other similar pivoted ma- chinery.....	20

Auto-manual cutout and cut-in device is located on east side of instrument case at Durrell St., Verona, N. J., for the purpose of cutting out flashing light signals and bell when switching is being performed. Two push buttons are located in white painted metal box secured with standard switch lock—one button for cutting out crossing signals and one for cutting them back in when movement is to be made over crossing after signals have been cut out. This device will automatically restore itself after train for which it was used has departed.

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

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

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

Orange Branch

EASTWARD
Read UpWESTWARD
Read Down

Distance from West Orange	Distance between Stations	No. 55 STATIONS				
4.0	0.8	FOREST HILL.....				
3.2	0.5	SILVER LAKE.....				
2.7	0.5	BLOOMFIELD.....				
2.2	0.3	WATSESSING JOT.....				
1.9	0.6	EAST ORANGE.....				
1.3	0.4	BRIGHTON AVE.....				
0.9	0.6	ORANGE.....				
0.3	0.3	LLEWELLYN.....				
..	..	WEST ORANGE.....				

Eastbound trains are superior to westbound trains of the same class. Cars must not be placed within 200 feet of private crossing west of Forest Hill.

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

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

Speed Restrictions: Miles per Hour

All trains..... 20
Orange Branch trains entering Forest Hill station..... 5

Hours of Crossing Protection	Weekdays	Sats.
Franklin St., Silver Lake	6.00 A.M.—2.00 P.M. 3.00 P.M.—11.00 P.M.	
Belmont Ave., Silver Lake	6.00 A.M.—2.00 P.M. 3.00 P.M.—11.00 P.M.	
Grove St., Bloomfield	6.00 A.M.—2.00 P.M. 3.00 P.M.—7.30 P.M.	
Bloomfield Ave., Bloomfield	6.00 A.M.—10.00 P.M.	6.00 A.M.— 2.00 P.M.

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

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

EASTWARD TRAINS (Read Up)						
FIRST CLASS						
Distance from Suffern	Distance between Stations	No. 55 STATIONS	1600	1602	1604	1650
			Daily Except Sunday & Holiday A.M.	Daily Except Saturday Sunday & Holiday A.M.	Daily Except Saturday Sunday & Holiday A.M.	Saturday Only A.M.
16.1	1.6	SPARKILL.....D	No. 1600 will operate Nov. 5, Nov. 11, and Feb. 22. Will not operate Sat. Feb. 22.	Will operate Nov. 5, Nov. 11, Feb. 12		
14.5	1.0	ORANGEBURG.....				
13.5	4.3	BLAUVELT.....				
9.2	0.2	NANUET CROSS'G....				
9.0	2.3	NANUET JUNCTION.....			5.52	6.50
6.7	1.3	SPRING VALLEY...D	5.48	6.46	7.10	7.09
5.4	2.3	MONSEY.....				
3.1	3.1	TALLMANS.....				
..	..	SUFFERN.....N				
			A.M.	A.M.	A.M.	A.M.

WESTWARD TRAINS (Read Down)

FIRST CLASS							
Distance from Sparkill	Distance between Stations	No. 55 STATIONS	X163	1651	1601	1603	1605
			Monday Only A.M.	Saturday Only P.M.	Daily Except Saturday Sunday & Holiday P.M.	Daily Except Saturday Sunday & Holiday P.M.	Daily Except Saturday Sunday & Holiday P.M.
..	..	SPARKILL.....D	x	Will not operate Sat. Feb. 22.			
1.6	1.6	ORANGEBURG.....					
2.6	1.0	BLAUVELT.....					
6.9	4.3	NANUET CROSS'G....					
7.1	0.2	NANUET JUNCTION.....	2.12		2.57	5.47	6.11
9.4	2.3	SPRING VALLEY...D	2.17	3.02	5.52	6.16	6.35
10.7	1.3	MONSEY.....					
13.0	2.3	TALLMANS.....					
16.1	3.1	SUFFERN.....N					
			A.M.	P.M.	P.M.	P.M.	P.M.

Eastbound trains are superior to Westbound trains of the same class, except: No. X163 is superior to No. 1600. Nos. 1601, 1603, 1605, 1607, 1609 and 1611 are superior to No. X160. Nos. 1651 and 1653 are superior to No. X166.

Trains and engines stop not less than fifty (50) feet from following crossings and send member of crew ahead to flag over each crossing: Saddle River Rd., Airmount Rd. & South Monsey Rd., Monsey; Main St. & Church St., Nanuet; Blauvelt Rd. & Convent Rd. on Orangeburg Hospital Lead; Van Wyck Ave. east of Orangeburg Hospital Switch; Orangeburg Rd., Greenbush Rd. and Mountainview Ave., Orangeburg; Kipps Crossing, Sparkill.

Engines and cars are restricted in shed at end of side track serving Glode-Requa Lumber Company, Monsey.

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

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

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

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

Engines and trains using Piermont Branch at Sparkill will protect by flag against eastbound Northern BR. trains in addition to securing permission to cross over.

KIPPS CROSSING SPARKILL

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

EASTWARD TRAINS (Read Up)					
FIRST CLASS				SECOND CLASS	
1606	1608	X166	X160		672
Daily Except Saturday Sunday & Holiday A.M.	Daily Except Saturday Sunday & Holiday A.M.	Saturday Only P.M.	Daily Except Saturday Sunday & Holiday P.M.		Saturday Only A.M.
		x	x		
		Will not operate Sat. Feb. 22.			
7.84	7.46	6.52	7.32		8.15
7.80	7.42	6.48	7.28		8.00
A.M.	A.M.	P.M.	P.M.		A.M.

WESTWARD TRAINS (Read Down)

FIRST CLASS					
FIRST CLASS				SECOND CLASS	
1653	1607	1609	1611		671
Saturday Only P.M.	Daily Except Saturday Sunday & Holiday P.M.	Daily Except Saturday Sunday & Holiday P.M.	Daily Except Saturday Sunday & Holiday P.M.		Saturday Only P.M.
	Will operate Nov. 5, 11, and Feb. 12		Will operate Nov. 5, Nov. 11, and Feb. 12		
6.34	6.41	7.04	7.52		12.15
6.89	6.46	7.09	7.57		12.30
P.M.	P.M.	P.M.	P.M.		P.M.

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

Speed restrictions:

Passenger trains:	Miles per Hour
Suffern and Spring Valley	30
Spring Valley and Nanuet Junction	60
Nanuet Junction and Sparkill	30
Freight trains	25
Sparkill to Piermont Dock	15
Trains hauling wrecking derrick and eight-wheel swivel truck cranes, steam shovels and other similar pivoted machinery	20
MP. 3.20 1/4 mile east of Orangeburg to MP. 4.00 east of Blauvelt. 15	
Sicketown Road crossing, one mile east Nanuet crossing.	5
Curve Dykes crossing between Spring Valley and Nanuet Jct.	35
Between Chestnut St. and Main St. crossings, Spring Valley, east-bound	10
Signal 30-1-J to Main St. crossing, Spring Valley, westbound	20
Dater's crossing between Suffern and Tallmans.	5
Washington Ave. crossing, Suffern	5
Main Street crossing, Monsey	10
Monsey Heights crossing	5

Hours of Crossing Protection

WEEKDAYS

Orange Ave., Suffern—3.00 P.M.—11.00 P.M.
On Saturdays, Sundays and Holidays and during period crossing not protected, all trains and engines stop, send member of crew ahead and flag over crossing.
All movements over Chestnut St. crossing, Suffern, not to exceed 5 m.p.h., and must be protected by sending member of crew ahead who shall station himself at the crossing preceding such movement.

EASTWARD — FIRST CLASS — TRAINS (Read Up)

Distance from N.Y.C.	Distance between Stations	No. 55		N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.
		STATIONS		832	834	836	838
		Daily	Daily	Daily Ex. Sat. Sun. and Hol.	Daily Ex. Sat. Sun. and Hol.	Daily Ex. Sat. Sun. and Hol.	Daily Ex. Sat. Sun. and Hol.
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
..	..	NEW YORK Chambers St. A.					
28.1	2.2	JERSEY CITY A. N					
25.9	2.7	CROXTON N					
23.2	0.2	SUSQUEHANNA TRANSFER	s 5.25	s 5.55	s 6.25	s 6.55	
23.0	2.0	NORTH BERGEN					
21.0	1.1	GRANTON JCT. D	5.22	5.52	6.22	6.52	
19.9	0.9	FAIRVIEW					
19.0	0.7	RIDGEFIELD					
18.3	0.6	MORSEMERE					
17.7	1.0	PALISADES PARK					
16.7	2.5	LEONIA					
14.2	1.0	ENGLEWOOD D					
13.2	1.0	HUDSON AVE.					
12.2	1.2	TENAFLY D					
11.0	1.0	CRESSKILL					
10.0	1.0	DEMAREST					
9.0	1.8	CLOSTER D					
7.2	0.8	NORWOOD					
6.4	2.0	NORTHVALE					
4.4	1.2	SPARKILL D					
3.2	1.2	PIERMONT					
2.0	1.5	GRAND VIEW					
0.5	0.5	SOUTH NYACK					
..	..	NYACK L. D					
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

ELECTRIC SWITCH LOCK

Hand thrown switch between eastward track 2, Northern Branch and P.R.R. Viaduct track, M.P. 2.83, is equipped with electric switch lock and the following instructions will govern:

Westward movements from P.R.R. Viaduct track to track No. 2 will not be made until permission has first been obtained from Train Dispatcher. No attempt will be made to open the switch which is electrically locked until indicator above lever in release box indicates "UNLOCKED". When indicator shows "UNLOCKED", main track switch must be lined, derail closed and train may proceed when dwarf signal governing westward movement from P.R.R. connection displays "RESTRICTING" indication.

After movement is completed, switch must be lined for the main track and locked, and electric lock lever must be restored to "LOCKED" position before leaving.

Telephones to Train Dispatcher, Jersey City, are located as follows: North of eastward track #2 opposite signal, 1120 feet west of Secaucus Road Crossing.

North of eastward track #2 at a point 200 feet east of Secaucus Road Crossing.

At east end of new interchange tracks, south side.

South of eastward track #2, opposite new switch connecting with P.R.R. Viaduct.

Eastward movements from Interchange tracks to eastward track 2, Northern Branch, are governed by dwarf signal located approximately 1000 feet east of Lundy's Lane. This signal is also equipped with a white light indicator bearing the letter "S", which when lighted indicates that track 2 is clear between signal 4—2—2—N and the clearance point at the east end of track 2 and the Interchange tracks. Before any movement is made from either of the Interchange tracks to track #2, permission must be first obtained from the Train Dispatcher. No attempt will be made to open main track switch unless white light indicator is lighted indicating that track 2 is clear east of signal 4—2—2—N.

After switch is lined and derail removed train or engine may proceed when dwarf signal displays "RESTRICTING" indication.

Movements in track 4 over Secaucus Road and Lundy's Lane will be protected by member of crew preceding movement and flagging over crossings.

EASTWARD — FIRST CLASS — TRAINS (Read Up)

Distance from N.Y.C.	Distance between Stations	No. 55		N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.
		STATIONS		840	842	844	846	848
		Daily	Daily	Daily	Daily	Daily	Daily	Daily
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
..	..	NEW YORK Chambers St. (Fy.)...A.						
28.1	2.2	JERSEY CITY A. N						
25.9	2.7	CROXTON N						
23.2	0.2	SUSQUEHANNA TRANSFER	s 7.25	s 8.25	s 9.25	s 10.25	s 11.40	
23.0	2.0	NORTH BERGEN						
21.0	1.1	GRANTON JCT. D	7.22	8.22	9.22	10.22	11.37	
19.9	0.9	FAIRVIEW						
19.0	0.7	RIDGEFIELD						
18.3	0.6	MORSEMERE						
17.7	1.0	PALISADES PARK						
16.7	2.5	LEONIA						
14.2	1.0	ENGLEWOOD D						
13.2	1.0	HUDSON AVE.						
12.2	1.2	TENAFLY D						
11.0	1.0	CRESSKILL						
10.0	1.0	DEMAREST						
9.0	1.8	CLOSTER D						
7.2	0.8	NORWOOD						
6.4	2.0	NORTHVALE						
4.4	1.2	SPARKILL D						
3.2	1.2	PIERMONT						
2.0	1.5	GRAND VIEW						
0.5	0.5	SOUTH NYACK						
..	..	NYACK L. D						
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

Hand thrown crossover at Susquehanna Transfer is equipped with an electrically locked switch. Following instructions will govern the use of this crossover:

Permission will be obtained from Train Dispatcher by telephone and will report the indication of the circuit indicator "LOCKED" or "UNLOCKED", and will then be governed by instructions of Train Dispatcher before operating crossover.

To operate electric lock, unlock door of electric lock, insert switch key in key operated circuit controller, located on the right side of electric lock stand, turn key to extreme right which will give the indication "LOCKED", if train is on circuit, or "UNLOCKED", if no train is on circuit. Key must be left in position until the switch at west end of crossover has been placed in reverse position, after which the key may be removed. When indicator reads "LOCKED", switch cannot be unlocked until approximately four (4) minutes have elapsed.

When indicator reads "UNLOCKED", small lever located directly below the indicator must be thrown to extreme left position. This unlocks switch at west end of crossover and will permit switch to be thrown reverse after which the east end of the crossover may be thrown reverse.

The switch at the east end of crossover must be restored to normal position before west end can be restored.

After west end is restored to normal position, small lever in lock stand must be thrown to extreme right position and door closed and locked.

A semaphore type indicator, located in telephone box, will indicate the approach of trains on westbound Northern R.R. track.

Trains operating from NYS&WRR to Northern Railroad through crossover at Susquehanna Transfer will operate at restricted speed from this crossover to Signal 6-1-1-N located 500 feet west of New Durham Road crossing and will obtain permission from Train Dispatcher before making crossover movement.

WESTWARD — FIRST CLASS — TRAINS (Read Down)

Distance from Jersey City	Distance between Stations	No. 55 STATIONS				
		N.Y.S.&W. 833	1253	N.Y.S.&W. 923	N.Y.S.&W. 927	1203
		Daily	Saturday Only	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday
		P.M.	P.M.	P.M.	P.M.	P.M.
			N.B.	N.B.	N.B.	N.B.
	NEW YORK Chambers St.L		5.10	5.23	5.23	5.23
..	JERSEY CITY.....L. N		5.23	5.34	5.39	5.44
2.2	CROXTON.....N		5.28	5.39	5.44	5.49
4.9	SUSQUEHANNA TRANSFER	5.30		5.44	5.49	5.53
5.1	NORTH BERGEN					
7.1	GRANTON JCT.....D	5.35	5.36	5.47	5.52	5.57
8.2	FAIRVIEW.....					
9.1	RIDGEFIELD.....		5.39			6.00
9.8	MORSEMERE.....					
10.4	PALISADES PARK.....		5.42			6.04
11.4	LEONIA.....		5.44			6.07
13.9	INGLEWOOD.....D		5.49			6.12
14.9	HUDSON AVE.....		5.52			6.15
15.9	TENAFLY.....D		5.54			6.18
17.1	ORESSKILL.....		5.57			6.21
18.1	DEMAREST.....		6.00			6.24
19.1	CLOSTER.....D		6.02			6.27
20.9	NORWOOD.....		6.05			6.30
21.7	NORTHVALE.....		6.07			6.33
23.7	SPARKILL.....D		6.11			6.38
24.9	PIERMONT.....		6.18			6.42
26.1	GRAND VIEW.....		6.22			6.46
27.6	SOUTH NYACK.....		6.26			6.51
28.1	NYACK.....A. D		6.27			6.52
		P.M.	P.M.	P.M.	P.M.	P.M.

WESTWARD — FIRST CLASS — TRAINS (Read Down)

Distance from Jersey City	Distance between Stations	No. 55 STATIONS					
		N.Y.S.&W. 835	N.Y.S.&W. 929	N.Y.S.&W. 837	1205	N.Y.S.&W. 931	N.Y.S.&W. 841
		Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday and Hol.	Daily	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday and Hol.	Daily
		P.M.	P.M.	P.M.	P.M.	P.M.	
			N.B.		N.B.	N.B.	
			5.50		6.20	6.39	
			6.05		6.35	6.52	
			6.10		6.40	6.57	
		6.00	6.15	6.30	7.02	7.30	
		6.05	6.18	6.35	6.48	7.05	
					6.51		
					6.54		
					6.56		
					7.00		
					7.02		
					7.05		
					7.07		
					7.10		
					7.12		
					7.15		
					7.18		
					7.22		
					7.31		
					7.38		
					7.39		
		P.M.	P.M.	P.M.	P.M.	P.M.	

WESTWARD — FIRST CLASS — TRAINS (Read Down)

Distance from Jersey City	Distance between Stations	No. 55 STATIONS	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.
			843	845	933	847	23
			Daily	Daily	Daily Ex. Sat. Sun. and Hol.	Saturday Sunday & Holiday	Daily Ex. Sat. Sun. and Hol.
			P.M.	P.M.	P.M.	P.M.	P.M.
		NEW YORK			N.B.		x
		Chambers St. L.			10.00		
2.2	2.2	JERSEY CITY L. N			10.20		
4.9	2.7	CROXTON N			10.25		
5.1	0.2	SUSQUEHANNA TRANSFER	8.80	9.30	10.30	10.80	10.88
7.1	2.0	NORTH BERGEN					
8.2	1.1	GRANTON JCT. D	8.85	9.35	10.33	10.35	10.38
9.1	0.9	FAIRVIEW					
9.8	0.7	RIDGEFIELD					
10.4	0.6	MORSEMER					
11.4	1.0	PALISADES PARK					
13.9	2.5	LEONIA					
14.9	1.0	INGLEWOOD D					
15.9	1.0	HUDSON AVE.					
17.1	1.2	TENAFLY D					
18.1	1.0	CRESSKILL					
19.1	1.0	DEMAREST					
20.9	1.8	CLOSTER D					
21.7	0.8	NORWOOD					
23.7	2.0	NORTHVALE					
24.9	1.2	SPARKILL D					
26.1	1.2	PIERMONT					
27.6	1.5	GRAND VIEW					
28.1	0.5	SOUTH NYACK					
		NYACK A. D					
			P.M.	P.M.	P.M.	P.M.	P.M.

WESTWARD — FIRST CLASS — TRAINS (Read Down)

Distance from Jersey City	Distance between Stations	No. 55 STATIONS	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.
			849				
			Daily				
			P.M.				
		NEW YORK					
		Chambers St. (Fy.) L.					
2.2	2.2	JERSEY CITY L. N					
4.9	2.7	CROXTON N					
5.1	0.2	SUSQUEHANNA TRANSFER	11.45				
7.1	2.0	NORTH BERGEN					
8.2	1.1	GRANTON JCT. D	11.50				
9.1	0.9	FAIRVIEW					
9.8	0.7	RIDGEFIELD					
10.4	0.6	MORSEMER					
11.4	1.0	PALISADES PARK					
13.9	2.5	LEONIA					
14.9	1.0	INGLEWOOD D					
15.9	1.0	HUDSON AVE.					
17.1	1.2	TENAFLY D					
18.1	1.0	CRESSKILL					
19.1	1.0	DEMAREST					
20.9	1.8	CLOSTER D					
21.7	0.8	NORWOOD					
23.7	2.0	NORTHVALE					
24.9	1.2	SPARKILL D					
26.1	1.2	PIERMONT					
27.6	1.5	GRAND VIEW					
28.1	0.5	SOUTH NYACK					
		NYACK A. D					
			P.M.				

STATION LIST

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

NEW YORK DIVISION

Miles from Jersey City, N. J. (Hoboken, N. J.)	Station No.	
—	Jersey City, N. J. (Hoboken, N. J.)	0
2	Croxtan	2
3	N. J. & N. Y. Junction	8
8	Rutherford	9800
9	Rutherford Junction	10
10	Carlton Hill	9801
10	Passaic Park	9802
10	Prospect Street (Passaic)	11
11	Passaic	12
12	Harrison Street (Passaic)	12
12	Clifton	9803
13	N. J. Flour Co.'s Switch	13
14	Lake View	14
16	Paterson	16
17	River Street (Paterson)	17
18	Hawthorne	18
19	Glen Rock	19
20	Ridgewood Junction	20
21	Ridgewood	21
22	Hohokus	9804
22	Nagles Switch	23
23	Waldwick	23
25	Alendale	25
27	Ramsey	27
28	Ramsey Lbr. Switch	28
28	Ward Switch	9805
29	Mahwah	29
30	West Mahwah	30
31	Suffern, N. Y.	31
32	Hillburn	32
33	Ramapo	33
33	Ramapo Storage	9806
34	Sterlington	34
35	Sloatsburg	35
37	Tuxedo	37
41	Southfields	41
43	Arden	43
45	Newburgh Junction	45
46	Harriman	46
49	Monroe	49
50	Rockland Electric Light Switch	50
51	Oxford	51
53	Greycourt	53
54	Chester	54
59	Goshen	59
63	New Hampton	63
65	Main Street (Middletown)	65
66	Middletown	66
67	Middletown Summit	67
69	Howells Junction—Fish's Switch	69
70	Howells	70
75	Otsville	75
87	Port Jervis	87

NEWARK BRANCH

Miles from Jersey City, N. J. (Hoboken, N. J.)	Station No.	
—	Jersey City, N. J. (Hoboken, N. J.)	0
2	Croxtan	1004
4	DB Junction	1005
5	Seaboard	1007
7	Harrison	9808
7	Grant Avenue	1008
8	Newark	1009
9	Riverside	9809
9	Woodside	1010
10	Belleville (Cleveland St.)	1011
11	Belleville	1012
12	Nutley (Walnut St.)	1013
13	Nutley (Franklin Ave.)	9810
14	Allwood	1014
16	Athena	1015
18	South Paterson	1018
19	Paterson (1019)	16

WEEHAWKEN BRANCH

Miles from Jersey City, N. J. (Hoboken, N. J.)	Station No.	
—	Jersey City, N. J. (Hoboken, N. J.)	0
3	Weehawken	3004

BERGEN COUNTY RAILROAD

Miles from Rutherford Junction	Station No.	
—	Rutherford Junction, N. J.	9800
2	Garfield	8011
3	Dundee Junction	8012
4	Plauderville	8013
5	Passaic Junction	8014
6	Coalberg Junction	8015
7	Broadway—Fairlawn	8016
8	Radburn—Fairlawn	8017
9	Glen Rock	8018
10	Ridgewood Junction (8019)	30

DUNDEE SPUR

Miles from Dundee Junction	Station No.	
—	Dundee Junction	8017
1	Dundee	9014

PIERMONT BRANCH

Miles from Piermont Dock	Station No.
- Piermont Dock, N. Y.	6025
1 Sparkill	2024
2 Convent Switch	5024
3 Orangeburg	5025
3 Blauvelt	5026
3 Rockland State Hospital	9812
7 Nanuet Crossing	5030
7 Nanuet Junction	5031
9 Smith's Switch	5032
10 Spring Valley	5033
11 Mousey	5034
14 Tallmans	5037
16 New Switch (Suffern)	5039
17 Suffern (5040)	31

PINE ISLAND BRANCH

Miles from Goshen, N. Y.	Station No.
- Goshen	59
1 Stewart's	4060
2 Houston's	4061
4 Orange Farm	4063
6 Florida	4065
7 Round Hill	4066
8 Big Island	4067
9 Mt. Eve	4068
11 Pine Island Junction	4070
12 Pine Island	4071

WEST CORNWALL SPUR

Miles from West Cornwall	Station No.
- West Cornwall	1056
2 Vails Gate Junction (1058)	6067

NEWBURGH BRANCH

Miles from Greycourt	Station No.
- Greycourt, N. Y.	53
3 Craigsville	6056
5 Blooming Grove	6058
9 Washingtonville	6060
10 Salisbury Mills	6063
13 Vails Gate	6066
14 Vails Gate Junction	6067
16 New Windsor	6069
17 West Newburgh	6070
19 Newburgh	6072

MONTGOMERY BRANCH

Miles from Goshen	Station No.
- Goshen	59
2 Klpp's	1061
5 Campbell Hall Junction	9813
10 Montgomery	1069

MIDDLETOWN & CRAWFORD BRANCH

Miles from Main St. Middletown	Station No.
- Main Street (Middletown)	65
4 Crawford Junction	5069
6 Circleville	5071
8 Bullville	5073
11 Thompson Ridge	5076
14 Pine Bush	5079

N. Y. N. H. & H. TRACKAGE

Miles from Campbell Hall	Station No.
- Campbell Hall Junction	9813
4 Maybrook	3067

GRAHAM LINE

Miles from Newburgh Junction	Station No.
- Newburgh Junction	45
1 Harriman's Switch	2046
3 Central Valley	2048
4 Highland Mills	2049
9 BS Tower	2054
15 Clarks Sliding	2060
21 MQ Tower	2066
26 Red Onion Switch	2071
31 Howells Junction	2076
37 Otisville	2082

NORTHERN BRANCH

Miles from Jersey City, N. J. (Hoboken, N. J.)	Station No.
- Jersey City, N. J. (Hoboken, N. J.)	0
2 Croxton	2
3 Lundy's Lane	2003
5 North Bergen	2005
6 New Durham	2006
7 Granton Junction	2007
8 Fairview	2008
9 Ridgeland	2009
10 Morsemer	2010
12 Palisades Park	2011
12 Leonia	2012
13 Englewood (Sheffield Ave.)	2013
14 Englewood	2014
15 Englewood (Hudson Ave.)	2015

NORTHERN BRANCH—Continued

Miles from Jersey City, N. J. (Hoboken, N. J.)	Station No.
16 Tenally	2016
17 Cresskill	2017
18 Demarest	2018
19 Closter	2019
21 Norwood	2021
22 Northvale	2022
23 Tappan, N. Y.	2023
24 Sparkill	2024
25 Piermont	2025
26 Grand View	2026
27 South Nyack	2027
28 Nyack	2028

GREENWOOD LAKE DIVISION

Miles from Jersey City, N. J. (Hoboken, N. J.)	Station No.
- Jersey City, N. J. (Hoboken, N. J.)	0
2 Croxton	2
4 DB Junction	1004
7 Arlington	3007
7 West Arlington	9814
8 North Newark	3008
8 Forest Hill	3009
9 Soho	9815
9 Belwood Park	9816
9 Orchard Street	9817
11 Glen Ridge	3011
12 Montclair	3012
13 Watchung Avenue (Montclair)	3013
14 Upper Montclair	3014
14 Mountain Avenue	9818
15 Montclair Heights	3015
16 Consolidated Stone Co.	3016
17 Great Notch	3017
18 Little Falls	3018
19 Singac	3019
22 Mountain View	3022
23 Wayne	3023
24 Pequannock	3024
25 Pompton Plains	3025
27 Riverdale	3027
27 Pompton	9819
28 Pompton Junction	3028
30 Haskells	3030
31 Wanaque-Midvale	3031

ORANGE BRANCH

Miles from Forest Hill	Station No.
- Forest Hill	3009
1 Silver Lake	6010
1 Bloomfield	9820
2 Watessing Junction	6011
2 Pierson's Sliding, East Orange	9821
2 Brighton Avenue	9822
3 Orange	6012
3 Edison Switch	9823
3 Liwellyn	9824
4 Og Sliding, West Orange	6013

CALDWELL BRANCH

Miles from Great Notch	Station No.
- Great Notch	3017
1 Cedar Grove	6018
2 Overbrook	6019
3 Asylum Switch	6020
3 Verona	9825
4 Caldwell	6021
5 Essex Falls	6022

NEW JERSEY & NEW YORK RAILROAD

Miles from Jersey City, N. J. (Hoboken, N. J.)	Station No.
- Jersey City, N. J. (Hoboken, N. J.)	0
2 Croxton	2
8 N. J. & N. Y. Junction	8
9 Caristadt	4006
10 Wood Ridge	4011
11 Hasbrouck Heights	4010
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 Hillisdale	4021
22 Hillisdale Manor	4022
23 Woodcliff Lake	4023
24 Park Ridge	4025
25 Montvale	4026
26 Pearl River, N. Y.	4027
28 Nanuet	4028
28 Nanuet Junction (4028)	5031
29 Smith's Switch (4020)	5032
30 Spring Valley (4030)	5033
33 New Hempstead	4034
34 Summit Park	4035
35 Pomona	4036
36 Mount Ivy	4038
37 Letchworth Village	4037
38 Thiells	4038

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 - 13. Special Instructions, N. J. & N. Y. R. R.
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 - 22-24. Telephones.
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- Front Cover Trains Stop for Employees, Surgeons and Speed Table.

Assistant Superintendent

J. W. CONWAY

Train Masters

**H. A. RHOADS
J. T. CORBETT
W. J. BETZ
R. L. DOWNING**

Train Master - Road Foreman of Engines

H. B. HART

Road Foremen of Engines

**W. J. KLINK
R. R. MITCHELL**

Chief Train Dispatcher

F. W. DANA

Assistant Chief Train Dispatchers

**C. FULTON
R. C. APPELD
C. HANSEN
F. L. SPRATT**