

**The
Delaware, Lackawanna & Western
Railroad Company**

TIME TABLE No. 100

In Effect 2:01 A. M., September 30, 1951



**KEEP AWAY FROM ALL OVERHEAD
WIRES IN ELECTRIC ZONE**

**MORRIS AND ESSEX DIVISION
SCRANTON DIVISION
BUFFALO DIVISION**

EASTERN STANDARD TIME

For the Government of Employees Only

P. M. SHOEMAKER,
Vice President.

W. G. WHITE,
General Supt.

W. G. DORSEY,
Supt. of Transportation.

F. DIEGTEL,
Supt. M. & E. Division.

J. A. CRADDOCK,
Supt. Buffalo Division.

J. S. KAPENOS,
Supt. Scranton Division.

The Delaware, Lackawanna & Western Railroad Company

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**KEEP AWAY FROM ALL OVERHEAD
WIRES IN ELECTRIC ZONE**

EXPLANATION OF SYMBOLS.

- D—Day telegraph office only.
- Di—Dispatchers Telephone Line.
- E—Exchange Telephone Line.
- L—Local Telephone Line.
- N—Day and Night telegraph office.
- Nt—Night telegraph office only.
- T—Telephone accessible during closed hours.
- f—Stop on signal.
- s—Stop—regular.
- ss—Stop—as per Notes Pages 107, 112, 113,
127.

“Daily,” “Ex. Sunday,” etc., in schedule column indicate the days on which trains shall depart and arrive.

		STROUDSBURG TO					
Station Numbers	Car Capacity Siding In addition to Engine and Caboose	Distance from Buffalo	EASTWARD.		First Class.		
			STATIONS	10	600	1004	
				Buffalo Ex.Sa.&Su.	Dover Ex.Sa.&Su.	Paterson Ex.Sa.&Su.	
0		395.15	HOBOKEN.....Ar	AM	AM	AM	
			1.92	\$ 5.30		\$ 6.25	
		393.23	WEST END.....N				
			1.78				
4		391.45	SECAUCUS.....T			\$ 6.15	
			1.10				
		390.35	WEST SECAUCUS...N	5.13		6.13	
			2.83				
7		387.52	KINGSLAND.....D	5.09		\$ 6.09	
			0.58				
8		386.94	LYNDHURST.....D			\$ 6.07	
			1.10				
9		385.84	DELAWANNA.....D			\$ 6.04	
			1.26				
11		384.58	PASSAIC.....D			\$ 6.01	
			1.63				
12		382.95	ATHENIA.....T			\$ 5.57	
			1.40				
		381.55	PATERSON JCT....N	5.00		5.53	
			1.45				
15		380.10	PATERSON.....D			5.51	
			3.15				
18		376.95	LITTLE FALLS...D				
			2.34				
21		374.61	MOUNTAIN VIEW...D				
			0.56				
		374.05	MT. VIEW TOWER..N	4.47			
			1.78				
23		372.27	LINCOLN PARK...D	4.45			
			2.25				
25		370.02	TOWACO.....T				
			2.62				
28		367.40	MONTVILLE.....D				
			1.48				
29		365.92	BOONTON.....D				
			1.95				
31		363.97	MOUNTAIN LAKES..D				
			2.75				
34		361.22	DENVILLE.....N	4.33	\$ 5.12		
			4.19				
38		357.03	DOVER.....N	\$ 4.25	5.06		
			1.96				
40		355.07	WHARTON.....T				
			1.19				
		353.88	CHESTER JUNCTION.T	4.19			
			4.21				
46		349.67	LAKE HOPATCONG..D				
X-0			0.26				
46		349.41	PORT MORRIS JCT..N	4.14			
			11.87				
58	186	337.54	GREENDELL.....T	3.58			
			3.08				
61		334.46	JOHNSONBURG....T				
			4.10				
65	118	330.36	BLAIRSTOWN.....D	3.49			
			1.06				
X-1		359.09	PORT MORRIS.....T				
			0.83				
		358.26	SUSSEX BRANCH JCT.				
			0.62				
X-2		357.64	NETCONG.....D				
			3.20				
X-5		354.44	WATERLOO.....T				
			5.58				
X-11	139	348.86	HACKETTSTOWN...D				
			6.35				
X-17		342.51	PORT MURRAY.....T				
			3.44				
X-21	240	339.07	WASHINGTON.....D				
			4.39				
X-25	117	334.68	OXFORD FUENACE..				
			6.53				
X-32		328.15	MANUNKA CHUNG..T				
			2.34				
X-34		325.81	DELAWARE.....T				
			2.75				
X-37	124	323.06	PORTLAND.....T				
X-39			9.48				
74		320.88	SLATEFORD JCT....T	3.37			
			2.94				
77		317.94	DEL. WATER GAP...T				
			4.35				
82		313.59	STROUDSBURG....Lv	3.25			
			AM	AM	AM		
			Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.		
			10	600	1004		

HOBOKEN. (Via Washington Line, Cut-off and Boonton Line.)		WEEK-DAY TRAINS.					
EASTWARD.		First Class.					
1006	8	602	1008	1010	1012	604	1014
Dover	Buffalo	Dover	Paterson	Dover	Dover	Dover	Dover
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
AM	AM	AM	AM	AM	AM	AM	AM
\$ 7.04			\$ 7.41	\$ 7.56	\$ 8.11		\$ 8.19
\$ 6.53			\$ 7.31				
6.50			7.28	7.44	7.59		8.07
\$ 6.46			\$ 7.24	\$ 7.40	\$ 7.55		8.03
\$ 6.43			\$ 7.22	\$ 7.37	\$ 7.53		
\$ 6.40			\$ 7.19	\$ 7.34	\$ 7.49		
\$ 6.37			\$ 7.16	\$ 7.31			\$ 7.58
\$ 6.33			\$ 7.12	\$ 7.28	\$ 7.44		
6.29			7.08	7.24	7.41		7.52
\$ 6.27			7.06	\$ 7.22	\$ 7.39		
					7.33		
\$ 6.17				\$ 7.14	\$ 7.28		\$ 7.43
6.15				7.12	7.26		7.41
\$ 6.12				\$ 7.09	\$ 7.23		\$ 7.38
\$ 6.07				\$ 7.04	\$ 7.19		\$ 7.33
\$ 6.03					\$ 7.15		\$ 7.28
\$ 6.00				\$ 6.57	\$ 7.12		\$ 7.25
\$ 5.56				\$ 6.54	\$ 7.08		\$ 7.21
\$ 5.51	6.26	\$ 6.28		\$ 6.49	\$ 7.03	\$ 7.06	\$ 7.16
5.44	\$ 6.19	6.22		6.42	6.55	7.00	7.09
	6.12						
	6.07						
	5.54						
\$ 5.45							
See Local Instruction 130			See Local Instruction 130	See Local Instruction 130	See Local Instruction 130		
	5.33						
AM	5.20	AM	AM	AM	AM	AM	AM
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
1006	8	602	1008	1010	1012	604	1014

4

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2

STROUDSBURG TO

		STROUDSBURG TO					
		EASTWARD.			First Class.		
STATIONS		2	1030	622	624	1044	626
		Buffalo	Netcong	Dover	Dover	Dover	Dover
		Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
		PM	PM	PM	PM	PM	PM
HOBOKEN.....Ar	1.92		\$ 3.16			\$ 5.27	
WEST END.....	1.78						
SECAUCUS.....	1.10		\$ 3.05			\$ 5.16	
WEST SECAUCUS.....	2.83		3.08			5.14	
KINGSLAND.....	0.58	\$ 2.57				\$ 5.09	
LYNDHURST.....	1.10	\$ 2.54				\$ 5.07	
DELAWANNA.....	1.26	\$ 2.50				\$ 5.03	
PASSAIC.....	1.63	\$ 2.45				\$ 4.69	
ATHENIA.....	1.40	f 2.41				\$ 4.65	
PATERSON JCT.....	1.45	2.38				4.62	
PATERSON.....	3.15	\$ 2.36				\$ 4.50	
LITTLE FALLS.....	2.34	\$ 2.31				f 4.46	
MOUNTAIN VIEW.....	0.66	\$ 2.27				\$ 4.41	
MT. VIEW TOWER.....	1.78	2.25				4.39	
LINCOLN PARK.....	2.25	\$ 2.22				\$ 4.36	
TOWACO.....	2.62	\$ 2.18				\$ 4.32	
MONTVILLE.....	1.48					\$ 4.27	
BOONTON.....	1.95	\$ 2.10				\$ 4.24	
MOUNTAIN LAKES.....	2.75	\$ 2.04				\$ 4.14	
DENVILLE.....	4.19	1.44 \$ 1.59	\$ 2.02	\$ 3.07	\$ 4.09	\$ 4.10	
DOVER.....	1.96	\$ 1.38	\$ 1.52	1.56	3.00	4.01	4.04
WHARTON.....	1.19		\$ 1.45				
CHESTER JUNCTION..	4.21	1.32	1.42				
LAKE HOPATCONG....	0.28		\$ 1.38				
PORT MORRIS JCT....	11.87	1.28					
GREENDELL.....	3.08	1.17					
JOHNSONBURG.....	4.10						
BLAIRSTOWN.....	1.06	\$ 1.10					
PORT MORRIS.....	0.85		1.33				
SUSSEX BRANCH JCT.	0.62		1.31				
NETCONG.....	3.20		1.30				
WATERLOO.....	5.58						
HACKETTSTOWN.....	6.35						
PORT MURRAY.....	3.44						
WASHINGTON.....	4.39						
OXFORD FURNACE....	6.53						
MANUNKA CHUNK.....	2.34						
DELAWARE.....	2.75						
PORTLAND.....	9.48						
SLATEFORD JCT.....	2.94	12.59					
DEL. WATER GAP.....	4.35	f 12.54					
STROUDSBURG.....Lv		12.47					
		PM	PM	PM	PM	PM	PM
		Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
		2	1030	622	624	1044	626

HOBOKEN. (Via Washington Line, Cut-off and Boonton Line.)

WEEK-DAY TRAINS

EASTWARD.							First Class.	
630	632	6	X100	1054	X102	X104		
Dover	Dover	Buffalo	Pater- son Jct.	Wash- ington	Pater- son Jct.	Pater- son Jct.		
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.		
PM	PM	PM	PM	PM	PM	PM		
			\$ 7.00	\$ 7.08	\$ 7.10	\$ 7.25		
				\$ 6.57				
				6.54				
				\$ 6.49				
				\$ 6.47				
				\$ 6.43				
				\$ 6.40				
				\$ 6.36				
			6.20	6.33	6.35	6.50		
				\$ 6.31				
				f 6.26				
				\$ 6.22				
				6.20				
				\$ 6.17				
			Deadhead Equipment.	\$ 6.13	Deadhead Equipment.	Deadhead Equipment.		
				\$ 6.08				
				\$ 6.05				
				\$ 6.00				
\$ 4.41	\$ 5.18	5.35		\$ 5.55				
4.35	5.12	\$ 5.29		\$ 5.48				
		5.22		\$ 5.40				
				5.37				
				\$ 5.33				
		5.18						
		5.06						
		\$ 4.58						
				5.27				
				5.25				
				\$ 5.24				
				f 5.12				
				\$ 5.04				
				f 4.51				
				4.45				
				See Local Instruction 139				
		4.46						
		4.35						
PM	PM	PM	PM	PM	PM	PM		
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.		
630	632	6	X100	1054	X102	X104		

		STROUDSBURG TO					
		EASTWARD.			First Class.		
STATIONS		634	X106	636	1056	638	X108
	Dover	Hackettstown	Dover	Dover	Dover	Newton	
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	
	PM	PM	PM	PM	PM	PM	
HOBOKEN.....Ar	1.92			\$ 8.25			
WEST END.....	1.78						
SECAUCUS.....	1.10			8.18			
WEST SECAUCUS.....	2.83			8.10			
KINGSLAND.....	0.58			8.06			
LYNDHURST.....	1.10			8.04			
DELAWANNA.....	1.26			8.01			
PASSAIC.....	1.63			7.58			
ATHENIA.....	1.40			7.55			
PATERSON JCT.....	1.45			7.52			
PATERSON.....	8.15			7.50			
LITTLE FALLS.....	2.34						
MOUNTAIN VIEW.....	0.58			7.41			
MT. VIEW TOWER....	1.78			7.39			
LINCOLN PARK.....	2.25	Deadhead Equipment.		7.36		Deadhead Equipment.	
TOWACO.....	2.62			7.32			
MONTVILLE.....	1.48			7.26			
BOONTON.....	1.95			7.22			
MOUNTAIN LAKES.....	2.75						
DENVILLE.....	4.19		\$ 6.02	\$ 7.02	\$ 7.17		\$ 8.04
DOVER.....	1.96	5.56	6.66	7.10	7.58	\$ 8.30	
WHARTON.....	1.19						
CHESTER JUNCTION...	4.21					8.18	
LAKE HOFATCONG....	0.26						
PORT MORRIS JCT....	11.87					8.14	
GREENDELL.....	3.08						
JOHNSONBURG.....	4.10						
BLAIRSTOWN.....	1.06						
PORT MORRIS.....	0.83					8.10	
SUSSEX BRANCH JCT.	0.62	\$ 6.45				8.08	
NETCONG.....	3.20						
WATERLOO.....	5.58						
HACKETTSTOWN.....	6.35	6.19					
PORT MURRAY.....	3.44						
WASHINGTON.....	4.39						
OXFORD FURNACE.....	6.53	See Local Instruction 101					
MANUNKA CHUNK....	2.34						
DELAWARE.....	2.75						
PORTLAND.....	9.48						
SLATEFORD JCT.....	2.94						
DEL. WATER GAP.....	4.35						
STROUDSBURG.....Lv		PM	PM	PM	PM	PM	
		Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	
		634	X106	636	1056	638	X108

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		HOBOKEN TO				
		WESTWARD. First Class.				
Car Capacity Siding In addition to Engine and Caboose	Distance from Hoboken	STATIONS	947	657	1001	601
			Dover	Dover	Dover	Dover
			Mon. only	Ex. Sa., Su. & Mon.	Ex. Sa. & Su.	Mon. Only
		HOBOKEN..... I v	AM	AM	AM	AM
	1.92	WEST END..... N			12.20	
	3.70	SECAUCUS..... T			12.29	
	4.80	WEST SECAUCUS... N			12.31	
	7.63	KINGSLAND..... D			12.36	
	8.21	LYNDHURST..... D			12.38	
	9.31	DELAWANNA..... D			12.41	
	10.57	PASSAIC..... D			12.45	
	12.20	ATHENIA..... T			12.48	
	18.60	PATERSON JCT. N			12.51	
	15.05	PATERSON..... D			12.55	
	18.20	LITTLE FALLS... D			1.00	
	20.54	MOUNTAIN VIEW... D			1.04	
	21.10	MT. VIEW TOWER N			1.05	
	22.88	LINCOLN PARK... D			1.09	
	25.18	TOWACO..... D			1.13	
	27.75	MONTVILLE... D			1.18	
	29.23	BOONTON..... D			1.22	
	31.18	MOUNTAIN LAKES D			1.26	
	33.93	DENVILLE..... N	\$ 12.09	\$ 1.17	1.34	\$ 1.39
	38.12	DOVER..... N	\$ 12.15	\$ 1.23	1.42	\$ 1.45
	40.08	WHARTON..... T				
	41.27	CHESTER JUNCTION T				
	45.48	LAKE HOPATCONG D				
	45.74	PORT MORRIS JCT. N				
	57.61	GREENDELL..... T				
	60.69	JOHNSONBURG... T				
	64.79	BLAIRSTOWN..... D				
	46.54	PORT MORRIS..... T				
	47.37	SUSSEX BRANCH JCT.				
	47.99	NETCONG..... D				
	51.19	WATERLOO..... T				
139	56.77	HACKETTSTOWN... D				
	63.12	PORT MURRAY..... T				
240	66.56	WASHINGTON... T				
117	70.95	OXFORD FURNACE T				
	77.48	MANUNKA CHUNK T				
	79.82	DELAWARE..... D				
124	82.57	PORTLAND..... T				
118	74.27	SLATEFORD JCT... T				
	77.21	DEL. WATER GAP T				
	81.56	STROUDSBURG... N				
			AM	AM	AM	AM
			Mon. only	Ex. Sa., Su. & Mon.	Ex. Sa. & Su.	Mon. Only
			947	657	1001	601

[illegible]

		HOBOKEN TO					
		WESTWARD.			First Class.		
STATIONS		47	1011	607	609	611	3
		Bingham- ton	Wash- ington	Dover	Dover	Dover	Buffalo
		Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
		AM	AM	AM	AM	AM	AM
HOBOKEN.....Lv		7.30	8.00				
1.92							
WEST END							
1.78							
SECAUCUS							
1.10							
WEST SECAUCUS....	7.41	8.12					
2.83							
KINGSLAND		8.20					
0.58							
LYNDHURST		\$ 8.22					
1.10							
DELAWANNA		\$ 8.25					
1.26							
PASSAIC		\$ 8.29					
1.63							
ATHENIA		\$ 8.33					
1.40							
PATERSON JCT.....	7.56	8.36					
1.45							
PATERSON	\$ 7.59	\$ 8.40					
3.15							
LITTLE FALLS							
2.34							
MOUNTAIN VIEW		f 8.50					
0.56							
MT. VIEW TOWER....	8.08	8.51					
1.78							
LINCOLN PARK		f 8.54					
2.25							
TOWACO		\$ 8.59					
2.62							
MONTVILLE		\$ 9.04					
1.48							
BOONTON	\$ 8.23	\$ 9.08					
1.95							
MOUNTAIN LAKES		f 9.13					
2.76							
DENVILLE	8.33	\$ 9.20	\$ 9.25	\$ 10.09	\$ 11.09	11.22	
4.19							
DOVER	\$ 8.43	\$ 9.35	\$ 9.32	\$ 10.15	\$ 11.15	\$ 11.28	
1.96							
WHARTON		f 9.40					
1.19							
CHESTER JUNCTION	8.48	9.42					11.32
4.21							
LAKE HOPATCONG....		\$ 9.53					
0.26							
FORT MORRIS JCT....	8.56						11.39
11.87							
GREENDELL	9.09						11.49
3.08							
JOHNSONBURG	\$ 9.15						
4.10							
BLAIRSTOWN	\$ 9.23						\$ 11.57
1.06							
FORT MORRIS		9.56					
0.83							
SUSSEX BRANCH JCT.		9.58					
0.62							
NETCONG		\$ 10.04					
3.20							
WATERLOO		f 10.09					
5.58							
HACKETTSTOWN		\$ 10.24					
6.35							
FORT MURRAY		\$ 10.34					
3.44							
WASHINGTON		\$ 10.43					
4.39							
OXFORD FURNACE....							
6.53							
MANUNKA CHUNK							
2.34							
DELAWARE							
2.75							
PORTLAND							
9.48							
SLATEFORD JCT	9.35						12.07
2.94							
DEL. WATER GAP....	f 9.39						
4.35							
STROUDSBURG	\$ 10.02						\$ 12.21
	AM	AM	AM	AM	AM	AM	PM
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
	47	1011	607	609	611		3

[illegible]

		HOBOKEN TO					
		WESTWARD.			First Class.		
STATIONS		1067	645	1069	1071	647	649
		Dover	Dover	Paterson	Dover	Dover	Dover
		Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
HOBOKEN.....Lv	1.92	PM	PM	PM	PM	PM	PM
WEST END.....	1.78						
SECAUCUS.....	1.10			\$ 6.12			
WEST SECAUCUS.....	2.83	6.11		6.15	6.56		
KINGSLAND.....	0.58	6.14		\$ 6.19	\$ 7.00		
LYNDHURST.....	1.10			\$ 6.22	\$ 7.02		
DELAWANNA.....	1.26			\$ 6.25	\$ 7.05		
PASSAIC.....	1.63			\$ 6.29	\$ 7.08		
ATHENIA.....	1.40			\$ 6.32	\$ 7.11		
PATERSON JCT.....	1.45	6.23		6.35	7.14		
PATERSON.....	3.15			\$ 6.38	\$ 7.17		
LITTLE FALLS.....	2.34				\$ 7.22		
MOUNTAIN VIEW.....	0.56	\$ 6.32			\$ 7.26		
MT. VIEW TOWER.....	1.78	6.33			7.27		
LINCOLN PARK.....	2.25	\$ 6.36			\$ 7.30		
TOWACO.....	2.62	\$ 6.41			\$ 7.35		
MONTVILLE.....	1.48	\$ 6.45			\$ 7.40		
BOONTON.....	1.95	\$ 6.50			\$ 7.44		
MOUNTAIN LAKES.....	2.75	\$ 6.54			\$ 7.48		
DENVILLE.....	4.19	\$ 7.02	\$ 7.17		\$ 7.55	\$ 8.16	\$ 8.54
DOVER.....	1.96	\$ 7.09	\$ 7.23		\$ 8.02	\$ 8.22	\$ 9.00
WHARTON.....	1.19						
CHESTER JUNCTION.....	4.21				8.07		
LAKE HOPATCONG.....	0.26				\$ 8.14		
PORT MORRIS JCT.....	11.87						
GRENDALL.....	3.08						
JOHNSONBURG.....	4.10						
BLAIRSTOWN.....	1.06						
PORT MORRIS.....	0.83				8.16		
SUSSEX BRANCH JCT.....	0.62				8.18		
NETCONG.....	3.20				\$ 8.20		
WATERLOO.....	5.58						
HACKETTSTOWN.....	6.35						
PORT MURRAY.....	3.44						
WASHINGTON.....	4.39						
OXFORD FURNACE.....	6.53						
MANUNKA CHUNK.....	2.34						
DELAWARE.....	2.75						
PORTLAND.....	9.48						
SLATEFORD JCT.....	2.94						
DEL. WATER GAP.....	4.35						
STROUDSBURG.....		PM	PM	PM	PM	PM	PM
		Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
		1067	645	1069	1071	647	649

STROUDSBURG		(Via Boonton Line, Cut-off and Washington Line.)		WEEK-DAY TRAINS.	
WESTWARD.				First Class.	
1073	7	651	653	1075	655
Netcong	Buffalo	Dover	Dover	Dover	Dover
Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.
PM	PM	PM	PM	PM	PM
7.45				10.00	
7.54				10.09	
7.57				10.11	
8.01				10.15	
8.03				10.17	
8.06				10.20	
8.10				10.23	
8.13				10.26	
8.16				10.29	
8.20				10.32	
8.29				10.41	
8.30				10.42	
8.34				10.45	
8.38				10.50	
8.43				10.55	
8.47				10.59	
8.51				11.08	
8.59	9.08	9.40	10.42	11.10	11.39
9.07	9.15	9.46	10.48	11.17	11.45
9.12	9.19				
9.19					
	9.26				
	9.36				
	9.44				
9.22					
9.24					
9.26					
See Local Instruction 101				See Local Instruction 120	
	9.53				
	10.08				
PM	PM	PM	PM	PM	PM
Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.
1073	7	651	653	1075	655

			STROUDSBURG TO			
			EASTWARD.		First Class.	
Station Numbers	Car Capacity Siding in addition to Engine and Caboose	Distance from Buffalo	STATIONS	10	900	1102
				Buffalo	Dover	Dover
				Sat. & Sun.	Sat. only	Sat. only
0		395.15	HOBOKEN.....Ar	5.30		7.11
			1.92			
		393.23	WEST END.....N			
			1.78			
4		391.45	SECAUCUS.....T	5.15		6.59
			1.10			
		390.35	WEST SECAUCUS..N	5.13		6.57
			2.83			
7		387.52	KINGSLAND.....D	5.09		6.52
			0.58			
8		386.94	LYNDHURST.....D			6.50
			1.10			
9		385.84	DELAWANNA.....D			6.46
			1.26			
11		384.58	PASSAIC.....D			6.43
			1.63			
12		382.95	ATHENIA.....T			6.39
			1.40			
		381.55	PATERSON JCT....N	5.00		6.35
			1.45			
15		380.10	PATERSON.....D			6.33
			3.15			
18		378.95	LITTLE FALLS....D			
			2.34			
21		374.61	MOUNTAIN VIEW..D			6.24
			0.56			
		374.05	MT. VIEW TOWER..N	4.47		6.22
			1.78			
23		372.27	LINCOLN PARK....D	4.45		6.19
			2.25			
25		370.02	TOWACO.....T			6.14
			2.62			
28		367.40	MONTVILLE.....D			6.10
			1.43			
29		365.92	BOONTON.....D			6.07
			1.95			
31		363.97	MOUNTAIN LAKES..D			6.03
			2.75			
34		361.22	DENVILLE.....N	4.33	5.17	5.58
			4.19			
38		357.03	DOVER.....N	4.25	5.11	5.50
			1.96			
40		355.07	WHARTON.....T			
			1.19			
		353.88	CHESTER JUNCTION.T	4.19		
			4.21			
46		349.67	LAKE HOPATCONG..D			
			0.26			
X-01		349.41	PORT MORRIS JCT..N	4.14		
46			1.37			
58	136	337.54	GREENDELL.....T	3.58		
			3.08			
61		334.46	JOHNSONBURG....T			
			4.10			
65	118	330.36	BLAIRSTOWN.....D	3.49		
			1.06			
X-1		359.09	PORT MORRIS.....T			
			0.83			
		358.26	SUSSEX BRANCH JCT.			
			0.62			
X-2		357.64	NETCONG.....D			
			3.20			
X-5		354.44	WATERLOO.....T			
			5.58			
X-11	139	348.86	HACKETTSTOWN...D			
			6.35			
X-17		342.51	PORT MURRAY.....T			
			3.44			
X-21	240	339.07	WASHINGTON.....D			
			4.39			
X-25	117	334.68	OXFORD FURNACE..			
			6.53			
X-32		328.15	MANUNKA CHUNK..T			
			2.34			
X-34		325.81	DELAWARE.....T			
			2.75			
X-37	124	323.06	PORTLAND.....T			
			9.48			
X-39		320.88	SLATEFORD JCT....T	3.37		
74			2.94			
77		317.94	DEL. WATER GAP..T			
			4.35			
82		313.59	STROUDSBURG....Lv	3.25		
				AM	AM	AM
				Sat. & Sun.	Sat. only	Sat. only
				10	900	1102

HOBOKEN. (Via Washington Line, Cut-of and Boonton Line.)						SATURDAY AND SUNDAY TRAINS.	
EASTWARD.						First Class.	
902	8	904	1104	906	1106	908	910
Dover	Buffalo	Dover	Dover	Dover	Washington	Dover	Dover
Sat. & Sun.	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. & Sun.	Sat. only	Sat. only	Sat. only
AM	AM	AM	AM	AM	AM	AM	AM
			\$ 7.41		\$ 8.26		
			\$ 7.29				
			7.27		8.14		
			\$ 7.23		\$ 8.10		
			\$ 7.21		\$ 8.08		
			\$ 7.18		\$ 8.05		
			\$ 7.15		\$ 8.03		
			\$ 7.11		\$ 7.59		
			7.08		7.56		
			\$ 7.06		\$ 7.54		
			f 7.01				
			\$ 6.57		\$ 7.45		
			6.55		7.43		
			\$ 6.52		\$ 7.40		
			\$ 6.48				
			\$ 6.43				
			\$ 6.40		\$ 7.32		
			\$ 6.36		\$ 7.28		
\$ 6.03	6.26	\$ 6.28	\$ 6.31	\$ 6.57	\$ 7.23	\$ 7.28	\$ 7.46
5.57	\$ 6.19	6.22	6.24	6.51	\$ 7.16	7.22	7.40
	6.12				f 7.12		
					7.09		
					\$ 7.05		
	6.07						
	5.54						
\$ 5.45							
					7.00		
					6.58		
					\$ 6.56		
					\$ 6.43		
					f 6.32		
					6.25		
			See Local Instruction 130		See Local Instruction 130		
	5.33						
	5.20						
AM	AM	AM	AM	AM	AM	AM	AM
Sat. & Sun.	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. & Sun.	Sat. only	Sat. only	Sat. only
902	8	904	1104	906	1106	908	910

MORRIS AND ESSEX DIVISION

		STROUDSBURG TO					
		EASTWARD.			First Class.		
		912	914	1108	1110	916	26
STATIONS		Dover Sun. only	Dover Sat. only	Newton Sat. only	Wash- ington Sun. only	Dover Sat. & Sun.	Scranton Sat. only
		AM	AM	AM	AM	AM	AM
HOBOKEN.....Ar	1.92			\$ 9.55	\$ 9 55		
WEST END.....	1.78						
SECAUCUS.....	1.10			\$ 9.43	\$ 9.43		
WEST SECAUCUS....	2.83			9.41	9.41		
KINGSLAND.....	0.58			\$ 9.37	\$ 9.37		
LYNDHURST.....	1.10			\$ 9.35	\$ 9.35		
DELAWANNA.....	1.26			\$ 9.32	\$ 9.32		
PASSAIC.....	1.63			\$ 9.30	\$ 9.30		
ATHENIA.....	1.40			\$ 9.26	\$ 9.26		
PATERSON JCT.....	1.45			9.23	9.23		
PATERSON.....	3.15			\$ 9.21	\$ 9.21		
LITTLE FALLS.....	2.34			f 9.16	f 9.16		
MOUNTAIN VIEW....	0.58			\$ 9.13	\$ 9.13		
MT. VIEW TOWER....	1.78			9.11	9.11		
LINCOLN PARK.....	2.25			\$ 9.08	\$ 9.08		
TOWACO.....	2.62			\$ 9.04	\$ 9.04		
MONTVILLE.....	1.48						
BOONTON.....	1.95			\$ 8.58	\$ 8.58		
MOUNTAIN LAKES...	2.75			\$ 8.54	\$ 8.54		
DENVILLE.....	4.19	\$ 8.02	\$ 8.18	\$ 8.49	\$ 8.49	\$ 9.02	9.43
DOVER.....	1.96	7.56	8.12	\$ 8.42	\$ 8.42	8.56	\$ 9.37
WHAERTON.....	1.19			f 8.37	f 8.37		
CHESTER JUNCTION..	4.21			8.34	8.34		9.32
LAKE HOPATCONG...	0.26			\$ 8.30	\$ 8.30		
PORT MORRIS JCT...	11.87						9.27
GREENDELL.....	3.08						9.15
JOHNSONBURG.....	4.10						f 9.08
BLAIRSTOWN.....	1.06						
PORT MORRIS.....	0.83			8.27	8.26		
SUSSEX BRANCH JCT.	0.62			8.25	8.24		
NETCONG.....	3.20				\$ 8.23		
WATERLOO.....	5.58				f 8.15		
HACKETTSTOWN....	6.35				\$ 8.07		
PORT MURRAY.....	3.44				f 7.56		
WASHINGTON.....	4.39				7.50		
OXFORD FURNACE...	6.53				See Local Instruction 130		
MANUNKA CHUNK...	2.34						
DELAWARE.....	2.75						
PORTLAND.....	9.48						
SLATEFORD JCT....	2.94						8.58
DEL. WATER GAP....	4.35						
STROUDSBURG.....Lv							8.47
		AM	AM	AM	AM	AM	AM
		Sun. only	Sat. only	Sat. only	Sun. only	Sat. & Sun.	Sat. only
		912	914	1108	1110	916	26

[illegible]

STROUDSBURG TO						
STATIONS	EASTWARD.					
	First Class.					
	926	928	930	1118	932	6
	Dover Sat. & Sun.	Dover Sat. & Sun.	Dover Sat. & Sun.	Dover Sat. & Sun.	Dover Sat. & Sun.	Buffalo Sat. & Sun.
HOBOKEN.....Ar	PM	PM	PM	PM	PM	PM
1.92				\$ 5.12		
WEST END.....						
1.78						
SECAUCUS.....				\$ 5.02		
1.10						
WEST SECAUCUS.....				5.00		
2.83						
KINGSLAND.....				\$ 4.56		
0.68						
LYNDHURST.....				\$ 4.54		
1.10						
DELAWANNA.....				\$ 4.51		
1.26						
PASSAIC.....				\$ 4.49		
1.63						
ATHENIA.....				\$ 4.46		
1.40						
PATERSON JCT.....				4.43		
1.45						
PATERSON.....				\$ 4.41		
3.15						
LITTLE FALLS.....				\$ 4.36		
2.34						
MOUNTAIN VIEW.....				\$ 4.33		
0.56						
MT. VIEW TOWER.....				4.31		
1.78						
LINCOLN PARK.....				\$ 4.28		
2.25						
TOWACO.....				\$ 4.24		
2.62						
MONTVILLE.....				\$ 4.20		
1.48						
BOONTON.....				\$ 4.17		
1.95						
MOUNTAIN LAKES.....				\$ 4.13		
2.75						
DENVILLE.....	\$ 2.02	\$ 3.02	\$ 4.02	\$ 4.08	\$ 4.57	5.35
4.19						
DOVER.....	1.56	2.56	3.56	4.01	4.51	\$ 5.29
1.96						
WHARTON.....						
1.19						
CHESTER JUNCTION.....						5.22
4.21						
LAKE HOPATCONG.....						
0.26						
PORT MORRIS JCT.....						5.18
11.87						
GREENDALE.....						5.06
3.08						
JOHNSONBURG.....						
4.10						
BLAIRSTOWN.....						\$ 4.68
1.06						
PORT MORRIS.....						
0.83						
SUSSEX BRANCH JCT.....						
0.62						
NETCONG.....						
3.20						
WATERLOO.....						
5.58						
HACKETTSTOWN.....						
6.35						
PORT MURRAY.....						
3.44						
WASHINGTON.....						
4.39						
OXFORD FURNACE.....						
6.53						
MANUNKA CHUNK.....						
2.34						
DELAWARE.....						
2.75						
PORTLAND.....						
9.48						
SLATEFORD JCT.....						4.46
2.94						
DEL. WATER GAP.....						
4.35						
STROUDSBURG.....Lv						4.35
	PM	PM	PM	PM	PM	PM
	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
	926	928	930	1118	932	6

HOBOKEN. (Via Washington Line, Cut-off and Boonton Line.)							
SATURDAY AND SUNDAY TRAINS.							
EASTWARD.							
First Class.							
1124	586	934	1120	X92	X94	936	1126
Wash- ington Sat. & Sun.	PRR Sun. only	Dover Sat. & Sun.	Branch- ville Sat. & Sun.	Dover Sat. only	Dover Sun. only	Dover Sat. & Sun.	Dover Sat. & Sun.
PM	PM	PM	PM	PM	PM	PM	PM
\$ 6.50							\$ 8.25
\$ 6.40							\$ 8.18
6.38							8.10
\$ 6.34							\$ 8.06
\$ 6.32							\$ 8.04
\$ 6.29							\$ 8.01
\$ 6.26							\$ 7.58
\$ 6.23							\$ 7.55
6.21							7.52
\$ 6.19							\$ 7.50
\$ 6.14							
\$ 6.10							\$ 7.41
6.08							7.39
\$ 6.05							\$ 7.36
\$ 6.00							\$ 7.32
\$ 5.55							
\$ 5.52							\$ 7.26
\$ 5.47							\$ 7.22
\$ 5.42		\$ 5.44		5.52	6.00	\$ 7.04	\$ 7.17
\$ 5.35		5.38	\$ 5.41	5.44	5.52	6.58	7.10
\$ 5.27							
5.24			5.31				
\$ 5.20							
			5.27				
5.17			5.24				
5.15			5.20				
\$ 5.14							
\$ 5.06							
\$ 4.56							
\$ 4.46							
4.40							
	5.26						
\$ 5.14							
\$ 5.08							
5.03							
\$ 4.54							
PM	PM	PM	PM	PM	PM	PM	PM
Sat. & Sun.	Sun. only	Sat. & Sun.	Sat. & Sun.	Sat. only	Sun. only	Sat. & Sun.	Sat. & Sun.
1124	586	934	1120	X92	X94	936	1126

Will not operate New Year's Day,
Washington's Birthday, Memorial Day,
Independence Day, Labor Day,
Thanksgiving Day, Christmas Day,

No pas-
sengers
East of
Netcong

See Local
Instruction
129

		STROUDSBURG TO					
		EASTWARD.				First Class.	
STATIONS		938	24	940	1128	44	X118
	Dover	Scranton	Dover	Branchville	Binghamton	Newton	
	Sat. & Sun.	Sun. only	Sat. & Sun.	Sun. only	Sat. & Sun.	Sat. only	
	PM	PM	PM	PM	PM	PM	
HOBOKEN.....Ar				\$ 10.11			
1.92							
WEST END.....							
1.78							
SECAUCUS.....				\$ 10.00			
1.10							
WEST SECAUCUS....				9.58			
2.83							
KINGSLAND.....				\$ 9.54			
0.58							
LYNDHURST.....				\$ 9.52			
1.10							
DELAWANNA.....		Will not operate Thanksgiving Day or Washington's Birthday					
1.26							
PASSAIC.....				\$ 9.47			
1.63							
ATHENIA.....							
1.40							
PATERSON JCT.....				9.41			
1.45							
PATERSON.....				\$ 9.39			
3.16							
LITTLE FALLS....							
2.34							
MOUNTAIN VIEW....				\$ 9.30			
0.56							
MT. VIEW TOWER....				9.28			
1.78							
LINCOLN PARK.....				\$ 9.25		Deadhead Equipment.	
2.25							
TOWACO.....				\$ 9.21			
2.62							
MONTVILLE.....							
1.48							
BOONTON.....				\$ 9.14			
1.95							
MOUNTAIN LAKES....				\$ 9.10			
2.75							
DENVILLE.....	\$ 8.04	8.58	\$ 9.02	\$ 9.05	9.24		
4.19							
DOVER.....	7.58	\$ 8.51	8.56	\$ 8.45	\$ 9.18	\$ 9.25	
1.96							
WHARTON.....							
1.19							
CHESTER JUNCTION..		8.44		8.32	9.11	9.13	
4.21							
LAKE HOPATCONG...				\$ 8.28			
0.26							
PORT MORRIS JCT...		8.40			9.07	9.08	
11.87							
GREENDELL.....		8.26			8.54		
3.08							
JOHNSONBURG.....		8.23					
4.10							
BLAIRSTOWN.....	\$ 8.17				8.47		
1.06		Will not operate Sunday, Dec. 23rd or Dec. 30th, 1951					
PORT MORRIS.....				8.21		9.04	
0.83							
SUSSEX BRANCH JCT.				8.19		9.01	
0.62							
NETCONG.....							
3.20							
WATERLOO.....							
5.58							
HACKETTSTOWN....							
6.35							
PORT MURRAY.....							
3.44							
WASHINGTON.....							
4.39							
OXFORD FUENACE....							
6.53							
MANUNKA CHUNK...							
2.34							
DELAWARE.....							
2.75							
PORTLAND.....							
9.48							
SLATEFORD JCT.....		8.06			8.37		
2.94							
DEL. WATER GAP....	\$ 8.01						
4.35							
STROUDSBURG...Lv		7.53			8.25		
	PM	PM	PM	PM	PM	PM	
	Sat. & Sun.	Sun. only	Sat. & Sun	Sun. only	Sat. & Sun	Sat. only	
	938	24	940	1128	44	X118	

[illegible]

Car Capacity Siding in addition to Engine and Caboose	Distance from Hoboken	STATIONS	HOBOKEN TO			
			WESTWARD.		First Class.	
			947	901	1101	15
			Dover Sun. only	Dover Sat. & Sun.	Dover Sat. & Sun.	Buffalo Sat. & Sun.
		LY	AM	AM	AM	AM
		HOBOKEN.....N			12.20	1.05
	1.92	WEST END.....N				
	3.70	SECAUCUS.....T			12.29	
	4.80	WEST SECAUCUS.....N			12.31	1.16
	7.63	KINGSLAND.....D			12.36	
	8.21	LYNDHURST.....D			12.38	
	9.31	DELAWANA.....D			12.41	
	10.57	PASSAIC.....D			12.45	
	12.20	ATHENIA.....T			12.48	
	13.60	PATERSON JCT.....N			12.51	1.28
	15.05	PATERSON.....D			12.55	
	18.20	LITTLE FALLS.....D			1.00	
	20.54	MOUNTAIN VIEW.....D			1.04	
	21.10	MT. VIEW TOWER.....N			1.05	1.37
	22.88	LINCOLN PARK.....D			1.09	
	25.13	TOWACO.....D			1.13	
	27.75	MONTVILLE.....D			1.18	
	29.23	BOONTON.....D			1.22	
	31.18	MOUNTAIN LAKES.....D			1.26	
	33.93	DENVILLE.....N	\$ 12.09	\$ 1.17	f 1.34	1.52
	38.12	DOVER.....N	\$ 12.15	\$ 1.23	\$ 1.42	1.58
	40.08	WHARTON.....T				
	41.27	CHESTER JUNCTION.....T				2.01
	45.48	LAKE HOPATCONG.....D				
	45.74	PORT MORRIS JCT.....N				2.11
	57.61	GREENDELL.....T				2.22
	60.69	JOHNSONBURG.....T				
	64.79	BLAIRSTOWN.....D				2.29
	46.54	PORT MORRIS.....T				
	47.37	SUSSEX BRANCH JCT.....D				
	47.99	NETCONG.....D				
	51.19	WATERLOO.....T				
139	56.77	HACKETTSTOWN.....D				
	63.12	PORT MURRAY.....T				
240	66.56	WASHINGTON.....D				
117	70.95	OXFORD FURNACE.....T			See Local Instruction 130	
	77.48	MANUNKA CHUK.....T				
	79.82	DELAWARE.....T				
124	82.57	PORTLAND.....T				
118	74.27	SLATEFORD JCT.....T				2.40
	77.21	DEL. WATER GAP.....N				
	81.56	STROUDSBURG.....	AM	AM	AM	AM
			Sun. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
			947	901	1101	15

STROUDSBURG.

(Via Boonton Line, Cut-off and Washington Line.)

SATURDAY AND
SUNDAY TRAINS

WESTWARD.

First Class.

903	X111	1103	1105	47	905	907	1107
Dover Sat. & Sun.	Newton Sat. only	Branch- ville Sat. only	Branch- ville Sun. only	Bing- hamton Sat. & Sun.	Dover Sat. only	Dover Sun. only	Wash- ington Sat. only
AM	AM	AM	AM	AM	AM	AM	AM
				7.30			8.00
							\$ 8.11
				7.41			8.14
							\$ 8.19
							\$ 8.25
							\$ 8.28
							\$ 8.32
							f 8.35
				7.56			8.37
				\$ 7.59			\$ 8.40
							f 8.45
							\$ 8.50
				8.08			8.51
							\$ 8.55
							\$ 9.00
							\$ 9.05
				\$ 8.23			\$ 9.11
							\$ 9.15
\$ 2.15		\$ 5.58	\$ 5.48	8.38	\$ 9.10	\$ 9.09	\$ 9.22
\$ 2.22	4.50	\$ 6.18	\$ 5.56	\$ 8.43	\$ 9.17	\$ 9.15	\$ 9.35
		\$ 6.24	\$ 6.01				\$ 9.40
	4.55	6.26	6.03	8.48			9.43
		\$ 6.34	\$ 6.09				\$ 9.50
	5.07			8.56			
				9.09			
				\$ 9.15			
				\$ 9.23			
	5.10	6.40	6.17				9.53
	5.14	6.42	6.19				9.55
							\$ 10.00
							f 10.07
							\$ 10.22
							\$ 10.32
							\$ 10.40
	Deadhead Equipment	See Local Instruction 130	See Local Instruction 130	See Notes page 107			See Local Instruction 130
				9.35			
				f 9.39			
				\$ 10.02			
AM	AM	AM	AM	AM	AM	AM	AM
Sat. & Sun.	Sat. only	Sat. only	Sun. only	Sat. & Sun.	Sat. only	Sun. only	Sat. only
903	X111	1103	1105	47	905	907	1107

		HOBOKEN TO					
		WESTWARD.				First Class.	
STATIONS		909	1109	911	585	3	913
		Dover	Wash- ington	Dover	PRR	Buffalo	Dover
		Sat. & Sun.	Sun. only	Sat. & Sun.	Sun. only	Sat. & Sun.	Sat. & Sun.
		AM	AM	AM	AM	AM	PM
HOBOKEN.....Lv	1.92		9.00				
WEST END.....	1.78						
SECAUCUS.....	1.10		\$ 9.09				
WEST SECAUCUS....	2.83		9.12				
KINGSLAND.....	0.58		\$ 9.16				
LYNDHURST.....	1.10		\$ 9.18				
DELAWANNA.....	1.26		\$ 9.21				
PASSAIC.....	1.63		\$ 9.25				
ATHENIA.....	1.40		f 9.28				
PATERSON JCT.....	1.45		9.30				
PATERSON.....	3.15		\$ 9.33				
LITTLE FALLS.....	2.34		f 9.38				
MOUNTAIN VIEW....	0.56		\$ 9.43				
MT. VIEW TOWER...	1.78		9.44				
LINCOLN PARK.....	2.25		\$ 9.48				
TOWACO.....	2.62		\$ 9.53				
MONTVILLE.....	1.48		f 9.58				
BOONTON.....	1.95		\$ 10.02				
MOUNTAIN LAKES...	2.75		\$ 10.06				
DENVILLE.....	4.19	\$ 10.09	\$ 10.14	\$ 11.09		11.22	\$ 12.13
DOVER.....	1.96	\$ 10.15	\$ 10.22	\$ 11.15		\$ 11.28	\$ 12.21
WHARTON.....	1.19		f 10.27				
CHESTER JUNCTION..	4.21		10.30			11.32	
LAKE HOPATCONG...	0.26		\$ 10.37				
PORT MORRIS JCT....	11.87					11.39	
GREENDILL.....	3.08					11.49	
JOHNSONBURG.....	4.10						
BLAIRSTOWN.....	1.06					\$ 11.57	
PORT MORRIS.....	0.83		10.40				
SUSSEX BRANCH JCT.	0.62		10.42				
NETCONG.....	3.20		\$ 10.44				
WATERLOO.....	5.58		f 10.52				
HACKETTSTOWN.....	6.35		\$ 11.02				
PORT MURRAY.....	3.44		f 11.12				
WASHINGTON.....	4.39		\$ 11.20				
OXFORD FURNACE....	6.53						
MANUNKA CHUNK....	2.34				11.11		
DELAWARE.....	2.75				f 11.15		
PORTLAND.....	9.48				\$ 11.20		
SLATEFORD JCT.....	2.94				11.29	12.07	
DEL. WATER GAP....	4.35				\$ 11.36		
STROUDSBURG.....					\$ 11.45	\$ 12.21	
		AM	AM	AM	AM	PM	PM
		Sat. & Sun.	Sun. only	Sat. & Sun.	Sun. only	Sat. & Sun.	Sat. & Sun.
		909	1109	911	585	3	913

[illegible]

HOBOKEN TO

STATIONS	WESTWARD.					
	First Class.					
	1117	925	11	927	1119	929
	Dover	Dover	Scranton	Dover	Branch-ville	Dover
	Sat. only	Sat. & Sun.	Sat. only	Sat. only	Sun. only	Sun. only
HOBOKEN.....Lv	PM 2.00	PM	PM	PM	PM 4.00	PM
1.92						
WEST END.....						
1.78						
SECAUCUS.....					\$ 4.09	
1.10						
WEST SECAUCUS.....	2.11				4.11	
2.83						
KINGSLAND.....	\$ 2.16				\$ 4.16	
0.58						
LYNDHURST.....	\$ 2.18				\$ 4.18	
1.10						
DELAWANNA.....	\$ 2.21				\$ 4.21	
1.26						
PASSAIC.....	\$ 2.25				\$ 4.25	
1.68						
ATHENIA.....	f 2.28				f 4.28	
1.40						
PATERSON JCT.....	2.31				4.31	
1.45						
PATERSON.....	\$ 2.34				\$ 4.35	
3.15						
LITTLE FALLS.....	f 2.39				f 4.40	
2.84						
MOUNTAIN VIEW.....	\$ 2.43				\$ 4.44	
0.56						
MT. VIEW TOWER.....	2.44				4.45	
1.78						
LINCOLN PARK.....	\$ 2.47				\$ 4.49	
2.25						
TOWACO.....	\$ 2.52				\$ 4.53	
2.62						
MONTVILLE.....	f 2.57				f 4.58	
1.49						
BOONTON.....	\$ 3.01				\$ 5.02	
1.95						
MOUNTAIN LAKES.....	\$ 3.05				\$ 5.06	
2.75						
DENVILLE.....	\$ 3.12	\$ 4.09	4.20	\$ 4.54	\$ 5.14	\$ 5.09
4.19						
DOVER.....	\$ 3.20	\$ 4.15	\$ 4.27	\$ 5.00	\$ 5.22	\$ 5.15
1.96						
WHARTON.....						
1.19						
CHESTER JUNCTION.....			4.32		5.27	
4.21						
LAKE HOPATCONG.....					\$ 5.35	
0.26						
PORT MORRIS JCT.....			4.40			
11.87						
GREENDELL.....			4.51			
3.08						
JOHNSONBURG.....						
4.10						
BLAIRSTOWN.....			\$ 4.59			
1.06						
PORT MORRIS.....					5.38	
0.83						
SUSSEX BRANCH JCT.....					5.42	
0.82						
NETCONG.....						
3.20						
WATERLOO.....						
5.58						
HACKETTSTOWN.....						
6.35						
PORT MURRAY.....						
3.44						
WASHINGTON.....						
4.39						
OXFORD FURNACE.....	See Local Instruction 130				See Local Instruction 130	
6.53						
MANUNKA CHUNK.....						
2.34						
DELAWARE.....						
2.75						
PORTLAND.....						
9.48			5.10			
SLATEFORD JCT.....						
2.94			f 5.15			
DEL. WATER GAP.....						
4.35						
STROUDSBURG.....	PM	PM	PM	PM	PM	PM
	Sat. only	Sat. & Sun.	Sat. only	Sat. only	Sun. only	Sun. only
	1117	925	11	927	1119	929

STROUDSBURG

(Via Boontoh Line, Cut-off and Washington Line.)

SATURDAY AND SUNDAY TRAINS.

WESTWARD.

First Class.

1121	931	5	933	1123	935	937	1125
Washington	Dover	Buffalo	Dover	Dover	Dover	Dover	Newton
Sat. only	Sat. only	Sat. & Sun.	Sat. & Sun.	Sat. only	Sat. only	Sat. & Sun.	Sat. only
PM 4.15	PM	PM	PM	PM 5.08	PM	PM	PM 6.00
				\$ 5.12			\$ 6.09
4.27				5.14			6.11
4.31				\$ 5.20			\$ 6.16
\$ 4.33				\$ 5.23			\$ 6.18
				\$ 5.26			\$ 6.21
\$ 4.38				\$ 5.29			\$ 6.25
				\$ 5.33			f 6.28
4.43				5.36			6.31
\$ 4.46				\$ 5.40			\$ 6.34
f 4.52							f 6.39
\$ 4.56				\$ 5.48			\$ 6.43
4.57				5.49			6.44
\$ 5.00				\$ 5.52			\$ 6.47
\$ 5.05				\$ 5.56			\$ 6.52
f 5.10				\$ 6.00			f 6.57
\$ 5.14				\$ 6.05			\$ 7.01
\$ 5.18				\$ 6.09			\$ 7.05
\$ 5.25	\$ 5.37	5.45	\$ 6.14	\$ 6.17	\$ 6.39	\$ 7.09	\$ 7.12
\$ 5.33	\$ 5.43	\$ 5.52	\$ 6.20	\$ 6.25	\$ 6.45	\$ 7.15	\$ 7.20
\$ 5.37							
5.40		5.56					7.25
\$ 5.47							\$ 7.33
		6.03					
		6.18					
		\$ 6.21					
5.50							7.36
5.51							7.38
\$ 5.53							
f 5.58							
\$ 6.08							
\$ 6.19							
\$ 6.26							
See Local Instruction 130		See Notes Page 107					
		6.30					
		\$ 6.34					
		\$ 6.42					
PM	PM	PM	PM	PM	PM	PM	PM
Sat. only	Sat. only	Sat. & Sun.	Sat. & Sun.	Sat. only	Sat. only	Sat. & Sun.	Sat. only
1121	931	5	933	1123	935	937	1125

Car Capacity Siding in addition to Engine and Caboose	Distance to Hoboken	STATIONS	MORRISTOWN LINE,			
			EASTWARD.		First Class.	
			192	100	194	646
			Mo'clair Ex. Sa., Su. & Mon.	Mo'clair Mon. Only	Mo'clair Ex. Sa., Su. & Mon.	Dover Ex. Sa., Su. & Mon.
			AM	AM	AM	AM
		HOBOKEN.....N	\$ 12.27	\$ 12.41	\$ 12.56	\$ 1.11
	1.92	WEST END.....N				
	7.13	HARRISON.....N	\$ 12.16			
	7.79	NEWARK.....N	\$ 12.14	\$ 12.28	\$ 12.43	\$ 12.59
	9.02	ROSEVILLE AVENUE.....N	\$ 12.11	\$ 12.25	\$ 12.40	\$ 12.56
	9.68	AMPERE.....D	\$ 12.09	\$ 12.23	\$ 12.38	
	10.91	WATSESSING AVE.....D	\$ 12.07	\$ 12.21	\$ 12.36	
	11.61	BLOOMFIELD.....D	\$ 12.05	\$ 12.19	\$ 12.34	
	12.20	GLEN RIDGE.....D	\$ 12.03	\$ 12.17	\$ 12.32	
	13.12	MONTCLAIR.....N	\$ 12.01	\$ 12.15	\$ 12.30	
	9.56	GROVE STREET.....D			\$ 12.54	
	10.01	EAST ORANGE.....D			\$ 12.53	
	10.60	BRICK CHURCH.....D			\$ 12.51	
	11.46	ORANGE.....N			\$ 12.49	
	12.16	HIGHLAND AVENUE.....D			\$ 12.47	
	13.10	MOUNTAIN STATION.....D			\$ 12.45	
	13.85	SOUTH ORANGE.....D			\$ 12.43	
	15.15	MAPLEWOOD.....D			\$ 12.40	
	16.76	MILLBURN.....D			\$ 12.37	
	17.84	SHORT HILLS.....D			\$ 12.35	
	20.11	SUMMIT.....N			\$ 12.31	
48	21.23	WEST SUMMIT SIDING.....D				
	21.79	NEW PROVIDENCE.....D				
17	23.38	MURRAY HILL.....T				
7	25.76	BERKELEY HEIGHTS.....D				
	27.14	GILLETTE.....D				
20	28.50	STIRLING.....T				
	30.12	MILLINGTON.....D				
20	31.77	LYONS.....D				
3	33.64	BASKING RIDGE.....T				
18	34.80	BERNARDSVILLE.....D				
	37.45	MINE BROOK.....D				
10	38.95	FAR HILLS.....T				
	41.34	PEAPACK.....T				
	42.26	GLADSTONE.....D				
	23.53	CHATHAM.....T			\$ 12.25	
	25.53	MADISON.....D			\$ 12.21	
	27.69	CONVENT.....D			\$ 12.18	
	29.79	MORRISTOWN.....N			\$ 12.15	
	32.00	MORRIS PLAINS.....D			\$ 12.11	
	35.71	MOUNT TABOR.....N			\$ 12.06	
	36.30	DENVILLE.....LV			\$ 12.04	
		Roseville Ave. and Newark. Orange and Roseville Ave. Millburn and Orange.	2 AM Ex. Sa., Su. & Mon.	2 AM Mon. only	2 AM Ex. Sa., Su. & Mon.	2 AM Ex. Sa., Su. & Mon.
			192	100	194	646

MONTCLAIR AND GLADSTONE BRANCHES

WEEK-DAY TRAINS.

EASTWARD

First Class

X52	102	530	104	300	106	500	400
Mo'clair Ex. Sa., Su. & Mon.	Mo'clair Ex. Sa., Su. & Mon.	M' Plains Ex. Sa., Su. & Mon.	Mo'clair Ex. Sa. & Su.	Summit Ex. Sa., Su. & Mon.	Mo'clair Ex. Sa., Su. & Mon.	M' Plains Ex. Sa. & Su.	Gl'atone Ex. Sa. & Su.
AM	AM	AM	AM	AM	AM	AM	AM
\$ 1.15	\$ 1.27	\$ 1.41	\$ 1.56	\$ 2.36	\$ 3.06	\$ 4.13	
\$ 1.01	\$ 1.14	\$ 1.28	\$ 1.43	\$ 2.20	\$ 2.53	\$ 4.00	
	\$ 1.11	\$ 1.25	\$ 1.40	\$ 2.15	\$ 2.50	\$ 3.57	
	\$ 1.09		\$ 1.38		\$ 2.48		
	\$ 1.07		\$ 1.36		\$ 2.46		
	\$ 1.05		\$ 1.34		\$ 2.44		
	\$ 1.03		\$ 1.32		\$ 2.42		
	1.01		1.30		2.40		
		\$ 1.23		\$ 2.13		\$ 3.55	
		\$ 1.22		\$ 2.12		\$ 3.54	
		\$ 1.20		\$ 2.10		\$ 3.52	
		\$ 1.18		\$ 2.08		\$ 3.50	
		\$ 1.16		\$ 2.06		\$ 3.48	
		\$ 1.14		\$ 2.04		\$ 3.46	
		\$ 1.12		\$ 2.02		\$ 3.44	
		\$ 1.09		\$ 1.59		\$ 3.41	
		\$ 1.06		\$ 1.56		\$ 3.38	
		\$ 1.04		\$ 1.54			
		\$ 1.00		1.50		\$ 3.33	\$ 5.30
							\$ 5.27
							\$ 5.24
							\$ 5.21
							\$ 5.18
							\$ 5.16
							\$ 5.13
							\$ 5.10
							\$ 5.07
							\$ 5.05
							\$ 4.57
							\$ 4.54
							4.52
		\$ 12.54				\$ 3.29	
		\$ 12.50				\$ 3.26	
		\$ 12.47					
12.30		\$ 12.44				\$ 3.21	
		12.40				3.18	
2 2 2 AM	2 AM	2 2 2 AM	2 AM	2 2 2 AM	2 AM	2 2 2 AM	
Ex. Sa., Su. & Mon.	Ex. Sa., Su. & Mon.	Ex. Sa., Su. & Mon.	Ex. Sa. & Su.	Ex. Sa., Su. & Mon.	Ex. Sa., Su. & Mon.	Ex. Sa. & Su.	Ex. Sa. & Su.
X52	102	530	104	300	106	500	400

See Local
Instruction 101

MORRISTOWN LINE, MONTCLAIR

STATIONS	EASTWARD.					
	First Class.					
	600	108	200	502	110	8
	Dover	Mont-clair	South Orange	Morris-town	Mont-clair	Buffalo
	Ex.Sa.&Su. AM	Ex.Sa.&Su. AM	Ex.Sa.&Su. AM	Ex.Sa.&Su. AM	Ex.Sa.&Su. AM	Ex.Sa.&Su. AM
HOBOKEN.....Ar	\$ 6.21	\$ 6.24	\$ 6.40	\$ 7.05	\$ 7.12	\$ 7.30
1.92						
WEST END.....						
5.21						
HARRISON.....	\$ 6.10	\$ 6.12	\$ 6.29	\$ 6.52	\$ 7.00	
0.66						
NEWARK.....	\$ 6.08	\$ 6.10	\$ 6.27	\$ 6.50	\$ 6.58	\$ 7.16
1.23						
ROSEVILLE AVENUE...	\$ 6.05	\$ 6.07	\$ 6.24	\$ 6.48	\$ 6.55	\$ 7.10
0.66						
AMPERE.....		\$ 6.05			\$ 6.53	
1.23						
WATSESSING AVE....		\$ 6.03			\$ 6.51	
0.70						
BLOOMFIELD.....		\$ 6.01			\$ 6.49	
0.59						
GLEN RIDGE.....		\$ 5.59			\$ 6.47	
0.92						
MONTCLAIR.....		5.57			6.45	
0.54						
GROVE STREET.....	\$ 6.03		\$ 6.22	\$ 6.47		
0.45						
EAST ORANGE.....	\$ 6.02		\$ 6.20	\$ 6.46		
0.59						
BRICK CHURCH.....	\$ 6.00		\$ 6.18	\$ 6.44		\$ 7.07
0.86						
ORANGE.....	\$ 5.58		\$ 6.16	\$ 6.42		
0.70						
HIGHLAND AVENUE...	\$ 5.56		\$ 6.14	\$ 6.40		
0.94						
MOUNTAIN STATION...	\$ 5.54		\$ 6.12	\$ 6.38		
0.75						
SOUTH ORANGE.....	\$ 5.52		6.10	\$ 6.36		7.00
1.30						
MAPLEWOOD.....	\$ 5.49			\$ 6.34		
1.61						
MILLBURN.....	\$ 5.46			\$ 6.31		6.55
1.08						
SHORT HILLS.....	\$ 5.44			\$ 6.29		
2.27						
SUMMIT.....	\$ 5.40			\$ 6.25		\$ 6.49
1.12						
WEST SUMMIT SIDING						
0.56						
NEW PROVIDENCE.....						
1.59						
MURRAY HILL.....						
2.38						
BERKELEY HEIGHTS...						
1.38						
GILLETTE.....						
1.36						
STIRLING.....						
1.62						
MILLINGTON.....						
1.65						
LYONS.....						
1.87						
BASKING RIDGE.....						
1.16						
BERNARDSVILLE.....						
2.65						
MINE BROOK.....						
1.50						
FAR HILLS.....						
2.39						
PEAPACK.....						
0.92						
GLADSTONE.....						
3.42						
CHATHAM.....	\$ 5.34			\$ 6.19		
2.00						
MADISON.....	\$ 5.30			\$ 6.15		
2.16						
CONVENT.....	\$ 5.26			\$ 6.12		
2.10						
MORRISTOWN.....	\$ 5.23			6.09		6.35
2.21						
MORRIS PLAINS.....	\$ 5.19					
3.71						
MOUNT TABOR.....	\$ 5.14					
0.59						
DENVILLE.....Lv	\$ 5.12					6.26
Roseville Ave. and Newark.	2	2	2	2	2	2
Orange and Roseville Ave.	2	2	2	2	2	2
Millburn and Orange.....	2	2	2	2	2	2
	AM	AM	AM	AM	AM	AM
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
	600	108	200	502	110	8

AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

EASTWARD.

First Class.

402	602	202	112	504	404	114	204	
Glad-stone	Dover	South Orange	Mont-clair	Morris-town	Glad-stone	Mont-clair	Orange	
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	
AM	AM	AM	AM	AM	AM	AM	AM	
	\$ 7.36	\$ 7.42	\$ 7.49	\$ 7.55	\$ 7.57	\$ 8.02	\$ 8.03	
	\$ 7.24	\$ 7.30	\$ 7.36	\$ 7.43	\$ 7.45			
	\$ 7.22	\$ 7.28	\$ 7.34	\$ 7.41	\$ 7.43	\$ 7.48		
	7.19	7.25	7.31	7.38	7.41	7.46	7.49	
			\$ 7.29			\$ 7.44		
			\$ 7.26			\$ 7.42		
			\$ 7.24			\$ 7.40		
			\$ 7.22			\$ 7.37		
			7.20			7.35		
		\$ 7.23					\$ 7.48	
	\$ 7.17	\$ 7.21					\$ 7.46	
	\$ 7.15	\$ 7.19					\$ 7.44	
	\$ 7.13	\$ 7.17		7.35	7.38		(7.42)	
			\$ 7.15	\$ 7.34	\$ 7.37		(7.30)	
		\$ 7.13			\$ 7.35			
	\$ 7.09	7.11		\$ 7.31	7.33		7.25	
	\$ 7.07			\$ 7.28				
	\$ 7.04			\$ 7.25	7.30			
	\$ 7.02			\$ 7.23				
\$ 6.55	\$ 6.58			\$ 7.19	\$ 7.26			
\$ 6.52					\$ 7.22			
\$ 6.49					\$ 7.19			
\$ 6.45					\$ 7.15			
\$ 6.42					\$ 7.12			
\$ 6.40					\$ 7.10			
\$ 6.37					\$ 7.07			
\$ 6.34					\$ 7.04			
\$ 6.31					\$ 7.01			
\$ 6.29					\$ 6.59			
					\$ 6.54			
					\$ 6.52			
\$ 6.22					\$ 6.48			
\$ 6.18					\$ 6.46			
6.16								
	\$ 6.49			\$ 7.13				
	\$ 6.45			\$ 7.09				
	\$ 6.42			\$ 7.05				
	\$ 6.39			7.02				
	\$ 6.35							
	\$ 6.30							
	\$ 6.28							
See Local Instruction 101		See Local Instruction 130	See Local Instruction 130		See Local Instruction 101	See Local Instruction 130		
	2	2	2	2	2	2	1	
	2	2	2	2	2	2	2	
	2	2	2	2	2	2	2	
AM	AM	AM	AM	AM	AM	AM	AM	
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	
402	602	202	112	504	404	114	204	

Passengers handled from Orange

STATIONS		MORRISTOWN LINE, MONTCLAIR					
		EASTWARD.			First Class.		
		604	116	206	302	208	406
		Dover	Mont-clair	South Orange	Summit	South Orange	Glad-stone
		Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
HOBOKEN	Ar	\$ 8.04	\$ 8.09	\$ 8.10	\$ 8.11	\$ 8.16	\$ 8.17
WEST END							
HARRISON							
NEWARK		\$ 7.50	7.56	\$ 7.57			\$ 8.02
ROSEVILLE AVENUE		7.48	\$ 7.54	7.54	7.57	8.01	8.00
AMPERE			\$ 7.52				
WATSESSING AVE.							
BLOOMFIELD							
GLEN RIDGE			\$ 7.48				
MONTCLAIR			7.46				
GROVE STREET				\$ 7.53			
EAST ORANGE				\$ 7.51		\$ 7.58	
BRICK CHURCH				\$ 7.49		\$ 7.56	
ORANGE		7.45		\$ 7.47	7.54	\$ 7.53	7.57
HIGHLAND AVENUE				\$ 7.45		\$ 7.51	
MOUNTAIN STATION				\$ 7.43		\$ 7.49	
SOUTH ORANGE		7.42		7.41	\$ 7.50	7.47	7.54
MAPLEWOOD					\$ 7.47		
MILLBURN		7.38			\$ 7.43		7.51
SHORT HILLS					\$ 7.40		
SUMMIT		7.34			7.36		\$ 7.46
WEST SUMMIT SIDING							
NEW PROVIDENCE							\$ 7.41
MURRAY HILL							\$ 7.38
BERKELEY HEIGHTS							\$ 7.34
GILLETTE							\$ 7.31
STIRLING							\$ 7.29
MILLINGTON							\$ 7.26
LYONS							\$ 7.23
BASKING RIDGE							\$ 7.20
BERNARDSVILLE							\$ 7.18
MINE BROOK							\$ 7.12
FAR HILLS							\$ 7.10
PEAPACK							\$ 7.06
GLADSTONE							7.04
CHATHAM		\$ 7.29					
MADISON		\$ 7.25					
CONVENT		\$ 7.21					
MORRISTOWN		\$ 7.18					
MORRIS PLAINS		\$ 7.14					
MOUNT TABOR		\$ 7.08					
DENVILLE	Lv	\$ 7.06					
Roseville Ave. and Newark.		2	1	2	1	1	2
Orange and Roseville Ave.		1		2	1	2	1
Millburn and Orange		AM	AM	AM	AM	AM	AM
		604	116	206	302	208	406

[illegible]

MORRISTOWN LINE, MONTCLAIR						
STATIONS	EASTWARD.					
	First Class.					
	306	508	408	126	220	308
	Summit Ex.Sa.&Su.	Morris- town Ex.Sa.&Su.	Glad- stone Ex.Sa.&Su.	Mont- clair Ex.Sa.&Su.	South- Orange Ex.Sa.&Su.	Summit Ex.Sa.&Su.
HOBOKEN.....Ar	AM \$ 8.41	AM \$ 8.38	AM \$ 8.41	AM \$ 8.42	AM \$ 8.48	AM \$ 8.51
1.92						
WEST END						
5.21						
HARRISON.....					\$ 8.37	
0.66						
NEWARK.....		\$ 8.26	\$ 8.28			\$ 8.37
1.23						
ROSEVILLE AVENUE...	8.25	8.23	8.26	8.27	8.33	8.35
0.66						
AMPERE.....				\$ 8.25		
1.23						
WATSESSING AVE....				\$ 8.23		
0.70						
BLOOMFIELD.....				\$ 8.21		
0.59						
GLEN RIDGE.....				\$ 8.19		
0.92						
MONTCLAIR.....				8.17		
0.54						
GROVE STREET.....					\$ 8.32	
0.45						
EAST ORANGE.....					\$ 8.30	
0.59						
BRICK CHURCH.....					\$ 8.28	
0.86						
ORANGE.....	\$ 8.21	8.20	8.23			\$ 8.31
0.70						
HIGHLAND AVENUE...	\$ 8.19				\$ 8.25	
0.94						
MOUNTAIN STATION...	\$ 8.17					
0.75						
SOUTH ORANGE.....	\$ 8.15	8.17	8.20		8.22	\$ 8.27
1.30						
MAPLEWOOD.....	\$ 8.12	\$ 8.15				\$ 8.24
1.61						
MILLBURN.....	\$ 8.08	8.12	8.17			\$ 8.21
1.08						
SHORT HILLS.....	\$ 8.05					\$ 8.19
2.27						
SUMMIT.....	8.01	\$ 8.07	\$ 8.12			8.15
1.12						
WEST SUMMIT SIDING						
0.56						
NEW PROVIDENCE.....			\$ 8.07			
1.59						
MURRAY HILL.....			\$ 8.04			
2.38						
BERKELEY HEIGHTS...			\$ 8.00			
1.38						
GILLETTE.....			\$ 7.56			
1.36						
STIRLING.....			\$ 7.54			
1.62						
MILLINGTON.....			\$ 7.51			
1.65						
LYONS.....			\$ 7.47			
1.87						
BASKING RIDGE.....			\$ 7.44			
1.16						
BERNARDSVILLE.....			\$ 7.41			
2.65						
MINE BROOK.....			\$ 7.35			
1.50						
FAR HILLS.....			\$ 7.33			
2.39						
PEAPACK.....			\$ 7.29			
0.92						
GLADSTONE.....			7.27			
3.42						
CHATHAM.....		\$ 8.01				
2.00						
MADISON.....		\$ 7.57				
2.16						
CONVENT.....		\$ 7.53				
2.10						
MORRISTOWN.....		7.50				
2.21						
MORRIS PLAINS.....						
3.71						
MOUNT TABOR.....						
0.59						
DENVILLE.....Lv						
Roseville Ave. and Newark.	1	2	2	1	1	2
Orange and Roseville Ave.	1	1	2	2	2	2
Millburn and Orange.....	2	1	1	AM	AM	AM
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
	306	508	408	126	220	308

AND GLADSTONE BRANCHES.								
WEEK-DAY TRAINS.								
EASTWARD.								
First Class.								
608	128	222	310	410	510	130	224	
Dover	Mont- clair	South Orange	Summit	Glad- stone	Morris Plains	Mount- clair	Millburn	
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	
AM \$ 8.53	AM \$ 8.54	AM \$ 8.59	AM \$ 9.01	AM \$ 9.02	AM \$ 9.03	AM \$ 9.11	AM \$ 9.19	
		\$ 8.47						
\$ 8.39	\$ 8.41	\$ 8.45	\$ 8.47	\$ 8.50		\$ 8.59	\$ 9.06	
8.37	8.38	8.43	8.45	8.47	8.50	8.56	9.04	
						\$ 8.54		
						\$ 8.52		
						\$ 8.50		
	\$ 8.34					\$ 8.48		
	8.32					8.46		
		\$ 8.42					\$ 9.03	
		\$ 8.40					\$ 9.01	
		\$ 8.38					\$ 8.59	
8.34		\$ 8.35	8.42	8.44	8.47		\$ 8.67	
		\$ 8.33					\$ 8.55	
		\$ 8.31					\$ 8.53	
8.31		\$ 8.29	\$ 8.38	8.41	8.44		\$ 8.51	
			\$ 8.35				\$ 8.48	
8.28			\$ 8.32	8.38	8.41		8.45	
			\$ 8.29	\$ 8.36				
\$ 8.23			8.25	8.32	\$ 8.36			
				8.29				
				8.24				
				8.21				
				\$ 8.19				
				8.16				
				\$ 8.13				
				\$ 8.11				
				\$ 8.02				
				\$ 7.57				
				7.55				
\$ 8.17								
\$ 8.13						\$ 8.28		
\$ 8.09						\$ 8.24		
\$ 8.06						\$ 8.21		
\$ 8.01						8.17		
\$ 7.54								
\$ 7.52								
2	2	2	2	2	1	2	2	
1	1	2	1	2	2	2	2	
AM	AM	AM	AM	AM	AM	AM	AM	
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	
608	128	222	310	410	510	130	224	

EASTWARD. First Class.

MORRISTOWN LINE, MONTCLAIR

FERRY CONNECTION BARCLAY ST. CHRISTOPHER ST.	9.28AM 9.35AM	9.45AM 9.50AM	9.45AM 9.50AM	..... .....	10.00AM 10.00AM	10.00AM 10.07AM
	610	132	312	412	134	612
STATIONS	Dover	Mont- clair	Summit	Glad- stone	Mont- clair	Dover
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
HOBOKEN.....Ar	AM	AM	AM	AM	AM	AM
1.92	\$ 9.23	\$ 9.40	\$ 9.41		\$ 9.56	\$ 9.57
WEST END.....						
5.21						
HARRISON.....			\$ 9.30			
0.66						
NEWARK.....	\$ 9.10	\$ 9.27	\$ 9.28		\$ 9.43	\$ 9.45
1.23						
ROSEVILLE AVENUE...	9.08	\$ 9.24	9.26		\$ 9.40	9.42
0.66						
AMPERE.....		\$ 9.22			\$ 9.38	
1.23						
WATSESSING AVE....		\$ 9.20			\$ 9.36	
0.70						
BLOOMFIELD.....		\$ 9.18			\$ 9.34	
0.59						
GLEN RIDGE.....		\$ 9.16			\$ 9.32	
0.92						
MONTCLAIR.....		9.14			9.30	
0.54						
GROVE STREET.....			\$ 9.25			
0.45						
EAST ORANGE.....			\$ 9.23			
0.59						
BRICK CHURCH.....			\$ 9.21			
0.88						
ORANGE.....	9.05		\$ 9.19			9.39
0.70						
HIGHLAND AVENUE...			\$ 9.17			
0.94						
MOUNTAIN STATION..			\$ 9.15			
0.75						
SOUTH ORANGE.....	9.02		\$ 9.13			9.36
1.30						
MAPLEWOOD.....			\$ 9.10			
1.61						
MILLBURN.....	8.59		\$ 9.07			9.33
1.08						
SHORT HILLS.....	\$ 8.57		\$ 9.04			
2.27						
SUMMIT.....	\$ 8.53		9.00	\$ 9.23		\$ 9.28
1.12						
WEST SUMMIT SIDING						
0.56						
NEW PROVIDENCE.....				\$ 9.20		
1.59						
MURRAY HILL.....				\$ 9.17		
2.38						
BERKELEY HEIGHTS..				\$ 9.13		
1.38						
GILLETTE.....				\$ 9.10		
1.36						
STIRLING.....				\$ 9.07		
1.62						
MILLINGTON.....				\$ 9.04		
1.65						
LYONS.....				\$ 9.01		
1.87						
BASKING RIDGE.....				\$ 8.58		
1.16						
BERNARDSVILLE.....				\$ 8.56		
2.65						
MINE BROOK.....						
1.50						
FAR HILLS.....				\$ 8.49		
2.39						
PEAPACK.....				\$ 8.45		
0.92						
GLADSTONE.....				8.43		
3.42						
CHATHAM.....	\$ 8.47					\$ 9.22
2.00						
MADISON.....	\$ 8.43					\$ 9.18
2.16						
CONVENT.....	\$ 8.39					\$ 9.14
2.10						
MORRISTOWN.....	\$ 8.36					\$ 9.11
2.21						
MORRIS PLAINS.....	\$ 8.32					\$ 9.07
3.71						
MOUNT TABOR.....	\$ 8.26					\$ 9.01
0.59						
DENVILLE.....Lv	\$ 8.24					\$ 8.59
Roseville Ave. and Newark.	2	2	2		2	2
Orange and Roseville Ave.	2		2		2	2
Millburn and Orange.....	2		2		2	2
	AM	AM	AM	AM	AM	AM
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
	610	132	312	412	134	612

AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.
EASTWARD. First Class.

10.15AM 10.15AM	10.30AM 10.35AM	10.45AM 10.45AM	10.45AM 10.48AM	11.00AM 11.00AM	11.15AM 11.18AM	11.30AM 11.35AM	..... .....	..... .....
314	136	26	512	138	614	140	414	
Summit	Mont- clair	Scranton	Morris- town	Mont- clair	Dover	Mont- clair	Glad- stone	
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	
AM	AM	AM	AM	AM	AM	AM	AM	
\$ 10.12	\$ 10.26	\$ 10.35	\$ 10.41	\$ 10.56	\$ 11.11	\$ 11.26		
\$ 10.00	\$ 10.13	\$ 10.20	\$ 10.28	\$ 10.43	\$ 10.58	\$ 11.13		
\$ 9.57	\$ 10.10	10.18	\$ 10.25	\$ 10.40	\$ 10.55	\$ 11.10		
	\$ 10.08			\$ 10.38		\$ 11.08		
	\$ 10.06			\$ 10.36		\$ 11.06		
	\$ 10.04			\$ 10.34		\$ 11.04		
	\$ 10.02			\$ 10.32		\$ 11.02		
	10.00			10.30		11.00		
\$ 9.55			\$ 10.23		\$ 10.53			
\$ 9.53			\$ 10.22		\$ 10.52			
\$ 9.51			\$ 10.20		\$ 10.50			
\$ 9.49		10.14	\$ 10.18		\$ 10.48			
\$ 9.47			\$ 10.16		\$ 10.46			
\$ 9.45			\$ 10.14		\$ 10.44			
\$ 9.43		10.11	\$ 10.12		\$ 10.42			
\$ 9.40			\$ 10.09		\$ 10.39			
\$ 9.37		10.08	\$ 10.06		\$ 10.36			
\$ 9.35			\$ 10.04		\$ 10.34			
9.31		10.02	\$ 10.00		\$ 10.30		\$ 10.58	
		Will not operate New Year's Day, Memorial Day, Independence Day, Labor Thanksgiving Day, Christmas Day Will operate Washington's Birthday					10.56	
							\$ 10.55	
							\$ 10.52	
							\$ 10.48	
							\$ 10.45	
							\$ 10.42	
							\$ 10.39	
							\$ 10.36	
							\$ 10.33	
							\$ 10.31	
							\$ 10.24	
							\$ 10.20	
							10.18	
			\$ 9.54		\$ 10.24			
			\$ 9.50		\$ 10.20			
			\$ 9.47		\$ 10.17			
		9.51	9.44		\$ 10.14			
					\$ 10.10			
					\$ 10.04			
2	2	9.43	2	2	\$ 10.02	2		
2		1	2	2	2	2		
2			2	2	2	2		
AM	AM	AM	AM	AM	AM	AM	AM	
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	
314	136	26	512	138	614	140	414	

See Local
Instruction 101

EASTWARD. First Class.

MORRISTOWN LINE, MONTCLAIR

FERRY CONNECTION BARCLAY ST. CHRISTOPHER ST.	11.45AM 11.50AM	12.00M 12.00PM	12.15PM 12.15PM	12.30PM 12.35PM	12.45PM 12.50PM	1.00PM 1.05PM
	514	142	616	144	516	148
STATIONS	Morris- town Ex. Sa. & Su.	Mont- clair Ex. Sa. & Su.	Dover Ex. Sa. & Su.	Mont- clair Ex. Sa. & Su.	Morris- town Ex. Sa. & Su.	Mont- clair Ex. Sa. & Su.
HOBOKEN.....Ar	AM \$ 11.41	AM \$ 11.56	PM \$ 12.11	PM \$ 12.26	PM \$ 12.41	PM \$ 12.56
1.92						
WEST END						
5.21						
HARRISON				12.15		
0.66						
NEWARK	\$ 11.28	\$ 11.43	\$ 11.58	\$ 12.13	\$ 12.28	\$ 12.43
1.23						
ROSEVILLE AVENUE	\$ 11.25	\$ 11.40	\$ 11.55	\$ 12.10	\$ 12.25	\$ 12.40
0.66						
AMPERE		\$ 11.38		\$ 12.08		\$ 12.38
1.23						
WATSESSING AVE.		\$ 11.36		\$ 12.06		\$ 12.36
0.70						
BLOOMFIELD		\$ 11.34		\$ 12.04		\$ 12.34
0.59						
GLEN RIDGE		\$ 11.32		\$ 12.02		\$ 12.32
0.92						
MONTCLAIR		11.30		12.00		12.30
0.54						
GROVE STREET	\$ 11.23		\$ 11.53		\$ 12.23	
0.45						
EAST ORANGE	\$ 11.22		\$ 11.52		\$ 12.22	
0.59						
BRICK CHURCH	\$ 11.20		\$ 11.50		\$ 12.20	
0.86						
ORANGE	\$ 11.18		\$ 11.48		\$ 12.18	
0.70						
HIGHLAND AVENUE	\$ 11.16		\$ 11.46		\$ 12.16	
0.94						
MOUNTAIN STATION	\$ 11.14		\$ 11.44		\$ 12.14	
0.75						
SOUTH ORANGE	\$ 11.12		\$ 11.42		\$ 12.12	
1.30						
MAPLEWOOD	\$ 11.09		\$ 11.39		\$ 12.09	
1.61						
MILLBURN	\$ 11.06		\$ 11.36		\$ 12.06	
1.08						
SHORT HILLS	\$ 11.04		\$ 11.34		\$ 12.04	
2.27						
SUMMIT	\$ 11.00		\$ 11.30		\$ 12.00	
1.12						
WEST SUMMIT SIDING						
0.56						
NEW PROVIDENCE						
1.59						
MURRAY HILL						
2.38						
BERKELEY HEIGHTS						
1.38						
GILLETTE						
1.36						
STIRLING						
1.62						
MILLINGTON						
1.65						
LYONS						
1.87						
BASKING RIDGE						
1.16						
BERNARDSVILLE						
2.65						
MINE BROOK						
1.50						
FAE HILLS						
2.39						
PEAPACK						
0.92						
GLADSTONE						
3.42						
CHATHAM	\$ 10.54		\$ 11.24		\$ 11.54	
2.00						
MADISON	\$ 10.50		\$ 11.20		\$ 11.50	
2.16						
CONVENT	\$ 10.47		\$ 11.17		\$ 11.47	
2.10						
MORRISTOWN	10.44		\$ 11.14		11.44	
2.21						
MORRIS PLAINS			\$ 11.10			
3.71						
MOUNT TABOR			\$ 11.04			
0.59						
DENVILLE.....Lv			\$ 11.02			
Roseville Ave. and Newark.	2	2	2	2	2	2
Orange and Roseville Ave.	2	2	2	2	2	2
Millburn and Orange	2	2	2	2	2	2
	AM	AM	AM	NOON	AM	PM
	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.
	514	142	616	144	516	148

AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.
EASTWARD. First Class.

	1.15PM 1.22PM	1.30PM 1.30PM	1.45PM 1.47PM	2.00PM 2.05PM	2.15PM 2.20PM	2.30PM 2.30PM	2.45PM 2.45PM
416	618	150	518	152	620	154	2
Glad- stone	Dover	Mont- clair	Morris- town	Mont- clair	Dover	Mont- clair	Buffalo
Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.
PM	PM	PM	PM	PM	PM	PM	PM
	\$ 1.11	\$ 1.26	\$ 1.41	\$ 1.56	\$ 2.11	\$ 2.26	\$ 2.40
						\$ 2.15	
	\$ 12.58	\$ 1.13	\$ 1.28	\$ 1.43	\$ 1.58	\$ 2.13	\$ 2.25
	\$ 12.55	\$ 1.10	\$ 1.25	\$ 1.40	\$ 1.55	\$ 2.10	2.19
		\$ 1.08		\$ 1.38		\$ 2.08	
		\$ 1.06		\$ 1.36		\$ 2.06	
		\$ 1.04		\$ 1.34		\$ 2.04	
		\$ 1.02		\$ 1.32		\$ 2.02	
		1.00		1.30		2.00	
	\$ 12.53		\$ 1.23		\$ 1.53		
	\$ 12.52		\$ 1.22		\$ 1.52		
	\$ 12.50		\$ 1.20		\$ 1.50		\$ 2.16
	\$ 12.48		\$ 1.18		\$ 1.48		
	\$ 12.46		\$ 1.16		\$ 1.46		
	\$ 12.44		\$ 1.14		\$ 1.44		
	\$ 12.42		\$ 1.12		\$ 1.42		2.11
	\$ 12.39		\$ 1.09		\$ 1.39		
	\$ 12.36		\$ 1.06		\$ 1.36		2.08
	\$ 12.34		\$ 1.04		\$ 1.34		
\$ 12.28	\$ 12.30		\$ 1.00		\$ 1.30		\$ 2.03
12.26							See Notes Page 107
\$ 12.25							
\$ 12.22							
\$ 12.18							
\$ 12.15							
\$ 12.12							
\$ 12.09							
\$ 12.06							
\$ 12.03							
\$ 12.01							
\$ 11.54							
\$ 11.50							
11.48							
See Local Instruction 101	\$ 12.24		\$ 12.54		\$ 1.24		
	\$ 12.20		\$ 12.50		\$ 1.20		
	\$ 12.17		\$ 12.47		\$ 1.17		
	\$ 12.14		12.44		\$ 1.14		\$ 1.52
	\$ 12.10				\$ 1.10		
	\$ 12.04				\$ 1.04		
	\$ 12.02				\$ 1.02		1.44
	2	2	2	2	2	2	2
	2		2		2		1
AM	PM	PM	PM	PM	PM	PM	PM
Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.
416	618	150	518	152	620	154	2

See Notes Page 107

EASTWARD. First Class. MORRISTOWN LINE, MONTCLAIR						
FERRY CONNECTION BARCLAY ST. CHRISTOPHER ST.	2:45PM 2:55PM	3:00PM 3:02PM	3:15PM 3:20PM	3:30PM 3:35PM	3:45PM 3:50PM	
STATIONS	420	522	156	622	158	524
	Glad- stone	Morris- town	Mont- clair	Dover	Mont- clair	Morris- town
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
	PM	PM	PM	PM	PM	PM
HOBOKEN.....Ar	\$ 2.42	\$ 2.66	\$ 3.11	\$ 3.26	\$ 3.41	
1.92						
WEST END.....						
5.21						
HARRISON.....		\$ 2.45	\$ 3.00	\$ 3.15	\$ 3.30	
0.66						
NEWARK.....	\$ 2.28	\$ 2.43	\$ 2.58	\$ 3.13	\$ 3.28	
1.23						
ROSEVILLE AVENUE	\$ 2.25	\$ 2.40	\$ 2.55	\$ 3.10	\$ 3.25	
0.66						
AMPERE.....		\$ 2.38		\$ 3.08		
1.23						
WATSESSING AVE.		\$ 2.36		\$ 3.06		
0.70						
BLOOMFIELD.....		\$ 2.34		\$ 3.04		
0.59						
GLEN RIDGE.....		\$ 2.32		\$ 3.02		
0.92						
MONTCLAIR.....		2.30		3.00		
0.54						
GROVE STREET.....	\$ 2.23		\$ 2.63		\$ 3.23	
0.45						
EAST ORANGE.....	\$ 2.22		\$ 2.52		\$ 3.22	
0.59						
BRICK CHURCH.....	\$ 2.20		\$ 2.50		\$ 3.20	
0.86						
ORANGE.....	\$ 2.18		\$ 2.48		\$ 3.18	
0.70						
HIGHLAND AVENUE...	\$ 2.16		\$ 2.46		\$ 3.16	
0.94						
MOUNTAIN STATION...	\$ 2.14		\$ 2.44		\$ 3.14	
0.75						
SOUTH ORANGE.....	\$ 2.12		\$ 2.42		\$ 3.12	
1.30						
MAPLEWOOD.....	\$ 2.09		\$ 2.39		\$ 3.09	
1.61						
MILLBURN.....	\$ 2.06		\$ 2.36		\$ 3.06	
1.08						
SHORT HILLS.....	\$ 2.04		\$ 2.34		\$ 3.04	
2.27						
SUMMIT.....	\$ 1.58	\$ 2.00		\$ 2.30	\$ 3.00	
1.12						
WEST SUMMIT SIDING	1.56					
0.56						
NEW PROVIDENCE...	\$ 1.55					
1.59						
MURRAY HILL.....	\$ 1.52					
2.38						
BERKELEY HEIGHTS...	\$ 1.48					
1.38						
GILLETTE.....	\$ 1.45					
1.36						
STIRLING.....	\$ 1.42					
1.62						
MILLINGTON.....	\$ 1.39					
1.65						
LYONS.....	\$ 1.36					
1.87						
BASKING RIDGE.....	\$ 1.33					
1.16						
BERNARDSVILLE...	\$ 1.31					
2.65						
MINE BROOK.....						
1.50						
FAR HILLS.....	\$ 1.24					
2.39						
PEAPACK.....	\$ 1.20					
0.92						
GLADSTONE.....	1.18					
3.42						
CHATHAM.....	\$ 1.54		\$ 2.24		\$ 2.54	
2.00						
MADISON.....	\$ 1.50		\$ 2.20		\$ 2.50	
2.16						
CONVENT.....	\$ 1.47		\$ 2.17		\$ 2.47	
2.10						
MORRISTOWN.....	1.44		\$ 2.14		2.44	
2.21						
MORRIS PLAINS.....			\$ 2.10			
3.71						
MOUNT TABOR.....			\$ 2.04			
0.59						
DENVILLE.....Lv			\$ 2.02			
Roseville Ave. and Newark.		2	2	2	2	2
Orange and Roseville Ave.		2	2	2	2	2
Millburn and Orange.....		2	2	2	2	2
	PM	PM	PM	PM	PM	PM
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
	420	522	156	622	158	524

AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.
EASTWARD. First Class.

4:00PM 4:06PM	4:30PM 4:26PM	4:30PM 4:32PM	4:43PM 4:45PM	5:18PM 5:20PM		
160	422	624	162	X24	526	424 626
Mont- clair	Glad- stone	Dover	Mont- clair	South Orange	Morris- town	Glad- stone Dover
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
PM	PM	PM	PM	PM	PM	PM
\$ 3.56	\$ 4.20	\$ 4.26	\$ 4.30	\$ 4.41	\$ 5.16	
\$ 3.45		\$ 4.15				
\$ 3.43	\$ 4.06	\$ 4.13		\$ 4.28	\$ 5.03	
\$ 3.40	\$ 4.03	\$ 4.10		\$ 4.25	5.01	
\$ 3.38		\$ 4.08				
\$ 3.36		\$ 4.06				
\$ 3.34		\$ 4.04				
\$ 3.32		\$ 4.02				
3.30		4.00				
	\$ 4.01		\$ 4.23			
	\$ 4.00		\$ 4.22			
	\$ 3.57		\$ 4.20		\$ 4.58	
	\$ 3.55		\$ 4.18		\$ 4.56	
	\$ 3.52		\$ 4.16			
	\$ 3.50		\$ 4.14			
	\$ 3.48	4.07	\$ 4.12		\$ 4.52	
	\$ 3.45		\$ 4.09		\$ 4.50	
	\$ 3.42		\$ 4.06		\$ 4.47	
	\$ 3.40		\$ 4.04		\$ 4.45	
\$ 3.28	\$ 3.36		\$ 4.00	\$ 4.38	\$ 4.41	
	\$ 3.25			\$ 4.33		
3.22				\$ 4.30		
\$ 3.15				\$ 4.26		
\$ 3.13				\$ 4.23		
\$ 3.10				\$ 4.21		
\$ 3.07				\$ 4.18		
\$ 3.04				\$ 4.15		
\$ 3.01				\$ 4.12		
\$ 2.59				\$ 4.10		
\$ 2.52				\$ 4.03		
\$ 2.49				\$ 3.59		
2.47				3.57		
	\$ 3.30		\$ 3.54		\$ 4.33	
	\$ 3.26		\$ 3.50		\$ 4.29	
	\$ 3.22		\$ 3.47		\$ 4.25	
	\$ 3.19		3.44		\$ 4.22	
	\$ 3.13				\$ 4.18	
	\$ 3.08				\$ 4.12	
	\$ 3.07				\$ 4.10	
2	2	2	2	2	2	2
2	2	2	2	2	2	2
2	2	2	2	2	2	2
PM	PM	PM	PM	PM	PM	PM
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
160	422	624	162	X24	526	424 626

EASTWARD. First Class.

MORRISTOWN LINE, MONTCLAIR

FERRY CONNECTION BARCLAY ST. CHRISTOPHER ST.....	7.00PM 7.00PM		7.15PM 7.24PM	7.30PM 7.36PM	7.45PM 7.45PM	
STATIONS	172 Mont- clair Ex.Sa.&Su.	X34 South Orange Ex.Sa.&Su.	634 Dover Ex.Sa.&Su.	174 Mont- clair Ex.Sa.&Su.	528 Morris- town Ex.Sa.&Su.	X50 Morris Plains Ex.Sa.&Su.
HOBOKEN.....Ar	PM \$ 6.56	PM \$ 7.06	PM \$ 7.11	PM \$ 7.26	PM \$ 7.41	
WEST END.....						
HARRISON.....				\$ 7.15		
NEWARK.....	\$ 6.42		\$ 6.58	\$ 7.13	\$ 7.28	
ROSEVILLE AVENUE.....	\$ 6.39		\$ 6.55	\$ 7.10	\$ 7.25	
AMPERE.....	\$ 6.37			\$ 7.08		
WATSESSING AVE.....	\$ 6.34			\$ 7.06		
BLOOMFIELD.....	\$ 6.32			\$ 7.04		
GLEN RIDGE.....	\$ 6.30			\$ 7.02		
MONTCLAIR.....	6.28			7.00		
GROVE STREET.....			\$ 6.53		\$ 7.23	
EAST ORANGE.....			\$ 6.52		\$ 7.22	
BRICK CHURCH.....			\$ 6.50		\$ 7.20	
ORANGE.....			\$ 6.48		\$ 7.18	
HIGHLAND AVENUE.....			\$ 6.46		\$ 7.16	
MOUNTAIN STATION.....			\$ 6.44		\$ 7.14	
SOUTH ORANGE.....		6.40	\$ 6.42		\$ 7.12	
MAPLEWOOD.....			\$ 6.39		\$ 7.09	
MILLBURN.....			\$ 6.36		\$ 7.06	
SHORT HILLS.....			\$ 6.34		\$ 7.04	
SUMMIT.....			\$ 6.30		\$ 7.00	
WEST SUMMIT SIDING.....						
NEW PROVIDENCE.....						
MURRAY HILL.....						
BERKELEY HEIGHTS.....						
GILLETTE.....						
STIRLING.....						
MILLINGTON.....						
LYONS.....						
BASKING RIDGE.....						
BERNARDSVILLE.....						
MINE BROOK.....						
FAR HILLS.....						
PEAPACK.....						
GLADSTONE.....						
CHATHAM.....			\$ 6.24		\$ 6.54	
MADISON.....			\$ 6.20		\$ 6.50	
CONVENT.....			\$ 6.17		\$ 6.47	
MORRISTOWN.....			\$ 6.14		\$ 6.44	\$ 6.56
MORRIS PLAINS.....			\$ 6.10			\$ 6.52
MOUNT TABOR.....			\$ 6.04			
DENVILLE.....Lv			\$ 6.02			
Roseville Ave. and Newark. Orange and Roseville Ave. Millburn and Orange.	2 PM	2 PM	2 PM	2 PM	2 PM	
	172	X34	634	174	528	X50

AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.
EASTWARD. First Class.

8.00PM 8.00PM		8.15PM 8.24PM		8.45PM 8.48PM	8.45PM 8.48PM	9.15PM 9.24PM	9.30PM 9.35PM	
176 Mont- clair Ex.Sa.&Su.	X36 Millburn Ex.Sa.&Su.	636 Dover Ex.Sa.&Su.	428 Glad- stone Ex.Sa.&Su.	178 Mont- clair Ex.Sa.&Su.	316 Summit Ex.Sa.&Su.	638 Dover Ex.Sa.&Su.	180 Mont- clair Ex.Sa.&Su.	430 Glad- stone Ex.Sa.&Su.
PM \$ 7.56	PM	PM \$ 8.11	PM	PM \$ 8.39	PM \$ 8.41	PM \$ 9.11	PM \$ 9.26	PM
		\$ 8.00						
\$ 7.43		\$ 7.58		\$ 8.25	\$ 8.29	\$ 8.59	\$ 9.13	
\$ 7.40		\$ 7.55		\$ 8.22	\$ 8.26	\$ 8.56	\$ 9.10	
\$ 7.38				\$ 8.20			\$ 9.08	
\$ 7.36				\$ 8.18			\$ 9.06	
\$ 7.34				\$ 8.16			\$ 9.04	
\$ 7.32				\$ 8.14			\$ 9.02	
7.30				8.12			9.00	
		\$ 7.53			\$ 8.24	\$ 8.54		
		\$ 7.52			\$ 8.23	\$ 8.53		
		\$ 7.50			\$ 8.21	\$ 8.51		
		\$ 7.48			\$ 8.19	\$ 8.49		
		\$ 7.46			\$ 8.17	\$ 8.47		
		\$ 7.44			\$ 8.15	\$ 8.45		
	\$ 7.19	\$ 7.42			\$ 8.13	\$ 8.43		
		\$ 7.39			\$ 8.10	\$ 8.40		
	7.14	\$ 7.36			\$ 8.07	\$ 8.37		
		\$ 7.34			\$ 8.05	\$ 8.35		
		\$ 7.30	\$ 7.38		8.01	\$ 8.31		\$ 8.58
			\$ 7.35					\$ 8.55
			\$ 7.32					\$ 8.52
			\$ 7.28					\$ 8.48
			\$ 7.25					\$ 8.45
			\$ 7.23					\$ 8.42
			\$ 7.20					\$ 8.39
			\$ 7.17					\$ 8.36
			\$ 7.14					\$ 8.33
			\$ 7.11					\$ 8.31
			\$ 7.07					
			\$ 6.58					\$ 8.24
			\$ 6.50					\$ 8.17
			6.48					8.15
		\$ 7.24				\$ 8.25		
		\$ 7.20				\$ 8.21		
		\$ 7.17				\$ 8.18		
		\$ 7.14				\$ 8.15		
		\$ 7.10				\$ 8.11		
		\$ 7.04				\$ 8.06		
		\$ 7.02				\$ 8.04		
2 PM	1 PM	2 PM		2 PM	2 PM	2 PM	2 PM	
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
176	X36	636	428	178	316	638	180	430

EASTWARD. First Class.

MORRISTOWN LINE, MONTCLAIR

FERRY CONNECTION		10.00PM	10.00PM	10.30PM	10.30PM	10.30PM
BARCLAY ST.....						
CHRISTOPHER ST.....						
STATIONS		318	182	640	44	X38
		Summit	Mont-clair	Dover	Bing-hamton	Summit
		Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
		PM	PM	PM	PM	PM
HOBOKEN.....	Ar	\$ 9.41	\$ 9.56	\$ 10.11	\$ 10.25	\$ 11.10
1.92						
WEST END.....						
5.21						
HARRISON.....						
0.66						
NEWARK.....		\$ 9.29	\$ 9.43	\$ 9.58	\$ 10.12	\$ 10.40
1.23						
ROSEVILLE AVENUE...		\$ 9.26	\$ 9.40	\$ 9.55	10.08	10.28
0.66						
AMPERE.....			\$ 9.38			
1.23						
WATSESSING AVE.....			\$ 9.36			
0.70						
BLOOMFIELD.....			\$ 9.34			
0.69						
GLEN RIDGE.....			\$ 9.32			
0.92						
MONTCLAIR.....			9.30			10.00
0.54						
GROVE STREET.....		\$ 9.24		\$ 9.53		
0.45						
EAST ORANGE.....		\$ 9.23		\$ 9.52		\$ 10.20
0.59						
BRICK CHURCH.....		\$ 9.21		\$ 9.50		
0.86						
ORANGE.....		\$ 9.19		\$ 9.48	\$ 10.05	\$ 10.12
0.70						
HIGHLAND AVENUE...		\$ 9.17		\$ 9.46		
0.94						
MOUNTAIN STATION..		\$ 9.15		\$ 9.44		
0.75						
SOUTH ORANGE.....		\$ 9.13		\$ 9.42	9.51	\$ 9.55
1.30						
MAPLEWOOD.....		\$ 9.10		\$ 9.39		
1.61						
MILLBURN.....		\$ 9.07		\$ 9.36	9.48	9.50
1.08						
SHORT HILLS.....		\$ 9.05		\$ 9.34		
2.27						
SUMMIT.....		9.01		\$ 9.30	9.43	9.45
1.12						
WEST SUMMIT SIDING						
0.56						
NEW PROVIDENCE...						
1.59						
MURRAY HILL.....						
2.38						
BERKELEY HEIGHTS..						
1.38						
GILLETTE.....						
1.36						
STIRLING.....						
1.62						
MILLINGTON.....						
1.65						
LYONS.....						
1.87						
BASKING RIDGE.....						
1.16						
BERNARDSVILLE.....						
2.65						
MINE BROOK.....						
1.50						
FAR HILLS.....						
2.39						
PEAPACK.....						
0.92						
GLADSTONE.....						
3.42						
CHATHAM.....				\$ 9.24		

AND GLADSTONE BRANCHES.

**WEEK-DAY TRAINS.
EASTWARD. First Class.**

11.00PM	11.00PM	11.30PM		11.30PM		12.00MN	12.00MN	12.30AM
320	186	642	1050	188	432	322	190	644
Summit	Mont-clair	Dover	Branch-ville	Mont-clair	Glad-stone	Summit	Mont-clair	Dover
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Su.&Mo
PM	PM	PM	PM	PM	PM	PM	PM	AM
\$ 10.41	\$ 10.56	\$ 11.11	\$ 11.40	\$ 11.28		\$ 11.41	\$ 11.56	\$ 12.12
						\$ 11.31		
\$ 10.29	\$ 10.43	\$ 10.59	\$ 11.20 11.05	\$ 11.13		\$ 11.29	\$ 11.43	\$ 12.00
\$ 10.26	\$ 10.40	\$ 10.56	11.02	\$ 11.10		\$ 11.26	\$ 11.40	\$ 11.57
	\$ 10.38			\$ 11.08			\$ 11.38	
	\$ 10.36			\$ 11.06			\$ 11.36	
	\$ 10.34			\$ 11.04			\$ 11.34	
	\$ 10.32			\$ 11.02			\$ 11.32	
	10.30			11.00			11.30	
\$ 10.24		\$ 10.54				\$ 11.24		\$ 11.55
\$ 10.23		\$ 10.53				\$ 11.23		\$ 11.54
\$ 10.21		\$ 10.51				\$ 11.21		\$ 11.52
\$ 10.19		\$ 10.49	\$ 10.58 10.23			\$ 11.19		\$ 11.50
\$ 10.17		\$ 10.47				\$ 11.17		\$ 11.48
\$ 10.15		\$ 10.45				\$ 11.15		\$ 11.46
\$ 10.13		\$ 10.43	10.18			\$ 11.13		\$ 11.44
\$ 10.10		\$ 10.40				\$ 11.10		\$ 11.41
\$ 10.07		\$ 10.37	10.15			\$ 11.07		\$ 11.38
\$ 10.05		\$ 10.35				\$ 11.05		\$ 11.36
10.01		\$ 10.31	10.10		\$ 10.58	11.01		\$ 11.32
			No Passengers		\$ 10.55			
					10.52			
					\$ 10.48			
					\$ 10.45			
					\$ 10.42			
					\$ 10.39			
					\$ 10.36			
					\$ 10.33			
					\$ 10.31			
					\$ 10.24			
					\$ 10.20			
					10.18			
	See Local Instruction 130	\$ 10.25						\$ 11.26
		\$ 10.21						\$ 11.23
		\$ 10.18						\$ 11.20
		\$ 10.15	\$ 9.56					\$ 11.17
		\$ 10.11						\$ 11.13
		\$ 10.06						\$ 11.08
		\$ 10.04	9.46					\$ 11.06
2	2	2	2	2		2	2	2
2		2	2			2		2
PM	PM	PM	PM	PM	PM	PM	PM	PM
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
320	186	642	1050	188	432	322	190	644

				MORRISTOWN LINE,		
				WESTWARD. First Class.		
				301	101	657
Station Numbers	Car Capacity Siding in addition to Engine and Caboose	Distance from Hoboken	STATIONS	Summit	M'Clair	Dover
				Ex. Sa., Su. & Mon.	Ex. Sa., Su. & Mon.	Ex. Sa., Su. & Mon.
N-0			HOBOKEN.....N	AM 12.03	AM 12.15	AM 12.22
N-2		1.92	WEST END.....N			
N-7		7.13	HARRISON.....N	\$ 12.15	\$ 12.26	
N-8		7.79	NEWARK.....N	\$ 12.17	\$ 12.28	12.34
N-9		9.02	ROSEVILLE AVENUE.....N	\$ 12.20	\$ 12.31	12.36
M-1		9.68	AMPERE.....D		\$ 12.33	
M-2		10.91	WATSESSING AVE.....D		\$ 12.35	
M-3		11.61	BLOOMFIELD.....D		\$ 12.37	
Mr-3		12.20	GLEN RIDGE.....D		\$ 12.39	
M-4		13.12	MONTCLAIR.....N		\$ 12.42	
N-10		9.56	GROVE STREET.....D	\$ 12.21		
Nx-10		10.01	EAST ORANGE.....D	\$ 12.23		
N-11		10.60	BRICK CHURCH.....D	\$ 12.25		
Nx-11		11.46	ORANGE.....N	\$ 12.27		12.39
N-12		12.16	HIGHLAND AVENUE.....D	\$ 12.29		
N-13		13.10	MOUNTAIN STATION.....D	\$ 12.31		
N-14		13.85	SOUTH ORANGE.....D	\$ 12.33		12.42
N-15		15.15	MAPLEWOOD.....D	\$ 12.35		
N-17		16.76	MILLBURN.....D	\$ 12.38		12.45
N-18		17.84	SHORT HILLS.....D	\$ 12.40		
N-20		20.11	SUMMIT.....N	\$ 12.44		\$ 12.50
	48	21.23	WEST SUMMIT SIDING.....D			
P-3		21.79	NEW PROVIDENCE.....D			
P-3	17	23.38	MURRAY HILL.....T			
P-6	7	25.76	BERKELEY HEIGHTS.....D			
P-7		27.14	GILLETTE.....D			
P-8	20	28.50	STIRLING.....T			
P-10		30.12	MILLINGTON.....D			
P-12	20	31.77	LYONS.....D			
P-14	3	33.64	BASKING RIDGE.....T			
P-15	18	34.80	BERNARDSVILLE.....D			
P-17		37.45	MINE BROOK.....D			
P-19	10	38.95	FAR HILLS.....T			
P-21		41.34	PEAPACK.....T			
P-22		42.26	GLADSTONE.....D			
N-24		23.53	CHATHAM.....D		\$ 12.55	
N-26		25.53	MADISON.....D		\$ 12.58	
N-28		27.69	CONVENT.....D		\$ 1.02	
N-30		29.79	MORRISTOWN.....N		\$ 1.06	
N-32		32.00	MORRIS PLAINS.....D		\$ 1.10	
N-36		35.71	MOUNT TABOR.....D		\$ 1.15	
Nx-36		36.30	DENVILLE.....N		\$ 1.17	
Newark and Roseville Ave. Roseville Ave. and Orange. Orange and Millburn.....				AM 3	AM 3	AM 3
				Ex. Sa., Su. & Mon.	Ex. Sa., Su. & Mon.	Ex. Sa., Su. & Mon.
				301	101	657

See Local Instruction 130

See Local Instruction 130

MONTCLAIR AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

WESTWARD.										First Class.	
601	303	103	603	105	501	503	1009	X1			
Dover	Summit	M'Clair	Dover	M'Clair	Morris Plains	M'Plains	Branchville	Montclair			
Ex. Sa., Su. & Mon.	Ex. Sa., Su. & Mon.	Ex. Sa. & Su.	Ex. Sa., Su. & Mon.	Ex. Sa., Su. & Mon.	Mon. Only	Ex. Sa., Su. & Mon.	Ex. Sa. & Su.	Ex. Sa. & Su.			
Mon. Only	AM	AM	AM	AM	AM	AM	AM	AM			
12.30	12.30	12.45	1.05	1.50	1.50	2.20	3.35	5.30			
\$ 12.41			\$ 1.17								
\$ 12.43	\$ 12.43	\$ 12.58	\$ 1.19	\$ 2.03	\$ 2.03	\$ 2.33	\$ 4.00	\$ 5.50			
\$ 12.46	\$ 12.46	\$ 1.01	\$ 1.22	\$ 2.06	\$ 2.06	\$ 2.36	\$ 4.03	\$ 5.52			
		\$ 1.03		\$ 2.08							
		\$ 1.05		\$ 2.10							
		\$ 1.07		\$ 2.12				\$ 6.15			
		\$ 1.09		\$ 2.14							
		\$ 1.12		\$ 2.17				\$ 6.25			
\$ 12.47	\$ 12.47		\$ 1.23		\$ 2.07	\$ 2.37					
\$ 12.49	\$ 12.49		\$ 1.25		\$ 2.09	\$ 2.39	\$ 4.13				
\$ 12.51	\$ 12.51		\$ 1.27		\$ 2.11	\$ 2.41					
\$ 12.53	\$ 12.53		\$ 1.29		\$ 2.13	\$ 2.43	\$ 4.22				
\$ 12.55	\$ 12.55		\$ 1.31		\$ 2.15	\$ 2.45					
\$ 12.57	\$ 12.57		\$ 1.33		\$ 2.17	\$ 2.47					
\$ 12.59	\$ 12.59		\$ 1.35		\$ 2.19	\$ 2.49	\$ 4.29				
\$ 1.01	\$ 1.01		\$ 1.37		\$ 2.21	\$ 2.51	\$ 4.35				
\$ 1.04	\$ 1.04		\$ 1.40		\$ 2.24	\$ 2.54	\$ 4.38				
\$ 1.06	\$ 1.06		\$ 1.42		\$ 2.26	\$ 2.56					
\$ 1.10	\$ 1.10		\$ 1.46		\$ 2.30	\$ 3.00	\$ 4.57				
\$ 1.16			\$ 1.52		\$ 2.36	\$ 3.05	\$ 5.04				
\$ 1.20			\$ 1.56		\$ 2.39	\$ 3.08	\$ 5.12				
\$ 1.23			\$ 1.59		\$ 2.42	\$ 3.11					
\$ 1.27			\$ 2.03		\$ 2.46	\$ 3.14	\$ 5.35				
\$ 1.31			\$ 2.07		\$ 2.50	\$ 3.17	\$ 5.42				
\$ 1.37			\$ 2.13				\$ 5.49				
\$ 1.39			\$ 2.15				\$ 5.53				
3	3	3	3	3	3	3	3	3			
AM	AM	AM	AM	AM	AM	AM	AM	AM			
Mon. Only	Ex. Sa., Su. & Mon.	Ex. Sa. & Su.	Ex. Sa., Su. & Mon.	Ex. Sa., Su. & Mon.	Mon. Only	Ex. Sa., Su. & Mon.	Ex. Sa. & Su.	Ex. Sa. & Su.			
601	303	103	603	105	501	503	1009	X1			

Equipment for No. 116

		MORRISTOWN LINE, MONTCLAIR					
		WESTWARD.				First Class.	
STATIONS		403	505	107	109	X21	405
		Glad-stone	Morris-town	Mont-clair	Mont-clair	Mill-burn	Glad-stone
		Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.
HOBOKEN	Lv	AM	AM 6.15	AM 6.30	AM 6.50	AM	AM 7.00
WEST END							
HARRISON			\$ 6.26	\$ 6.41	\$ 7.01		
NEWARK			\$ 6.30	\$ 6.43	\$ 7.05		\$ 7.11
ROSEVILLE AVENUE			\$ 6.33	\$ 6.46	\$ 7.08		\$ 7.16
AMPERE				\$ 6.48	\$ 7.10		Meeting point Nos. 416-405 Lyons Siding
WATSESSING AVE.				\$ 6.50	\$ 7.12		
BLOOMFIELD				\$ 6.52	\$ 7.15		
GLEN RIDGE				\$ 6.54	\$ 7.17		
MONTCLAIR				\$ 6.57	\$ 7.20		
GROVE STREET			\$ 6.35				\$ 7.17
EAST ORANGE			\$ 6.38				\$ 7.19
BRICK CHURCH			\$ 6.40				\$ 7.21
ORANGE			\$ 6.43				\$ 7.23
HIGHLAND AVENUE			\$ 6.45				\$ 7.25
MOUNTAIN STATION			\$ 6.47				\$ 7.27
SOUTH ORANGE			\$ 6.50			7.20	\$ 7.29
MAPLEWOOD			\$ 6.53				\$ 7.31
MILLBURN			\$ 6.56			\$ 7.24	\$ 7.34
SHORT HILLS			\$ 6.59				\$ 7.37
SUMMIT		5.45	7.05				\$ 7.46
WEST SUMMIT SIDING							
NEW PROVIDENCE		5.48					\$ 7.49
MURRAY HILL		5.51					\$ 7.52
BERKELEY HEIGHTS		5.55					\$ 8.00
GILLETTE		5.58					\$ 8.02
STIRLING		6.00					\$ 8.05
MILLINGTON		6.03					\$ 8.08
LYONS		6.06					\$ 8.13
BASKING RIDGE		6.09					\$ 8.22
BERNARDSVILLE		6.13					\$ 8.25
MINE BROOK		6.22					
FAR HILLS		6.26					\$ 8.32
PEAPACK		6.28					\$ 8.36
GLADSTONE							\$ 8.38
CHATHAM		See Local Instruction 101	7.11				See Local Instruction 101
MADISON			7.14				
CONVENT			7.18				
MORRISTOWN			7.22				
MORRIS PLAINS							
MOUNT TABOR							
DENVILLE	Ar						
Newark and Roseville Ave. Roseville Ave. and Orange. Orange and Millburn			3	3	3	3	
		AM	AM	AM	AM	AM	AM
		Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.
		403	505	107	109	X21	405

AND GLADSTONE BRANCHES.						WEEK-DAY TRAINS.	
WESTWARD.						First Class.	
X23	X31	X51	605	111	305	X3	X27
Summit	Summit	Morris Plains	Dover	Montclair	Summit	Montclair	South Orange
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
AM	AM	AM	AM	AM	AM	AM	AM
	6.55		7.03	7.15	7.30	7.43	7.46
				\$ 7.27	\$ 7.41		
			\$ 7.19	\$ 7.29	\$ 7.43		
			\$ 7.21	\$ 7.32	\$ 7.46		
				\$ 7.34			
				\$ 7.36			
				\$ 7.38			
				\$ 7.40			
				\$ 7.43		\$ 8.03	
					\$ 7.47		
			\$ 7.24		\$ 7.49		
			\$ 7.26		\$ 7.51		
			\$ 7.31		\$ 7.53		
					\$ 7.55		
					\$ 7.57		
7.25	\$ 7.32		\$ 7.36		\$ 7.59		\$ 8.10
			\$ 7.40		\$ 8.02		
7.29			\$ 7.44		\$ 8.05		
			\$ 7.46		\$ 8.08		
\$ 7.35	\$ 7.47		\$ 7.54		\$ 8.13		
Equipment for No. 304	Equipment for No. 306	Equipment for No. 510					
			\$ 8.00				
			\$ 8.07				
			\$ 8.11				
		8.00	\$ 8.19				
		\$ 8.06	\$ 8.23				
			\$ 8.29				
			\$ 8.32				
3	3	3	3	3	3	3	3
AM	AM	AM	AM	AM	AM	AM	AM
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
X23	X31	X51	605	111	305	X3	X27

STATIONS		MORRISTOWN LINE, MONTCLAIR					
		WESTWARD.				First Class.	
		113	X29	X33	201	115	607
		Mont-clair Ex. Sa. & Su.	South Orange Ex. Sa. & Su.	Summit AM Ex. Sa. & Su.	Millburn AM Ex. Sa. & Su.	Mont-clair AM Ex. Sa. & Su.	Dover AM Ex. Sa. & Su.
HOBOKEN.....Lv	7.48	7.57	8.07	8.08	8.10	8.15	
WEST END.....							
HARRISON.....	\$ 8.00				\$ 8.21		
NEWARK.....	\$ 8.05			8.20	\$ 8.23	\$ 8.27	
ROSEVILLE AVENUE...	\$ 8.08			8.22	\$ 8.26	\$ 8.32	
AMPERE.....	\$ 8.10				\$ 8.28		
WATSESSING AVE.....	\$ 8.12				\$ 8.30		
BLOOMFIELD.....	\$ 8.14				\$ 8.32		
GLEN RIDGE.....	\$ 8.16				\$ 8.34		
MONTCLAIR.....	\$ 8.19				\$ 8.37		
GROVE STREET.....						\$ 8.38	
EAST ORANGE.....						\$ 8.35	
BRICK CHURCH.....						\$ 8.37	
ORANGE.....				\$ 8.27		\$ 8.40	
HIGHLAND AVENUE...						\$ 8.42	
MOUNTAIN STATION..						\$ 8.44	
SOUTH ORANGE.....	\$ 8.20			8.30		\$ 8.46	
MAPLEWOOD.....						\$ 8.48	
MILLBURN.....				\$ 8.39		\$ 8.51	
SHORT HILLS.....						\$ 8.53	
SUMMIT.....			\$ 8.40			\$ 8.58	
WEST SUMMIT SIDING		Equipment for No. 222	Equipment for No. 312	Equipment for No. 224 from Millburn. No passengers west of Orange			
NEW PROVIDENCE...							
MURRAY HILL.....							
BERKELEY HEIGHTS...							
GILLETTE.....							
STIRLING.....							
MILLINGTON.....							
LYONS.....							
BASKING RIDGE.....							
BERNARDSVILLE.....							
MINE BROOK.....							
FAR HILLS.....							
PEAPACK.....							
GLADSTONE.....							
CHATHAM.....	See Local Instruction 130				See Local Instruction 130	\$ 9.03	
MADISON.....						\$ 9.06	
CONVENT.....						\$ 9.10	
MORRISTOWN.....						\$ 9.14	
MORRIS PLAINS.....						\$ 9.18	
MOUNT TABOR.....						\$ 9.23	
DENVILLE.....Ar						\$ 9.25	
Newark and Roseville Ave.	3	3	3	3	3	3	
Roseville Ave. and Orange.							
Orange and Millburn.....							
	AM	AM	AM	AM	AM	AM	
	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	
	113	X29	X33	201	115	607	

AND GLADSTONE BRANCHES.							WEEK-DAY TRAINS.	
WESTWARD.							First Class.	
407	X53	117	609	119	507	121	611	
Gladstone	Morristown	Montclair	Dover	Montclair	Morristown	Montclair	Dover	
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	
AM	AM	AM	AM	AM	AM	AM	AM	
	8.35	8.40	9.00	9.15	9.30	9.45	10.00	
		\$ 8.51		\$ 9.28				
		\$ 8.53	\$ 9.18	\$ 9.28	\$ 9.43	\$ 10.00	\$ 10.13	
		\$ 8.56	\$ 9.16	\$ 9.31	\$ 9.46	\$ 10.03	\$ 10.16	
		\$ 8.58		\$ 9.33		\$ 10.05		
		\$ 9.00		\$ 9.35		\$ 10.07		
		\$ 9.02		\$ 9.37		\$ 10.10		
		\$ 9.04		\$ 9.39		\$ 10.12		
		\$ 9.07		\$ 9.42		\$ 10.15		
			\$ 9.17		\$ 9.47		\$ 10.17	
			\$ 9.19		\$ 9.49		\$ 10.19	
			\$ 9.21		\$ 9.51		\$ 10.21	
			\$ 9.23		\$ 9.53		\$ 10.23	
			\$ 9.25		\$ 9.55		\$ 10.25	
			\$ 9.27		\$ 9.57		\$ 10.27	
			\$ 9.29		\$ 9.59		\$ 10.29	
			\$ 9.31		\$ 10.01		\$ 10.31	
			\$ 9.34		\$ 10.04		\$ 10.34	
			\$ 9.36		\$ 10.06		\$ 10.36	
			\$ 9.40		\$ 10.10		\$ 10.40	
9.00								
\$ 9.03	Equipment for No. 512							
\$ 9.06								
\$ 9.13								
\$ 9.15								
\$ 9.18								
\$ 9.22								
\$ 9.25								
\$ 9.28								
\$ 9.31								
\$ 9.38								
\$ 9.42								
\$ 9.44								
See Local Instruction 101			\$ 9.46		\$ 10.16		\$ 10.46	
			\$ 9.49		\$ 10.19		\$ 10.49	
			\$ 9.53		\$ 10.23		\$ 10.53	
	\$ 9.25		\$ 9.57		\$ 10.27		\$ 10.57	
			\$ 10.01				\$ 11.01	
			\$ 10.07				\$ 11.07	
		\$ 10.09				\$ 11.09		
	3	3	3	3	3	3	3	
AM	AM	AM	AM	AM	AM	AM	AM	
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	
407	X53	117	609	119	507	121	611	

MORRISTOWN LINE, MONTCLAIR

STATIONS	WESTWARD.					
	First Class.					
	409	123	3	509	125	613
	Gladstone Ex.Sa.&Su.	Montclair Ex.Sa.&Su.	Buffalo Ex.Sa.&Su.	Morristown Ex.Sa.&Su.	Montclair Ex.Sa.&Su.	Dover Ex.Sa.&Su.
HOBOKEN.....Lv	10.05	10.15	10.30	10.35	10.45	11.00
1.92						
WEST END.....						
5.21						
HARRISON.....						
0.66						
NEWARK.....	\$ 10.18	\$ 10.28	\$ 10.43	\$ 10.48	\$ 10.58	\$ 11.13
1.23						
ROSEVILLE AVENUE...	10.20	\$ 10.31	10.45	\$ 10.51	\$ 11.01	\$ 11.16
0.66						
AMPEL.....		\$ 10.33			\$ 11.03	
1.23						
WATSESSING AVE.....		\$ 10.35			\$ 11.05	
0.70						
BLOOMFIELD.....		\$ 10.37			\$ 11.07	
0.59						
GLEN RIDGE.....		\$ 10.39			\$ 11.09	
0.92						
MONTCLAIR.....		\$ 10.42			\$ 11.12	
0.54						
GROVE STREET.....				\$ 10.52		\$ 11.17
0.45						
EAST ORANGE.....	\$ 10.23			\$ 10.54		\$ 11.19
0.59						
BRICK CHURCH.....	\$ 10.25		\$ 10.50	\$ 10.56		\$ 11.21
0.86						
ORANGE.....	\$ 10.28		10.51	\$ 10.58		\$ 11.23
0.70						
HIGHLAND AVENUE...				\$ 11.00		\$ 11.25
0.94						
MOUNTAIN STATION...				\$ 11.02		\$ 11.27
0.75						
SOUTH ORANGE.....	\$ 10.32		10.54	\$ 11.04		\$ 11.29
1.30						
MAPLEWOOD.....	\$ 10.35			\$ 11.06		\$ 11.31
1.61						
MILLBURN.....	\$ 10.38		10.57	\$ 11.09		\$ 11.34
1.08						
SHORT HILLS.....	\$ 10.40			\$ 11.11		\$ 11.36
2.27						
SUMMIT.....	\$ 10.50		\$ 11.03	\$ 11.15		\$ 11.40
1.12						
WEST SUMMIT SIDING	10.56					
0.56						
NEW PROVIDENCE...	\$ 10.57					
1.59						
MURRAY HILL.....	\$ 11.00					
2.38						
BERKELEY HEIGHTS...	\$ 11.04					
1.38						
GILLETTE.....	\$ 11.07					
1.36						
STIRLING.....	\$ 11.10					
1.62						
MILLINGTON.....	\$ 11.13					
1.65						
LYONS.....	\$ 11.17					
1.87						
BASKING RIDGE.....	\$ 11.20					
1.16						
BERNARDSVILLE...	\$ 11.23					
2.65						
MINE BROOK.....						
1.50						
FAR HILLS.....	\$ 11.30					
2.39						
PEAPACK.....	\$ 11.34					
0.92						
GLADSTONE.....	\$ 11.36					
3.42						
CHATHAM.....				\$ 11.21		\$ 11.46
2.00						
MADISON.....				\$ 11.24		\$ 11.49
2.16						
CONVENT.....				\$ 11.28		\$ 11.53
2.10						
MORRISTOWN.....			11.14	\$ 11.32		\$ 11.57
2.21						
MORRIS PLAINS.....						\$ 12.01
3.71						
MOUNT TABOR.....						\$ 12.07
0.59						
DENVILLE.....Ar			11.22			\$ 12.09
Newark and Roseville Ave. Roseville Ave. and Orange. Orange and Millburn.....		3 AM	3 1 AM	3 3 AM	3 AM	3 3 PM
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
	409	123	3	509	125	613

AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

	WESTWARD.							
	First Class.							
	127	511	411	129	615	131	513	133
	Montclair Ex.Sa.&Su.	Morristown Ex.Sa.&Su.	Gladstone Ex.Sa.&Su.	Montclair Ex.Sa.&Su.	Dover Ex.Sa.&Su.	Montclair Ex.Sa.&Su.	Morristown Ex.Sa.&Su.	Montclair Ex.Sa.&Su.
	AM	AM	PM	AM	NOON	PM	PM	PM
	11.15	11.30		11.45	12.00	12.15	12.30	12.45
				\$ 11.56				\$ 12.56
	\$ 11.28	\$ 11.44		\$ 12.00	\$ 12.13	\$ 12.28	\$ 12.43	\$ 12.58
	\$ 11.31	\$ 11.47		\$ 12.03	\$ 12.16	\$ 12.31	\$ 12.46	\$ 1.01
	\$ 11.33			\$ 12.05		\$ 12.33		\$ 1.03
	\$ 11.35			\$ 12.07		\$ 12.35		\$ 1.05
	\$ 11.37			\$ 12.10		\$ 12.37		\$ 1.07
	\$ 11.39			\$ 12.12		\$ 12.39		\$ 1.09
	\$ 11.42			\$ 12.15		\$ 12.42		\$ 1.12
		\$ 11.49			\$ 12.17		\$ 12.47	
		\$ 11.51			\$ 12.19		\$ 12.49	
		\$ 11.53			\$ 12.21		\$ 12.51	
		\$ 11.56			\$ 12.23		\$ 12.53	
		\$ 11.58			\$ 12.25		\$ 12.55	
		\$ 12.00			\$ 12.27		\$ 12.57	
		\$ 12.02			\$ 12.29		\$ 12.59	
		\$ 12.04			\$ 12.31		\$ 1.01	
		\$ 12.07			\$ 12.34		\$ 1.04	
		\$ 12.09			\$ 12.36		\$ 1.06	
		\$ 12.14	12.20		\$ 12.40		\$ 1.10	
			12.26					
			\$ 12.27					
			\$ 12.30					
			\$ 12.34					
			\$ 12.37					
			\$ 12.39					
			\$ 12.42					
			\$ 12.45					
			\$ 12.50					
			\$ 12.53					
			\$ 1.00					
			\$ 1.04					
			\$ 1.06					
	\$ 12.20				\$ 12.46		\$ 1.16	
	\$ 12.23				\$ 12.49		\$ 1.19	
	\$ 12.27				\$ 12.53		\$ 1.23	
	\$ 12.31				\$ 12.57		\$ 1.27	
					\$ 1.01			
					\$ 1.07			
					\$ 1.09			
	3 AM	3 3 PM		3 PM	3 3 PM	3 PM	3 3 PM	3 PM
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
	127	511	411	129	615	131	513	133

MORRISTOWN LINE, MONTCLAIR						
STATIONS	WESTWARD.					
	First Class.					
	621	417	135	517	139	627
	Dover	Gladstone	Montclair	Morristown	Montclair	Dover
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
HOBOKEN.....Lv	PM 1.00	PM	PM 1.15	PM 1.30	PM 1.45	PM 2.00
1.92						
WEST END.....						
5.21						
HARRISON.....						
0.66						
NEWARK.....	\$ 1.14		\$ 1.28	\$ 1.43	\$ 1.58	\$ 2.13
1.23						
ROSEVILLE AVENUE.....	\$ 1.17		\$ 1.31	\$ 1.46	\$ 2.01	\$ 2.16
0.66						
AMPERE.....			\$ 1.33		\$ 2.03	
1.23						
WATSESSING AVE.....			\$ 1.35		\$ 2.05	
0.70						
BLOOMFIELD.....			\$ 1.37		\$ 2.07	
0.59						
GLEN RIDGE.....			\$ 1.39		\$ 2.09	
0.92						
MONTCLAIR.....			\$ 1.42		\$ 2.12	
0.54						
GROVE STREET.....	\$ 1.18			\$ 1.47		\$ 2.17
0.45						
EAST ORANGE.....	\$ 1.20			\$ 1.49		\$ 2.19
0.59						
BRICK CHURCH.....	\$ 1.22			\$ 1.51		\$ 2.21
0.86						
ORANGE.....	\$ 1.25			\$ 1.53		\$ 2.23
0.70						
HIGHLAND AVENUE.....	\$ 1.27			\$ 1.55		\$ 2.25
0.94						
MOUNTAIN STATION.....	\$ 1.29			\$ 1.57		\$ 2.27
0.75						
SOUTH ORANGE.....	\$ 1.32			\$ 1.59		\$ 2.29
1.30						
MAPLEWOOD.....	\$ 1.35			\$ 2.01		\$ 2.31
1.61						
MILLBURN.....	\$ 1.38			\$ 2.04		\$ 2.34
1.08						
SHORT HILLS.....	\$ 1.40			\$ 2.06		\$ 2.36
2.27						
SUMMIT.....	\$ 1.45	1.50		\$ 2.10		\$ 2.40
1.12						
WEST SUMMIT SIDING.....		1.56				
0.56						
NEW PROVIDENCE.....	\$ 1.57					
1.59						
MURRAY HILL.....	\$ 2.00					
2.38						
BERKELEY HEIGHTS.....	\$ 2.04					
1.38						
GILLETTE.....	\$ 2.07					
1.36						
STIRLING.....	\$ 2.10					
1.62						
MILLINGTON.....	\$ 2.13					
1.65						
LYONS.....	\$ 2.17					
1.87						
BASKING RIDGE.....	\$ 2.20					
1.16						
BERNARDSVILLE.....	\$ 2.23					
2.65						
MINE BROOK.....						
1.50						
FAR HILLS.....	\$ 2.30					
2.39						
PEAPACK.....	\$ 2.34					
0.92						
GLADSTONE.....	\$ 2.36					
3.42						
CHATHAM.....	\$ 1.51			\$ 2.16		\$ 2.46
2.00						
MADISON.....	\$ 1.54			\$ 2.19		\$ 2.49
2.16						
CONVENT.....	\$ 1.58			\$ 2.23		\$ 2.53
2.10						
MORRISTOWN.....	\$ 2.02			\$ 2.27		\$ 2.57
2.21						
MORRIS PLAINS.....	\$ 2.06					\$ 3.01
3.71						
MOUNT TABOR.....	\$ 2.12					\$ 3.07
0.59						
DENVILLE.....Ar	\$ 2.14					\$ 3.09
Newark and Roseville Ave.	3		3	3	3	3
Roseville Ave. and Orange	3		3	3	3	3
Orange and Millburn.....	3		3	3	3	3
	PM	PM	PM	PM	PM	PM
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
	621	417	135	517	139	627

AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

WESTWARD.								
First Class.								
143	521	421	145	629	147	209	11	
Montclair	Morristown	Gladstone	Montclair	Dover	Montclair	South Orange	Scranton	
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	
PM 2.15	PM 2.30	PM	PM 2.45	PM 3.00	PM 3.15	PM 3.30	PM 3.25	
			\$ 2.56	\$ 3.11	\$ 3.26	\$ 3.41		
\$ 2.28	\$ 2.43		\$ 2.58	\$ 3.13	\$ 3.28	\$ 3.43	\$ 3.39	
\$ 2.31	\$ 2.46		\$ 3.01	\$ 3.16	\$ 3.31	\$ 3.46	\$ 3.41	
\$ 2.33			\$ 3.03		\$ 3.33			
\$ 2.35			\$ 3.05		\$ 3.35			
\$ 2.37			\$ 3.07		\$ 3.37			
\$ 2.39			\$ 3.09		\$ 3.39			
\$ 2.42			\$ 3.12		\$ 3.42			
	\$ 2.47			\$ 3.17		\$ 3.47		
	\$ 2.49			\$ 3.19		\$ 3.49		
	\$ 2.51			\$ 3.21		\$ 3.51	\$ 3.46	
	\$ 2.53			\$ 3.24		\$ 3.53	\$ 3.47	
	\$ 2.55			\$ 3.26		\$ 3.55		
	\$ 2.57			\$ 3.28		\$ 3.57		
	\$ 2.59			\$ 3.30		\$ 3.59	\$ 3.50	
	\$ 3.01			\$ 3.33				
	\$ 3.04			\$ 3.36			\$ 3.53	
	\$ 3.06			\$ 3.39				
	\$ 3.10	\$ 3.13		\$ 3.44			\$ 4.00	
		\$ 3.16						
		\$ 3.22						
		\$ 3.26						
		\$ 3.28						
		\$ 3.30						
		\$ 3.33						
		\$ 3.35						
		\$ 3.38						
		\$ 3.40						
		\$ 3.47						
		\$ 3.51						
		\$ 3.53						
	\$ 3.16			\$ 3.50				
	\$ 3.19			\$ 3.53				
	\$ 3.23			\$ 3.57				
	\$ 3.27			\$ 4.01			\$ 4.11	
				\$ 4.05				
				\$ 4.11				
				\$ 4.13			\$ 4.20	
3	3		3	3	3	3	3	
PM	PM	PM	PM	PM	PM	PM	PM	
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	
143	521	421	145	629	147	209	11	

Will not operate New Year's Day,
Memorial Day, Independence Day, Labor
Thanksgiving Day, Christmas Day,
Will operate Washington's Birthday

MORRISTOWN LINE, MONTCLAIR						
STATIONS	WESTWARD.			First Class.		
	631	211	149	633	423	311
	Dover	South Orange	Montclair	Dover	Gladstone	Summit
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
HOBOKEN.....Lv	PM 3.45	PM 4.00	PM 4.03	PM 4.15	PM	PM 4.15
1.92 WEST END.....						
5.21 HARRISON.....		\$ 4.11	\$ 4.15			\$ 4.27
0.66 NEWARK.....	\$ 3.58	\$ 4.13	\$ 4.17	\$ 4.28		\$ 4.31
1.23 ROSEVILLE AVENUE...	4.00	\$ 4.16	\$ 4.20	4.30		\$ 4.34
0.66 AMPERE.....			\$ 4.22		Meeting point Nos. 423-426 Lyons Siding	
1.23 WATSESSING AVE.....			\$ 4.24			
0.70 BLOOMFIELD.....			\$ 4.26			
0.59 GLEN RIDGE.....			\$ 4.28			
0.92 MONTCLAIR.....			\$ 4.31			
0.54 GROVE STREET.....		\$ 4.17				\$ 4.35
0.45 EAST ORANGE.....		\$ 4.19				\$ 4.37
0.59 BRICK CHURCH.....		\$ 4.21				\$ 4.39
0.86 ORANGE.....	4.03	\$ 4.23		4.33		\$ 4.41
0.70 HIGHLAND AVENUE...		\$ 4.25				\$ 4.43
0.94 MOUNTAIN STATION...		\$ 4.27				\$ 4.45
0.75 SOUTH ORANGE.....	\$ 4.07	\$ 4.30		4.36		\$ 4.47
1.30 MAPLEWOOD.....	\$ 4.10					\$ 4.50
1.61 MILLBURN.....	\$ 4.13			4.39		\$ 4.53
1.08 SHORT HILLS.....	\$ 4.16			\$ 4.41		\$ 4.55
2.27 SUMMIT.....	\$ 4.21			\$ 4.46	4.48	5.00
1.12 WEST SUMMIT SIDING						
0.66 NEW PROVIDENCE.....						
1.59 MURRAY HILL.....				4.53		
2.38 BERKELEY HEIGHTS.....				4.56		
1.38 GILLETTE.....						
1.36 STIRLING.....				5.00		
1.62 MILLINGTON.....				5.02		
1.65 LYONS.....				5.04		
1.87 BASKING RIDGE.....				5.07		
1.16 BERNARDSVILLE.....				5.10		
2.65 MINE BROOK.....				5.14		
1.50 FAR HILLS.....				5.17		
2.39 PEAPACK.....				5.21		
0.92 GLADSTONE.....				5.23		
3.42 CHATHAM.....	\$ 4.27	See Local Instruction 120		\$ 4.52	See Local Instruction 101	
2.00 MADISON.....	\$ 4.30			\$ 4.55		
2.16 CONVENT.....	\$ 4.34			\$ 4.59		
2.10 MORRISTOWN.....	\$ 4.38			\$ 5.03		
2.21 MORRIS PLAINS.....	\$ 4.42			\$ 5.13		
3.71 MOUNT TABOR.....	\$ 4.48			\$ 5.19		
0.59 DENVER.....Ar	\$ 4.50			\$ 5.21		
Newark and Roseville Ave. Roseville Ave. and Orange. Orange and Millburn.....	PM Ex.Sa.&Su.	PM Ex.Sa.&Su.	3 PM Ex.Sa.&Su.	3 PM Ex.Sa.&Su.	PM Ex.Sa.&Su.	3 PM Ex.Sa.&Su.
	631	211	149	633	423	311

AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

WESTWARD.

First Class.

635	427	151	217	5	523	219	153	
Dover	Gladstone	Montclair	South Orange	Buffalo	Morristown	South Orange	Montclair	
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	
PM 4.35	PM	PM 4.37	PM 4.45	PM 4.50	PM 4.55	PM 5.00	PM 5.03	
\$ 4.46		\$ 4.48	\$ 4.56				\$ 5.15	
\$ 4.48		\$ 4.50	\$ 4.58	\$ 5.03	\$ 5.08	\$ 5.12	\$ 5.17	
4.50		4.52	\$ 5.01	5.05	5.10	5.14	\$ 5.20	
		\$ 4.54					\$ 5.22	
		\$ 4.56					\$ 5.24	
		\$ 4.58					\$ 5.26	
		\$ 5.00					\$ 5.28	
		\$ 5.03					\$ 5.31	
			\$ 5.04			\$ 5.16		
			\$ 5.08			\$ 5.18		
			\$ 5.08	\$ 5.10		\$ 5.20		
4.53		\$ 5.10	5.11	5.13	\$ 5.22			
		\$ 5.12			\$ 5.24			
		\$ 5.14			\$ 5.26			
4.56		\$ 5.16	5.14	\$ 5.18	\$ 5.28			
				\$ 5.21				
4.59				5.17	\$ 5.24			
					\$ 5.27			
\$ 5.05	5.09			\$ 5.24	\$ 5.32			
	\$ 5.12							
	\$ 5.15							
	\$ 5.19							
	\$ 5.22							
	\$ 5.26							
	\$ 5.29							
	\$ 5.32							
	\$ 5.35							
	\$ 5.39							
	\$ 5.43							
	\$ 5.46							
	\$ 5.51							
	\$ 5.53							
\$ 5.10	See Local Instruction 101				\$ 5.37			
\$ 5.13					\$ 5.41			
\$ 5.17					\$ 5.45			
\$ 5.21				5.36	\$ 5.48			
\$ 5.25								
\$ 5.31								
\$ 5.33				5.45				
3 PM		3 PM	3 PM	3 PM	See Note PM	3 PM	3 PM	
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	
635	427	151	217	5	523	219	153	

MORRISTOWN LINE, MONTCLAIR						
STATIONS	WESTWARD.					
	First Class.					
	637	527	155	221	429	431
	Dover	Morris- town	Mont- clair	South Orange	Glad- stone	Glad- stone
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
HOBOKEN.....Lv	PM 5.07	PM 5.15	PM 5.15	PM 5.15	PM 5.20	PM
1.92						
WEST END.....						
5.21						
HARRISON.....			\$ 5.26	\$ 5.28		
0.66						
NEWARK.....	\$ 5.20	5.27	\$ 5.28	5.29	\$ 5.34	
1.23						
ROSEVILLE AVENUE...	5.22	5.29	\$ 5.31	5.31	5.36	
0.66						
AMPERE.....			\$ 5.34			
1.23						
WATSESSING AVE.....			\$ 5.37			
0.70						
BLOOMFIELD.....			\$ 5.39			
0.59						
GLEN RIDGE.....			\$ 5.41			
0.92						
MONTCLAIR.....			\$ 5.44			
0.54						
GROVE STREET.....				\$ 5.33		
0.45						
EAST ORANGE.....				\$ 5.35		
0.59						
BRICK CHURCH.....				\$ 5.37		
0.86						
ORANGE.....	5.25	5.32		\$ 5.39	5.39	
0.70						
HIGHLAND AVENUE...				\$ 5.41		
0.94						
MOUNTAIN STATION...				\$ 5.43		
0.75						
SOUTH ORANGE.....		5.35		\$ 5.45	5.42	
1.30						
MAPLEWOOD.....	\$ 5.31					
1.81						
MILLBURN.....	\$ 5.34	5.38			5.45	
1.08						
SHORT HILLS.....	\$ 5.36					
2.27						
SUMMIT.....	5.40	5.44			5.51	5.55
1.12						
WEST SUMMIT SIDING						
0.56						
NEW PROVIDENCE....					\$ 5.58	
1.59						
MURRAY HILL.....					5.56	\$ 6.01
2.38						
BERKELEY HEIGHTS...					5.59	\$ 6.05
1.88						
GILLETTE.....						\$ 6.08
1.36						
STIRLING.....					6.02	\$ 6.10
1.62						
MILLINGTON.....						\$ 6.13
1.65						
LYONS.....						\$ 6.16
1.87						
BASKING RIDGE.....					\$ 6.09	\$ 6.19
1.16						
BERNARDSVILLE...					\$ 6.12	\$ 6.22
2.65						
MINE BROOK.....					\$ 6.16	
1.50						
FAR HILLS.....					\$ 6.19	\$ 6.29
2.39						
PEAPACK.....					\$ 6.23	\$ 6.33
0.92						
GLADSTONE.....					\$ 6.25	\$ 6.35
3.42						
CHATHAM.....	\$ 5.45	5.50				
2.00						
MADISON.....	\$ 5.48	5.53				
2.16						
CONVENT.....	\$ 5.52	5.57				
2.10						
MORRISTOWN.....	\$ 5.56	6.01				
2.21						
MORRIS PLAINS.....	\$ 6.00					
3.71						
MOUNT TABOR.....	\$ 6.06					
0.59						
DENVILLE.....Ar	\$ 6.08					
Newark and Roseville Ave. Roseville Ave. and Orange. Orange and Millburn.....	3 See Note PM	1 PM	3 PM	1 PM	1 PM	1 PM
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
	637	527	155	221	429	431

AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

WESTWARD.							
First Class.							
531	223	639	157	225	227	159	641
Morris- town	South Orange	Dover	Mont- clair	Millburn	South Orange	Mont- clair	Dover
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
PM 5.22	PM 5.25	PM 5.30	PM 5.30	PM 5.32	PM 5.36	PM 5.37	PM 5.39
	\$ 5.38						
\$ 5.36	5.40	5.42	5.42	5.44	5.48	5.49	5.53
5.38	5.43	5.44	5.44	5.46	5.50	5.52	5.55
						5.55	
						5.58	
						6.00	
			\$ 5.49			6.02	
			5.52			6.05	
					5.52		
	\$ 5.45			5.49			
	5.47				5.56		
5.42	5.49	5.47		5.51	5.58		5.58
	5.51				6.00		
	5.53				6.02		
5.46	5.55	5.50			6.04		6.01
5.49				5.56			
5.54	5.53			5.59			6.04
5.57							6.07
6.03		5.58					6.12
TRACK ONE ORANGE TO SOUTH ORANGE TRACK THREE TO MILLBURN		See Local Instruction 130		Track One Orange to South Orange Track Three to Millburn			See Local Instruction 130
\$ 6.09							\$ 6.17
\$ 6.13		\$ 6.07					\$ 6.21
\$ 6.17		\$ 6.11					\$ 6.25
\$ 6.21		\$ 6.16					\$ 6.29
		\$ 6.21					\$ 6.34
		\$ 6.27					\$ 6.40
		\$ 6.29					\$ 6.42
See Note PM	See Note PM	See Note PM	See Note PM	See Note PM	See Note PM	See Note PM	See Note PM
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
531	223	639	157	225	227	159	641

MORRISTOWN LINE, MONTCLAIR						
STATIONS	WESTWARD.					
	First Class.					
	229	163	231	533	433	233
	Millburn	Montclair	South Orange	Morris Plains	Gladstone	South Orange
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
HOBOKEN.....Lv	PM 5.45	PM 5.45	PM 5.47	PM 5.51	PM 5.53	PM 5.55
1.92						
WEST END						
5.21						
HARRISON		\$ 5.57				\$ 6.06
0.66						
NEWARK	\$ 5.57	\$ 5.59	6.00	\$ 6.03	\$ 6.05	6.07
1.23						
ROSEVILLE AVENUE...	5.59	6.02	6.02	6.05	6.07	6.09
0.66						
AMPERE		\$ 6.04				
1.23						
WATSESSING AVE....		\$ 6.06				
0.70						
BLOOMFIELD		\$ 6.09				
0.59						
GLEN RIDGE		\$ 6.11				
0.92						
MONTCLAIR		\$ 6.14				
0.54						
GROVE STREET			\$ 6.04			\$ 6.11
0.45						
EAST ORANGE	\$ 6.02					
0.59						
BRICK CHURCH			\$ 6.07			\$ 6.14
0.86						
ORANGE	\$ 6.05			6.08	6.10	6.16
0.70						
HIGHLAND AVENUE...			\$ 6.11			\$ 6.18
0.94						
MOUNTAIN STATION..			\$ 6.13			\$ 6.20
0.75						
SOUTH ORANGE	\$ 6.09		\$ 6.15	6.11	6.13	6.22
1.30						
MAPLEWOOD	\$ 6.12					
1.81						
MILLBURN	\$ 6.16			6.15	6.17	
1.08						
SHORT HILLS					\$ 6.19	
2.27						
SUMMIT				\$ 6.22	6.24	
1.12						
WEST SUMMIT SIDING						
0.56						
NEW PROVIDENCE...					\$ 6.27	
1.59						
MURRAY HILL					\$ 6.30	
2.38						
BERKELEY HEIGHTS					\$ 6.34	
1.38						
GILLETTE					\$ 6.37	
1.36						
STIRLING					\$ 6.39	
1.62						
MILLINGTON					\$ 6.42	
1.65						
LYONS					\$ 6.45	
1.87						
BASKING RIDGE					\$ 6.48	
1.16						
BERNARDSVILLE					\$ 6.51	
2.65						
MINE BROOK					\$ 6.55	
1.50						
FAR HILLS					\$ 6.58	
2.39						
PEAPACK					\$ 7.02	
0.92						
GLADSTONE					\$ 7.04	
3.42						
CHATHAM				\$ 6.27		
2.00						
MADISON				\$ 6.30		
2.16						
CONVENT				\$ 6.34		
2.10						
MORRISTOWN				\$ 6.38		
2.21						
MORRIS PLAINS				\$ 6.42		
3.71						
MOUNT TABOR						
0.59						
DENVILLE.....Ar						
Newark and Roseville Ave.	PM	3	1	1	1	1
Roseville Ave. and Orange.	PM	PM	PM	PM	PM	PM
Orange and Millburn	PM	PM	PM	PM	PM	PM
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
	229	163	231	533	433	233

AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

WESTWARD.							
First Class.							
165	313	167	235	315	239	645	435
Montclair	Summit	Montclair	South Orange	Summit	South Orange	Dover	Gladstone
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
PM 6.00	PM 6.00	PM 6.03	PM 6.05	PM 6.15	PM 6.15	PM 6.17	PM
6.12	6.13	6.16	6.18	6.27	6.28	6.30	
6.14	6.16	6.19	6.20	6.29	6.30	6.32	
		6.21					
		6.23					
		6.26					
\$ 6.19		6.28					
\$ 6.22		6.31					
			6.22		6.31		
	6.18		6.24		6.33		
			6.26		6.35		
	6.21		6.28	6.32	6.37	6.35	
			6.30		6.39		
			6.32		6.41		
	6.25		6.34	6.35	6.43	6.38	
	6.28			6.37			
	6.31			6.42		6.41	
	6.33			6.45			
	6.37			6.50		6.48	6.50
Track One Orange to South Orange Track Three to Millburn							6.53
							6.56
							7.00
							7.03
							7.05
							7.08
							7.11
							7.14
							7.17
							7.21
							7.24
							7.28
							7.30
Track One Orange to South Orange Track Three to Millburn							6.53
							6.56
							7.00
							7.04
							7.08
							7.15
							7.17
1	See Note	3	1	3	1	3	
PM	PM	PM	PM	PM	PM	PM	
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
165	313	167	235	315	239	645	435

MORRISTOWN LINE, MONTCLAIR								
STATIONS	WESTWARD.						First Class.	
	169	241	535	171	647	437		
	Mont-clair	Millburn	Morris-town	Mont-clair	Dover	Glad-stone		
	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.		
	PM	PM	PM	PM	PM	PM		
HOBOKEN.....Lv	6.23	6.30	6.45	6.45	7.15			
WEST END.....								
HARRISON.....		6.41		6.57				
NEWARK.....	6.36	6.43	6.58	6.59	7.27			
ROSEVILLE AVENUE.....	6.38	6.46	7.00	7.02	7.29			
AMPERE.....	6.40			7.04				
WATSESSING AVE.....	6.42			7.06				
BLOOMFIELD.....	6.44			7.08				
GLEN RIDGE.....	6.46			7.10				
MONTCLAIR.....	6.49			7.13				
GROVE STREET.....		6.48	7.02					
EAST ORANGE.....		6.50	7.04					
BRICK CHURCH.....		6.52	7.06		7.32			
ORANGE.....		6.54	7.08					
HIGHLAND AVENUE.....		6.56	7.10					
MOUNTAIN STATION.....		6.58	7.12					
SOUTH ORANGE.....		7.00	7.14		7.36			
MAPLEWOOD.....		7.03	7.16		7.39			
MILLBURN.....		7.06	7.19		7.42			
SHORT HILLS.....			7.21		7.44			
SUMMIT.....			7.25		7.48	7.50		
WEST SUMMIT SIDING.....								
NEW PROVIDENCE.....						7.53		
MURRAY HILL.....						7.56		
BERKELEY HEIGHTS.....						8.00		
GILLETTE.....						8.03		
STIRLING.....						8.05		
MILLINGTON.....						8.08		
LYONS.....						8.11		
BASKING RIDGE.....						8.14		
BERNARDSVILLE.....						8.17		
MINE BROOK.....								
FAR HILLS.....						8.24		
PEAPACK.....						8.28		
GLADSTONE.....						8.30		
CHATHAM.....			7.31		7.53		See Local Instruction 161	
MADISON.....			7.34		7.56			
CONVENT.....			7.38		8.00			
MORRISTOWN.....			7.42		8.04			
MORRIS PLAINS.....					8.08			
MOUNT TABOR.....					8.14			
DENVILLE.....Ar					8.16			
Newark and Roseville Ave. Roseville Ave. and Orange. Orange and Millburn.....	1	241	535	3	647	437		
	PM	PM	PM	PM	PM	PM		
	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.	Ex. Sa. & Su.		

AND GLADSTONE BRANCHES.						WEEK-DAY TRAINS.		
WESTWARD				First Class.				
173	317	649	175	X39	7	177	651	
Mont-clair	Summit	Dover	Mont-clair	Summit	Buffalo	Mont-clair	Dover	
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	
PM 7.17	PM 7.20	PM 7.45	PM 7.47	PM 7.50	PM 8.15	PM 8.20	PM 8.30	
	f 7.31					f 8.31		
\$ 7.31	\$ 7.33	\$ 7.58	\$ 8.00	\$ 8.15	\$ 8.29	\$ 8.33	\$ 8.43	
\$ 7.34	\$ 7.36	\$ 8.01	\$ 8.03	8.17	8.31	\$ 8.36	\$ 8.46	
\$ 7.36			\$ 8.05			\$ 8.38		
\$ 7.38			\$ 8.07			\$ 8.40		
\$ 7.41			\$ 8.09			\$ 8.42		
\$ 7.43			\$ 8.11			\$ 8.44		
\$ 7.46			\$ 8.14			\$ 8.47		
	\$ 7.37	\$ 8.02					\$ 8.47	
	\$ 7.39	\$ 8.04		\$ 8.26			\$ 8.49	
	\$ 7.41	\$ 8.06			\$ 8.36		\$ 8.51	
	\$ 7.43	\$ 8.08		\$ 8.35	8.37		\$ 8.53	
	\$ 7.45	\$ 8.10					\$ 8.55	
	\$ 7.47	\$ 8.12					\$ 8.57	
	\$ 7.49	\$ 8.14		\$ 8.45	8.40		\$ 8.59	
	\$ 7.51	\$ 8.16					\$ 9.01	
	\$ 7.54	\$ 8.19		8.50	8.43		\$ 9.04	
	\$ 7.56	\$ 8.21					\$ 9.06	
	\$ 8.00	\$ 8.25		\$ 9.00	\$ 8.49		\$ 9.11	
				No Passengers				
		\$ 8.31					\$ 9.17	
		\$ 8.34					\$ 9.20	
		\$ 8.38					\$ 9.24	
		\$ 8.42			9.00		\$ 9.28	
		\$ 8.46					\$ 9.32	
	f 8.52						f 9.38	
	\$ 8.54				9.08		\$ 9.40	
3 PM	MONDAY PM	SUNDAY PM	3 PM	SUNDAY PM	3 PM	3 PM	3 PM	
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	
173	317	649	175	X39	7	177	651	

WEEK-DAY TRAINS.

[illegible]

		MORRISTOWN LINE,				
		EASTWARD.		First Class.		
Car Capacity Siding in addition to Engine and Caboose	Distance to Hoboken	STATIONS	700	702	646	X52
			Mont- clair	Mont- clair	Dover	Morris- town
			Sat. & Sun.	Sat. only	Sat. only	Sat. only
		HOBOKEN.....	AM	AM	AM	AM
		1.92 WEST END.....	\$ 12.27	\$ 12.58	\$ 1.11	\$ 1.15
	1.92	5.21 HARRISON.....	N			
	7.13	0.66 NEWARK.....	N	\$ 12.16		
	7.79	1.23 ROSEVILLE AVENUE.....	N	\$ 12.14	\$ 12.43	\$ 12.59
	9.02	0.66 T.....	N	\$ 12.11	\$ 12.40	\$ 12.56
		1.23 AMPERE.....	D	\$ 12.09	\$ 12.38	
	9.68	0.70 WATSESSING AVE.....	D	\$ 12.07	\$ 12.36	
	10.91	0.59 BLOOMFIELD.....	D	\$ 12.05	\$ 12.34	
	11.61	0.92 GLEN RIDGE.....	D	\$ 12.03	\$ 12.32	
	12.20	0.92 MONTCLAIR.....	N	12.01	12.30	
	13.12	0.54 GROVE STREET.....	D			\$ 12.54
	9.58	0.45 EAST ORANGE.....	D			\$ 12.53
	10.01	0.59 BRICK CHURCH.....	D			\$ 12.51
	10.60	0.86 ORANGE.....	N			\$ 12.49
	11.46	0.70 HIGHLAND AVENUE.....	D			\$ 12.47
	12.16	0.94 MOUNTAIN STATION.....	D			\$ 12.45
	13.10	0.75 SOUTH ORANGE.....	D			\$ 12.43
	13.85	1.30 MAPLEWOOD.....	D			\$ 12.40
	15.15	1.61 MILLBURN.....	D			\$ 12.37
	16.76	1.08 SHORT HILLS.....	D			\$ 12.35
	17.84	2.27 SUMMIT.....	N			\$ 12.31
	20.11	1.12 WEST SUMMIT SIDING.....				
48	21.23	0.56 NEW PROVIDENCE.....				
	21.79	1.59 MURRAY HILL.....	D			
17	23.38	2.38 BERKELEY HEIGHTS.....	T			
7	25.76	1.38 GILLETTE.....	D			
	27.14	1.36 STIRLING.....	D			
20	28.50	1.62 MILLINGTON.....	T			
	30.12	1.65 LYONS.....	D			
20	31.77	1.87 BASKING RIDGE.....	D			
3	33.64	1.16 BERNARDSVILLE.....	T			
18	34.80	2.65 MINE BROOK.....	D			
	37.45	1.50 FAR HILLS.....	D			
10	38.95	2.39 PEAPACK.....	T			
	41.34	0.92 GLADSTONE.....	T			
	42.26	3.42 CHATHAM.....	T			\$ 12.25
	23.53	2.00 MADISON.....	D			\$ 12.21
	25.53	2.16 CONVENT.....	D			\$ 12.18
	27.69	2.10 MORRISTOWN.....	N			\$ 12.15
	29.79	2.21 MORRIS PLAINS.....	D			\$ 12.11
	32.00	3.71 MOUNT TABOR.....	N			\$ 12.06
	35.71	0.59 DENVILLE.....	N			\$ 12.04
	36.30	Roseville Ave. and Newark. Orange and Roseville Ave. Millburn and Orange.	Lv	2	2	2
			AM	AM	AM	AM
			Sat. & Sun.	Sat. only	Sat. only	Sat. only
			700	702	646	X52

[illegible]

MORRISTOWN LINE, MONTCLAIR

		MORRISTOWN LINE, MONTCLAIR					
		EASTWARD.			First Class.		
STATIONS		710	900	902	712	8	802
	Mont-clair	Dover	Dover	Mont-clair	Buffalo	Glad-stone	
	Sat. only	Sat. only	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. only	
	AM	AM	AM	AM	AM	AM	
HOBOKEN.....Ar	\$ 6.24	\$ 6.26	\$ 7.10	\$ 7.12	\$ 7.30	.....	
1.92							
WEST END.....							
5.21							
HARRISON.....	\$ 6.12	\$ 6.15	\$ 6.59	\$ 7.01			
0.66							
NEWARK.....	\$ 6.10	\$ 6.13	\$ 6.57	\$ 6.59	\$ 7.16	.....	
1.23							
ROSEVILLE AVENUE..	\$ 6.07	\$ 6.10	\$ 6.54	\$ 6.56	7.10	.....	
0.66							
AMPERE.....	\$ 6.05			\$ 6.54			
1.23							
WATSESSING AVE....	\$ 6.03			\$ 6.51			
0.70							
BLOOMFIELD.....	\$ 6.01			\$ 6.49			
0.59							
GLEN RIDGE.....	\$ 5.59			\$ 6.47			
0.92							
MONTCLAIR.....	5.57			6.45			
0.54							
GROVE STREET.....		\$ 6.08	\$ 6.52				
0.45							
EAST ORANGE.....		\$ 6.07	\$ 6.51				
0.59							
BRICK CHURCH.....		\$ 6.05	\$ 6.49		\$ 7.07		
0.86							
ORANGE.....		\$ 6.03	\$ 6.47				
0.70							
HIGHLAND AVENUE..		\$ 6.01	\$ 6.45				
0.94							
MOUNTAIN STATION..		\$ 5.59	\$ 6.43				
0.75							
SOUTH ORANGE.....		\$ 5.57	\$ 6.41		7.00		
1.30							
MAPLEWOOD.....		\$ 5.54	\$ 6.39				
1.61							
MILLBURN.....		\$ 5.51	\$ 6.36		6.55		
1.08							
SHORT HILLS.....		\$ 5.49	\$ 6.34				
2.27							
SUMMIT.....		\$ 5.45	\$ 6.30		\$ 6.49	\$ 6.55	
1.12							
WEST SUMMIT SIDING							
0.56							
NEW PROVIDENCE...						\$ 6.52	
1.59							
MURRAY HILL.....						\$ 6.49	
2.38							
BERKELEY HEIGHTS..						\$ 6.45	
1.38							
GILLETTE.....						\$ 6.42	
1.36							
STIRLING.....						\$ 6.40	
1.62							
MILLINGTON.....						\$ 6.37	
1.65							
LYONS.....						\$ 6.34	
1.87							
BASKING RIDGE.....						\$ 6.31	
1.16							
BERNARDSVILLE...						\$ 6.29	
2.65							
MINE BROOK.....						\$ 6.25	
1.50							
FAR HILLS.....						\$ 6.22	
2.39							
PEAPACK.....						\$ 6.18	
0.92							
GLADSTONE.....						6.16	
3.42							
CHATHAM.....		\$ 5.39	\$ 6.24				
2.00							
MADISON.....		\$ 5.35	\$ 6.20				
2.16							
CONVENT.....		\$ 5.31	\$ 6.17				
2.10							
MORRISTOWN.....		\$ 5.28	\$ 6.14		6.35		
2.21							
MORRIS PLAINS....		\$ 5.24	\$ 6.10				
3.71							
MOUNT TABOR.....		\$ 5.19	\$ 6.04				
0.59							
DENVILLE.....Lv		\$ 5.17	\$ 6.03		6.26		
Roseville Ave. and Newark.	2	2	2	2	2		
Orange and Roseville Ave.		2	2		2		
Millburn and Orange.....	AM	AM	AM	AM	AM	AM	
	Sat. only	Sat. only	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. only	
	710	900	902	712	8	802	

AND GLADSTONE BRANCHES.

AND GLADSTONE BRANCHES.						SATURDAY AND SUNDAY TRAINS.		
EASTWARD.						First Class.		
904	714	X70	804	906	716	908	718	
Dover	Mont-clair	Mont-clair	Glad-stone	Dover	Mont-clair	Dover	Mont-clair	
Sat. only	Sat. & Sun.	Sat. only	Sat. only	Sat. & Sun.	Sat. only	Sat. only	Sat. & Sun.	
AM	AM	AM	AM	AM	AM	AM	AM	
\$ 7.39	\$ 7.41	\$ 7.50	.....	\$ 8.09	\$ 8.11	\$ 8.39	\$ 8.41	.....
\$ 7.28	\$ 7.29	.....	.....	\$ 7.58	.....	.....	.....	.....
\$ 7.26	\$ 7.27	7.37	.....	\$ 7.56	\$ 7.57	\$ 8.26	\$ 8.28	.....
\$ 7.23	\$ 7.25	7.35	.....	\$ 7.53	\$ 7.55	\$ 8.23	\$ 8.25	.....
.....	\$ 7.23	.....	.....	.....	\$ 7.53	.....	\$ 8.23	.....
.....	\$ 7.21	.....	.....	.....	\$ 7.51	.....	\$ 8.21	.....
.....	\$ 7.19	.....	.....	.....	\$ 7.49	.....	\$ 8.19	.....
.....	\$ 7.17	.....	.....	.....	\$ 7.47	.....	\$ 8.17	.....
.....	7.15	7.30	.....	.....	7.45	.....	8.15	.....
\$ 7.21	.....	.....	.....	\$ 7.51	.....	\$ 8.21	.....	.....
\$ 7.20	.....	.....	.....	\$ 7.50	.....	\$ 8.20	.....	.....
\$ 7.18	.....	.....	.....	\$ 7.48	.....	\$ 8.18	.....	.....
\$ 7.16	.....	.....	.....	\$ 7.46	.....	\$ 8.16	.....	.....
\$ 7.14	.....	.....	.....	\$ 7.44	.....	\$ 8.14	.....	.....
\$ 7.12	.....	.....	.....	\$ 7.42	.....	\$ 8.12	.....	.....
\$ 7.10	.....	.....	.....	\$ 7.40	.....	\$ 8.10	.....	.....
\$ 7.07	.....	.....	.....	\$ 7.37	.....	\$ 8.07	.....	.....
\$ 7.04	.....	.....	.....	\$ 7.34	.....	\$ 8.04	.....	.....
\$ 7.02	.....	.....	.....	\$ 7.32	.....	\$ 8.02	.....	.....
\$ 6.58	.....	.....	\$ 7.25	\$ 7.28	.....	\$ 7.58	.....	.....
See Local Instruction 130	See Local Instruction 130	No Passengers	\$ 7.22	.....	.....	.....	.....	.....
			\$ 7.19	.....	.....	.....	.....	.....
			\$ 7.15	.....	.....	.....	.....	.....
			\$ 7.12	.....	.....	.....	.....	.....
			\$ 7.09	.....	.....	.....	.....	.....
			\$ 7.06	.....	.....	.....	.....	.....
			\$ 7.03	.....	.....	.....	.....	.....
			\$ 7.00	.....	.....	.....	.....	.....
			\$ 6.58	.....	.....	.....	.....	.....
			\$ 6.54	.....	.....	.....	.....	.....
See Local Instruction 101	See Local Instruction 101	See Local Instruction 101	\$ 6.51	.....	.....	.....	.....	.....
			\$ 6.47	.....	.....	.....	.....	.....
			6.45	.....	.....	.....	.....	.....
			.....	\$ 7.19	.....	\$ 7.51	.....	.....
			.....	\$ 7.15	.....	\$ 7.48	.....	.....
			.....	\$ 7.12	.....	\$ 7.44	.....	.....
			.....	\$ 7.09	.....	\$ 7.40	.....	.....
			.....	\$ 7.05	.....	\$ 7.36	.....	.....
			.....	\$ 6.59	.....	\$ 7.30	.....	.....
			.....	\$ 6.57	.....	\$ 7.28	.....	.....
2 2 2 AM	2 AM	2 AM	 AM	2 2 2 AM	2 AM	2 2 2 AM	2 AM	..... ..... .....
Sat. only	Sat. & Sun.	Sat. only	Sat. only	Sat. & Sun.	Sat. only	Sat. only	Sat. & Sun.	.....
904	714	X70	804	906	716	908	718	.....

MORRISTOWN LINE, MONTCLAIR

STATIONS	EASTWARD. First Class.					
	910	X72	720	806	912	574
	Dover	Mont-clair	Mont-clair	Glad-stone	Dover	Morris-town
	Sat. only	Sun. only	Sat. only	Sat. & Sun.	Sun. only	Sat. only
	AM	AM	AM	AM	AM	AM
HOBOKEN.....Ar	\$ 8.56	\$ 9.00	\$ 9.11	AM	\$ 9.11	\$ 9.12
1.92						
WEST END.....						
5.21						
HARRISON.....					\$ 9.00	\$ 9.02
0.66						
NEWARK.....	\$ 8.43	\$ 8.47	\$ 8.58		\$ 8.58	\$ 9.00
1.23						
ROSEVILLE AVENUE.....	\$ 8.40	\$ 8.45	\$ 8.55		\$ 8.55	\$ 8.57
0.66						
AMPERE.....			\$ 8.53	Meeting Point Nos. 806-803 Lyons Siding		
1.23						
WATSESSING AVE.....			\$ 8.51			
0.70						
BLOOMFIELD.....			\$ 8.49			
0.59						
GLEN RIDGE.....			\$ 8.47			
0.92						
MONTCLAIR.....		\$ 8.40	\$ 8.45			
0.54						
GROVE STREET.....	\$ 8.38				\$ 8.53	\$ 8.55
0.45						
EAST ORANGE.....	\$ 8.36				\$ 8.52	\$ 8.54
0.59						
BRICK CHURCH.....	\$ 8.34				\$ 8.50	\$ 8.52
0.86						
ORANGE.....	\$ 8.32				\$ 8.48	\$ 8.50
0.70						
HIGHLAND AVENUE.....	\$ 8.30				\$ 8.46	\$ 8.48
0.64						
MOUNTAIN STATION.....	\$ 8.28				\$ 8.44	\$ 8.46
0.75						
SOUTH ORANGE.....	\$ 8.26				\$ 8.42	\$ 8.44
1.30						
MAPLEWOOD.....	\$ 8.23				\$ 8.39	\$ 8.41
1.61						
MILLBURN.....	\$ 8.20				\$ 8.36	\$ 8.38
1.08						
SHORT HILLS.....	\$ 8.18				\$ 8.34	\$ 8.36
2.27						
SUMMIT.....	\$ 8.14			\$ 8.28	\$ 8.30	\$ 8.32
1.12						
WEST SUMMIT SIDING						
0.56						
NEW PROVIDENCE.....				\$ 8.25		
1.59						
MURRAY HILL.....				\$ 8.22		
2.38						
BERKELEY HEIGHTS.....				\$ 8.18		
1.38						
GILLETTE.....				\$ 8.15		
1.36						
STIRLING.....				\$ 8.12		
1.62						
MILLINGTON.....				\$ 8.09		
1.65						
LYONS.....				\$ 8.06		
1.87						
BASKING RIDGE.....				\$ 8.03		
1.16						
BERNARDSVILLE.....				\$ 8.01		
2.65						
MINE BROOK.....				\$ 7.57		
1.50						
FAR HILLS.....				\$ 7.54		
2.39						
PEAPACK.....				\$ 7.50		
0.92						
GLADSTONE.....				\$ 7.48		
3.42						
CHATHAM.....	\$ 8.08				\$ 8.24	\$ 8.24
2.00						
MADISON.....	\$ 8.04				\$ 8.20	\$ 8.20
2.16						
CONVENT.....	\$ 8.01				\$ 8.17	\$ 8.17
2.10						
MORRISTOWN.....	\$ 7.58				\$ 8.14	\$ 8.14
2.21						
MORRIS PLAINS.....	\$ 7.54				\$ 8.10	
3.71						
MOUNT TABOR.....	\$ 7.48				\$ 8.04	
0.59						
DENVILLE.....Lv	\$ 7.46				\$ 8.02	
Roseville Ave. and Newark.	2	2	2		2	2
Orange and Roseville Ave.	2	2	2		2	2
Millburn and Orange.....	2	2	2		2	2
	AM	AM	AM	AM	AM	AM
	Sat. only	Sun. only	Sat. only	Sat. & Sun.	Sun. only	Sat. only
	910	X72	720	806	912	574

AND GLADSTONE BRANCHES.

SATURDAY AND
SUNDAY TRAINS.

EASTWARD.

First Class.

914	722	372	808	916	26	724	576
Dover	Mont-clair	Summit	Glad-stone	Dover	Scranton	Mont-clair	Morris-town
Sat. only	Sat. & Sun.	Sat. only	Sat. only	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. only
AM	AM	AM	AM	AM	AM	AM	AM
\$ 9.27	\$ 9.41	\$ 9.56		\$ 10.11	\$ 10.35	\$ 10.41	\$ 10.53
	\$ 9.30						
\$ 9.14	\$ 9.28	\$ 9.43		\$ 9.58	\$ 10.20	\$ 10.28	\$ 10.40
\$ 9.11	\$ 9.25	\$ 9.40		\$ 9.55	10.18	\$ 10.25	\$ 10.37
	\$ 9.23		Meeting Point Nos. 808-805 Lyons Siding			\$ 10.23	
	\$ 9.21					\$ 10.21	
	\$ 9.19					\$ 10.19	
	\$ 9.17					\$ 10.17	
	9.15					10.15	
\$ 9.09		\$ 9.38		\$ 9.53			\$ 10.35
\$ 9.08		\$ 9.37		\$ 9.52			\$ 10.34
\$ 9.06		\$ 9.35		\$ 9.50			\$ 10.32
\$ 9.04		\$ 9.33		\$ 9.48	10.14		\$ 10.30
\$ 9.02		\$ 9.31		\$ 9.46			\$ 10.28
\$ 9.00		\$ 9.29		\$ 9.44			\$ 10.26
\$ 8.58		\$ 9.27		\$ 9.42	10.11		\$ 10.24
\$ 8.55		\$ 9.24		\$ 9.39			\$ 10.21
\$ 8.52		\$ 9.21		\$ 9.36	10.08		\$ 10.18
\$ 8.50		\$ 9.19		\$ 9.34			\$ 10.16
\$ 8.46		9.15	\$ 9.28	\$ 9.30	10.02		\$ 10.12
			\$ 9.25				
			\$ 9.22				
			\$ 9.18				
			\$ 9.15				
			\$ 9.12				
			\$ 9.09				
			\$ 9.06				
			\$ 9.03				
			\$ 9.01				
			\$ 8.57				
			\$ 8.54				
			\$ 8.50				
			8.48				
\$ 8.40				\$ 9.24			\$ 10.06
\$ 8.36				\$ 9.20			\$ 10.02
\$ 8.33				\$ 9.17			\$ 9.59
\$ 8.30				\$ 9.14	9.51		\$ 9.55
\$ 8.26				\$ 9.10			
\$ 8.20				\$ 9.04			
\$ 8.18				\$ 9.02	9.43		
2	2	2		2	2	2	2
2	2	2		2	2	2	2
AM	AM	AM	AM	AM	AM	AM	AM
Sat. only	Sat. & Sun.	Sat. only	Sat. only	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. only
914	722	372	808	916	26	724	576

Will not operate New Year's Day,
Memorial Day, Independence Day, Labor Day,
Thanksgiving Day, Christmas Day,
Will operate Washington's Birthday

See Local
Instruction 101

SATURDAY AND SUNDAY TRAINS.

		EASTWARD.				First Class.	
		918	X42	578	726	810	920
STATIONS		Dover	Summit	Morris-town	Mont-clair	Glad-stone	Dover
		Sat. & Sun.	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
		AM	AM	AM	AM	AM	PM
HOBOKEN.....Ar	1.92	\$ 11.11	\$ 11.15	\$ 11.40	\$ 11.42		\$ 12.11
WEST END.....	5.21						
HARRISON.....	0.66						\$ 12.00
NEWARK.....	1.23	\$ 10.58	11.01	\$ 11.27	\$ 11.29		\$ 11.58
ROSEVILLE AVENUE.....	0.66	\$ 10.55	10.59	\$ 11.24	\$ 11.26		\$ 11.55
AMPERE.....	1.23				\$ 11.24		
WATSESSING AVE.....	0.70				\$ 11.21		
BLOOMFIELD.....	0.59				\$ 11.19		
GLEN RIDGE.....	0.92				\$ 11.17		
MONTCLAIR.....	0.54				11.15		
GROVE STREET.....	0.45	\$ 10.53		\$ 11.22			\$ 11.53
EAST ORANGE.....	0.59	\$ 10.52		\$ 11.21			\$ 11.52
BEICK CHURCH.....	0.86	\$ 10.50		\$ 11.19			\$ 11.50
ORANGE.....	0.70	\$ 10.48	10.56	\$ 11.17			\$ 11.48
HIGHLAND AVENUE.....	0.94	\$ 10.46		\$ 11.15			\$ 11.46
MOUNTAIN STATION.....	0.75	\$ 10.44		\$ 11.13			\$ 11.44
SOUTH ORANGE.....	1.30	\$ 10.42	10.53	\$ 11.11			\$ 11.42
MAPLEWOOD.....	1.61	\$ 10.39		\$ 11.09			\$ 11.39
MILLBURN.....	1.08	\$ 10.36	10.50	\$ 11.06			\$ 11.36
SHORT HILLS.....	2.27	\$ 10.34		\$ 11.04			\$ 11.34
SUMMIT.....	1.12	\$ 10.30	10.45	\$ 11.00		\$ 11.28	\$ 11.30
WESTSUMMITSIDING.....	0.66					\$ 11.25	
NEW PROVIDENCE.....	1.59					\$ 11.22	
MURRAY HILL.....	2.38					\$ 11.18	
BERKELEY HEIGHTS.....	1.38					\$ 11.15	
GILLETTE.....	1.36					\$ 11.12	
STIRLING.....	1.62					\$ 11.09	
MILLINGTON.....	1.65					\$ 11.06	
LYONS.....	1.87					\$ 11.03	
BASKING RIDGE.....	1.16					\$ 11.01	
BERNARDSVILLE.....	2.65					\$ 10.54	
MINE BROOK.....	1.50					\$ 10.50	
FAR HILLS.....	2.39					10.48	
PEAPACK.....	0.92						
GLADSTONE.....	3.42	\$ 10.24		\$ 10.54			\$ 11.24
CHATHAM.....	2.00	\$ 10.20		\$ 10.50			\$ 11.20
MADISON.....	2.16	\$ 10.17		\$ 10.47			\$ 11.17
CONVENT.....	2.10	\$ 10.14		10.44			\$ 11.14
MORRISTOWN.....	2.21	\$ 10.10					\$ 11.10
MORRIS PLAINS.....	3.71	\$ 10.04					\$ 11.04
MOUNT TABOR.....	0.59	\$ 10.02					\$ 11.02
DENVILLE.....Lv							
Roseville Ave. and Newark.	2	2	2	2		2	2
Orange and Roseville Ave.	2	2	2	2		2	2
Millburn and Orange.....	2	2	2	2		2	2
	AM	AM	AM	AM	AM	AM	AM
	Sat. & Sun.	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
	918	X42	578	726	810	920	

EASTWARD.							First Class.	
580	728	922	582	730	732	812	924	
Morris-town	Mont-clair	Dover	Morris-town	Mont-clair	Mont-clair	Glad-stone	Dover	
Sat. only	Sat. & Sun.	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. & Sun.	
PM \$ 12.40	PM \$ 12.42	PM \$ 1.11	PM \$ 1.40	PM \$ 1.42	PM \$ 1.56	PM	PM \$ 2.11	
		f 1.00						
\$ 12.27	\$ 12.29	\$ 12.58	\$ 1.27	\$ 1.29	\$ 1.48		\$ 1.58	
\$ 12.24	\$ 12.26	\$ 12.55	\$ 1.24	\$ 1.26	\$ 1.40		\$ 1.55	
	\$ 12.24			\$ 1.24	\$ 1.38			
	\$ 12.21			\$ 1.21	\$ 1.36			
	\$ 12.19			\$ 1.19	\$ 1.34			
	\$ 12.17			\$ 1.17	\$ 1.32			
	12.15			1.15	1.30			
\$ 12.22		\$ 12.53	\$ 1.22				\$ 1.53	
\$ 12.21		\$ 12.52	\$ 1.21				\$ 1.52	
\$ 12.19		\$ 12.50	\$ 1.19				\$ 1.50	
\$ 12.17		\$ 12.48	\$ 1.17				\$ 1.48	
\$ 12.15		\$ 12.46	\$ 1.15				\$ 1.46	
\$ 12.13		\$ 12.44	\$ 1.13				\$ 1.44	
\$ 12.11		\$ 12.42	\$ 1.11				\$ 1.42	
\$ 12.09		\$ 12.39	\$ 1.09				\$ 1.39	
\$ 12.06		\$ 12.36	\$ 1.06				\$ 1.36	
\$ 12.04		\$ 12.34	\$ 1.04				\$ 1.34	
\$ 12.00		\$ 12.30	\$ 1.00			\$ 1.23	\$ 1.30	
						\$ 1.25		
						\$ 1.22		
						\$ 1.18		
						\$ 1.15		
						\$ 1.12		
						\$ 1.09		
						\$ 1.06		
						\$ 1.03		
						\$ 1.01		
						f 12.57		
						\$ 12.54		
						\$ 12.50		
						12.48		
\$ 11.54		\$ 12.24	\$ 12.54			See Local Instruction 101	\$ 1.24	
\$ 11.50		\$ 12.20	\$ 12.50				\$ 1.20	
\$ 11.47		\$ 12.17	\$ 12.47				\$ 1.17	
11.44		\$ 12.14	12.44				\$ 1.14	
		\$ 12.10					\$ 1.10	
		f 12.04					f 1.04	
		\$ 12.02					\$ 1.02	
2 2 2 AM	2 2 PM	2 2 2 PM	2 2 2 PM	2 PM	2 PM		2 2 2 PM	
Sat. only	Sat. & Sun.	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. & Sun.	
580	728	922	582	730	732	812	924	

MORRISTOWN LINE, MONTCLAIR						
STATIONS	EASTWARD.					
	First Class.					
	2	734	584	926	588	736
	Buffalo Sat. & Sun.	Mont-clair Sat. & Sun.	Morris-town Sat. only	Dover Sat. & Sun.	Morris-town Sat. only	Mont-clair Sat. & Sun.
HOBOKEN.....Ar	PM \$ 2.40	PM \$ 2.42	PM \$ 2.46	PM \$ 3.11	PM \$ 3.40	PM \$ 3.42
WEST END.....						
HARRISON.....				\$ 3.00		\$ 3.31
NEWARK.....	\$ 2.25	\$ 2.29	\$ 2.33	\$ 2.58	\$ 3.27	\$ 3.29
ROSEVILLE AVENUE..	2.19	2.26	2.30	2.55	3.24	3.26
AMPERE.....		\$ 2.24				\$ 3.24
WATSESSING AVE....		\$ 2.21				\$ 3.21
BLOOMFIELD.....		\$ 2.19				\$ 3.19
GLEN RIDGE.....		\$ 2.17				\$ 3.17
MONTCLAIR.....		2.15				3.15
GROVE STREET.....			\$ 2.28	\$ 2.53	\$ 3.22	
EAST ORANGE.....			\$ 2.27	\$ 2.52	\$ 3.21	
BRICK CHURCH.....	\$ 2.16		\$ 2.25	\$ 2.50	\$ 3.19	
ORANGE.....			\$ 2.23	\$ 2.48	\$ 3.17	
HIGHLAND AVENUE..			\$ 2.21	\$ 2.46	\$ 3.15	
MOUNTAIN STATION..			\$ 2.19	\$ 2.44	\$ 3.13	
SOUTH ORANGE.....	2.11		\$ 2.17	\$ 2.42	\$ 3.11	
MAPLEWOOD.....			\$ 2.14	\$ 2.39	\$ 3.09	
MILLBURN.....	2.08		\$ 2.11	\$ 2.36	\$ 3.06	
SHORT HILLS.....			\$ 2.09	\$ 2.34	\$ 3.04	
SUMMIT.....	\$ 2.03		\$ 2.05	\$ 2.30	\$ 3.00	
WESTSUMMITSIDING	See Notes Page 107					
NEW PROVIDENCE...						
MURRAY HILL.....						
BERKELEY HEIGHTS..						
GILLETTE.....						
STIRLING.....						
MILLINGTON.....						
LYONS.....						
BASKING RIDGE.....						
BERNARDSVILLE....						
MINE BROOK.....						
FAR HILLS.....						
PEAPACK.....						
GLADSTONE.....						
CHATHAM.....			\$ 1.54	\$ 2.24	\$ 2.54	
MADISON.....			\$ 1.50	\$ 2.20	\$ 2.50	
CONVENT.....			\$ 1.47	\$ 2.17	\$ 2.47	
MORRISTOWN.....	\$ 1.52		1.44	\$ 2.14	2.44	
MORRIS PLAINS.....				\$ 2.10		
MOUNT TABOR.....				\$ 2.04		
DENVILLE.....Lv	1.44			\$ 2.02		
Roseville Ave. and Newark.	2	2	2	2	2	2
Orange and Roseville Ave.	2	2	2	2	2	2
Millburn and Orange.....	2	2	2	2	2	2
	PM	PM	PM	PM	PM	PM
	Sat. & Sun.	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. only	Sat. & Sun.
	2	734	584	926	588	736

AND GLADSTONE BRANCHES.								
SATURDAY AND SUNDAY TRAINS.								
STATIONS	EASTWARD.							
	First Class.							
	814	928	738	930	740	816	818	932
	Glad-stone Sat. only	Dover Sat. & Sun.	Mont-clair Sat. & Sun.	Dover Sat. & Sun.	Mont-clair Sat. & Sun.	Glad-stone Sat. only	Glad-stone Sun. only	Dover Sat. & Sun.
HOBOKEN.....Ar	PM \$ 4.11	PM \$ 4.41	PM \$ 5.11	PM \$ 5.41	PM \$ 5.41	PM \$ 5.57	PM \$ 6.06	PM \$ 6.06
WEST END.....								
HARRISON.....					\$ 5.30			
NEWARK.....	\$ 3.58	\$ 4.28	\$ 4.58	\$ 5.28		\$ 5.45	\$ 5.53	
ROSEVILLE AVENUE..	\$ 3.55	\$ 4.25	\$ 4.55	\$ 5.25		\$ 5.42	\$ 5.50	
AMPERE.....		\$ 4.23		\$ 5.23				
WATSESSING AVE....		\$ 4.21		\$ 5.21				
BLOOMFIELD.....		\$ 4.19		\$ 5.19				
GLEN RIDGE.....		\$ 4.17		\$ 5.17				
MONTCLAIR.....		4.15		5.15				
GROVE STREET.....	\$ 3.53		\$ 4.53					\$ 5.48
EAST ORANGE.....	\$ 3.52		\$ 4.52			\$ 5.40	\$ 5.47	
BRICK CHURCH.....	\$ 3.50		\$ 4.50			\$ 5.38	\$ 5.45	
ORANGE.....	\$ 3.48		\$ 4.48				\$ 5.43	
HIGHLAND AVENUE..	\$ 3.46		\$ 4.46				\$ 5.41	
MOUNTAIN STATION..	\$ 3.44		\$ 4.44				\$ 5.39	
SOUTH ORANGE.....	\$ 3.42		\$ 4.42			\$ 5.33	\$ 5.37	
MAPLEWOOD.....	\$ 3.39		\$ 4.39			\$ 5.30	\$ 5.34	
MILLBURN.....	\$ 3.36		\$ 4.36			\$ 5.27	\$ 5.31	
SHORT HILLS.....	\$ 3.34		\$ 4.34				\$ 5.29	
SUMMIT.....	\$ 3.28	\$ 3.80		\$ 4.80		\$ 5.20	\$ 5.21	\$ 5.25
WESTSUMMITSIDING	3.26					5.18		
NEW PROVIDENCE...	\$ 3.25					\$ 5.17	\$ 5.17	
MURRAY HILL.....	\$ 3.22					\$ 5.14	\$ 5.14	
BERKELEY HEIGHTS..	\$ 3.18					\$ 5.10	\$ 5.10	
GILLETTE.....	\$ 3.15					\$ 5.07	\$ 5.07	
STIRLING.....	\$ 3.12					\$ 5.04	\$ 5.04	
MILLINGTON.....	\$ 3.09					\$ 5.01	\$ 5.01	
LYONS.....	\$ 3.06					\$ 4.58	\$ 4.58	
BASKING RIDGE.....	\$ 3.03					\$ 4.55	\$ 4.55	
BERNARDSVILLE....	\$ 3.01					\$ 4.53	\$ 4.53	
MINE BROOK.....								
FAR HILLS.....	\$ 2.54					\$ 4.46	\$ 4.46	
PEAPACK.....	\$ 2.50					\$ 4.42	\$ 4.42	
GLADSTONE.....	2.48					4.40	4.40	
CHATHAM.....	\$ 3.24		\$ 4.24					\$ 5.19
MADISON.....	\$ 3.20		\$ 4.20					\$ 5.15
CONVENT.....	\$ 3.17		\$ 4.17					\$ 5.12
MORRISTOWN.....	\$ 3.14		\$ 4.14					\$ 5.09
MORRIS PLAINS.....	\$ 3.10		\$ 4.10					\$ 5.05
MOUNT TABOR.....	\$ 3.04		\$ 4.04					\$ 4.59
DENVILLE.....Lv	\$ 3.02		\$ 4.02					\$ 4.57
Roseville Ave. and Newark.	2	2	2	2	2	2	2	2
Orange and Roseville Ave.	2	2	2	2	2	2	2	2
Millburn and Orange.....	2	2	2	2	2	2	2	2
	PM	PM	PM	PM	PM	PM	PM	PM
	Sat. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. only	Sun. only	Sat. & Sun.
	814	928	738	930	740	816	818	932

STATIONS		MORRISTOWN LINE, MONTCLAIR									
		EASTWARD.			First Class.						
		6	742	934	X94	X74	744				
		Buffalo	Mont-clair	Dover	Dover	Mont-clair	Mont-clair				
		Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sun. only	Sat. only	Sat. & Sun.				
HOBOKEN.....Ar	PM	\$ 6.30	PM	\$ 6.41	\$ 6.52	PM	\$ 7.26	PM	\$ 7.41		
1.92											
WEST END.....											
5.21											
HARRISON.....											
0.66											
NEWARK.....	\$	6.16	\$	6.28	\$	6.39		\$	7.13	\$	7.28
1.23											
ROSEVILLE AVENUE..		6.10		6.25		6.36			7.10		7.25
0.66											
AMPERE.....				6.23							7.23
1.23											
WATSESSING AVE....				6.21							7.21
0.70											
BLOOMFIELD.....				6.19					7.08		7.19
0.59											
GLEN RIDGE.....				6.17							7.17
0.92											
MONTCLAIR.....				6.15					7.00		7.15
0.54											
GROVE STREET.....					\$	6.34					
0.45											
EAST ORANGE.....						6.33					
0.59											
BRICK CHURCH.....	\$	6.07				6.31					
0.86											
ORANGE.....						6.29	\$	6.32			
0.70											
HIGHLAND AVENUE..						6.27					
0.94											
MOUNTAIN STATION..						6.25					
0.75											
SOUTH ORANGE.....		6.02				6.23		6.28			
1.30											
MAPLEWOOD.....						6.20					
1.61											
MILLBURN.....		5.59				6.17		6.25			
1.08											
SHORT HILLS.....						6.15					
2.27											
SUMMIT.....	\$	5.54				6.11		6.20			
1.12											
WESTSUMMITSIDING											
0.56											
NEW PROVIDENCE...											
1.59											
MURRAY HILL.....											
2.38											
BERKELEY HEIGHTS..											
1.38											
GILLETTE.....											
1.36											
STIRLING.....											
1.62											
MILLINGTON.....											
1.65											
LYONS.....											
1.87											
BASKING RIDGE.....											
1.16											
BERNARDSVILLE...											
2.65											
MINE BROOK.....											
1.50											
FAR HILLS.....											
2.39											
PEAPACK.....											
0.92											
GLADSTONE.....											
3.42											
CHATHAM.....						6.05					
2.00											
MADISON.....						6.01					
2.16											
CONVENT.....						5.58					
2.10											
MORRISTOWN.....		5.43				5.55		6.08			
2.21											
MORRIS PLAINS.....						5.51					
3.71											
MOUNT TABOR.....						5.46					
0.59											
DENVILLE.....Lv		5.35				5.44		6.00			
Roseville Ave. and Newark.	2		2		2				2		2
Orange and Roseville Ave.	2				2						
Millburn and Orange.....	2					2					
	PM		PM		PM		PM		PM		PM
	Sat. & Sun.		Sat. & Sun.		Sat. & Sun.		Sun. only		Sat. only		Sat. & Sun.
	6		742		934		X94		X74		744

AND GLADSTONE BRANCHES.					SATURDAY AND SUNDAY TRAINS.		
EASTWARD.						First Class.	
374	X92	936	746	590	938	748	592
Summit	Dover	Dover	Mont-clair	Morris-town	Dover	Mont-clair	Morris-town
Sat. only	Sat. only	Sat. & Sun.	Sat. & Sun.	Sun. only	Sat. & Sun.	Sat. & Sun.	Sun. only
PM	PM	PM	PM	PM	PM	PM	PM
\$ 7.42	\$ 7.55	\$ 8.12	\$ 8.41	\$ 8.42	\$ 9.12	\$ 9.41	\$ 9.42
						\$ 9.29	
\$ 7.30	\$ 7.40	\$ 7.59	\$ 8.28	\$ 8.29	\$ 8.59	\$ 9.27	\$ 9.29
\$ 7.27	7.28	\$ 7.56	\$ 8.25	\$ 8.26	\$ 8.56	\$ 9.25	\$ 9.26
			\$ 8.23			\$ 9.23	
			\$ 8.21			\$ 9.21	
			\$ 8.19			\$ 9.19	
			\$ 8.17			\$ 9.17	
			8.15			9.15	
\$ 7.25		\$ 7.54		\$ 8.24	\$ 8.54		\$ 9.24
\$ 7.24	\$ 7.24	\$ 7.53		\$ 8.23	\$ 8.53		\$ 9.23
\$ 7.22		\$ 7.51		\$ 8.21	\$ 8.51		\$ 9.21
\$ 7.20	{ 7.10 6.43	\$ 7.49		\$ 8.19	\$ 8.49		\$ 9.19
\$ 7.18		\$ 7.47		\$ 8.17	\$ 8.47		\$ 9.17
\$ 7.16		\$ 7.45		\$ 8.15	\$ 8.45		\$ 9.15
\$ 7.14	\$ 6.38	\$ 7.43		\$ 8.13	\$ 8.43		\$ 9.13
\$ 7.11	\$ 6.34	\$ 7.40		\$ 8.10	\$ 8.40		\$ 9.10
\$ 7.08	6.30	\$ 7.37		\$ 8.07	\$ 8.37		\$ 9.07
\$ 7.06		\$ 7.35		\$ 8.05	\$ 8.35		\$ 9.05
7.02	\$ 6.25	\$ 7.31		\$ 8.01	\$ 8.31		\$ 9.01
	No Passengers	See Local Instruction 130			See Local Instruction 130		
	\$ 6.18	\$ 7.25		\$ 7.55	\$ 8.25		\$ 8.55
	\$ 6.13	\$ 7.21		\$ 7.51	\$ 8.21		\$ 8.51
		\$ 7.18		\$ 7.48	\$ 8.18		\$ 8.48
	\$ 6.04	\$ 7.15		7.45	\$ 8.15		8.45
	\$ 5.59	\$ 7.11			\$ 8.11		
		\$ 7.06			\$ 8.06		
	5.52	\$ 7.04			\$ 8.04		
2 2 PM	2 2 PM	2 2 PM	2 PM	2 2 PM	2 2 PM	2 PM	2 2 PM
Sat. only	Sat. only	Sat. & Sun.	Sat. & Sun.	Sun. only	Sat. & Sun.	Sat. & Sun.	Sun. only
374	X92	936	746	590	938	748	592

MORRISTOWN LINE, MONTCLAIR						
STATIONS	EASTWARD.					
	First Class.					
	24	820	940	44	X48	750
	Scranton	Gladstone	Dover	Binghamton	Summit	Montclair
	Sun. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. only	Sat. & Sun.
HOBOKEN.....Ar	\$ 9.55		\$ 10.12	\$ 10.25	\$ 11.25	\$ 10.41
1.92						
WEST END.....						
5.21						
HARRISON.....						
0.66						
NEWARK.....	\$ 9.40		\$ 9.59	\$ 10.12	\$ 10.55	\$ 10.28
1.23						
ROSEVILLE AVENUE..	9.36		\$ 9.56	10.08	10.44	\$ 10.25
0.66						
AMPERE.....						\$ 10.23
1.23						
WATSESSING AVE....						\$ 10.21
0.70						
BLOOMFIELD.....						\$ 10.19
0.59						
GLEN RIDGE.....						\$ 10.17
0.92						
MONTCLAIR.....						10.15
0.54						
GROVE STREET.....			\$ 9.54			
0.45						
EAST ORANGE.....			\$ 9.53			
0.59						
BRICK CHURCH.....	\$ 9.32		\$ 9.51			
0.86						
ORANGE.....			\$ 9.49	\$ 10.05	\$ 10.40	
0.70					10.07	
HIGHLAND AVENUE..			\$ 9.47			
0.94						
MOUNTAIN STATION..			\$ 9.45			
0.75						
SOUTH ORANGE.....	9.27		\$ 9.43	9.51	9.53	
1.30						
MAPLEWOOD.....			\$ 9.40			
1.61						
MILLBURN.....	9.24		\$ 9.37	9.48	9.50	
1.08						
SHORT HILLS.....			\$ 9.35			
2.27						
SUMMIT.....	\$ 9.19	\$ 9.24	\$ 9.31	9.43	9.45	
1.12						
WESTSUMMITSIDING						
0.56						
NEW PROVIDENCE...		\$ 9.21				
1.59						
MURRAY HILL.....		\$ 9.18				
2.38						
BERKELEY HEIGHTS..		\$ 9.14				
1.38						
GILLETTE.....		\$ 9.11				
1.36						
STIRLING.....		\$ 9.08				
1.62						
MILLINGTON.....		\$ 9.05				
1.65						
LYONS.....		\$ 9.02				
1.97						
BASKING RIDGE.....		\$ 8.59				
1.18						
BERNARDSVILLE....		\$ 8.57				
2.65						
MINE BROOK.....						
1.50						
FAR HILLS.....		\$ 8.50				
2.39						
PEAPACK.....		\$ 8.46				
0.92						
GLADSTONE.....		8.44				
3.42						
CHATHAM.....		\$ 9.24				
2.00						
MADISON.....		\$ 9.20				
2.16						
CONVENT.....		\$ 9.17				
2.10						
MORRISTOWN.....	9.06		\$ 9.14	9.32		
2.21						
MORRIS PLAINS.....			\$ 9.10			
3.71						
MOUNT TABOE.....			\$ 9.04			
0.59						
DENVILLE.....Lv	\$ 8.58		\$ 9.02	9.24		
Roseville Ave. and Newark.	2		2	2	2	2
Orange and Roseville Ave.	2		2	2	2	2
Millburn and Orange.....	2		2	2	2	2
	PM	PM	PM	PM	PM	PM
	Sun. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. only	Sat. & Sun.
	24	820	940	44	X48	750

Will not operate Dec. 23rd or Dec. 30th, 1951
Will not operate Thanksgiving Day or
Washington's Birthday

No Passengers

See Local
Instruction 130

AND GLADSTONE BRANCHES.

SATURDAY AND
SUNDAY TRAINS.

EASTWARD.						First Class.			
X96	942	752	822	944					
Orange	Dover	Montclair	Gladstone	Dover					
Sun. only	Sat. & Sun.	Sat. & Sun.	Sat. only	Sun. & Mon.					
PM	PM	PM	PM	AM					
\$ 11.10	\$ 11.12	\$ 11.41		\$ 12.12					
10.41	\$ 10.59	\$ 11.28		\$ 11.59					
10.39	\$ 10.56	\$ 11.25		\$ 11.56					
		\$ 11.23							
		\$ 11.21							
		\$ 11.19							
		\$ 11.17							
		11.15							
	\$ 10.54			\$ 11.54					
	\$ 10.53			\$ 11.53					
	\$ 10.51			\$ 11.51					
10.35	\$ 10.49			\$ 11.49					
	\$ 10.47			\$ 11.47					
	\$ 10.45			\$ 11.45					
	\$ 10.43			\$ 11.43					
	\$ 10.40			\$ 11.40					
	\$ 10.37			\$ 11.37					
	\$ 10.35			\$ 11.35					
	\$ 10.31		\$ 11.28	\$ 11.31					
			\$ 11.25						
			\$ 11.22						
			\$ 11.18						
			\$ 11.15						
			\$ 11.12						
			\$ 11.09						
			\$ 11.06						
			\$ 11.03						
			\$ 11.01						
			\$ 10.54						
			\$ 10.50						
			10.48						
	\$ 10.25			\$ 11.25					
	\$ 10.21			\$ 11.21					
	\$ 10.18			\$ 11.18					
	\$ 10.15			\$ 11.15					
	\$ 10.11			\$ 11.11					
	\$ 10.06			\$ 11.06					
	\$ 10.04			\$ 11.04					
2	2	2		2					
2	2	2		2					
PM	PM	PM		PM					
Sun. only	Sat. & Sun.	Sat. & Sun.	Sat. only	Sat. & Sun.					
X96	942	752	822	944					

No Passengers

See Local
Instruction 130

See Local
Instruction 101

See Local Instruction 130

			MORRISTOWN LINE.			
			WESTWARD. First Class.			
Car Capacity Siding in addition to Engine and Caboose	Station Numbers	Distance from Hoboken	STATIONS	371 Summit Sat. & Sun.	701 Mont- clair Sat. & Sun.	901 Dover Sat. & Sun.
	N-0		HOBOKEN.....N	AM 12.03	AM 12.15	AM 12.22
		1.92	WEST END.....N			
	N-7	7.13	HARRISON.....N	\$ 12.15	\$ 12.26	
	N-8	7.79	NEWARK.....N	\$ 12.17	\$ 12.28	12.34
	N-9	9.02	ROSEVILLE AVENUE.....N	\$ 12.20	\$ 12.31	12.36
	M-1	9.68	AMPERE.....D		\$ 12.33	
	M-2	10.91	WATSESSING AVE.....D		\$ 12.35	
	M-3	11.61	BLOOMFIELD.....D		\$ 12.37	
	MX-3	12.20	GLEN RIDGE.....D		\$ 12.39	
	M-4	13.12	MONTCLAIR.....N		\$ 12.42	
	N-10	9.56	GROVE STREET.....D	\$ 12.21		
	NX-10	10.01	EAST ORANGE.....D	\$ 12.23		
	N-11	10.60	BRICK CHURCH.....D	\$ 12.25		
	NX-11	11.46	ORANGE.....N	\$ 12.27		12.39
	N-12	12.16	HIGHLAND AVENUE.....D	\$ 12.29		
	N-13	13.10	MOUNTAIN STATION.....D	\$ 12.31		
	N-14	13.85	SOUTH ORANGE.....D	\$ 12.33		12.42
	N-15	15.16	MAPLEWOOD.....D	\$ 12.35		
	N-17	16.76	MILLBURN.....D	\$ 12.38		12.45
	N-18	17.84	SHORT HILLS.....D	\$ 12.40		
	N-20	20.11	SUMMIT.....N	\$ 12.44		\$ 12.50
48			WEST SUMMIT SIDING.....D			
	P-2	21.79	NEW PROVIDENCE.....D			
17	P-3	23.38	MURRAY HILL.....T			
7	P-6	25.76	BERKELEY HEIGHTS.....D			
	P-7	27.14	GILLETTE.....D			
20	P-8	28.50	STIRLING.....T			
	P-10	30.12	MILLINGTON.....D			
20	P-12	31.77	LYONS.....D			
3	P-14	33.64	BASKING RIDGE.....T			
18	P-15	34.80	BERNARDSVILLE.....D			
	P-17	37.45	MINE BROOK.....D			
10	P-19	38.95	FAR HILLS.....T			
	P-21	41.34	PEAPACK.....T			
	P-22	42.26	GLADSTONE.....D			
	N-24	23.53	CHATHAM.....D			\$ 12.55
	N-26	25.53	MADISON.....D			\$ 12.58
	N-28	27.69	CONVENT.....D			\$ 1.02
	N-30	29.79	MORRISTOWN.....N			\$ 1.06
	N-32	32.00	MORRIS PLAINS.....T			\$ 1.10
	N-36	35.71	MOUNT TABOR.....D			\$ 1.15
	NX-36	36.30	DENVILLE.....N			\$ 1.17
			Newark and Roseville Ave. Roseville Ave. and Orange. Orange and Millburn.....			
				Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
				371	701	901

MONTCLAIR AND GLADSTONE BRANCHES.

SATURDAY AND
SUNDAY TRAINS.

WESTWARD.

First Class.

801 Glad- stone Sun. only AM	373 Summit Sat. & Sun. AM	703 Mont- clair Sat. & Sun. AM	903 Dover Sat. & Sun. AM	705 Mont- clair Sat. & Sun. AM	571 Morris Plains Sat. & Sun. AM	1103 Branch- ville Sat. only AM	X41 Summit Sat. only AM
	\$ 12.30	12.45	1.05	1.50	2.20	4.00	4.15
	\$ 12.41		1.17				
	\$ 12.43	\$ 12.58	1.19	\$ 2.03	\$ 2.38	\$ 4.25	\$ 4.40
	\$ 12.46	\$ 1.01	\$ 1.22	\$ 2.06	\$ 2.36	\$ 4.28	4.42
		\$ 1.03		\$ 2.08			
		\$ 1.05		\$ 2.10			
		\$ 1.07		\$ 2.12			
		\$ 1.09		\$ 2.14			
		\$ 1.12		\$ 2.17			
	\$ 12.47		\$ 1.23		\$ 2.37		
	\$ 12.49		\$ 1.25		\$ 2.39	\$ 4.34	\$ 4.50
	\$ 12.51		\$ 1.27		\$ 2.41		
	\$ 12.53		\$ 1.29		\$ 2.43	\$ 4.38	\$ 4.54
	\$ 12.55		\$ 1.31		\$ 2.45		
	\$ 12.57		\$ 1.33		\$ 2.47		
	\$ 12.59		\$ 1.35		\$ 2.49	\$ 4.44	\$ 5.00
	\$ 1.01		\$ 1.37		\$ 2.51	\$ 4.49	\$ 5.05
	\$ 1.04		\$ 1.40		\$ 2.54	4.52	5.08
	\$ 1.06		\$ 1.42		\$ 2.56		
12.55	\$ 1.10		\$ 1.46		\$ 3.00	\$ 5.05	\$ 5.15
\$ 12.58							
\$ 1.01							
\$ 1.05							
\$ 1.08							
\$ 1.10							
\$ 1.13							
\$ 1.16							
\$ 1.19							
\$ 1.22							
\$ 1.29							
\$ 1.33							
\$ 1.35							
			\$ 1.52		\$ 3.05	\$ 5.11	
			\$ 1.56		\$ 3.08	\$ 5.19	
			\$ 1.59		\$ 3.11		
			\$ 2.03		\$ 3.14	\$ 5.40	
			\$ 2.07		\$ 3.18	\$ 5.47	
			\$ 2.13			\$ 5.54	
			\$ 2.15			\$ 5.58	
	3	3	3	3	3	3	3
AM	AM	AM	AM	AM	AM	AM	AM
Sun. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. only	Sat. only
801	373	703	903	705	571	1103	X41

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

No Passengers

MORRISTOWN LINE, MONTCLAIR

WESTWARD.

First Class.

STATIONS	1105	X71	573	803	375	707
	Branch-ville	Mont-clair	Morris-town	Glad-stone	Summit	Mont-clair
	Sun. only	Sat. only	Sat. only	Sat. only	Sat. only	Sat. & Sun.
	AM	AM	AM	AM	AM	AM
HOBOKEN.....Lv	4.30	6.15	6.45		7.30	7.32
1.92						
WEST END						
5.21						
HARRISON			6.56			
0.66						
NEWARK	4.44	6.35	7.00		7.43	7.45
1.23						
ROSEVILLE AVENUE	4.49	6.37	7.03		7.46	7.48
0.66						
AMPERE						7.50
1.23						
WATSESSING AVE.						7.52
0.70						
BLOOMFIELD		6.53				7.54
0.59						
GLEN RIDGE						7.56
0.92						
MONTCLAIR		7.00				7.59
0.54						
GROVE STREET			7.05		7.47	
0.45						
EAST ORANGE	4.53		7.08		7.49	
0.59						
BRICK CHURCH			7.10		7.51	
0.86						
ORANGE	4.58		7.13		7.53	
0.70						
HIGHLAND AVENUE			7.15		7.55	
0.94						
MOUNTAIN STATION			7.17		7.57	
0.75						
SOUTH ORANGE	5.03		7.19		7.59	
1.30						
MAPLEWOOD	5.07		7.21		8.01	
1.61						
MILLBURN	5.10		7.25		8.04	
1.08						
SHORT HILLS			7.29		8.06	
2.27						
SUMMIT	5.16		7.35	7.40	8.10	
1.12						
WESTSUMMITSIDING						
0.56						
NEW PROVIDENCE				7.43		
1.59						
MURRAY HILL				7.46		
2.38						
BERKELEY HEIGHTS				7.50		
1.38						
GILLETTE				7.53		
1.36						
STIRLING				7.55		
1.62						
MILLINGTON				7.58		
1.65						
LYONS				8.03		
1.87						
BASKING RIDGE				8.12		
1.16						
BERNARDSVILLE				8.15		
2.65						
MINE BROOK						
1.50						
FAR HILLS				8.22		
2.39						
PEAPACK				8.26		
0.92						
GLADSTONE				8.28		
3.42						
CHATHAM	5.22		7.41			
2.00						
MADISON	5.27		7.44			
2.16						
CONVENT			7.48			
2.10						
MORRISTOWN	5.35		7.52			
2.21						
MORRIS PLAINS	5.40					
3.71						
MOUNT TABOR	5.46					
0.59						
DENVILLE.....Ar	5.48					
Newark and Roseville Ave.		3				3
Roseville Ave. and Orange.						
Orange and Millburn						
	AM	AM	AM	AM	AM	AM
	Sun. only	Sat. only	Sat. only	Sat. only	Sat. only	Sat. & Sun.
	1105	X71	573	803	375	707

AND GLADSTONE BRANCHES.

SATURDAY AND SUNDAY TRAINS.

WESTWARD.

First Class.

X73	905	907	805	709	909	X43	711
Mont-clair	Dover	Dover	Glad-stone	Mont-clair	Dover	Summit	Mont-clair
Sun. only	Sat. only	Sun. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
AM	AM	AM	AM	AM	AM	AM	AM
7.45	7.50	8.00		8.30	9.00	9.10	9.30
				8.41			
8.05	8.07	8.13		8.43	9.13	9.30	9.43
8.07	8.10	8.16		8.46	9.16	9.32	9.46
				8.48			9.48
				8.50			9.50
8.23				8.52			9.52
				8.54			9.54
8.30				8.57			9.57
	8.11	8.17			9.17		
	8.14	8.19			9.19	9.44	
	8.16	8.21			9.21		
	8.19	8.23			9.23	9.55	
	8.21	8.25			9.25		
	8.23	8.27			9.27		
	8.25	8.29			9.29	10.05	
	8.29	8.31			9.31	10.10	
	8.32	8.34			9.34	10.14	
	8.34	8.36			9.36	10.17	
	8.39	8.40	8.43		9.40	10.25	
			8.46				
			8.49				
			8.53				
			8.56				
			8.58				
			9.01				
			9.03				
			9.12				
			9.15				
			9.22				
			9.26				
			9.28				
	8.45	8.46			9.46		
	8.48	8.50			9.49		
	8.52	8.53			9.53		
	8.57	8.57			9.57		
	9.02	9.01			10.01		
	9.08	9.07			10.07		
	9.10	9.09			10.09		
3				3			3
AM	AM	AM	AM	AM	AM	AM	AM
Sun. only	Sat. only	Sun. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
X73	905	907	805	709	909	X43	711

MORRISTOWN LINE, MONTCLAIR						
STATIONS	WESTWARD			First Class.		
	911	3	713	913	807	715
	Dover	Buffalo	Mont-clair	Dover	Glad-stone	Mont-clair
	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
HOBOKEN.....Lv	AM 10.00	AM 10.30	AM 10.35	AM 11.00	AM	AM 11.30
1.92						
WEST END.....						
5.21						
HARRISON.....			f 10.46			
0.66						
NEWARK.....	\$ 10.13	\$ 10.43	\$ 10.48	\$ 11.13		\$ 11.43
1.23						
ROSEVILLE AVENUE..	\$ 10.16	10.45	\$ 10.51	\$ 11.16		\$ 11.46
0.66						
AMPEEE.....			\$ 10.53			\$ 11.48
1.23						
WATSESSING AVE....			\$ 10.55			\$ 11.50
0.70						
BLOOMFIELD.....			\$ 10.57			\$ 11.52
0.59						
GLEN RIDGE.....			\$ 10.59			\$ 11.54
0.92						
MONTCLAIR.....			\$ 11.02			\$ 11.57
0.54						
GROVE STREET.....	\$ 10.17			\$ 11.17		
0.45						
EAST ORANGE.....	\$ 10.19			\$ 11.19		
0.59						
BRICK CHURCH.....	\$ 10.21	\$ 10.50		\$ 11.21		
0.86						
ORANGE.....	\$ 10.23	10.51		\$ 11.23		
0.70						
HIGHLAND AVENUE..	\$ 10.25			\$ 11.25		
0.94						
MOUNTAIN STATION..	\$ 10.27			\$ 11.27		
0.75						
SOUTH ORANGE.....	\$ 10.29	10.54		\$ 11.29		
1.30						
MAPLEWOOD.....	\$ 10.31			\$ 11.31		
1.61						
MILLBURN.....	\$ 10.34	10.57		\$ 11.34		
1.08						
SHORT HILLS.....	\$ 10.36			\$ 11.36		
2.27						
SUMMIT.....	\$ 10.40	\$ 11.03		\$ 11.40	11.43	
1.12						
WESTSUMMITSIDING						
0.56					\$ 11.46	
NEW PROVIDENCE...					\$ 11.49	
1.59						
MURRAY HILL.....					\$ 11.53	
2.38					\$ 11.56	
BERKELEY HEIGHTS..					\$ 11.58	
1.38						
GILLETTE.....					\$ 12.01	
1.36						
STIRLING.....					\$ 12.04	
1.62						
MILLINGTON.....					\$ 12.07	
1.65						
LYONS.....					\$ 12.10	
1.87						
BASKING RIDGE.....					\$ 12.17	
1.16						
BERNARDSVILLE...					\$ 12.21	
2.65						
MINE BROOK.....					\$ 12.23	
1.50						
FAR HILLS.....						
2.39						
PEAPACK.....						
0.92						
GLADSTONE.....						
3.42						
CHATHAM.....	\$ 10.46			\$ 11.46		
2.00						
MADISON.....	\$ 10.49			\$ 11.49		
2.16						
CONVENT.....	\$ 10.53			\$ 11.53		
2.10						
MORRISTOWN.....	\$ 10.57	11.14		\$ 12.00		
2.21						
MORRIS PLAINS.....	\$ 11.01			\$ 12.05		
3.71						
MOUNT TABOR.....	\$ 11.07			f 12.11		
0.59						
DENVILLE.....Ar	\$ 11.09	11.22		\$ 12.13		
Newark and Roseville Ave.			3			3
Roseville Ave. and Orange.						
Orange and Millburn.						
	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
	911	3	713	913	807	715

AND GLADSTONE BRANCHES.

SATURDAY AND SUNDAY TRAINS.

WESTWARD.								First Class.	
575	915	917	717	577	719	809	721		
Morris-town	Dover	Dover	Mont-clair	Morris-town	Mont-clair	Glad-stone	Mont-clair		
Sat. only	Sun. only	Sat. only	Sat. only	Sat. only	Sun. only	Sat. only	Sat. only		
AM 11.32	NOON 12.00	PM 12.15	PM 12.17	PM 12.30	PM 12.30	PM 12.45	PM 12.47		
				\$ 12.41			f 12.58		
\$ 11.45	\$ 12.13	\$ 12.28	\$ 12.30	\$ 12.43	\$ 12.43	\$ 12.58	\$ 1.00		
\$ 11.48	\$ 12.16	\$ 12.31	\$ 12.33	\$ 12.46	\$ 12.46	\$ 1.01	\$ 1.03		
			\$ 12.35		\$ 12.48		\$ 1.05		
			\$ 12.37		\$ 12.50		\$ 1.07		
			\$ 12.39		\$ 12.52		\$ 1.09		
			\$ 12.41		\$ 12.54		\$ 1.11		
			\$ 12.44		\$ 12.57		\$ 1.14		
\$ 11.49	\$ 12.17	\$ 12.33		\$ 12.47		\$ 1.02			
\$ 11.51	\$ 12.19	\$ 12.34		\$ 12.49		\$ 1.04			
\$ 11.53	\$ 12.21	\$ 12.36		\$ 12.51		\$ 1.06			
\$ 11.56	\$ 12.23	\$ 12.38		\$ 12.53		\$ 1.08			
\$ 11.58	\$ 12.25	\$ 12.40		\$ 12.55		\$ 1.10			
\$ 12.00	\$ 12.27	\$ 12.42		\$ 12.57		\$ 1.12			
\$ 12.02	\$ 12.29	\$ 12.44		\$ 12.59		\$ 1.14			
\$ 12.04	\$ 12.31	\$ 12.46		\$ 1.01		\$ 1.17			
\$ 12.07	\$ 12.34	\$ 12.49		\$ 1.04		\$ 1.20			
\$ 12.09	\$ 12.36	\$ 12.51		\$ 1.06		\$ 1.22			
\$ 12.14	\$ 12.40	\$ 12.55		\$ 1.10		\$ 1.23			
						\$ 1.31			
						\$ 1.34			
						\$ 1.38			
						\$ 1.41			
						\$ 1.43			
						\$ 1.46			
						\$ 1.48			
						\$ 1.52			
						\$ 1.55			
						\$ 2.02			
						\$ 2.06			
						\$ 2.08			
\$ 12.20	\$ 12.46	\$ 1.01		\$ 1.16					
\$ 12.23	\$ 12.49	\$ 1.04		\$ 1.19					
\$ 12.27	\$ 12.53	\$ 1.08		\$ 1.23					
\$ 12.31	\$ 1.00	\$ 1.12		\$ 1.27					
	\$ 1.05	\$ 1.16							
	f 1.11	f 1.22							
	\$ 1.13	\$ 1.24							
3	3	3	3	3	3	3	3		
PM	PM	PM	PM	PM	PM	PM	PM		
Sat. only	Sun. only	Sat. only	Sat. only	Sat. only	Sun. only	Sat. only	Sat. only		
575	915	917	717	577	719	809	721		

		MORRISTOWN LINE, MONTCLAIR

		MORRISTOWN LINE, MONTCLAIR					
		WESTWARD.			First Class.		
STATIONS		817	583	743	939	587	745
		Gladstone	Morristown	Montclair	Dover	Morristown	Montclair
		Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. & Sun.	Sun. only	Sat. & Sun.
		PM	PM	PM	PM	PM	PM
HOBOKEN.....Lv	1.92		6.30	6.32	7.00	7.30	7.32
WEST END.....	5.21						
HARRISON.....	0.68						
NEWARK.....	1.23		6.43	6.45	7.13	7.43	7.45
ROSEVILLE AVENUE..	0.66		6.46	6.48	7.16	7.46	7.48
AMPERE.....	1.23			6.50			7.50
WATSESSING AVE....	0.70			6.52			7.52
BLOOMFIELD.....	0.59			6.54			7.54
GLEN RIDGE.....	0.92			6.56			7.56
MONTCLAIR.....	0.54			6.59			7.59
GROVE STREET.....	0.45		6.47		7.17	7.47	
EAST ORANGE.....	0.59		6.49		7.19	7.49	
BRICK CHURCH.....	0.86		6.51		7.21	7.51	
ORANGE.....	0.70		6.53		7.23	7.53	
HIGHLAND AVENUE..	0.94		6.55		7.25	7.55	
MOUNTAIN STATION..	0.75		6.57		7.27	7.57	
SOUTH ORANGE.....	1.30		6.59		7.29	7.59	
MAPLEWOOD.....	1.61		7.01		7.31	8.01	
MILLBURN.....	1.03		7.04		7.34	8.04	
SHORT HILLS.....	2.27		7.06		7.36	8.06	
SUMMIT.....		6.43	7.10		7.40	8.10	
WESTSUMMITSIDING	0.56						
NEW PROVIDENCE...	1.59	6.46					
MURRAY HILL.....	2.38	6.49					
BERKELEY HEIGHTS..	1.38	6.53					
GILLETTE.....	1.36	6.56					
STIRLING.....	1.62	6.58					
MILLINGTON.....	1.65	7.01					
LYONS.....	1.87	7.04					
BASKING RIDGE.....	1.16	7.07					
BERNARDSVILLE...	2.65	7.10					
MINE BROOK.....	1.50	7.14					
FAR HILLS.....	2.39	7.17					
PEAPACK.....	0.92	7.21					
GLADSTONE.....		7.23					
CHATHAM.....	2.00		7.16		7.46	8.16	
MADISON.....	2.16		7.19		7.49	8.19	
CONVENT.....	2.10		7.23		7.53	8.23	
MORRISTOWN.....	2.21		7.27		7.57	8.27	
MORRIS PLAINS.....	3.71				8.01		
MOUNT TABOR.....	0.59				8.07		
DENVILLE.....Ar					8.09		
Newark and Roseville Ave.			3	3	3	3	3
Roseville Ave. and Orange.							
Orange and Millburn.							
		PM	PM	PM	PM	PM	PM
		Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. & Sun.	Sun. only	Sat. & Sun.
		817	583	743	939	587	745

AND GLADSTONE BRANCHES.

**SATURDAY AND
SUNDAY TRAINS.**

WESTWARD.						SUNDAY TRAINS.		First Class.
941	X45	7	589	747	943	819	749	
Dover	Summit	Buffalo	Morris- town	Mont- clair	Dover	Glad- stone	Mont- clair	
Sat. & Sun.	Sat. only	Sat. & Sun.	Sun. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	
PM 7.45	PM 7.50	PM 8.15	PM 8.30	PM 8.32	PM 9.00	PM	PM 9.30	
							\$ 9.41	
\$ 7.58	\$ 8.15	\$ 8.29	\$ 8.43	\$ 8.45	\$ 9.13		\$ 9.43	
\$ 8.01	8.17	8.31	8.46	8.48	9.16		9.46	
				\$ 8.50			\$ 9.48	
				\$ 8.52			\$ 9.50	
				\$ 8.54			\$ 9.52	
				\$ 8.56			\$ 9.54	
				\$ 8.59			\$ 9.57	
\$ 8.02			\$ 8.47		\$ 9.17			
\$ 8.04	\$ 8.26		\$ 8.49		\$ 9.19			
\$ 8.06		\$ 8.36	\$ 8.51		\$ 9.21			
\$ 8.08	(8.30 8.45)	8.37	\$ 8.53		\$ 9.23			
\$ 8.10			\$ 8.55		\$ 9.25			
\$ 8.12			\$ 8.57		\$ 9.27			
\$ 8.14	\$ 8.53	8.40	\$ 8.59		\$ 9.29			
\$ 8.16			\$ 9.01		\$ 9.31			
\$ 8.19	8.58	8.43	\$ 9.04		\$ 9.34			
\$ 8.21			\$ 9.06		\$ 9.36			
\$ 8.25	\$ 9.08	\$ 8.49	\$ 9.10		\$ 9.40	9.43		
							\$ 9.46	
							\$ 9.49	
							\$ 9.53	
							\$ 9.56	
							\$ 9.58	
							\$ 10.01	
							\$ 10.04	
							\$ 10.07	
							\$ 10.10	
							\$ 10.17	
							\$ 10.21	
							\$ 10.23	
\$ 8.31			\$ 9.16		\$ 9.46			
\$ 8.34			\$ 9.19		\$ 9.49			
\$ 8.38			\$ 9.23		\$ 9.53			
\$ 8.42		9.00	\$ 9.27		\$ 9.57			
\$ 8.46					\$ 10.01			
\$ 8.52					\$ 10.07			
\$ 8.54		9.08			\$ 10.09			
See Local Instruction 100	See Local Instruction 100	See Local Instruction 100	See Local Instruction 100	3	See Local Instruction 100		3	
PM	PM	PM	PM	PM	PM	PM	PM	PM
Sat. & Sun.	Sat. only	Sat. & Sun.	Sun. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
941	X45	7	589	747	943	819	749	

		MORRISTOWN LINE, MONTCLAIR					
		WESTWARD.			First Class.		
		591	945	751	947	593	753
STATIONS		Morris- town	Dover	Mont- clair	Dover	Morris Plains	Mont- clair
		Sun. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. only	Sat. & Sun.
		PM	PM	PM	PM	PM	PM
HOBOKEN.....Lv	1.92	9.32	10.00	10.30	11.00	11.30	11.32
WEST END.....	5.21						
HARRISON.....	0.66						
NEWARK.....	1.23	\$ 9.45	\$ 10.13	\$ 10.43	\$ 11.13	\$ 11.43	\$ 11.45
ROSEVILLE AVENUE..	0.66	\$ 9.48	\$ 10.16	\$ 10.46	\$ 11.16	\$ 11.46	\$ 11.48
AMPERE.....	1.23			\$ 10.48			\$ 11.50
WATESSING AVE.....	0.70			\$ 10.50			\$ 11.52
BLOOMFIELD.....	0.59			\$ 10.52			\$ 11.54
GLEN RIDGE.....	0.92			\$ 10.54			\$ 11.56
MONTCLAIR.....	0.54			\$ 10.57			\$ 11.59
GROVE STREET.....	0.45	\$ 9.49	\$ 10.17		\$ 11.17	\$ 11.47	
EAST ORANGE.....	0.59	\$ 9.51	\$ 10.19		\$ 11.19	\$ 11.49	
BRICK CHURCH.....	0.86	\$ 9.53	\$ 10.21		\$ 11.21	\$ 11.51	
ORANGE.....	0.70	\$ 9.55	\$ 10.23		\$ 11.23	\$ 11.53	
HIGHLAND AVENUE..	0.94	\$ 9.57	\$ 10.25		\$ 11.25	\$ 11.55	
MOUNTAIN STATION..	0.75	\$ 9.59	\$ 10.27		\$ 11.27	\$ 11.57	
SOUTH ORANGE.....	1.30	\$ 10.01	\$ 10.29		\$ 11.29	\$ 11.59	
MAPLEWOOD.....	1.61	\$ 10.03	\$ 10.31		\$ 11.31	\$ 12.02	
MILLBURN.....	1.08	\$ 10.06	\$ 10.34		\$ 11.34	\$ 12.05	
SHORT HILLS.....	2.27	\$ 10.08	\$ 10.36		\$ 11.36	\$ 12.07	
SUMMIT.....	1.12	\$ 10.12	\$ 10.40		\$ 11.40	\$ 12.11	
WESTSUMMITSIDING	0.56						
NEW PROVIDENCE...	1.59						
MURRAY HILL.....	2.38						
BERKELEY HEIGHTS..	1.38						
GILLETTE.....	1.36						
STIRLING.....	1.62						
MILLINGTON.....	1.65						
LYONS.....	1.87						
BASKING RIDGE.....	1.16						
BERNARDSVILLE....	2.65						
MINE BROOK.....	1.50						
FAR HILLS.....	2.39						
PEAPACK.....	0.92						
GLADSTONE.....	3.42						
CHATHAM.....	2.00	\$ 10.18	\$ 10.46		\$ 11.46	\$ 12.16	
MADISON.....	2.16	\$ 10.21	\$ 10.49		\$ 11.49	\$ 12.19	
CONVENT.....	2.10	\$ 10.25	\$ 10.53		\$ 11.53	\$ 12.23	
MORRISTOWN.....	2.21	\$ 10.29	\$ 10.57		\$ 11.57	\$ 12.27	
MORRIS PLAINS.....	3.71		\$ 11.01		\$ 12.01	\$ 12.31	
MOUNT TABOR.....	0.59		\$ 11.07		\$ 12.07		
DENVILLE.....Ar			\$ 11.09		\$ 12.09		
Newark and Roseville Ave.		3	3	3	3	3	3
Roseville Ave. and Orange		3	3	3	3	3	3
Orange and Millburn....		3	3	3	3	3	3
		PM	PM	PM	AM	AM	PM
		Sun. only	Sat. & Sun.	Sat. & Sun.	Sun. & Mon.	Sun. only	Sat. & Sun.
		591	945	751	947	593	753

AND GLADSTONE BRANCHES.						SATURDAY AND SUNDAY TRAINS.	
WESTWARD.						First Class.	
821							
Gladstone							
Sun. only							
PM 11.50							
s 12.03							
s 12.06							
f 12.33							
f 12.36							
f 12.40							
f 12.43							
f 12.45							
f 12.48							
f 12.51							
f 12.54							
f 12.57							
f 1.04							
f 1.08							
s 1.10							
Mon. only							
821							

SUSSEX BRANCH.						
EASTWARD.			First Class.			
Station Numbers	Distance from Branchville	STATIONS	1022	1024		
			Pass'ger	Pass'ger		
			Ex.Sa.&Su.	Ex.Sa.&Su.		
X-1	22.93	PORT MORRIS.....Ar	AM	AM		
	0.83					
	22.10	SUSSEX BRANCH JCT.		7.26		
	0.62					
X-2	21.48	NETCONG.....D	\$ 6.56	7.21		
	4.82					
F-5	16.66	CRANBERRY LAKE....	\$ 6.46			
	2.37					
F-7	14.29	ANDOVER.....	\$ 6.40			
	0.71					
F-8	13.58	ANDOVER JUNCTION..N	6.38			
	4.16					
F-12	9.42	NEWTON.....D	6.31			
	3.59					
	5.83	NYS&W CROSSING....				
	1.08					
R-1	4.75	LAFAYETTE.....T				
	2.00					
	2.75	STRADERS.....				
	1.08					
R-5	1.67	AUGUSTA (L&NE Crossing).....T				
	1.67					
R-6		BRANCHVILLE.....D				
		Lv	AM	AM		
			Ex.Sa.&Su.	Ex.Sa.&Su.		
			1022	1024		

SUSSEX BRANCH.						
WESTWARD.			First Class.			
Car Capacity Siding in addition Engine and Caboose	Distance from Hoboken	STATIONS	X101	1009		
			Pass'ger	Pass'ger		
			Ex.Sa.&Su.	Ex.Sa.&Su.		
	46.54	PORT MORRIS.....Lv	AM	AM		
	0.83					
	47.37	SUSSEX BRANCH JCT.	5.14	6.42		
	0.62					
22	47.99	NETCONG.....D	5.19	\$ 6.56		
	4.82					
42	52.81	CRANBERRY LAKE....	5.29	f 7.06		
	2.37					
	55.18	ANDOVER.....	5.33	\$ 7.11		
	0.71					
	55.89	ANDOVER JUNCTION N	5.35	7.14		
	4.16					
9	60.05	NEWTON.....D	\$ 5.45	\$ 7.33		
	3.59					
	63.64	NYS&W CROSSING....				
	1.08					
7	64.72	LAFAYETTE.....T		f 7.42		
	2.00					
	66.72	STRADERS.....				
	1.08					
	67.80	AUGUSTA (L&NE Crossing).....T		7.59		
	1.67					
	69.47	BRANCHVILLE.....D		\$ 8.30		
		Ar	AM	AM		
			Ex.Sa.&Su.	Ex.Sa.&Su.		
			X101	1009		

CHESTER BRANCH.						
WESTWARD			EASTWARD			
Distance from Chester Junction	STATIONS	Station Numbers				
	Lv..CHESTER JCT....Ar	D-0				
	2.14					
2.14	KENVIL.....	D-2				
	1.24					
3.38	Ar..SUCCASUNNA...Lv	D-3				

SUSSEX BRANCH.			WEEK DAY TRAINS.				
EASTWARD.		First Class.					
1028	X108	1050					
Pass'ger		Pass'ger					
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.					
AM	PM	PM					
10.18	8.08	9.22					
s 10.12	8.03	s 9.16					
f 9.57	7.52	f 9.04					
s 9.52	7.47	f 8.59					
9.49	7.45	8.56					
s 9.40	7.37	s 8.47					
s 9.25		f 8.30					
9.19		8.14					
9.15		8.10					
AM	PM	PM					
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.					
1028	X108	1050					

Nos. 1028 and 1050 stop Augusta for U. S. Mail.

SUSSEX BRANCH.			WEEK-DAY TRAINS				
WESTWARD.		First Class.					
1047	1061						
Pass'ger	Pass'ger						
Ex.Sa.&Su.	Ex.Sa.&Su.						
PM	PM						
.....							
6.30	6.45						
s 6.33	s 6.53						
s 6.42	f 7.01						
s 6.47	s 7.06						
6.49	7.08						
s 6.58	s 7.17						
.....							
f 7.07							
.....							
7.12	.....						
s 7.30	.....						
PM	PM						
Ex.Sa.&Su.	Ex.Sa.&Su.						
1047	1061						

PHILLIPSBURG BRANCH						
WESTWARD.			EASTWARD.			
Distance from Hoboken	STATIONS	Station Numbers				
66.56	Lv..WASHINGTON...Ar	X-21				
	4.87					
71.43	BROADWAY.....T	L-5				
	1.52					
72.95	NEW VILLAGE.....T	L-6				
	2.64					
75.59	STEWARTSVILLE...T	L-9				
	4.85					
80.24	Ar..PHILLIPSBURG...D	L-14				
	Lv					

SUSSEX BRANCH.					
EASTWARD.			First Class.		
Station Numbers	Distance from Branchville	STATIONS	1108	1112	
			Pass'ger	Pass'ger	
			Sat. only	Sat. & Sun.	
.....	X-1	22.98 PORT MORRIS.....Ar	AM	AM	
.....	.....	0.83 SUSSEX BRANCH JCT.	8.25	10.31	
10.26	X-2	21.48 NETCONG.....D	\$ 8.20	\$ 10.26	
10.14	F-5	16.66 CRANBERRY LAKE...	\$ 6.51	\$ 10.14	
10.08	F-7	14.29 ANDOVER.....	\$ 6.41	\$ 10.08	
10.08	F-8	13.58 ANDOVER JUNCTION.N	\$ 6.35	\$ 10.03	
9.57	F-12	9.42 NEWTON.....D	\$ 6.33	\$ 9.57	
.....	.....	5.83 NYS&W CROSSING...	\$ 6.26	\$ 9.45	
9.45	E-1	4.75 LAFAYETTE.....T	AM	AM	
.....	.....	2.75 STRADERS.....	AM	AM	
9.39	E-5	1.67 AUGUSTA (L&NE Crossing)	AM	AM	
9.35	E-6	 BRANCHVILLE.....D	AM	AM	
			Sat. only	Sat. & Sun.	
			1108	1112	

No. 1108 take siding at Neteong for No. 1103.

SUSSEX BRANCH.					
WESTWARD.			First Class.		
Car Capacity Siding in addition to Engine and Caboose	Distance from Hoboken	STATIONS	X111	1103	
			Pass'ger	Pass'ger	
			Sat. only	Sat. only	
.....	46.54	PORT MORRIS.....Lv	AM	AM	
.....	47.37	0.83 SUSSEX BRANCH JCT.	5.14	6.42	
22	47.99	0.62 NETCONG.....D	5.19	\$ 6.51	
42	52.81	4.82 CRANBERRY LAKE...	5.29	\$ 7.01	
.....	55.18	2.37 ANDOVER.....	5.33	\$ 7.06	
.....	55.89	0.71 ANDOVER JUNCTION.N	5.35	\$ 7.09	
9	60.05	4.16 NEWTON.....D	\$ 5.45	\$ 7.28	
.....	63.64	3.59 NYS&W CROSSING...	.....	.....	
7	64.72	1.08 LAFAYETTE.....T	.....	\$ 7.37	
.....	66.72	2.00 STRADERS.....	.....	.....	
.....	67.80	1.08 AUGUSTA (L&NE Crossing)	.....	7.52	
.....	69.47	1.67 BRANCHVILLE.....D	AM	AM	
			Sat. only	Sat. only	
			X111	1103	

HARRISON BRANCH

NORTHWARD			SOUTHWARD		
Station Numbers	Distance from Hoboken	STATIONS	Station Numbers		
.....	6.11	Lv. HARRISON JCT..Ar	H-5	.....	.....
.....	9.58	3.47 Ar. KINGSLAND JCT.Lv	H-O	.....	.....

SUSSEX BRANCH.					
EASTWARD.			First Class.		
1120	1128	X118	Pass'ger	Pass'ger	Pass'ger
Pass'ger	Pass'ger	Pass'ger	Sat. & Sun.	Sun. only	Sat. only
PM	PM	PM	PM	PM	PM
5.20	8.19	9.01	5.15	8.14	8.55
5.12	8.05	8.44	5.01	7.59	8.40
4.53	7.56	8.38	4.50	7.47	8.30
4.41	7.31	8.24	4.29	7.20	8.10
4.10	7.05	7.55	4.05	6.50	7.45
PM	PM	PM	PM	PM	PM
Sat. & Sun.	Sun. only	Sat. only	Sat. & Sun.	Sun. only	Sat. only
1120	1128	X118	1120	1128	X118

SUSSEX BRANCH.					
WESTWARD			First Class		
1105	1113	1119	1125	Pass'ger	Pass'ger
Pass'ger	Pass'ger	Pass'ger	Pass'ger	Sat. & Sun.	Sun. only
Sun. only	Sat. & Sun.	Sun. only	Sat. only	PM	PM
AM	PM	PM	PM	PM	PM
6.19	2.24	5.42	7.38	6.28	7.42
6.26	2.28	5.46	7.42	6.36	7.52
6.36	2.38	5.56	7.52	6.41	7.57
6.41	2.43	6.01	7.57	6.44	7.59
6.53	2.45	6.03	7.59	6.53	8.07
7.02	2.55	6.13	8.07	7.02	8.10
7.18	3.04	6.22	8.10	7.18	8.15
7.35	3.19	6.29	8.15	7.35	8.20
AM	PM	PM	PM	AM	PM
Sun. only	Sat. & Sun.	Sun. only	Sat. only	Sun. only	Sat. only
1105	1113	1119	1125	1105	1113

HAMPTON BRANCH.

WESTWARD			EASTWARD		
Station Numbers	Distance from Hoboken	STATIONS	Distance from Wash'gton		
J-O	66.56	Lv. WASHINGTON...Ar	2.19	.....	.....
J-2	68.75	2.19 ... CHANGewater....	2.19	.....	.....
J-5	71.69	2.94 Ar. HAMPTON...Lv	5.13	.....	.....

Bangor & Portland Branch

WESTWARD		Distance from Hoboken	STATIONS	Distance from Portland	EASTWARD	
	Station Numbers					
	W-0	82.57	PORTLAND.....			
			1.19			
		83.76	HILL YARD.....	1.19		
			2.91			
	W-4	86.67	STIER.....	4.10		
			1.90			
	W-6	88.57	EAST BANGOR.....	6.00		
			1.55			
	W-8	90.12	BANGOR.....	7.55		
			0.20			
		90.32	SHOPS.....			
			1.37			
	W-9	91.69	FLICKSVILLE.....	9.12		
			1.17			
	W-10	92.86	MARTINS CREEK JCT.	10.29		
			3.70			
	BB-4	96.56	MARTINS CREEK, PA.	13.99		
			0.90			
	BB-5	97.46	MARTINS CREEK, N. J.	14.89		
			4.36			
		97.22	...PEN ARGYL JCT....	14.65		
			0.50			
	W-15	97.72	...PEN ARGYL.....	15.18		
			0.50			
		97.22	...PEN ARGYL JCT....	14.65		
			0.46			
	W-16	97.68	WIND GAP JUNCTION	15.11		
			2.69			
	Wx-17	100.37	MILLER.....	17.80		
			1.35			
	W-19	101.92	EDELMAN.....	19.35		
			2.14			
	W-21	104.06	BELFAST JUNCTION..	21.49		
			0.22			
	Wx-21	104.28	HERCULES JCT....	21.71		
			2.94			
	W-25	107.22	NAZARETH.....	24.65		
			3.75			
	W-28	110.97	BATH JUNCTION...	28.40		

NOTES

No. 47: Stop at Johnsonburg—Pick up and discharge mail.

No. 5: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day,—Will stop on signal at Water Gap to pick up and discharge passengers.

No. 2: Stop on signal at Morristown and Summit, to discharge passengers from points west of Dover.

No. 44: Stop on signal at Dover to discharge passengers.

No. 1050: Will not carry passengers East of Dover.

No. 1120: Will not carry passengers East of Netcong.

		JOHNSON CITY TO STROUDSBURG				
		EASTWARD First Class				
Car Capacity of Sidings In addition to Two Engines and Caboose.	Distance from Buffalo	STATIONS	10	1306	8	26
			Pagr.	Pagr.	Pagr.	Pagr.
			Daily	Daily	Daily	Ex. Sunday
			AM	AM	AM	AM
	313.59	STROUDSBURG.....N	\$ 3.25	.....	\$ 5.20	\$ 8.47
	312.04	GRAVEL PLACE..... 1.55	.....	.....	.....	.....
	309.35	ANALOMINK..... 2.69	3.07	.....	5.11	8.37
	305.92	HENRYVILLE.....T 3.43	2.59	.....	5.07	\$ 8.32
	300.54	CRESO.....T 5.38	2.50	.....	\$ 5.01	\$ 8.24
	297.23	PARADISE..... 3.31	.....	.....	.....	.....
	294.85	MOUNT POCONO.....T 2.38	2.40	.....	4.52	\$ 8.11
	292.56	POCONO SUMMIT...T 2.29	2.36	.....	4.49	\$ 8.05
	287.48	TOBYHANNA.....N 5.08	2.28	.....	4.43	\$ 7.56
	282.22	GOULDSBORO.....T 5.26	2.20	.....	4.36	\$ 7.49
	280.45	LEHIGH.....N 1.77	2.18	.....	4.34	7.47
	274.57	MOSCOW.....T 5.38	2.06	.....	4.25	7.37
	271.40	ELMHURST..... 3.17	.....	.....	.....	.....
	267.40	NAY AUG..... 4.00	1.55	.....	4.15	7.27
	261.98	SCRANTON.....N 5.42	{ 1.40 1.15	1.28	{ 4.02 3.52	7.15
	258.87	CAYUGA.....N 3.11	1.08	1.23	3.45	
	254.60	CLARKS SUMMIT...N 4.27	1.02	1.18	3.39	
	251.07	DALTON.....D 3.53	12.57	1.13	3.35	
	249.10	LA PLUME.....T 1.97	.....	.....	.....	
	246.86	FACTORVILLE.....T 2.24	12.51	1.08	3.30	
	243.03	NICHOLSON.....T 3.83	12.46	1.03	3.25	
	237.55	FOSTER.....T 5.48	12.40	12.57	3.19	
90	233.26	KINGSLEY.....D 4.29	.....	.....	.....	
	229.71	ALFORD.....T 3.55	12.32	12.50	3.14	
355	223.49	NEW MILFORD....N 6.22	12.25	12.42	3.08	
	217.57	HALLSTEAD.....D 5.92	12.17	12.37	3.02	
	203.43	BINGHAMTON.....N 14.14	{ 11.59 11.23	12.20	{ 2.48 2.38	
	200.73	JOHNSON CITY....T 2.70	11.17	.....	2.34	
			PM	AM	AM	AM
			Daily	Daily	Daily	Ex. Sunday
			10	1306	8	26

Will not operate on following holidays:
Memorial, Independence, Labor,
Thanksgiving, Christmas and New Years.

See notes on page 112.

JOHNSON CITY TO STROUDSBURG

EASTWARD

First Class

2	6	586	24	44			
Pagr.	Pagr.	P. R. R.	Pagr.	Milk&Pagr.			
Daily	Daily	Sun. only	Sun. only	Daily			
PM	PM	PM	PM	PM			
\$ 12.47	\$ 4.35	4.45	\$ 7.53	\$ 8.25			
12.24	4.23		7.41	8.05			
\$12.19	4.19		\$ 7.36	8.01			
\$ 12.12	\$ 4.12		\$ 7.27	7.55			
\$ 11.58	4.02		\$ 7.17	7.47			
\$ 11.49	\$ 3.58		\$ 7.12	7.44			
\$11.39	3.52		\$ 7.05	7.38			
\$ 11.30	3.46		\$ 6.57	7.32			
11.26	3.44		6.55	7.30			
\$ 11.16	3.36		\$ 6.45	7.21			
11.05	3.27		6.35	7.12			
\$ {10.53 10.38	\$ 3.15		6.20	\$ {7.00 6.50			
10.31	3.04			6.44			
\$10.25	2.59			6.39			
10.19	2.55			6.35			
10.15	2.50			6.30			
10.11	2.46			6.26			
10.05	2.40			6.20			
10.00							
9.56	2.35			6.12			
\$ 9.49	2.28			6.06			
\$ 9.38	2.22			6.00			
\$ {9.23 9.11	\$ 2.08			5.45			
9.07	1.54						
AM	PM	PM	PM	PM			
Daily	Daily	Sun. only	Sun. Only	Daily			
2	6	586	24	44			

Will not operate Sundays, December 23 or 30, 1951.
Will operate Tuesdays, December 25, 1951 and January 1, 1952.

See notes on page 112.

		STROUDSBURG TO JOHNSON CITY		WESTWARD First Class			
Car Capacity of Sidings in Addition to Two Engines and Caboose.	Distance from Hoboken Via Cut Off	STATIONS		9	15	1301	47
				Pagr. Mail & Express	Pagr.	Pagr.	Milk & Pagr.
				Sun. only	Daily	Daily	Daily
				AM	AM	AM	AM
	81.56	STROUDSBURG.....N	1.55	12.20	2.57		10.02
	83.11	GRAVEL PLACE.....D	2.69				
	85.80	ANALOMINK.....T		12.25	3.03		10.07
	89.23	HENRYVILLE.....D	3.43	12.32	3.09		10.12
	94.61	CRESCO.....T	5.38	12.42	3.22		10.27
74	97.92	PARADISE.....D	3.31				
	100.80	MOUNT POCONO.....T	2.38	12.54	3.37		10.41
	102.59	POCONO SUMMIT.....D	2.29	1.01	3.42		10.47
	107.67	TOBYHANNA.....N	5.08	1.08	3.52		10.55
277	112.93	GOULDSBORO.....D	5.26	1.15	3.58		11.02
	114.70	LEHIGH.....N	1.77	1.17	4.00		11.05
	120.58	MOSCOW.....D	5.88	1.23	4.06		11.14
	123.75	ELMHURST.....T	3.17				
	127.75	NAY AUG.....D	4.00	1.32	4.16		11.24
	133.17	SCRANTON.....N	5.42	1.43 1.50	4.27 4.55	5.31	11.35 11.50
	136.28	CAYUGA.....N	3.11	1.57	5.02	5.38	11.56
129	140.55	CLARKS SUMMIT.....N	4.27	2.07	5.13	5.48	12.11
	144.08	DALTON.....D	3.53	2.12	5.17	5.52	12.17
	146.05	LA PLUME.....T	1.97				12.22
	148.29	FACTORYVILLE.....D	2.24	2.17	5.22	5.56	12.27
118	152.12	NICHOLSON.....D	3.83	2.23	5.27	6.00	12.32
	157.60	FOSTER.....D	5.48	2.29	5.33	6.06	12.40
	161.89	KINGSLEY.....D	4.29				12.46
148	165.44	ALFORD.....T	3.55	2.37	5.41	6.13	12.53
117	171.66	NEW MILFORD.....N	6.22	2.44	5.51	6.20	1.05
	177.58	HALLSTEAD.....D	5.92	2.50	6.00	6.25	1.14
	191.72	BINGHAMTON.....N	14.14	3.05 3.15	6.20 7.05	6.42	1.45
	194.42	JOHNSON CITY.....T	2.70	3.19	7.09		
				AM	AM	AM	PM
				Sun. Only	Daily	Daily	Daily
				9	15	1301	47

See notes on page 113.

		STROUDSBURG TO JOHNSON CITY		WESTWARD First Class			
P. R. R.	Pggr.	Pggr.	Pggr.	Pggr.			
Sun. only	Daily	Ex. Sunday	Daily	Daily			
AM	PM	PM	PM	PM			
11.45	12.21	5.43	6.42	10.08			
	12.26	5.49	6.47	10.13			
	12.32	5.55	6.52	10.18			
	12.43	6.09	7.02	10.29			
	12.55	6.23	7.14	10.40			
	12.59	6.30	7.18	10.45			
	1.06	6.40	7.24	10.50			
	1.12	6.48	7.30	10.56			
	1.14	6.50	7.32	10.58			
	1.20	7.00	7.38	11.04			
	1.29	7.09	7.47	11.13			
	1.45	7.20	7.58 8.10	11.24 11.36			
	1.51		8.15	11.41			
	2.00		8.23	11.49			
	2.03		8.26	11.52			
	2.07		8.30	11.56			
	2.11		8.34	12.00			
	2.16		8.40	12.06			
	2.22		8.46	12.12			
	2.28		8.53	12.18			
	2.33		8.59	12.23			
	2.57		9.14 9.29	12.38 12.50			
	3.01		9.33	12.54			
AM	PM	PM	PM	AM			
Sun. only	Daily	Ex. Sunday	Daily	Daily			
585	3	11	5	7			

See notes on page 113.

NOTES

Except where otherwise provided, all extra trains must clear Nos. 6 and 8 at least ten minutes. (See Local Inst. 340.)

No. 1306-1327 will run via Hyde Park "Y". Time shown at Scranton indicates time train due at Hyde Park "Y".

No. 8 Sundays and Mondays will stop at Cresco.
Other days will stop to let off from Buffalo and West.

No. 8 will reduce speed passing Pocono Summit and Cresco for delivery of mail.

No. 8 on Sundays only delivers papers at Tobyhanna. Train using No. 4 track must not pass Tobyhanna station when No. 8 is approaching.

No. 26—Stop at Gouldsboro for Newark and New York passengers.

No. 2 will reduce speed passing Johnson City for delivery of mail.

No. 2 stops daily except Sundays and Holidays at Hallstead, Clarks Summit and Tobyhanna. Stops on signal on Sundays and Holidays.

Kingsley Ex. Sunday
Trains must not occupy siding in front of station when No. 2 or No. 6 is due.

No. 2 stops at Henryville for delivery of mail on following days: Memorial, Independence, Labor Day, Thanksgiving, Christmas, New Year's.

No. 6—New Milford—Elmhurst—Moscow—Gouldsboro—Tobyhanna Siding or Track 4 must not be occupied when No. 6 is approaching these stations.

No. 24 will stop at Moscow on notice to dispatcher before departure time at Scranton.

No. 44 will not pick up passengers at Scranton or Stroudsburg on days No. 24 operates.

Agents must give advance notice to train dispatcher when requested to stop trains to pick up passengers as per time-table notes.

NOTES

Except where otherwise provided all extra trains must clear Nos. 3 and 7 at least ten minutes. (See Local Inst. 340.)

Westward passenger trains will not use less than:

6 minutes Lehigh to Moscow.

9 minutes Moscow to Nay Aug.

11 minutes Nay Aug to Scranton.

See Local Instruction 334.—Speed Restrictions—Local.

No. 15 will reduce speed passing Cresco, Dalton, La Plume and Nicholson daily for delivery of papers.

No. 1316-1301 will run via Hyde Park "Y." Time shown at Scranton indicates time train due at Hyde Park "Y."

No. 1301 Ex. Sunday will reduce speed passing Dalton and New Milford for delivery of mail.

No. 3 Gouldsboro—Reduce Speed to 55 MPH—for delivery of U. S. Mail.

No. 3 New Milford—Reduce speed for delivery of U. S. Mail.

No. 11 will stop at Henryville to discharge passengers.

No. 5 Friday will stop at Cresco and Pocono Summit to discharge passengers and to receive passengers for Scranton and West.

No. 5 Sunday will stop to land or receive passengers at Cresco, Pocono Summit, Tobyhanna, Gouldsboro and Moscow.

No. 5 On Memorial, Independence, Labor Day, Thanksgiving, Christmas and New Year's will make No. 11's stops between Stroudsburg and Scranton.

No. 7 will stop on signal at Pocono Summit to discharge passengers from Dover and east and to receive passengers for Buffalo and west.

No. 9 will handle passengers to Scranton only.

Agents must give advance notice to train dispatcher when requested to stop trains to pick up passengers as per time-table notes.

				NORTHUMBERLAND	
				EASTWARD	
				First Class	Second Class
Distance from Hoboken Via Cut Off	STATIONS	Distance from Northumberland	Car Capacity of Sldings in Addition to Two Engines and Caboose.	1316 Pgr. Daily	1734 Frt. Ex. Sun.
183.17	SCRANTON.....N	80.85		AM 5.31	AM
186.75	TAYLOR.....D	76.77		5.22	
186.80	MINOOKA JCT.....D	76.72		5.20	
140.07	OLD FORGE.....T	73.45			
141.04	DUR YEA.....	72.48			
142.74	PITTSTON.....	70.78			
144.06	WEST PITTSTON.....D	69.46			
146.06	WYOMING.....T	67.46			
149.60	LUZEENE.....T	63.92			
150.75	KINGSTON.....D	62.77			
152.82	PLYMOUTH JCT.....N	60.70			
153.98	PLYMOUTH.....D	59.59			
155.42	HANOVER YARD.....T	58.10			7.45
157.48	WEST NANTICOKE.....T	56.04			7.40
160.90	HUNLOCK CREEK.....D	52.62	30		7.30
166.51	SHICKSHINNY.....T	47.01	72		7.20
177.48	BERWICK.....D	36.04			6.55
184.08	LIME RIDGE.....D	29.44			
187.52	ESPY.....D	26.00			
190.03	BLOOMSBURG.....T	23.49	51		6.30
191.75	RUPT.....T	21.77	29		6.20
193.88	CATAWISSA.....D	20.19			
201.77	DANVILLE.....T	11.75	28		5.20
213.52	NORTHUMBERL'D.....D				5.00
				AM	AM
				Daily	Ex. Sun.
				1316	1734

Plymouth Jct. Tower—not open 24 hrs. daily.

Open: Mondays to Fridays, inclusive, 7.00 a.m. to 11.00 p.m.

Saturdays and Sundays, 3.00 p.m. to 11.00 p.m.

Saturdays when mines are working, 7.00 a.m. to 3.00 p.m.

Extra trains may run ahead of second class trains.

[illegible]

NOTES:—Keyser Valley Shop train will run via Bloomsburg Branch and Taylor "Y" in both directions, daily except Saturdays, Sundays and legal holidays on the following schedule:

A.M.	STATIONS	P.M.
Lv. 6:20	Scranton.....	Ar. 4:10
Lv. 6:23	Scranton St.....	Lv. 3:07
Lv. 6:26	Delaware.....	Lv. 3:04
Lv. 6:32	Jct. Bloomsburg Bch. and Keyser Valley.....	4:01
Lv. 6:38	Hampton Yard.....	Lv. 3:55
Ar. 6:50	Keyser Valley Shops.....	3:40

Speed of Shop Train must not at any time exceed this schedule.

Extra trains and engines will clear the time of these trains 5 minutes.

The Shop Train must at all times be governed by Instructions 310, 311, 312, 313, 314.

Distance from Hoboken Via Cut Off		STATIONS		Distance from Syracuse	Car Capacity of Sidings in addition to Two Engines and Caboose.	1906	First Class	
						PM		
						PM		
191.72	BINGHAMTON.....N	79.44				1.35		
196.90	CHENANGO BRIDGET 5.18 D	74.26				1.22		
202.78	CHENANGO FORKS T 5.88	68.38	120			1.15		
212.11	WHITNEY POINT...T 9.33	59.05	103	s		1.03		
214.35	LISLE.....T 2.24	56.81				12.58		
217.99	KILLAWOG.....T 3.64	53.17				12.54		
220.95	MARATHON.....T 2.96	50.21	106	s		12.50		
231.15	BLODGETT MILLS T 10.20	40.01	84			12.38		
234.18	CORTLAND JCT.....T 3.03	36.98				12.35		
234.72	CORTLAND.....N 0.54	36.44		s		12.33		
237.39	HOMER.....T 2.67	33.77	96	s		12.19		
241.66	LITTLE YORK.....T 4.27	29.50				12.13		
244.44	PREBLE.....T 2.78	26.72	106			12.10		
249.10	TULLY.....T 4.66	22.06		s		12.04		
251.69	APULIA.....T 2.59	19.47	109			12.00		
256.83	ONATIVIA.....T 5.14	14.33	70			11.52		
264.50	JAMESVILLE.....T 7.67	6.66	68			11.43		
268.83	BRIGHTON AVE.....T 4.33	2.38				11.36		
271.16	SYRACUSE.....N 2.33					11.30		
						AM		
						Daily		
						1906		

NOTE: No. 1906, flag stop Sunday only at Jamesville.

OSWEGO TO SYRACUSE

SOUTHWARD

Distance from Hoboken Via Cut Off	STATIONS	Distance from Oswego	Car Capacity of Sidings in addition to Two Engines and Caboose.		
271.16	SYRACUSE.....N	84.98			
275.01	FAIR GROUND.....T 3.85	81.13			
278.82	STILES.....T 3.81	27.32			
283.19	BALDWINVILLE...D 4.37	22.95	33		
287.77	LAMSON.....T 4.58	18.37	44		
295.04	FULTON.....T 7.27	11.10	28		
301.58	MINETTO.....T 6.54	4.56	13		
306.14	OSWEGO.....T 4.56				

Distance from Hoboken Via Cut Off		STATIONS		Distance from Syracuse	Car Capacity of Sidings in addition to Two Engines and Caboose.	1910	First Class	
						PM		
						PM		
1910						11.30		
1910						11.18		
1910						11.06		
1910						10.55		
1910						10.52		
1910						10.48		
1910						10.44		
1910						10.31		
1910						10.27		
1910						10.25		
1910						10.10		
1910						10.02		
1910						9.59		
1910						9.54		
1910						9.50		
1910						9.43		
1910						9.32		
1910						9.26		
1910						9.20		
1910						PM		
1910						Daily		
1910						1910		

NOTE: No. 1910 stops at any station to receive passengers for Scranton or Elmira or beyond, provided agent notified in advance.

BINGHAMTON TO SYRACUSE

		NORTHWARD		First Class	
STATIONS		1915	1903		
	Pgr.	Pgr.			
	Daily	Daily			
		AM	PM		
BINGHAMTON.....	N	8.00	3.05		
5.18	D				
CHENANGO BRIDGE.T		8.11	3.14		
5.88					
CHENANGO FORKS..T		8.18	3.21		
9.33	D				
WHITNEY POINT...T	S	8.31	3.33		
2.24					
LISLE.....	T	8.35	3.37		
3.64					
KILLAWOG.....	T	8.40	3.41		
2.96	D				
MARATHON.....	T	8.45	3.46		
10.20	S				
BLODGETT MILLS...T		8.57	3.58		
3.08					
CORTLAND JCT.....		9.01	4.01		
0.54					
CORTLAND.....	N	9.10	4.10		
2.67	D				
HOMER.....	T	9.16	4.15		
4.27	S				
LITTLE YORK.....T		9.23	4.22		
2.78					
PREELE.....	T	9.26	4.25		
4.66	D				
TULLY.....	T	9.32	4.31		
	S				
2.59	D				
APULIA.....	T	9.37	4.35		
5.14	S				
ONATIVIA.....	T	9.44	4.42		
7.67	N				
JAMESVILLE.....T		9.58	4.52		
4.33	S				
BRIGHTON AVE.....T		10.05	4.58		
2.33					
SYRACUSE.....	N	10.15	5.10		
		AM	PM		
		Daily	Daily		
		1915	1903		

NOTE:—Nos. 1915 and 1903 stop at any station to discharge passengers holding tickets from Elmira or Scranton or beyond.

No. 1903, flag stop Sunday only at Jamesville.

SYRACUSE TO OSWEGO

STATIONS		NORTHWARD				
SYRACUSE.....	N					
3.85						
FAIR GROUND.....						
3.81						
STILES.....						
4.37	D					
BALDWINSVILLE.....	T					
4.58						
LAMSON.....	T					
7.27						
FULTON.....	T					
6.54	D					
MINETTO.....	T					
4.56						
OSWEGO.....	T					

CINCINNATUS TO CORTLAND JCT.

CORTLAND JCT. TO CINCINNATUS			CINCINNATUS TO CORTLAND JCT.		
NORTHWARD			SOUTHWARD		
	Distance from Hoboken Via Cut Off	STATIONS	Distance from Cin-sinatus		
	252.25	CINCINNATUS....	0.00		
	245.37	...EAST FREETOWN...	6.88		
	239.53	...MAYBURY'S....	12.72		
	237.87	McGRAW.....	14.38		
	234.18	...CORTLAND JCT...	18.07		

		UTICA TO CHENANGO FORKS SOUTHWARD				Second Class	
Car Capacity of Sidings in addition to Two Engines and Caboose	Distance from Hoboken Via Cut Off	STATIONS	Distance from Utica	1848			
				Frt.			
				Ex.S.S.&H.			
				A.M.			
	191.72	BINGHAMTON.....	95.14				
	202.78	CHENANGO FORKS.. T	84.08				
	210.77	7.99 D GREENE..... T	76.09				
	216.65	5.88 BRISBEN..... T	70.21				
	220.14	3.49 COVENTRY.....	66.72				
45	224.78	4.64 D OXFORD..... T	62.08				
33	232.98	8.15 D NORWICH..... T	53.93				
33	238.62	5.69 GALENA..... T	48.24				
73	244.05	5.43 D SHERBURNE..... T	42.81				
60	249.21	5.16 D EARLVILLE..... T	37.65				
	251.65	2.44 POOLVILLE..... T	35.21				
	255.89	4.24 HUBBARDSVILLE... T	30.97				
37	259.72	3.83 D N. BROOKFIELD... T	27.14				
54	265.38	5.68 D WATERVILLE..... T	21.48				
46	269.63	4.25 PARIS..... T	17.23				
22	273.32	3.69 RICHFIELD JCT.... T	18.54	10.10			
	275.62	2.30 D CLAYVILLE..... T	11.24				
	277.62	2.00 SAUQUOIT..... T	9.24				
50	279.03	1.41 D CHADWICKS..... T	7.83	9.50			
	281.19	2.16 WASHINGTON MILLS T	5.68				
	282.75	1.56 D NEW HARTFORD.... T	4.11				
62	284.35	1.60 CANAL BRANCH.....	2.51	9.35			
	286.86	2.51 D UTICA.....		9.25			
				A.M.			
				Ex.S.S.&H.			
				1848			

Extra trains may run ahead of second class trains.

RICHFIELD JCT. TO RICHFIELD SPRINGS

SOUTHWARD

Second Class

STATIONS	Distance from Hoboken	Car Capacity Sidings	1848	
			Frt.	Ex.S.S.&H.
RICHFIELD JCT.....T	273.32		11.01	AM
4.75 D				
BRIDGEWATER.....T	278.07	10	11.25	
2.35 D				
WEST WINFIELD.....T	280.92	30	11.50	
4.05				
CEDARVILLE.....	284.97			
6.40				
SOUTH COLUMBIA.....	291.37			
3.71 D				
RICHFIELD SPRINGS T	295.08		12.25	PM

[illegible]

Extra trains may run ahead of second class trains.

RICHFIELD SPRINGS TO RICHFIELD JCT.

NORTHWARD

Second Class

STATIONS	Distance from Richfield Springs	1845	
		Frt.	Ex.S.F.&H.
RICHFIELD JCT.....T	21.76		PM
4.75 D			2.30
BRIDGEWATER.....T	17.01		2.15
2.85 D			
WEST WINFIELD.....T	14.16		1.50
4.05			
CEDARVILLE.....	10.11		
6.40			
SOUTH COLUMBIA....	3.71		
3.71 D			
RICHFIELD SPRINGS T	0.00		1.15
			PM

STATIONS		Distance from Buffalo	Car Capacity of Sidings in Addition to Engine and Caboose.	BUFFALO TO JOHNSON CITY			
				EASTWARD		First Class	
				2	7	6	251
				Pasgr. Daily	N. K. P. Daily	Pasgr. Daily	B. & O. Daily
BINGHAMTON.....	N	203.43		\$ 9.11			
JOHNSON CITY.....	T	200.73		9.07		1.54	
VESTAL.....	N	195.38	134	\$ 9.00		\$ 1.48	
APALACHIN.....	T	189.47		\$ 8.48			
OWEGO.....	N	182.71	135	\$ 8.38		\$ 1.32	
NICHOLS.....	T	174.44		\$ 8.18		1.19	
WAVERLY.....	N	164.09		\$ 8.06		\$ 1.09	
LOWMAN.....	T	153.16		7.51		12.55	
ELMIRA.....	N	146.43		\$ 7.45		\$ 12.49	
ELMIRA HEIGHTS.....	T	144.26					
HORSEHEADS.....	T	142.04					
HIG FLATS.....	T	136.56		7.15		12.33	
EAST CORNING.....	T	130.45	111	7.09			
CORNING.....	N	128.22		\$ 7.07		\$ 12.25	
PAINTED POST.....	T	126.90					
ERWINS CROSSING.....	T	125.60					
COOPERS.....	T	124.18		6.45		12.17	
CAMPBELL.....	T	119.36		6.41			
SAVONA.....	T	114.93					
BATH.....	N	109.51	150	\$ 6.32		\$ 12.04	
AVOCA.....	T	101.94		6.16		11.55	
WALLACE.....	T	99.33					
COHOCTON.....	T	94.15		6.08		11.49	
ATLANTA.....	T	89.73					
WAYLAND.....	T	83.78	153	5.58		11.41	
PERKINSVILLE.....	T	81.86		5.56			
DANSVILLE.....	N	76.58		\$ 5.46		\$ 11.31	
GROVELAND.....	T	69.31	174	5.34		11.21	
MOUNT MORRIS.....	T	62.38		\$ 5.27		\$ 11.14	
PENN'A R. E. JCT.....	N	61.35					
LEICESTER.....	T	59.28					
GREIGSVILLE.....	T	55.82		5.13		11.05	
CRAIGS.....	T	52.56					
LINWOOD.....	T	49.79	88	5.07		11.00	
B. & O. JCT.....	N	44.98		5.03		10.56	
EAST BETHANY.....	T	41.09	92	4.59		10.53	
NORTH ALEXANDER.....	T	33.73		4.53		10.47	
FARGO.....	T	23.75		4.44		10.39	
ALDEN.....	T	20.87					
LANCASTER.....	T	11.86		4.35		10.30	
E. BUFFALO.....	N	5.42		4.29		10.24	
ABBOTT ROAD.....		2.22					11.05
N. Y. C. & ST. L. JCT.....	N	1.74			5.25		11.04
BUFFALO.....	L			4.20	5.20	10.15	11.00
See Notes Page 127				2	7	6	251

EASTWARD				First Class			
10	5	253	8				
Pgr.	N. K. P.	B. & O.	Pgr.				
Daily	Daily	Daily	Daily				
PM	PM	PM	AM				
\$ 11.23			\$ 2.38				
11.17			2.34				
\$ 11.08			2.29				
10.54							
\$ 10.45			2.17				
\$ 10.30			2.08				
\$ 10.18			\$ 1.58				
10.03			1.44				
\$ 9.55			\$ 1.38				
9.29							
9.18			1.22				
9.12							
\$ 9.10			\$ 1.15				
9.01							
8.57			1.09				
8.53							
\$ 8.43			\$ 12.56				
\$ 8.22			12.46				
\$ 8.11			12.40				
\$ 8.02							
\$ 7.55			12.31				
7.50							
\$ 7.40			f 12.20				
\$ 7.15			12.10				
\$ 7.05			f 12.03				
6.46			11.53				
6.43							
6.40			11.47				
\$ 6.35			11.43				
f 6.29			11.39				
6.22			11.33				
6.18			11.24				
f 6.03			11.15				
5.55			11.09				
		10.55					
	7.35	10.54					
5.45	7.30	10.50	11.00				
PM	PM	PM	PM				
Daily	Daily	Daily	Daily				
10	5	253	8				

STATIONS		Distance from Hoboken Via Cut Off	Car Capacity of Sidings In Addition to Engine and Caboose.	JOHNSON CITY TO BUFFALO		
				WESTWARD		First Class
				7	9	252
				Pgr. Daily	Mail & Exp. Sun. Only	B. & O. Daily
BINGHAMTON	N	191.72		12.50	3.15	
JOHNSON CITY	T	194.42		12.54	3.19	
VESTAL	N	199.77	132	12.59	3.25	
APALACHIN	T	205.68			3.31	
OWEGO	N	212.44	150	1.14	3.40	
NICHOLS	T	220.71			3.50	
WAVERLY	N	231.06	94	1.35	4.01	
LOWMAN	T	241.99		1.45	4.11	
ELMIRA	N	248.72		2.04	4.35	
ELMIRA HEIGHTS	T	250.89				
HORSEHEADS	T	253.11				
BIG FLATS	T	258.59		2.13	4.47	
EAST CORNING	T	264.70	91	2.18	4.54	
CORNING	N	266.93		2.26	5.02	
PAINTED POST	T	268.25				
ERWINS CROSSING	T	269.55				
COOPERS	T	270.97		2.31	5.07	
CAMPBELL	T	275.79			5.12	
SAVONA	T	280.22			5.17	
BATH	N	285.64	140	2.41	5.28	
AVOCA	T	293.21		2.47	5.35	
WALLACE	T	295.82				
COHOCTON	T	301.00		2.53	5.43	
ATLANTA	T	305.42			5.48	
WAYLAND	T	311.37	144	3.02	5.55	
PERKINSVILLE	T	313.29			5.57	
DANSVILLE	N	318.57		3.11	6.06	
GROVELAND	T	325.84	Trk 1-59	3.19	6.16	
MOUNT MORRIS	T	332.77	67	3.32	6.27	
PENN'A R. R. JCT.	N	333.80				
LEICESTER	T	335.87				
GREIGSVILLE	T	339.33		3.40	6.36	
CRAIGS	T	342.59			6.40	
LINWOOD	T	345.36	100	3.47	6.43	
B. & O. JCT.	N	350.17	48	3.51	6.48	
EAST BETHANY	T	354.06	93	3.55	6.53	
NORTH ALEXANDER	T	361.42		4.03	7.01	
FARGO	T	371.40		4.12	7.13	
ALDEN	T	374.28				
LANCASTER	T	383.29		4.21	7.24	
E. BUFFALO	N	389.73		4.28	7.32	
ABBOTT ROAD		392.93				7.49
N. Y. C. & ST. L. JCT.	N	393.41				7.51
BUFFALO	A	395.15		4.45	7.45	8.00
See Notes Page 127				7	9	252

STATIONS		Distance from Hoboken Via Cut Off	Car Capacity of Sidings In Addition to Engine and Caboose.	JOHNSON CITY TO BUFFALO		
				WESTWARD		First Class
				6	15	254
				N. K. P. Daily	Pgr. Daily	B. & O. Daily
BINGHAMTON	N	191.72		12.50	3.15	
JOHNSON CITY	T	194.42		12.54	3.19	
VESTAL	N	199.77	132	12.59	3.25	
APALACHIN	T	205.68			3.31	
OWEGO	N	212.44	150	1.14	3.40	
NICHOLS	T	220.71			3.50	
WAVERLY	N	231.06	94	1.35	4.01	
LOWMAN	T	241.99		1.45	4.11	
ELMIRA	N	248.72		2.04	4.35	
ELMIRA HEIGHTS	T	250.89				
HORSEHEADS	T	253.11				
BIG FLATS	T	258.59		2.13	4.47	
EAST CORNING	T	264.70	91	2.18	4.54	
CORNING	N	266.93		2.26	5.02	
PAINTED POST	T	268.25				
ERWINS CROSSING	T	269.55				
COOPERS	T	270.97		2.31	5.07	
CAMPBELL	T	275.79			5.12	
SAVONA	T	280.22			5.17	
BATH	N	285.64	140	2.41	5.28	
AVOCA	T	293.21		2.47	5.35	
WALLACE	T	295.82				
COHOCTON	T	301.00		2.53	5.43	
ATLANTA	T	305.42			5.48	
WAYLAND	T	311.37	144	3.02	5.55	
PERKINSVILLE	T	313.29			5.57	
DANSVILLE	N	318.57		3.11	6.06	
GROVELAND	T	325.84	Trk 1-59	3.19	6.16	
MOUNT MORRIS	T	332.77	67	3.32	6.27	
PENN'A R. R. JCT.	N	333.80				
LEICESTER	T	335.87				
GREIGSVILLE	T	339.33		3.40	6.36	
CRAIGS	T	342.59			6.40	
LINWOOD	T	345.36	100	3.47	6.43	
B. & O. JCT.	N	350.17	48	3.51	6.48	
EAST BETHANY	T	354.06	93	3.55	6.53	
NORTH ALEXANDER	T	361.42		4.03	7.01	
FARGO	T	371.40		4.12	7.13	
ALDEN	T	374.28				
LANCASTER	T	383.29		4.21	7.24	
E. BUFFALO	N	389.73		4.28	7.32	
ABBOTT ROAD		392.93				7.49
N. Y. C. & ST. L. JCT.	N	393.41				7.51
BUFFALO	A	395.15		4.45	7.45	8.00
See Notes Page 127				7	9	252

ITHACA BRANCH

WESTWARD						EASTWARD	
		Distance from Hoboken Via Cut Off	STATIONS	Distance from Ithaca			
.....	.....	212.44	OWEGO.....T	34.05	.....	.....	.....
.....	.....	217.81	CATATONK.....	28.68	.....	.....	.....
.....	.....	223.14	CANDOR.....D	23.35	.....	.....	.....
.....	.....	228.45	WILLSEYVILLE.....	18.04	.....	.....	.....
.....	.....	234.37	CAROLINE.....	12.12	.....	.....	.....
.....	.....	236.76	SUMMIT.....	9.73	.....	.....	.....
.....	.....	240.87	UPPER SWITCH.....	5.62	.....	.....	.....
.....	.....	241.98	LOWER SWITCH.....	4.51	.....	.....	.....
.....	.....	246.49	ITHACA.....D		.....	.....	.....

BLACK ROCK BRANCH

WESTWARD						EASTWARD	
Car Capacity of Sidings in Addition to Engine and Caboose.		Distance from Hoboken Via Cut Off	STATIONS	Distance from Black Rock			
.....	.....	389.73	EAST BUFFALO.....	9.00	.....	.....	.....
24	.....	391.11	WALDEN AVE.....	7.62	.....	.....	.....
.....	.....	393.22	KENSINGTON AVE.....	5.51	.....	.....	.....
.....	.....	394.20	NORTH MAIN ST.....	4.53	.....	.....	.....
.....	.....	396.51	DELAWARE AVE.....	2.22	.....	.....	.....
.....	.....	397.54	MILITARY ROAD.....	1.19	.....	.....	.....
.....	.....	398.73	BLACK ROCK.....	0.00	.....	.....	.....

NOTES

Except where otherwise provided extra trains must clear Nos. 3, 6, 7 and 8 at least 10 minutes.

No. 15 will reduce speed passing Apalachin for delivery of U. S. Mail.

No. 15 will stop at Groveland each Wednesday, or on the following day when Wednesday is a holiday, for the delivery of U. S. Mail.

No. 15 will reduce speed to 25 miles per hour passing B. & O. Junction, to discharge railroad mail.

No. 15 will stop at East Bethany when necessary to discharge bulk mail in volume.

Nos. 2, 5, 10 and 15 will reduce speed to 25 miles per hour passing East Buffalo Yard Office to exchange railroad mail.

No. 2 will reduce speed at Groveland, Wayland, Atlanta, Cohocton, Avoca and Johnson City for delivery of U. S. Mail and on Sundays at Wayland, Atlanta, Cohocton, Wallace, Avoca, Savona, Campbell and Big Flats for delivery of papers.

No. 2 stops at Apalachin daily except Sundays and Holidays and stops on signal Sundays and Holidays.

No. 10 will make schedule Flag Stops for delivery of Parcel Post Mail as well as for Passengers.

No. 10 will reduce speed to ten (10) miles per hour passing Lancaster to receive U. S. Mail.

GENERAL INSTRUCTIONS

(In effect on all Divisions.)

(See Book of Rules of the Operating Department for Rules referred to in these Instructions.)

1. Employees whose duties are in any way connected with train service, or affected thereby, must, while on duty, have a copy of the current timetable and supplements thereto, also a copy of the Book of Rules of the Operating Department.

Conductors, Yard Foremen and Enginemen must, in addition, have a copy of the current Red Bulletin for the territory in which they are operating.

Hours of Service

2. When it becomes apparent that a trip cannot be completed within 16 hours it is the duty of conductor and engineman to notify Superintendent promptly, giving at least two hours advance notice when possible. (See Rule 951.)

(a) Officers and agents are personally responsible for violations of the Hours of Service Law. Therefore close cooperation on the part of all concerned is essential.

Superiority of Trains

3. On single track, eastward or southward trains are superior to westward or northward trains of the same class, unless otherwise specified. (See Local Instructions.)

Operation of Three or More Tracks

4. Where two or more main tracks are provided the westward main is designated No. 1 track and the eastward main No. 2 track. Additional tracks are numbered therefrom, odd numbers designating those to the left and even numbers to the right facing eastward, except as otherwise specified under local instructions.

Miscellaneous Instructions

5. Notices of annulment of trains will be posted on bulletin boards at division and district terminals and junctions; and by train order to inferior trains on the road.

6. Schedule time of trains on two or more tracks will apply at the station instead of the siding as per Rule 5.

7. Conductor or trainman on freight trains must be on caboose step on proper side to receive orders or messages at open towers and telegraph offices.

8. (a) Rules 626 and 784 will be strictly observed in accordance with the following interpretation:

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

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

Employees concerned are expected to give the signals prescribed below when observing any condition endangering the train, and when

possible should also notify the train dispatcher. The following code of hand and lamp signals should be used:

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

When defect has been reported and not found after standing inspection, running inspection should be made when starting, to insure that no apparent defect exists which would affect safe movement. Under such circumstances other provisions of Rule 778 apply.

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

(b) In all cases of brakes sticking conductors will, at the first practicable point of communication, send to the dispatcher a complete report of the condition found, including car number, initial, location in train, and type of triple valve.

(c) Operating Rule 616 is interpreted as follows:

In the case of passenger trains when visibility permits, it must be known by observation that a train is not on or closely approaching a switch, derail, or moveable point frog before handling the lever operating said apparatus or the detector bar or lock for same. Where this cannot be determined by observation, five seconds should elapse after indication has cleared the switch, derail, or moveable point frog before handling these levers.

(d) Rule 719, is modified in respect to cars containing explosives to provide that:

"Cars placarded 'Explosives' must be placed in through freight trains near the middle of the trains and must not be nearer than the sixteenth car from the engine, or a caboose in service if next to engine, or motor car, nor the sixteenth car from rear end caboose, if the length of train will permit."

(e) Figures 2, 3, 4, 9 and 10, in Operating Rule 19, and figure 11, Operating Rule D-19, are cancelled.

Passenger trains, at all times, will display lighted markers showing red to the rear.

Freight trains and light engines will, at all times, display lighted markers showing red to the rear except when on a siding, clear of the main track, for the purpose of being passed by another train. (Figure 8, Rule 19 will govern.)

9. Rule 27 is changed to read as follows: "A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal. Provided, however, that on two or more tracks, outside of interlocking limits, if a signal light is not displayed where a signal is usually shown, and the preceding signal indicated proceed, and the cab signal indicates proceed (if in cab signal territory), it is not required that the emergency brake be used to stop train before passing the imperfectly displayed wayside signal, unless some known cause exists or under all circumstances in the exercise of good judgment the emergency brake should be used."

10. When passing interlocking towers, section or other gangs, enginemen will sound whistle signal prescribed by Rule 14 (k) to call attention of employees to signals displayed for a following section.

11. Outside of Yard limits and Home Signal limits of interlocking plants, a train or engine must not cross from one main track to another main track (except in case of line failure and unable to communicate with train dispatcher's office), without permission from the train dispatcher, and then only as prescribed by Rule 99.

12. When cranes or derricks are working on or adjacent to main tracks, flagman protecting must, until recalled, flag all trains, and acquaint engineman with location of crane or derrick and any other information available to insure safe passage of the train.

13. Locomotives are equipped with low water alarm whistles. Employees in Yard, Train, Tower and Station service should be on the alert and realize their responsibility as to the importance of this shrill blast, which is for the sole purpose of indicating both to the engine crew involved and others concerned, that a state of low water exists.

Momentary blowing of the low water alarm is neither unusual or dangerous, but continued blowing for a duration of more than fifteen (15) seconds should be called to the attention of the engine crew if practicable, to ascertain if action is being taken. In the case of moving trains, the dispatcher should be advised.

Crews on passenger trains will STOP their trains and ascertain the situation obtaining in the case of any prolonged blowing of this alarm.

14. Movements against the current of traffic outside of interlocking home signal limits on main tracks are authorized as follows:

- A. Under authority of train order (Form D-R).
- B. Under flag protection.

Detour Movements

15. Standard practice for EMERGENCY detours provides:

(a) Detour movements will be made under authority and supervision of train crew, the conductor of which will know that opposing movements are held at the leaving end of the detour and that trains being detoured are so informed and have his authority for operating against the current of traffic.

(b) When an engine is used in connection with the providing of flag protection for detours, such engine must not be operated ahead of the train or trains being detoured.

(c) When possible to communicate with train dispatcher, only such trains as directed by him may be detoured. If impossible to communicate with train dispatcher, trains should be detoured in accordance with their relative importance.

(d) Passenger train movements against the current of traffic must be positively blocked if communication permits except that East of Port Morris the Superintendent may authorize following movements by special instructions.

Freight train movements may follow freight train movements against the current of traffic at intervals of not less than 10 minutes, following engineman being specifically informed entering detour of preceding movement, if it is not known that detour track is clear.

(e) Emergency detour movements must be made in strict accordance with Operating Rule D-153 and speed of 30 miles per hour must not be exceeded.

16. Standard practice for PREARRANGED detours made under flag protection provides:

(a) Crews will be advised of prearranged detours by bulletin or train order, or both, and Operating Rule D-153 will not apply.

(b) All detour movements will be made under the authority and supervision of conductor located at entering end of detour section.

(c) Conductor will handle detour train movements under the general supervision of the train dispatcher.

(d) A flagman reporting to the conductor will be located at the leaving end of detour section and held responsible for full protection against movements into the detour section unless authorized by the conductor.

(e) All intermediate switches leading to detour section will be spiked or otherwise protected, and a sign with black letters on a yellow background reading "DETOUR ONE MILE", will be placed at least one mile from both ends of the detour. The detour conductor will not turn track over to the Roadway Department until he has been advised by a competent supervisor that the switches have been spiked and the signs erected as required in this rule.

(f) Passenger train movements against the current of traffic must be handled on a positive block basis. Freight train movements may follow freight train movements against the current of traffic if blocked not less than ten minutes apart and following engineman notified in writing of train in block ahead.

(g) Trains must approach both ends of detour sections prepared to stop and proceed only as directed by conductor or flagman. The movement of the entire train through any crossovers involved must be made at restricted speed (not to exceed 15 miles per hour).

(h) Movement through the detour must not exceed 45 miles per hour. Speed restrictions on the track over which movement is being made, where the permitted speed is less than 45 miles per hour must be strictly complied with.

17. When, due to main tracks being blocked, it is necessary to run a passenger train over yard tracks, such movements must be made with extreme care and under the supervision of a Yardmaster to avoid conflicting moves and to insure proper clearance at all points.

Handling Passenger Trains

18. On passenger trains, running air brake test must be made approaching summit of heavy descending grades.

20. Crews pushing or backing passenger equipment (loaded or empty) must have a man stationed to operate conductor's valve, or back-up hose, to control movement in case of an emergency.

Handling of Light Locomotives

21. (a) Light engines operating in Block Signal and Interlocking territory will not use sand except in actual emergency; this to avoid possibility of interfering with track circuits which control signal indications.

(b) Whenever a back-up movement is to be made with a three unit Diesel locomotive, the engineman must change ends if visibility is restricted by fog, snow or other adverse conditions; but if visibility permits, and fireman is sufficiently experienced, engineman may instruct his fireman to occupy the rear cab with brake valves in proper position to be used for an emergency stop.

In backing a two unit Diesel locomotive with but one operating cab, fireman will stay in operating cab with engineman, unless conditions of visibility are such that engineman instructs him to station himself for observation and emergency action on the rear end.

Handling of Locomotives and Freight Cars

22. Not more than three dead steam engines may be handled in one train and then only when there are six or more good air brake cars between each engine.

(a) Dead locomotives, steam or Diesel, and whether of road or switcher type, when handled in freight trains, shall be placed not less

than six cars nor more than twelve cars behind engine handling train. In the case of Diesel switcher type locomotives, at least two freight cars should be operated between each engine.

(b) Air brakes must in all cases be cut in on tender.

(c) Dead engines must not be handled in trains on heavy ascending grades unless there are 10 or more cars with operative air brakes behind the last dead engine.

(d) Dead engines are to be moved in local trains or trains of secondary importance and handling not to exceed 75 cars, *except* dead diesel switch engines may be handled in trains up to 125 cars.

23. When locomotives or cars are to be detached from trains with charged train lines (either passenger or freight), a full service brake pipe reduction must be made, angle cocks closed and air hose uncoupled by hand. After coupling air hose between cars, or cars and engine, open angle cock slowly on rear portion of train, then slightly open angle cock of forward portion of train until air goes through. Leave in this position 6 to 8 seconds then slowly open wide.

24. Diesel locomotives, switch or road, must not be operated in water over 3 inches above top of rail and not over 3 miles per hour when water is 3 inches or less over top of rail.

25. In order to prevent possible violation of the United States Safety Appliances Act, an engine with power brake inoperative must not be moved light over any portion of the road. Such engines may be handled to the shops in freight trains under steam when this can be done without interrupting the train line or impairing the braking power of the train; otherwise they must be moved dead.

26. 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.

27. (a) When more than one caboose in train, the pusher engine or engines must be cut in ahead of the caboose cars.

(b) Not more than one pusher engine may be placed behind eight-wheel steel frame caboose cars in 600, 700 and 800 series.

(c) When Diesel and steam engines are operated coupled, the Diesel engine must be the leading engine, except in emergency.

Exception—When necessary to use 1115 to 1140 class engine coupled with diesel engine in passenger service, it must be the leading engine and under such circumstances Rule 820 is not applicable.

(d) When necessary to use 300,700 or 1115 to 1140 class engines in freight service as helpers in connection with road Diesel engines or with one or more engines of 1151, 1200, 1600 or 2100 class, the smaller class engine must be the leading engine as puller and rear engine as pusher.

(e) Special service cars in series 95000 to 99000 (except all-steel dump cars 95700 to 95784; all-steel ballast cars 98750 to 98799 and 98851 to 98875, all inclusive) must be placed on rear of trains ahead of caboose. Pusher engines must be placed ahead of such cars.

(f) Locomotive or other cranes forwarded from terminals in through trains must be handled with the boom trailing. When forwarded out of terminals in other than through trains, boom should be in trailing position when practicable.

(g) When cars are handled behind pusher engines, caboose must be placed on rear of such cars.

28. Enginemen of freight trains with helper on rear, or awaiting pusher, must have train brakes applied while taking water.

29. When two or more cars used for loading long materials are coupled together, as prescribed in Rules Governing Loading On Open

Cars, adopted by the Association of American Railroads, brake staff may be removed from the idler car to permit curving; the staff, however, must be attached to the car from which removed and reapplied as soon as cars are released of lading. A group of cars so handled must have at least one accessible and operative hand brake for each multiple of three cars or fraction thereof.

30. Cars of other than steel underframe construction, must be placed on rear of trains, and behind pusher engines. If any doubt exists as to the type of car, car inspectors should be consulted. If no inspector available, cars should be handled as shown here.

31. A car must not be handled behind caboose, or behind pusher engine, without caboose on rear, unless equipped with hand brakes in good working order, and movement authorized by Superintendent. While so handled on heavy ascending grade a trainman must be stationed on the car.

32. On trains consisting of 110 or more cars with loads and empties, if less than 25 empties, they may be handled at any location in the train. If more than 25 empties, train must be made up with 15 or 20 empties or light loads on the head end and with the balance of empties toward the rear.

33. When necessary to cut out air brakes on a car for defects rendering the brake inoperative, air brake tag, form M. P. & E. 254, dated and signed by conductor, must be fastened to train line cross-over pipe, close to triple valve.

34. When coupling engines or cars of trains, before connecting air hose, reverse move must be made to make sure that couplers are properly locked.

35. All lights must be extinguished in unoccupied caboose cars.

36. Freight cars with bad order cards and unsafe to handle in body of train must be handled on rear and behind pusher engines, with caboose behind the bad order cars.

37. Enginemen of Diesel locomotives when passing New Milford or Port Morris eastward and Lehigh or B&O Jct. westward will inform by message, train dispatcher as to availability of locomotive for immediate dispatch on arrival at terminal.

Inspection and Braking

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

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

39. Except in cases of emergency, air brakes must not be applied at emergency valve in caboose, nor by opening angle cock on rear of last car on which air is working.

40. Air brakes on pusher engines and cars behind pusher engines, must be connected and under control of lead engineman.

Handling Freight Trains on Heavy Grades

41. Before starting on trip, conductors of freight trains must ascertain whether enginemen have recently handled such trains on section of the road over which they are to run and are familiar with the requirements; if not, the fact must be reported to the Superintendent immediately for necessary action to safeguard the movement.

42. Retainers will be used as indicated by local instructions.

(a) Retainers must be turned up before first release of brakes after train starts down grade. Conductors and enginemen must know by signal that the retainers have been turned up. If retainers cause too much braking power, a sufficient number must be turned down to permit train to proceed under control of engineman.

(b) When turning down retainers, it must be done from the rear to the head end of train.

(c) Some foreign freight cars, as well as some D. L. & W. freight cars, are being equipped with new type retainer valves which must be used as follows:

1. *Handle all the way down* indicates the valve is open, in normal position, and not in service.
2. *Handle in horizontal position*: This is low pressure position and should be used in all cases on our railroad where retainers are required. 60 seconds after automatic air brakes are released, the valve, in this position, retains 10 pounds of brake cylinder pressure.
3. *Handle 45 degrees below horizontal*: This is the high pressure position and permits too high a pressure to remain in the cylinder for Lackawanna service and must *not* be used because of the danger of overheating wheels.
4. *Handle 45 degrees above horizontal*: This is a slow releasing position and merely delays brakes going off. It does not provide continuing pressure. This position must *not* be used.

(d) RETAINERS MUST NOT BE TURNED UP ON FIRST CAR IN TRAIN.

(e) Before descending heavy grades, retainers must be turned up as per time table instructions. Maximum main reservoir pressure of 130 to 140 lbs. and brake pipe pressure of 90 lbs. must be maintained on heavy grades with trains consisting entirely of loaded or loaded and empty cars. When train consists entirely of empty cars, brake pipe pressure of 80 lbs. must be maintained on grades and other sections of the road. When starting over grades, train must be permitted to drift, and first application of about 8 lbs. must be made before maximum speed has been attained and subsequent reductions should be of about 7 lbs. depending upon condition of brakes and retainers.

(f) On descending grades conductor must ride in cupola of caboose to observe air pressure and see that trainmen are in their proper places. If conductor considers engineman is not using proper judgment, he must STOP train by use of emergency valve. Where practicable, signals must be given from rear to engineman and answered every three miles.

43. When descending heavy grades and trains are separated by accident or otherwise, the angle cocks on each part of train at point of separation must be closed, and that portion of train not attached to engine must be secured by hand brakes on all cars, commencing at car on lower portion of grade. When possible, the hand brakes should be firmly applied before separation is made.

44. When stopping train, whether consisting of all loads, all empties, or mixed, after first application and speed has been reduced to about eight miles per hour, make further reductions of 10 to 12 lbs. to avoid train parting.

45. (a) When stopped on descending grade apply engine brake and release train brake. When necessary trainmen will secure train with hand brakes.

(b) Before starting any train after a release of the brakes has been made, wait one minute for each 12 cars or fraction thereof in train, consulting watch to be sure time has elapsed, allowing brake cylinder pressure to blow down to the retaining point. Driver brake should be released with independent brake valve after each application when retainers are used, except the first application when starting down the grade, and when stopping driver brake must remain set. When starting trains on descending grades, engineman must immediately apply independent brake to prevent slack on head end running out too quickly. After train has proceeded five or six car lengths, the engine brake can be gradually released.

(c) The great starting effort of Diesel engines makes it very important that no attempt be made to start a train with this type of engine at either end before the brakes are fully released. When releasing brakes on a train, place the automatic brake valve in running position and before starting comply with above paragraph (b).

(d) When a train with a steam engine on the head end and a Diesel pusher is ready to start on ascending grade, the leading engineman should call in flagman, stretch the train, keep throttle open and avoid taking slack. Flagman upon return should signal pusher engineman to start. At locations where flagging is not required, a member of the crew should be a sufficient distance from the Diesel engine to hear whistle and pass signals.

(e) When stopped on ascending grade with Diesel engine on each end of train, engine brake should be kept applied on both engines until rear engineman has signaled to start, then both enginemen will release engine brake and start simultaneously. Members of train crew should be stationed a sufficient distance from both ends to pass signals to enginemen.

(f) On ascending grades, trains with Diesel pusher, and either steam or Diesel power on head end, which for any reason reduce speed to 5 mph or less, must be stopped with train brake. Start will then be made as provided in paragraphs (d) and (e).

46. (a) On engines equipped with "ET" Brake, No-8-EL or No 24-RL types, if any trouble is experienced with loss of pressure in main reservoirs when brake is applied, it can be corrected immediately by releasing engine brakes with independent brake valve; if pressure is restored in the main reservoir after releasing, it indicates a leak in the engine brake cylinders or their pipe connections.

(b) On engines equipped with No-8-ET and No-8-EL types, when braking trains of more than 60 cars, must have the delayed emergency cock at brake valve in "open" position to obtain delayed emergency application of engine brake in case of train parting or trainline bursting. In passenger service, pusher service or when operating light engines must have delayed emergency cock in "closed" position.

(c) On Locomotives equipped with 24-RL Brake, when handling trains of more than 60 cars, Rotair Valve on operating unit must be in "FRGT" position, Cock on control valve on "B" unit in "F" position, and Rotair Valve on "C" unit must be in "FRGT-LAP" position to obtain delayed emergency of locomotive brake in case of train parting. In passenger service, pusher service, short freight trains or, when operating light locomotives the Rotair Valve on operating unit must be in "PASS" position, cock on control valve on "B" unit in "P" position, and Rotair Valve on "C" unit in "PASS-LAP" position.

47. If unable to maintain brake pipe pressure, due to any cause, adopt the safe course—STOP, and receive assistance from trainmen. If it requires more than a 10-lb. reduction to control train with retainers in service, engineman must call for and receive assistance from train crew.

49. Unless retainers are turned up, brakes must not be released on freight trains of more than 60 to 80 cars when speed is less than 20 miles per hour, and trains of 80 to 110 cars, not less than 30 miles per hour. When releasing brakes on freight trains and retainers are not turned up, engine brake must be held applied to prevent run-out of slack. When double-heading, engineman on second engine will hold engine brake applied when engineman on lead engine releases train brake at speed mentioned.

50. When freight trains enter sidings on descending grade, to let other trains pass, or for any other reason, enginemen must make service test of air brakes as prescribed by the rules before pulling out of siding.

51. On heavy ascending grades, trainmen must watch carefully to prevent, by prompt application of hand brakes, detached portion from running backward in case train parts.

52. (a) Before setting cars out on heavy grades, examine brakes and know they operate perfectly. Before leaving cars see that air brakes are bled, all hand brakes applied, and, if conditions require other necessary precautions taken.

(b) When picking up cars on grades, cars left in track must be properly secured.

To Guard Against Buckling of Trains

53. All trains must STOP when taking on pusher engine. STOP must also be made to permit pusher engine to cut off, and air hose uncoupled by hand, except when caboose is equipped with device for cutting off pusher engine while train is in motion. When caboose is so equipped the engineman on pusher and road engine must be notified. In this case engineman on pusher engine will use power until he sees caboose separate from engine; he will then close throttle immediately and bring engine to a STOP. Trainman handling this device to cut pusher engine off, while train is in motion, will first pull chain to lift knuckle lock, then push down on device handle slowly until it strikes the stop. The handle must be left in this position until the road engine is cut off train, then the brake pipe angle cock should be closed and device handle latched in its upper position.

54. In order to guard against buckling of trains where one or more pusher engines are used, the following must be observed. Air hose must be coupled from train to engines and the brakes on pusher engines operated by the lead engine in control of train. Enginemen on pusher engines must close the cut out cock at brake valve when coupled to train, and when detached from train open cut out cock and make a service test of engine brakes.

55. Engineman on pusher engines must use a light throttle when stops are being made and continue to do so until train is stopped.

Clearance Restrictions

(Overhead and Side Obstruction)

56. In the movement of trains or cars on tracks where there is limited side clearance on account of telegraph or signal poles, platforms, docks, bridges or other structures of any kind, piles of lumber or other materials, employes must not go between cars and such obstructions or use side ladders or steps or lean outward from engines or cars toward the obstruction.

57. The increased width of freight cars in service has reduced clearance room available between cars or tracks in yards. All employes must use the greatest care in riding side steps, ladders, getting on or off cars or walking between cars to avoid personal injury.

58. It is unsafe to ride on cars the roofs or lading of which are higher than a standard box car. Cars of special type for transportation of automobiles and other vehicles, furniture, agricultural implements, etc., are higher than the standard car.

59. Employes are warned of close overhead clearance at points where overhead obstructions are less than 22 feet above top of rail and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures or other obstructions. (See Local Instructions.)

60. On account of the width of the 200, 1100, 1200, 1600 and 2100, and Diesel 601, 611, 621, 631, 651, 801, 810, 901 and 951 class engines, trainmen and enginemen must at all times look out for close clearances, especially passing dwarf signals, switch stands, through bridges and when two engines of these classes are passing each other.

General Speed Restrictions

61. (See Local Instructions for further restrictions.)

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

Except as further restricted or permitted trains and engines must not exceed following speeds on main line and branches:

	Miles Per Hour
A—Passenger Service when handled by 810 and 1151 class engines	
Between Clarks Summit and East Buffalo.....	80
Between Dover and Slateford Jct. and between Pocono Summit and Lehigh.....	79
(a) When handled by 1115 to 1130 and 1137 to 1140 class engines.....	75
(b) When handled by 1131 to 1135 and 1631 to 1650 class engines.....	70
(c) When handled by 601, 611, 631, 801, 901, 951 and 1629-1630 class engines.....	65
(d) When handled by 621, 651 class engines.....	48
(e) When handled by 300, 700, 1200 or 2100 class engines....	45
Exceptions:	
(1) Trains handling DL&W Milk cars series 1600-1700 equipped with composite trucks (without yellow bar stenciled directly under car number) and those of foreign ownership so equipped.....	70
Note—Conductor of trains handling such cars is responsible for notifying his engineer.	
(2) Trains operated by other than MU power handling MU Motor cars.....	65
Note—This restriction does not apply to trailer (non-motor) cars.	
(3) Unless otherwise specified in Local Instructions, reduced speed for delivery U. S. Mail or Newspapers.....	40
B—Troop and Hospital Trains with all passenger equipment.....	70
C—Trains with mixed equipment are governed by freight restrictions. Passenger carrying equipment must be ahead.	
D—Freight Service.....	50
Exceptions:	
(1) Train Limitations:	
(a) NE4, HB3 and 2/HB3 and HB-9 between E. Buffalo and Clarks Summit and between Slateford Jct. and Port Morris.....	60
(b) EXTRA trains (other than regular symbol manifest trains).....	45
(c) Trains handling over 9 loads of gasoline or oil.....	45
(d) Trains handling loaded DL&W air dump cars series 95700 to 95784, inclusive.....	40
(e) Trains handling cars of ore.....	40
(f) Relief trains handling wrecking derricks:	
On straight track.....	40
On curves.....	30
(g) Work and other trains handling snow plows, flangers and locomotive cranes.....	40
Exception: Snow plow in service over highway crossing.....	10
(h) Trains handling scale test cars.....	30
(i) Trains handling dead steam engines.....	20
(2) Power Limitations:	
(a) 621 and 651 class engines.....	48
(b) 300 and 700 class engines.....	45
(c) 401-455, 461, 491, 501 and 551 class engines....	35
(d) 51 class engines.....	30
(e) Switch engines.....	25
Exceptions:	
(1) Diesel switchers of all classes (various 400 and 500 series) in either direction with or without cars....	35
Exception:	
51 class.....	30
(2) Unequipped engines in cab signal territory.....	20
(f) Diesel engines being moved dead, whether new or used, and whether of road or switching type, unless otherwise specifically authorized by the Master Mechanic.....	30
Exception: When new Diesel engines of foreign road ownership are moved accompanied by messenger, instructions from the messenger as to speed restrictions will supersede this instruction, except that any authorized speeds in excess of 30 mph must be given to the train engineer in writing.	

E—Other Passenger and Freight Restrictions:

Miles
Per Hour

- (1) Trains proceeding through sidings (Subject to Rule 105). 15
- (2) Trains crossing from one track to another, entering or leaving main tracks or sidings, or taking diverging routes other than those controlled by interlocking signals or specifically provided for in "Local Instructions" 15
- (3) Spring Switches. For trains passing over trailing or facing point spring switches, set in normal position on main track, protected by automatic signals and where spring points do not move, speed is governed by permissible speed of that location. All operations through spring switches that move the points must be at a speed not to exceed, UNLESS OTHERWISE SPECIFIED IN LOCAL INSTRUCTIONS. 15
- (4) Trains may proceed at MEDIUM SPEED by interlocking "Clear-Medium" signals (Rule 283), subject to further restrictions under "Local Instructions."

Note—Speeds through interlocking switches will be governed by interlocking signal indications, except as authorized at particular points included in Local Instructions where speed there indicated will govern under "Clear-Medium" signal indication.

- (5) Engines running forward light. 40

Exceptions:

- 601-606, 611, 631-636, 801-805, 810-820, 901 and 951 class. 50
- 621, 651 class. 48
- 801, 810, 901 to 904 class or other diesel engines with dynamic brake inoperative on heavy descending grades (Pocono Summit to Analomink, Lehigh to Scranton, Clarks Summit to Scranton, Wayland to Groveland, Apulia to Syracuse and Paris to Chadwicks). 30

- (6) Engines running backward, with or without cars, outside cab signal territory, or in cab signal territory when equipped with operative back-up cab signal:

- (a) Steam engines 100 and 200 class. 25
- (b) Other steam engines. 30
- (c) Diesel road engines operated from cab at rear. 30
- (d) Diesel switchers and diesel road switchers (51, 401-455, 461, 491, 501, 551, 901 and 951 classes) may be operated backward at same speeds as forward.

- (7) Engines running backward, with or without cars, in cab signal territory, but not equipped with back-up cab signals:

- (a) Steam engines, all classes. 20
- (b) 601-606, 611, 621, 631, 801-805, 810-820 classes, or any combination of units of these, not having cab signals operative on back-up end. 20
- (c) Any engines not equipped with cab signals. 20

Permanent Slow-speed Boards located to the right of track (see Note) at the beginning of curves, or at other places, indicate the maximum speed in miles per hour permitted.

(a) The top board, diamond shaped with yellow background, will indicate the permissible speed at the next restriction in advance.

(b) The lower board, rectangular in shape and with cut out metal having a black background, will indicate the speed restriction at the point of location. Speed of trains must be reduced in accordance therewith.

(c) In addition to the double speed board, an advance speed board, diamond shaped with yellow background, will be placed at such locations in main line territory where speeds of seventy miles per hour or more are permissible and where lower speed restrictions in effect are four or more miles apart. This advance speed board will serve as a location reminder and will show speed restriction obtaining at the next double speed board, 2500 feet in advance.

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

45 or 30
TR. 1 TR. 2

Speed restrictions, unless otherwise stated, apply to entire train.

SPEED TABLE

Time per Mile	MILES	Time per Mile	MILES	Time per Mile	MILES	Time per Mile	MILES
Mn. Sec.	PER HOUR	Mn. Sec.	PER HOUR	Mn. Sec.	PER HOUR	Mn. Sec.	PER HOUR
0.39	92.31	1.16	47.37	1.53	31.88	2.30	24.00
0.40	90.00	1.17	46.75	1.54	31.58	2.31	23.84
0.41	87.80	1.18	46.15	1.55	31.30	2.32	23.68
0.42	85.71	1.19	45.57	1.56	31.03	2.33	23.53
0.43	83.72	1.20	45.00	1.57	30.77	2.34	23.38
0.44	81.82	1.21	44.44	1.58	30.51	2.35	23.23
0.45	80.00	1.22	43.90	1.59	30.26	2.36	23.08
0.46	78.26	1.23	43.37	2.00	30.00	2.37	22.93
0.47	76.60	1.24	42.86	2.01	29.75	2.38	22.78
0.48	75.00	1.25	42.35	2.02	29.51	2.39	22.64
0.49	73.47	1.26	41.86	2.03	29.27	2.40	22.50
0.50	72.00	1.27	41.38	2.04	29.03	2.41	22.36
0.51	70.59	1.28	40.91	2.05	28.80	2.42	22.22
0.52	69.23	1.29	40.45	2.06	28.57	2.43	22.09
0.53	67.92	1.30	40.00	2.07	28.36	2.44	21.95
0.54	66.67	1.31	39.56	2.08	28.13	2.45	21.82
0.55	65.45	1.32	39.13	2.09	27.91	2.46	21.69
0.56	64.29	1.33	38.71	2.10	27.69	2.47	21.56
0.57	63.16	1.34	38.30	2.11	27.48	2.48	21.43
0.58	62.07	1.35	37.89	2.12	27.27	2.49	21.30
0.59	61.02	1.36	37.50	2.13	27.07	2.50	21.18
1.00	60.00	1.37	37.11	2.14	26.87	2.51	21.06
1.01	59.02	1.38	36.73	2.15	26.67	2.52	20.93
1.02	58.06	1.39	36.36	2.16	26.47	2.53	20.81
1.03	57.14	1.40	36.00	2.17	26.28	2.54	20.69
1.04	56.25	1.41	35.64	2.18	26.09	2.55	20.57
1.05	55.38	1.42	35.29	2.19	25.90	2.56	20.45
1.06	54.55	1.43	34.95	2.20	25.71	2.57	20.34
1.07	53.73	1.44	34.62	2.21	25.53	2.58	20.22
1.08	52.94	1.45	34.29	2.22	25.35	2.59	20.11
1.09	52.17	1.46	33.96	2.23	25.17	3.00	20.00
1.10	51.43	1.47	33.64	2.24	25.00	3.15	18.46
1.11	50.70	1.48	33.33	2.25	24.83	3.30	17.14
1.12	50.00	1.49	33.03	2.26	24.66	3.45	16.00
1.13	49.32	1.50	32.73	2.27	24.49	4.00	15.00
1.14	48.65	1.51	32.43	2.28	24.32	5.00	12.00
1.15	48.00	1.52	32.14	2.29	24.16	6.00	10.00

62. Spring Switches

OPERATION OF SPRING SWITCHES.

(a) Spring Switches (indicated by letters SS on switch target or way side sign near switch) provided at locations shown in Local Instructions are equipped with spring connected points, permitting trains in designated direction to trail through without stopping.

(b) When automatic signal connected with the switch indicates "STOP," switch must be carefully examined and trains not permitted to move over it until known to be safe for passage.

(c) An engine or train stopped while trailing through a Spring switch must not move in reverse direction until the switch has been thrown by hand to position preventing derailment.

(d) When necessary to operate by hand, constant pressure must be maintained on the handle until completely over, as the oil buffer prevents quick movement of the points from one side to the other. A spring switch set by hand must be restored to original position by hand.

(e) Heavy springs in head rod connection are compressed when wheels force the switch point open, and the switch stand opposes the force in the spring. If the handle on the switch stand is released while wheels are forcing switch point open, force in the spring will be transmitted to trainman through handle and may cause injury.

(f) Sand must not be used over spring switches.

(g) Trains operating against current of traffic must run at *restricted speed* and approach switches prepared to stop if not lined for main track.

63. Remote Control Switches Electrically Operated

(a) Train movements over these switches are governed by interlocking signals.

(b) Should switch fail to operate, engineman, conductor or trainman will communicate by telephone with person controlling the switch and after receiving instructions from him to operate switch manually, will proceed according to instructions posted near the switch.

64. Electrically and Mechanically Locked Hand Operated Switches.

See local instructions for locations of these switches, and exceptions to operating instructions below.

When opening crossovers, switch adjacent to lock must be thrown first which will release far end of crossover so it can be thrown. Switch at far end of crossover must be thrown first in restoring crossovers to normal position. (Exception to Operating Rule 104.)

Seals on emergency buttons may be broken only with permission of Control point or Train Dispatcher. The finding of a seal broken must be reported promptly to Control point or Train Dispatcher.

A. Hand Operated Switches Electrically Locked and Controlled from Remote Points.

INSTRUCTIONS FOR OPERATING:

1. Control point must be notified by telephone for authority to make desired movement. Location and destination must be given.

2. When semaphore indicator shows "clear," move handle of electric lock to extreme left or "unlocked" position, after which switch will be released and can be thrown.

3. In case of failure of electric lock, an emergency release button is provided inside lock. Permission must be obtained from control point to break seal on emergency button. Button must be held in depressed position while electric lock handle is moved to unlocked position.

4. After switch has been restored to normal return electric lock handle to right or "locked" position, which will allow door to be closed.

5. Close and lock door.

B. Hand Operated Switches Electrically Locked Automatically.

INSTRUCTIONS FOR OPERATING:

1. Obtain permission from Train Dispatcher to make desired movement.

2. Note position of indicator. If "clear," lock is released and switch can be operated.

3. If indicator shows "stop," press time release button and wait prescribed time after which indicator should show "clear" and lock will be released and switch can be operated.

4. In case of failure of electric lock, an emergency release button is provided inside lock. Permission must be obtained from Train Dispatcher to break seal on emergency button. Button must be held in depressed position while electric lock lever is moved to unlocked position.

5. After switch is restored to normal, return handle to right or "locked" position, which will allow door to be closed.

6. Close and lock door.

C. Mechanical Time Lock Hand Operated Switches.

INSTRUCTIONS FOR OPERATING:

1. Obtain permission from Train Dispatcher to make desired movement.

2. Lift lever until stopped.

3. Let lever go, latch will hold in position.

4. Complete stroke when indicator shows "unlocked", after which switch will be unlocked and can be thrown.

5. In case of failure of mechanical time lock, an emergency release button is provided inside lock. Permission must be obtained from Train Dispatcher to break seal on emergency button. Button must be held in depressed position while lever is moved to "unlocked" position.

6. After switch has been restored to normal, return lock handle to right or "locked" position. Lever must be in full normal position before door can be closed.

7. Close and lock door.

Special Protection of Trains, Bridges, Wires and Tracks

65A. Trains overtaken between stations by storms or indications of damage from high water will proceed with great caution and under such control that they can readily stop after coming in sight of any obstruction or washout, in time to prevent accident; STOP and examine bridges and culverts, and other places liable to be damaged by high water in streams or heavy rainfalls, until arrival at a communicating station, where they will report and receive instructions before proceeding.

Emergency Red Light on Engine

65B. Engines 1631 to 1650, also all Diesel road freight engines and MU equipment, now have, or will be equipped with, an emergency red light located just under or above the regular head light and engines of 801 and 810 class are equipped with Mars red light just over the regular head light. They are manually controlled by the enginemen. The purpose, day or night, is to provide immediate warning to an opposing train should an emergency indicate that an opposing track may be obstructed.

When an emergency or otherwise unusual stop is made the engineman will immediately light the red light, extinguishing same as soon as it is determined that its indication is unnecessary. The regular headlight will be extinguished while red light is displayed.

The use of this red light in no way relieves employees of their duty to provide full flag protection.

65C. The headlights of all Diesels in road service when operating other than as a pusher, must be kept lighted at all times, day and night, except as outlined in that part of Instruction 65B providing for extinguishing of headlight while red light is being displayed.

66. Manual Protection for Trains Switching at Highway Grade Crossings

In order to comply with the respective orders and regulations of the Public Service Commission of the State of New York, the Public Utility Commission of the Commonwealth of Pennsylvania, and the Public Utility Commission of the State of New Jersey, within these states, wherever automatic visual signals at highway-railroad grade crossings are giving warning or automatic crossing gates are down for a longer period than five (5) minutes, due to railroad equipment standing on track circuit or being shifted on such circuit, a trainman or other qualified employee must immediately be stationed at the said crossing to direct highway traffic over such crossing when it may be safely used.

Where manual control of automatic flasher light type highway crossing signals, with or without automatic crossing gates has been installed, a member of the train crew or watchman is authorized, in case of necessity, to temporarily cut out operation of the grade crossing

signals or gates so that highway traffic may proceed over the crossing, only when it is known that no train will come onto the crossing while the signals are so cut out.

This can be done by operating switch key circuit controller or push buttons which are in control box marked "Z," located adjacent to the crossing.

On two or more tracks separate controllers or push buttons are provided for each track.

Operation of controllers or push buttons must be restricted to track involved.

Controller or push button marked OFF or UP will stop warning given by crossing signals and raise gates to UP position.

Controller or push button marked ON or DOWN will start warning given by crossing signals and lower gates to DOWN position.

If switching movements obstruct the crossing at intervals, member of train crew or watchman will remain at control box and protect by proper manipulation of controllers or push buttons involved. Control box, when open, must not be left without protection, and on completion of work must be closed and locked after resetting circuit controller or push button marked ON or DOWN for crossing apparatus to resume normal operation.

See local instructions.

High Voltage Wires

67. Signal transmission wires with YELLOW and BLACK insulators on Western Union pole lines carry high voltage current. All persons are prohibited from touching these wires. Care must be taken, when making portable telephone connections, to attach to lines marked by WHITE insulators.

68. Care must be exercised constantly to guard against injury, loss of life or damage to property.

All employes must familiarize themselves with rules for "Resuscitation From Electric Shock," as outlined in these instructions.

The co-operation of every employe is solicited in the direction of preventing personal injury to himself or others. The establishment of safe working conditions and practices is being given particular attention by the management, and the assistance of every employe is necessary to insure success.

Employes should report at once any condition which they consider unsafe.

Keep all tools and appliances in safe condition for use.

Employes must not perform any work in a careless or dangerous manner. If any employe engages in a careless or dangerous practice his attention should be called to the danger involved, and if the warning is not heeded, immediate report must be made to the proper authority.

"SAFETY FIRST" should be ever in the mind of each employe.

RESUSCITATION FROM APPARENT DEATH FROM ELECTRIC SHOCK

69. The increasing use of electricity about the shops, stations and all other property of the Lackawanna Railroad, makes it necessary that employes be qualified to render intelligent assistance in case of electrical accidents. To this end employes must be instructed in the

methods to be followed and the precautions to be observed. First, in the safe removal of the victim from contact with live wires and circuits; second, in the approved method of resuscitating persons apparently dead from electric shock, and third, in the care of the victim when natural respiration has been restored.

It is highly important that some one thoroughly familiar with the methods to be followed and the precautions to be observed, take charge and direct operations when an accident happens. The person in charge should select as assistants only those who are most likely to remain cool in such an emergency, and who may be depended upon to give the most intelligent assistance.

Promptness and Perseverance

Accidental electric shock often is not fatal; it may only stun the victim and stop his breathing for a while. The shock is not likely to be immediately fatal, because:

The live conductor may make only a brief and imperfect contact with the victim's body.

The skin, unless wet, offers high resistance to the current.

Prompt and intelligently directed efforts in removing the victim from contact with live conductors, and prompt, intelligently directed and continued efforts in restoring natural respiration, are necessary for successful results. While promptness is essential, undue haste is to be avoided. The failure of the victim to respond quickly to resuscitation should not cause discouragement; the effort should be continued, because:

The body depends upon a continuous exchange of air, as shown by the fact that we must breathe in and out about fifteen times per minute.

If the body is not thus repeatedly supplied with air, suffocation occurs.

Persons whose breathing has been stopped by electric shock, have been restored after artificial respiration has been continued as long as three hours or more.

Release of Victim from Contact with Live Conductor

Extreme care must be exercised in releasing the victim from contact with a live conductor, to avoid receiving a shock yourself. Many persons, by their carelessness in such matters, have been severely shocked or burned.

Resuscitation

If the victim can be made to breathe and to continue to breathe, the major part of resuscitation has been accomplished, and recovery is practically assured. Having freed the victim from contact with the live conductor, start artificial respiration immediately; do not wait for the physician. Resuscitation may be delayed or discontinued only long enough to carry the victim to a convenient spot where fresh air is abundant or to remove him to or from a train, and then only for the shortest possible time. Bystanders must not be permitted to collect closely about the victim; this prevents his getting fresh air.

If the accident happens on the train, place the victim in a comfortable position in a car, or if it happens on the right-of-way between stations, flag a train and place the victim in the baggage or other car. Open the doors and ventilators to admit fresh air. Upon the arrival of the train at the first station where a physician is at hand, turn the case over to him together with whatever assistance he may require to continue artificial respiration.

Quickly feel with your fingers and remove from the victim's mouth and throat any foreign body, such as tobacco, false teeth, etc.

Do not stop to loosen the victim's clothing at this time; every moment of delay is serious.

Lay the victim face downward with arms extended forward. The face should be turned to one side in such manner that the nose and mouth will be free for breathing. An assistant should draw the victim's tongue forward.

Kneel, straddling the victim's thighs, and facing his head. Put the palms of your hands on the muscles of his back over the lower ribs. Your thumbs should parallel his back bone, and your fingers should spread over the lower ribs.

Hold your arms straight and rigid and swing your body forward slowly, bringing your weight to bear gradually upon the victim. Pressure is thus applied over the lower ribs by the heels of your hands, compressing the lower part of the chest and the abdomen, and forcing the air out of the victim's lungs. This movement should take from two to three seconds, and pressure must be applied gradually and firmly—not violently. Excessive pressure may injure the internal organs and sudden thrusts do not resemble natural respiration.

Immediately swing backward to quickly remove the pressure. Keep your hands in place, thus returning to original position. Through their elasticity the chest walls expand and draw fresh air into the lungs.

After two seconds repeat the double movement of compression and release; a complete respiration in four or five seconds or twelve to fifteen respirations per minute. If a watch or clock is not visible, follow the natural rate of your own deep breathing, swing your body forward with each exhalation, and backward with each inhalation. While doing this an assistant should loosen any tight clothing about the victim's neck, chest or waist.

Continue artificial respiration, without interruption, for at least three hours, or until natural breathing is restored. Continue the movement for some time after natural breathing has begun. In continuing the movement be careful to keep your movements in step with the natural breathing of the victim. In stopping the movement see that the victim continues to breathe; if he stops, start artificial respiration again.

Do not give any liquids by mouth until the victim is fully conscious. A physician only may administer stimulants; this should not be attempted by any other persons.

Care of the Victim

In handling the victim, do not touch or irritate burned parts if possible, and during artificial respiration see that pressure is not brought to bear upon burns.

During the period of restoring natural respiration, an assistant should keep the victim warm by applying a cover and by laying bottles or rubber bags filled with warm—not hot—water beside the body.

When natural respiration has been restored, burns, if serious, should be cared for until the physician arrives.

Do not open blisters.

A raw or blistered surface should be protected from the air. If the clothing sticks, cut around it; do not peel it off. A dressing of

soft material should be applied to the burn, and this, or the cloth adhering to the wound, should be saturated with picric acid (0.5 per cent) or a solution of baking soda (one teaspoonful to a pint of water).

Cover the dressing with cotton, gauze, lint, clean waste, clean handkerchiefs, or other soft cloth, and hold tightly in place by a bandage.

Similar covering should be lightly bandaged over dry, charred burns, but without applying oil or other liquid dressing.

After regaining consciousness, the victim should be watched carefully to see that he does not exert himself except in moderation. Violent exertion is liable to cause a cessation of breathing, recovery from which is doubtful.

First Aid Treatment for Burns and Scalds

70. A remedy has been provided for the treatment of burns and scalds, a supply of which is kept at all Sub-stations and Towers in the electrified territory and in addition at all Electric Shops.

Completely bandage the burn or scalds with contents of First Aid Packet; follow this by thoroughly wetting the bandages, covering the injured part with the solution contained in the bottle, remembering that nothing is to be applied directly to the burn or scald except the bandage contained in the First Aid Packet.

It should be thoroughly understood that this preparation is not to be considered for healing purposes, but merely to save the person from pain until he can be treated by a physician.

71. LOCOMOTIVE TONNAGE RATINGS IN "GRADE SIGNAL" TERRITORIES

LOCOMOTIVE TONNAGE RATINGS

for use in connection with Grade Signals (Rule 509-F)

These ratings do not supersede the detailed tonnage ratings on file at Yard Offices, Dispatchers' Offices, etc.

EASTWARD

Engine Class	Groveland to Wayland	Factoryville to Clarks Summit	Scranton to Lehigh
601 or 801.....	3100	5200	2300
611 or 621.....	4000	6900	3100
631 or 651.....	2700	4500	2100
810 (2 unit).....	1570	2500	1160
901 or 951.....	1350	2250	1075
2100.....	1700	2700	1300
1600.....	1800	3200	1400
1200.....	1500	2700	1200
1131 or 1151.....	1200	2000	900
1115 or 1137.....	900	1600	700
300 or 700.....	700	1200	500
461 to 491.....	800	1200	600
801 or 601 and 631 or 651...	5800	9700	4400
801 or 601 and 901 or 951...	4115	6875	3210
1600 and 631 or 651.....	4500	7700	3500
631 or 651 and 611 or 621...	6700	11400	5200
631 or 651 and 901 or 951...	4050	6700	3225
621 or 611 and 901 or 951...	5400	8950	4300

WESTWARD

Engine Class	Millburn to Summit	Dover to Pt. Morris	Gr. Place to Pocono Smt.	Scranton to Clarks Smt.
601 or 801.....	2500	3400	2100	2300
611 or 621.....	3200	4400	2900	3100
631 or 651.....	2200	2900	1900	2000
810 (2 units)...	1200	1650	1075	1160
901 or 951.....	1125	1460	950	1075
2100.....	1300	1750	1100	1200
1600.....	1400	1900	1200	1300
1200.....	1200	1600	1000	1100
1131 or 1151..	1000	1300	800	900
1115 or 1137..	700	1000	600	600
300 or 700.....	500	700	500	500
461 to 491.....	600	800	600	600
801 or 601 and 631 or 651...	4700	6300	4000	4300
801 or 601 and 901 or 951...	3400	4500	2975	3210
1600 and 631 or 651.....	3600	4900	3100	3300
631 or 651 and 611 or 621...	5400	7300	4800	5100
631 or 651 and 901 or 951...	3300	4350	2900	3225
621 or 611 and 901 or 951...	4425	5820	3875	4300

72. Rule 286 as shown below is added to Rules of the Operating Department:

FIXED SIGNALS

Name.....Medium approach

Aspect.....Red over flashing yellow

Indication....Proceed at not exceeding medium speed prepared to STOP at next signal.

73. CENTRALIZED TRAFFIC CONTROL

C.T.C.—Abbreviation for Centralized Traffic Control.

DEFINITIONS

Centralized Traffic Control: A system of railroad operation by means of which the movement of trains over routes and through blocks on a designated section of track or tracks is directed by signals controlled from a designated point without requiring the use of train orders and without the superiority of trains.

Dual Control switch: A power operated switch which is also equipped for hand-throw operation.

Control station: A place from which centralized traffic control signal appliances are operated.

RULES

(Rules 551 to 581 inc. shown below are new Operating Department Rules in connection with C.T.C.).

551. Under Centralized Traffic Control, in territory designated, block signals govern the use of the blocks, without requiring the use of train orders, and unless otherwise provided, their indications supersede timetable superiority, but do not dispense with the use or ob-

servance of other signals whenever and wherever they may be required. (See Rule 554.)

Except as modified by C.T.C. rules, operating rules, interlocking and automatic block signal rules are in effect.

552. The movement of trains is authorized by the train dispatcher by signal indication.

553. The indications of Home signals and the handling of certain switches are remotely controlled by train dispatcher.

554. While the use of train orders is not required in C.T.C. territory, the requirements of a train order delivered to a train or engine must be fulfilled.

Train dispatcher is charged with the responsibility of knowing that train orders are delivered to trains and engines affected.

555. Unless otherwise instructed, trains will maintain their authorized identity and will display markers, and when required, classification signals.

556. Trains or engines must not enter or foul main track, or re-enter main track after having cleared it, except:

(a) When authorized by signal indication.

(b) At electrically locked hand-operated switches upon authority of train dispatcher. The unlock of such switches may be considered as this authority.

(c) When authorized by train dispatcher to change dual control switch to hand operation.

557. Upon authority of train dispatcher, a train or engine may enter main track at hand-operated switch for a continuous movement as prescribed by Rule 556 (b), moving at "restricted" speed to the next signal.

558. Trains or engines may occupy the main track on authority of the train dispatcher, but while so doing they will not be relieved from observance of signal indications, nor from protecting against being overtaken as prescribed by Rules 93 and 99.

559. (a) Train dispatcher must be advised in advance of any known condition that will delay the train or engine, or prevent it making usual speed. When work is to be done which may delay the train or engine, permission must be obtained from train dispatcher before entering the block in which the work is to be done.

(b) Trains or engines instructed by train dispatcher to clear main track for following trains will keep closely advised of trains to be cleared to avoid delay. When clear of main track, if following train does not pass promptly communicate with train dispatcher.

(c) After a signal indication has been displayed authorizing movement of a train or engine, if movement cannot be made promptly, train dispatcher must be notified immediately.

(d) When a train or engine is stopped by a "stop" indication and there is no evidence of an approaching train or engine, communicate promptly with train dispatcher.

560. When failure of C.T.C. system occurs, and trains or engines are authorized by train dispatcher to proceed at "restricted" speed or pass a "Stop" signal which governs movement over a switch or switches equipped with dual control switch mechanism, selector lever of each switch must be locked in hand throw position before proceeding. When train or engine has passed over all switches, these switches and selector levers must be restored to and left locked in normal position and dispatcher notified.

561. (a) If it becomes necessary to reverse the movement of a train or engine, such movement must be made under flag protection to

the next "home" signal, except when "home" signal indication is displayed for reverse movement.

(b) If any part of a train or engine passes a "home" signal, authority must be obtained from train dispatcher before reverse movement is made, except as provided by Rule 558.

(c) Should a train or engine overrun a Home signal displaying "STOP" indication:

- (1) Protect ahead immediately as prescribed by Rule 99.
- (2) Communicate with train dispatcher before movement is made in either direction.

562. Block signal indications in this territory do not modify the requirements of Rules 93 and 99.

563. When authority has been granted to operate a *remotely* controlled switch by hand, switch may be operated as follows:

1. Unlock switch lock.
2. Operate dual control selector lever marked "Power" or "Motor" to position marked "Hand."
3. Operate switch by hand with lever provided for that purpose. Switch points must be moved back and forth with the hand-throw lever to make certain that the lever is connected with the switch points; after which the switch should be moved to the position desired and secured by padlocking the hand throw lever or by spiking the points. When the points have been examined to see that they fit properly, desired movement may be made.
4. After movements over switch have been completed, restore switch by hand to normal position, then lock dual control selector lever in position marked "Power" or "Motor" and notify train dispatcher.

When dual control selector lever is placed in "Hand" position, all signals governing movements over the switch will indicate "STOP."

The train or engine authorized to use the switch may consider the indication of the signals suspended and make movements over the switch during the time the dual control selector lever is in "Hand" position, on hand signals of trainman stationed near the switch, who must check position of switch points.

The authority granted by train dispatcher to operate a C.T.C. controlled switch by hand does not authorize any part of the train or engine to move beyond the limits specified by the train dispatcher, nor does it authorize movement over such switch except on hand signals from trainman stationed near the switch.

Before making movements over the switch, trainman must notify engineman when dual control selector lever is in "Hand" position, so that engineman will be governed by hand signals.

When dual control selector lever is restored to "Power" or "Motor" position, engineman must be notified so that he will then be governed by block signal indication.

564. In C.T.C. territory when a train is stopped by a "Stop and Proceed" signal, it may proceed at once at "restricted" speed.

TRAIN DISPATCHERS

570. Home signals must be kept in the position displaying the most restrictive indication, except signals should be cleared sufficiently in advance of an approaching train to avoid giving unnecessary restrictive indications.

571. Appliances must be operated carefully and only by those charged with that duty. If any irregularity affecting their operation is

detected, the signals must be displayed to give their most restrictive indication until repairs are made. When repairs are completed, train dispatcher must test equipment.

572. Train dispatcher must not make nor permit any unauthorized repairs, alterations or additions to the appliances.

They will notify signal maintainers promptly when signals, telephone, C.T.C. controlled switches, electric switch locks or any signal appliance fails to function properly, or whenever it is necessary to authorize an employe to break any seal.

573. Train dispatcher will report promptly should any train or engine fail to comply with signal indication.

574. (a) Lever that operates both switches and signals must not be removed to the opposite position when any portion of a train or engine is on or closely approaching the switch. Such lever may be restored to center position after head end of train passes over the switch.

(b) Lever that operates switches only must not be moved when any portion of a train or engine is on or closely approaching the switch, and a signal indication has been displayed for movement of train or engine.

(c) If a signal has been cleared for an approaching train, it must not be changed to "Stop" before leading wheels of train or engine passes the signal, except in an emergency.

575. When a train or engine is stopped by a "STOP" indication, and is authorized to proceed as prescribed, train dispatcher must instruct train or engineman to examine C.T.C. controlled switches and ascertain that switch points fit properly before permitting movement of train or engine.

576. "STOP" indications of block signals must be displayed in both directions and red markers or blocking devices applied to levers to prevent clearing signals for movement into C.T.C. limits:

- (1) Before granting authority to enter main track at a hand operated switch.
- (2) Before granting authority to operate a C.T.C. controlled switch by hand.
- (3) During the time track is out of service.
- (4) When track is occupied by track cars.

577. When granting authority to occupy main track under Rule 557, it must be known that all trains or engines moving between the "home" signals, have passed the hand-operated switch.

578. If there is a derailment or if a switch is run through, or if any damage occurs to the track or appliances, the signals must be restored so as to display their most restrictive indication, and no movement permitted until all parts involved have been examined and are known to be in safe condition.

579. Operating levers must be blocked or marked and should not be used when a track, switch or signal is undergoing repairs, or when a track is obstructed.

580. Power operated switches must be moved as often as may be necessary to keep connections from freezing, when weather conditions require. If the force whose duty it is to keep C.T.C. controlled switches functioning properly during adverse weather conditions, is not on hand when required, the fact must be reported promptly.

581. When making written transfer train dispatcher will, in addition, include locations of trains, prospective movements, any irregularities in apparatus or appliances, and outstanding instructions.

COMPANY SURGEONS

W. T. DAVIS

Chief Medical Officer, Scranton, Pa.

NAME	LOCATION	OFFICE	TELEPHONE
G. F. O'Brien.....	New York City.....	58 E. 66th St.....	Butterfield 8-0300
William C. Stuart...	Hoboken, N. J.....	1 Newark St.....	Hoboken 3-0351
J. F. Londrigan.....	Hoboken, N. J.....	832 Bloomfield St....	Hoboken 3-1411—Home
L. A. Amdur.....	Jersey City, N. J.....	15 Exchange Place...	Hoboken 3-7242
(Eye Specialist)			Bergen 4-1068
William W. Maver....	Jersey City, N. J....	532 Bergen Ave.....	Bergen 3-0234
(Roentgenologist)			
A. S. Harden.....	Newark, N. J.....	510 W. Market St....	Humboldt 2-1020
Victor B. Seidler....	Montclair, N. J.....	16 Plymouth St.....	Montclair 2-0732
Harold W. Smith....	Orange, N. J.....	179 Lincoln Ave.....	Orange 5-1400
Leroy L. Colish.....	Maplewood, N. J....	612 Ridgewood Road	So. Orange 2-4242
C. Hartley Berry....	Summit, N. J.....	129 Summit Ave.....	Summit 6-4300
Guy H. Laudig.....	Morris Plains, N. J..	361 Speedwell Ave....	Mrstown 4-3183
Laurence M. Collins..	Morris Plains, N. J..	Greystone Park.....	Mtwn 4-1800
(Psychiatrist)			
A. L. Baker.....	Dover, N. J.....	389 W. Blackwell St..	Dover 6-0333
George F. Simms....	Lyndhurst, N. J.....	541 Page Ave.....	Rutherford 2-4296
Joseph Barr.....	Paterson, N. J.....	975 Madison Ave....	Lambert 3-7221
F. L. Bird.....	Netcong, N. J.....		Lambert 5-2087
Arthur C. Zuck.....	Washington, N. J....	22 Broad St.....	Home
J. Earle Brackbill...	Bangor, Pa.....	28 South First St....	Netcong 124
Howard Ott.....	Portland, Pa.....	Delaware Ave.....	172
R. Frederick Jones..	E. Stroudsburg, Pa..	116 Washington St..	Bangor 355
E. O. Headrick.....	Mt. Pocono, Pa.....		Portland 18-B
M. M. Williams.....	Scranton, Pa.....	Medical Arts Bldg...	2657
(Oculist)			Mt. Poo. 3451
W. T. Davis.....	Scranton, Pa.....	Medical Arts Bldg...	5813
Chief Medical			
Officer.....	Scranton, Pa.....	Medical Arts Bldg...	2-8895
J. O. MacLean.....	Scranton, Pa.....	Medical Arts Bldg...	5924
(Chief)			
A. J. Cross.....	Scranton, Pa.....	Medical Arts Bldg...	2-8895
P. F. Kerstetter.....	Scranton, Pa.....	Medical Arts Bldg...	3-0397
W. M. Howell.....	Scranton, Pa.....	Medical Arts Bldg...	3-2860
S. M. Davenport.....	Kingston, Pa.....	137 Maple St.....	7-6524
L. S. Reese.....	Kingston, Pa.....	300 Rutter Ave.....	7-4713
(Eye Specialist)			
Cameron Shultz....	Danville, Pa.....	107 Bloom St.....	27-J Bell
H. L. Foss.....	Danville, Pa.....	Geisinger Memorial	
George A. Deitrick..	Sunbury, Pa.....	Hospital.....	300 Bell
George J. Marvin.....	Binghamton, N. Y..	242 Arch St.....	22-J
B. L. Matthews.....	Binghamton, N. Y..	140 Main St.....	2-1505
Robert H. Kerr.....	Cortland, N. Y.....	41 Main St.....	4-3174 & 3-1523
Marcus S. Richards..	Tully, N. Y.....	84 Main St.....	44 and 412—Home
B. O. Murphy.....	Syracuse, N. Y.....		Tully 4911
Jos. G. Reidell.....	Syracuse, N. Y.....	1917 W. Genesee St..	6-2423
S. D. Keller.....	Fulton, N. Y.....	300 W. Onondaga St..	5-1059
John F. Burden.....	Oswego, N. Y.....	217 Oneida St.....	114
Geo. L. Manley.....	Norwich, N. Y.....	37 W. Bridge St.....	302 & 626—Home
Thos. F. Manley.....	Norwich, N. Y.....	42 S. Broad St.....	108 Bell
G. A. Holden.....	Utica, N. Y.....	42 S. Broad St.....	108 Bell
Leon S. Betowski....	Waverly, N. Y.....	286 Genesee St.....	4-5315
A. W. Booth.....	Elmira, N. Y.....	329 Broad St.....	73
J. Lee Kinner.....	Elmira, N. Y.....	221 W. Church St....	4586
F. W. Chamberlain...	Elmira, N. Y.....	243 Lake St.....	2-3624
W. T. Boland.....	Elmira, N. Y.....	963 Walnut St.....	5478
(Ophthalmologist)			2-3233
T. L. McNamara.....	Corning, N. Y.....	378 W. Church St....	
J. J. Sanford.....	Bath, N. Y.....	175 E. 1st St.....	1478
N. W. Kuch.....	Wayland, N. Y.....	13 S. Main St.....	84 Bath
Harold F. Hulbert...	Dansville, N. Y....	92 Main St.....	132
G. E. Murphy.....	Mt. Morris, N. Y....	115 Main St.....	46
A. L. Bennett.....	Buffalo, N. Y.....	147 Linwood Ave....	252
(Oculist)			Grant 0617
J. V. Carr.....	Buffalo, N. Y.....	367 Linwood Ave....	Grant 7850
A. E. Brennan.....	Buffalo, N. Y.....	50 N. Ogden St.....	Humboldt 0316

LOCAL HOSPITALS

NAME	LOCATION	ADDRESS	TELEPHONE
St. Vincent's.....	New York City.....	7th Ave. and 11th St.	Gramercy 7-4050
Christ.....	Jersey City, N. J....	176 Palisade Ave....	Journal Sq. 2-1220
St. Michael's.....	Newark, N. J.....	306 High St.....	Market 2-7610
N. J. Orthopaedic...	Orange, N. J.....	179 Lincoln Ave....	Orange 5-1400
Overlook.....	Summit, N. J.....	Morris Ave.....	Summit 6-4400
Memorial.....	Morristown, N. J....	66 Morris St.....	Morristown 4-4500
St. Joseph's.....	Paterson, N. J.....	703 Main St.....	Sherwood 2-7500
Dover General.....	Dover, N. J.....	Jardine St.....	Dover 1600
Easton.....	Easton, Pa.....	20th and Lehigh Sts..	Easton 5-6221
General.....	E. Stroudsburg, Pa..		1293
Moses Taylor.....	Scranton, Pa.....	700 Quincy Ave....	7251
Geisinger Memorial...	Danville, Pa.....	P. O. Box 152.....	300 Bell
Binghamton City...	Binghamton, N. Y...	25 Park Ave.....	2-2311
Cortland.....	Cortland, N. Y.....	Homor Ave. & W.	
		Main St.....	Cortland 125
St. Joseph's.....	Syracuse, N. Y.....	301 Prospect St....	3-6123
Oswego.....	Oswego, N. Y.....	W. 6th & Bridge Sts..	1926
Norwich.....	Norwich, N. Y.....	176 N. Broad St....	407
Faxton.....	Utica, N. Y.....	1678 Sunset Ave....	2-3101
Tioga Co., General...	Waverly, N. Y.....	N. Chemung St.....	660
Arnot-Ordgen.....	Elmira, N. Y.....	Roe Ave.....	5221
St. Joseph's.....	Elmira, N. Y.....	559 E. Market St....	6241
Corning.....	Corning, N. Y.....	163 E. First St.....	808 Bell
Bath.....	Bath, N. Y.....	117 E. Steuben St...	382
Dansville.....	Dansville, N. Y....	236 Main St.....	150
Emergency.....	Buffalo, N. Y.....	Pine & Eagle Sts....	Washington 4850

LOCAL WATCH INSPECTORS

NAME	LOCATION
Nathan Marcus.....	Hoboken, N. J., 115 Washington St.
Busch & Sons, Inc....	Summit, N. J., 366 Springfield Ave.
I. D. Lyon.....	Morristown, N. J., 45 Park Place
Chas. R. Vogel.....	Paterson, N. J., 1 Clark St.
Dover Jewelers, Inc....	Dover, N. J., 19 East Blackwell St.
G. Simone.....	Main St., Stanhope, N. J.—Netcong, N. J.
Theodore G. Plate, Jr..	Hackettstown, N. J., 193 Main St.
Oscar Fliegau.....	Washington, N. J., 18 West Washington Ave.
S. Ackerman.....	Phillipsburg, N. J., 156 South Main St.
W. W. Rutan.....	Newton, N. J., 270 Spring St.
Wilson Steckel.....	Bangor, Pa., 32 South Main St.
R. K. Lesoine Co.....	East Stroudsburg, Pa., 31 Washington St.
Rogers Jewelry Co.....	Scranton, Pa., 130 Wyoming Ave.
Sneidman Jewelry Co....	Bloomsburg, Pa.
A. Sherman.....	Berwick, Pa.
Leroy Graver.....	Northumberland, Pa.
Van Cott.....	Binghamton, N. Y., 60 Court St.
Edw. C. Krause.....	Syracuse, N. Y., 613 So. Clinton St.
Alpert's.....	Cortland, N. Y., 63 Main St.
J. W. Skillen.....	Norwich, N. Y., 12 American Ave.
Maltby-Campbell Co....	Oswego, N. Y., 20 W. Bridge St.
Wm. L. Denning.....	Utica, N. Y., 138 Genesee St.
Zausmer's Jewelry Store	Waverly, N. Y.
R. A. Heggie & Bro. Co..	Ithaca, N. Y.
Alpert's.....	Elmira, N. Y., 111 E. Water St.
J. W. Griswold Jewelry Store	Avoca, N. Y.
J. Lee Folts.....	Mount Morris, N. Y.
Bert A. Bush, Inc.....	Buffalo, N. Y., 258 Main St.
Striker & Huetter, Inc..	Buffalo, 780 Tonawanda St.
Burnham Jewelry Co....	Buffalo, 594 Walden Ave.
T. L. Terry, Inc.....	Buffalo, 792 Seneca St.
Lovejoy Credit Jewelers	Buffalo, 1190 Lovejoy St.

MORRIS AND ESSEX DIVISION

LOCAL INSTRUCTIONS

Superiority of Trains

101. On single track, eastward trains are superior to westward trains of same class, except

GLADSTONE BRANCH

Following westward trains are superior to designated eastward trains:

No. 403 to 404	No. 421 to 422	No. 439 to 432
No. 405 to 412	No. 421 to 424	No. 803 to 808
No. 407 to 414	No. 427 to 426	No. 807 to 812
No. 409 to 416	No. 435 to 428	No. 809 to 814
No. 411 to 420	No. 435 to 430	No. 813 to 816
No. 417 to 422	No. 437 to 430	No. 819 to 822

Nos. 423, 429, 431 and 433 are superior to all eastward trains between Summit and Gladstone.

SUSSEX BRANCH

Following westward trains are superior to designated eastward trains:

No. 1009 to 1028	No. 1103 to 1112	No. 1119 to 1128
No. X-101 to 1022	No. 1105 to 1112	No. 1125 to X-118
No. X-111 to 1108	No. 1113 to 1120	

No. 1047 is superior to all eastward trains between Sussex Branch Junction and Branchville.

No. 1061 is superior to all eastward trains between Sussex Branch Junction and Newton.

WASHINGTON LINE

Following westward trains are superior to designated eastward trains:

No. 1029 to 1030	No. X-113 to 1114
No. 1041 to X-106	No. 1073 to X-112
No. 1071 to X-110	No. 1129 to X-120

102. Except where otherwise provided all extra trains must clear Nos. 3, 6, 7 and 8 at least 10 minutes. (See local instruction 143.)

Miscellaneous

103. Schedule time of trains at Lyons, Basking Ridge, Far Hills, Cranberry Lake and Newton will apply at the station instead of the siding as per Rule No. 5.

104. Firemen or others are prohibited from going over top of coal going to or coming from back of water tank of engine while operating in electrified territory. When taking water firemen must use the ladder on rear of tank of engine to reach top of tank. Water spout should be turned from the ground.

105. The display of classification signals as provided by Rule 21, will be omitted when operating over the Harrison, Chester and Bangor & Portland Branches.

In M. U. service, the display of white classification lights in addition to white flags, as shown in Figure 17, Rule 21 (a), is not required. In this service extra passenger trains operating at night will display white flags, and in addition lighted identification numbers on the side, as the case may be, to indicate the point to which extra train is being operated. (See local instructions 190 and 191.)

106. When, under emergency orders, tickets issued by parallel lines are honored between stations on this division, conductors and collectors will deliver accurate account of same to Assistant Superintendent's office at end of each trip, stating between what points and on what train honored.

107. BERGEN TUNNEL; engines of 2100 class must not use tracks 1 and 3 account height of tenders.

Engines of 1600 class must not exceed speed of 30 miles per hour when using tracks 1 and 3 and engineman must know that coal is properly leveled so as not to protrude higher than top of coal boards.

108. WEST END; engines of 1600 class must not operate around wye track.

109. MORRISTOWN; 1100, 1200 or larger class engines must not go beyond point of frog at switches leading from express track to M&E interchange tracks or to Eggerts side track.

110. MORRIS PLAINS; all engines, except Diesel engines, 400 class series, must not be operated beyond clearance point on side track serving Morris Plains Sand and Gravel Co. account sharp curvature of track.

111. NETCONG; movements on side track on heavy descending grade serving Stocker Manufacturing Company will be governed as follows: Air brakes must be cut in and in proper working order on all cars being handled; STOP must be made before passing over Highway crossing located 400 feet from end of track and street traffic protected by flagman. No cars are to be left on this track east of Highway crossing.

112. PHILLIPSBURG; engines moving to or from ash pit and coal tracks foul main track. All westward trains and engines will come to a full stop, one hundred (100) feet east of switch leading to ash pit track and then proceed under control. STOP sign is located one hundred (100) feet east of ash pit and a CAUTION sign is located five hundred (500) feet east of the STOP sign. All eastward trains and engines will approach this location under control and proceed as the way is seen to be clear.

113. PORT MORRIS; westward manifest freight trains not doing work at Port Morris will make running test of brakes between Port Morris and Roseville Tunnel when temperature is below 20 degrees.

114. BRANCHVILLE; west end Creamery track, 1100 and 1200 class engines restricted.

115. Engines of 1151, 2100 and 1600 class must not operate around wye track at Branchville.

116. SLATEFORD JUNCTION; Extra care must be used in setting out cars in westward siding, Slateford Junction, to protect against striking vehicles on private crossings, and to insure that cars are not shoved over derail on east end of siding. *Public Highway crossing at M.P. 84.40 and Private Highway crossing at M.P. 84.00 must not be blocked by cars set out in this siding.* When necessary to insure safety of operation, conductors will arrange to "piece" their set outs into this siding. A *back-up hose* has been provided at Slateford Junction for the use of crews to assist them in setting off cars in westward siding, hose to be attached to rear car of set-off and after set-off has been completed, back-up hose *must* be returned.

117. HOBOKEN TRAIN-SHED; enginemen will not couple against train without receiving hand signal.

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

119. Engineman will use extreme care to allow adequate braking distance entering Hoboken train-shed, having their train under such control that they will be able to stop short of bumping block, car or other obstruction by use of pneumatic brake alone if necessary

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

121. Passenger trains moving on restricting signal indications following other train on same track will keep sufficient distance to in-

sure safety. Under such circumstances, moving or standing trains should be at least 500 feet apart, unless otherwise provided.

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

123. In 3 track territory between Lyndhurst Drawbridge and Paterson Jct. and between Pompton River bridge and Denville when necessary to operate passenger trains on track 1 and discharge passengers over outside track precautions must be taken to avoid accident to passengers crossing such track.

Opposing trains will be notified. Rule 107, 107 (a) will govern.

124. The movement of track cars between Grove Street tower, Hoboken and Denville via Morristown Line will be manually blocked between open interlocking towers (including Morristown Station). When such movements are made towerman or operator will:

- Use clips on the signal and/or switch levers until track car has completed movement.
- Keep record on Form 32-a showing time track car enters block and time clearance on the track being used is obtained.

Emergency Red Light on M. U. Equipment

125. An additional large red light is being installed on multiple unit cars. The manually controlled switch for this light is located adjacent to engineer's control panel.

- When a car so equipped is operated as the rear car of a train, flagman will use this light day and night, turning it on whenever train makes an unscheduled or emergency stop, or is moving under circumstances in which it might be overtaken by a following train. The light is also to be used approaching station stops where flagman is available in rear vestibule. It will remain lighted until train is underway and has resumed normal speed.
- Its use in no way relieves employes of their duty to provide full flag protection.

126. RETAINERS

Between Port Morris and Towaco, on specific instruction of engineman.

On B. & P. Branch—See Local Instruction No. 170.

130. Special Stop for Employees

West End

301	115	1010	1062	371	905	902	1114	944
1001	211	114	190	1101	907	1104	736	752
1005	1041	622	644 (Thurs. & Friday)	1119	904 (Sat. Only)			
	537	160						

Kearny Junction

147	189	202		731	753	714 (Sat. Only)		
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Harrison Yard

113	191	707 (Sat. Only)	749 (Sat. Only)	714 (Sat. Only)				
129	112	905	753	736 (Sun. Only)				
211	186	581		750				
187	190			752				

Morristown (Water Tank)

636	905 (Sat. Only)	919 (Sat. Only)	936 (Sun. Only)					
639	911 (Sat. Only)	939 (Sat. Only)	938 (Sat. Only)					
641	915	943 (Sun. Only)	944 (Sun. Only)					

Secaucus (County Road)

Nos. 1003, 47 (Sat. Only), 1011, 1029, 1031, 1107, 1113, 1117, 1121:

Will stop just west of County Road Crossing, Secaucus.

West Tower, Secaucus

1005	1041	1006	1030	1107	1119	1102	1116	
1011	1075	1008	1062	1117	1133 (Sat. Only)	1104	1128	
1031		1012				1114	1130	

Port Morris

1009	1041	1028	1103	1113	1127	1112
1011	1016	1030	1105	1121	1106	1114
1029		1054	1107	1119	1110	1120

Holiday Service

131. Sunday train schedules will be operated on the following legal holidays unless otherwise arranged: New Year's Day, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Boonton Water Stop—Westward

132. Westward freight trains which block the highway crossing located just east of the Van Raalte Hosiery factory, east of Boonton and west of Montville station, while taking water at Boonton, must be prepared to clear this crossing should fire apparatus require to use it.

When fire alarm is sounded or fire apparatus is heard or seen approaching the crossing in question, trains must immediately be moved to clear the crossing without completing taking of water or, if practicable, train separated at crossing.

Slide Detector Fence—New Jersey Cut-Off

133. Slide Detector fence is located on the north side of Track 1 in cut west of Roseville Tunnel. Center of fence is located 150 feet east of Mile Post 52.

When rocks or slide material come in contact with fence, automatic signal 501, located 9450 feet east of fence, and automatic signal 528, located 4790 feet west of fence will indicate "Stop and Proceed". (Rule 291)

Engineman finding either of these signals displaying "Stop and Proceed" indication will be governed as per Rule 291. They will watch carefully for obstructions on or near their own and adjacent track and provide protection as may be necessary. Conditions observed must be reported to Train Dispatcher through first means of communication.

Use of Pusher Engines Against Occupied Cabooses, New Jersey Cut-Off and Boonton Line

134. When freight trains are assisted by helper engines heavier than 1200 class, the helper engine must be on the head end or ahead of the caboose. (See General Instruction 27b)

135. Sidings Located away from Stations:

Basking Ridge.....Gravel switch just west of station.

Lyons.....Siding opposite stone crusher. Spur track, Lyons station, must not be used for meeting or passing point.

Oxford Furnace: Movements to Ore Mine

136. The following governs movements over track serving the Alan Wood Steel Co. at Oxford Furnace:

All movements from Oxford Furnace to the mines must be made with engine headed east and cars placed ahead of engine, backup hose with whistle attachment to be used on leading car and man stationed on leading car.

From the mines to Oxford Furnace, engine must be ahead of cars. Beginning at the East Yard at Oxford Furnace to the mines the following highway crossings are located in order named:

1. Foundry crossing
2. State Highway
3. Academy St.
4. Mine Hill
5. Jonestown Road
6. Jonestown Hill Road
7. Mine Crossing

All trains and engines must stop 25 feet from the following crossings and flagman sent ahead to protect:

On trip to mines, crossings 2, 3, 5 and 6.

On trip from mines, crossings 6, 5 and 2.

Speed over these crossings must not exceed six (6) miles per hour.

Switch at mines leading from empty track to loaded track must be left locked for loaded track.

Spur track switch leading from loaded track to spur track at south end must be left open and locked to serve as derail.

Engine bell must be rung continuously while passing through operating territory at the mines.

Operation of Three or More Tracks

137. Tracks are assigned for operation as follows and are signalled accordingly: (See Rules D251-D254-D261-D264.)

Between Hoboken and Grove Street Tower—

Track 3—Reversible.

Track 1—Reversible.

Track 2—Reversible.

Track 4—Reversible.

Track 6—Reversible.

Between Grove Street Tower and East End Hackensack Bridge—

Track 3—Reversible.

Track 1—Reversible.

Track 2—Reversible.

Track 4—Reversible.

Between East End of Hackensack Bridge and Newark Interlocking—

Track 3—Reversible between east end of Hackensack Bridge and Harrison Tower.

Track 1—Reversible between east end of Hackensack Bridge and Newark Interlocking.

Track 2—Eastward, reversible between Harrison Station and Newark Interlocking.

Between Newark and Millburn—

Track 3—Westward.

Track 1—Reversible.

Track 2—Eastward.

Between Lyndhurst Draw Bridge and Paterson Junction—

Track 3—Westward.

Track 1—Reversible.

Track 2—Eastward.

Between Pompton River Bridge and Denville Interlocking—

Track 3—Westward.

Track 1—Reversible.

Track 2—Eastward.

Between Denville Interlocking and Dover—

Track 3—Westward.

Track 1—Reversible.

Track 2—Reversible.

Between Mt. Arlington and Port Morris Junction Interlocking—

Track 3—Westward.

Track 1—Westward.

Track 2—Eastward.

Track 4—Eastward.

When conditions require, and tracks are with the current of traffic, passenger trains may run over tracks other than those scheduled for, and enginemen will accept signal indications provided the route will take them to destination and permit them to make their scheduled station stops.

138. Speed Restrictions—Local

(See General Instructions #61)

Passenger trains:

(A) Between Dover and Slateford Junction:

When handled by engines numbered as follows—
Nos. 810 to 820, incl.; 1151 to 1155, incl.; are permitted maximum speed of..... 79

When handled by engines numbered as follows—
Nos. 1115 to 1130 incl.; 1137 to 1140, incl.; are permitted maximum speed of..... 75

(B) Between Stroudsburg and Slateford Junction and East of Dover maximum speed of passenger trains..... 70

Eastward general freight Port Morris to Towaco with more than 25 Coal..... 40

MORRISTOWN LINE (HOBOKEN-DENVILLE)

Location	Mile Post		Speed Restricted To Miles Per Hour
	From	To	
Hoboken—			
Between station and West End of M. U. Shed.			15
Between West End M. U. Shed and West end Bergen Tunnel.....			50
Grove Street—			
Interlocking switches (on "Clear-Medium" signal).....			15
Bergen Tunnel.....			50
Bergen Tunnel to Sub-station (straight route)...			30
Sub-station to and including Hackensack River Bridge (straight route).....			45
West of West End Tower: "Clear-Medium" Signal.....			25
Crossover track 1 to 3.....			30
Crossover track 3 to 1.....			30
Kearny Jct.—			
Curve through Kearny Jct. interlocking.....	5.2	5.3	60 Track 3
Harrison—			
1st curve east of Harrison Station.....	6.6	6.9	55
West end Harrison Station to west end Newark Passenger Station (3 curves and drawbridge)	7.2	7.8	35 Electric 30 Steam
On "Clear Medium" signal east of Newark Tower: Track 1 to Track 3.....			30
Newark—			
1st curve west of.....	8.1	8.2	60
2nd curve west of.....	8.4	8.5	55
3rd curve west of.....	8.6	8.7	55
Roseville Ave.—			
Between east end of junction switches and west end of Roseville Station platforms.....	8.9	9.1	30
NOTE:			
On "Clear-Medium" signal east of Roseville Ave. Tracks 2 and 3 to Track 1.....			30
On "Clear-Medium" signal east of Roseville Ave. Track 3 to Montclair Branch.....			15
Grove Street—			
East Orange—			
Curves at east end of Station.....	9.9	10.0	60
Curves at west end of Station.....	10.1	10.2	60 Tracks 1-3
Brick Church—			
Curves (4) east and west of Station.....	10.4	10.8	60 Tracks 1-3
Orange—			
Orange Interlocking.....	11.1	11.9	50
South Orange—			
Curves at east end of Station (2 curves)....	13.7	13.8	40 Track 3
Curves at west end of Station (2 curves)...	13.9	14.0	40 Track 3
Maplewood—			
Curve at station.....	15.0	15.2	65 Track 2
Curve at station..... {7 AM to 9 AM}	15.0	15.2	10 Track 3
Curve at station..... {9 AM to 7 AM}			50 Track 3
Curve west of station.....	15.3	15.4	40 Track 3
1st curve east of Millburn.....	16.1	16.4	65

MORRISTOWN LINE (HOBOKEN-DENVILLE)

Location	Mile Post		Speed Restricted To Miles Per Hour
	From	To	
Millburn—			
Track 3 to Track 1 at West End station on "Clear-Medium" signal.....			30
1st curve west of.....	16.8	17.0	55
2nd curve west of.....	17.1	17.3	55 Track 1 65 Track 2
Short Hills—			
Curve at east end of station.....	17.6	17.8	50 Track 1 60 Track 2
1st curve west of.....	18.1	18.8	50 Track 1 65 Track 2
2nd curve west of.....	18.9	19.1	50 Track 1 60 Track 2
2nd curve east of Summit.....	19.4	19.7	45 Track 1 50 Track 2
1st curve east of Summit.....	19.8	19.9	45 Track 1 50 Track 2
Summit—			
Within Interlocking Limits:			
Main tracks #1-#2 (straight route).....			40
Crossover or diverging movement.....			15
1st curve west of.....	20.5	20.6	55 Track 1 50 Track 2
2nd curve west of.....	20.9	21.0	60
3rd curve west of.....	21.4	22.2	60
4th curve west of.....	22.5	22.7	65 Track 1 60 Track 2
1st curve east of Chatham.....	23.0	23.4	55
Chatham—			
1st curve west of.....	23.6	23.7	65 Track 1
Madison—			
2nd curve west of.....	26.3	26.4	55 Track 1 60 Track 2
3rd curve west of.....	26.6	26.7	60 Track 1 65 Track 2
4th curve west of.....	26.7	26.8	60 Track 1 65 Track 2
5th curve west of.....	27.3	27.4	65 Track 1
Convent—			
2nd curve west of.....	28.5	28.7	60
Morristown—			
Curve through Morristown station.....	29.6	29.9	55 Track 1 50 Track 2
1st curve west of.....	30.2	30.5	65 Track 2
2nd curve west of.....	30.6	30.7	65 Track 2
Morris Plains—			
3rd curve west of.....	33.2	33.5	60 Track 1 65 Track 2
4th curve west of.....	33.6	33.7	55
Powder mill curve west of Morris Plains.....	34.4	34.7	45
1st curve east of Mount Tabor.....	35.1	35.5	45 Track 1 50 Track 2
Mount Tabor—			
Denville—			
Curve through Denville station.....	4.36	036.	40

BOONTON LINE—BERGEN JCT. TO STROUDSBURG
(Via Cut-off)

Location	Mile Post		Speed Restricted To Miles Per Hour
	From	To	
West End—			
Interlocking Switches (on "Clear-Medium" signal).....			15
Curve at West End.....	2.0	2.1	30

BOONTON LINE—BERGEN JCT. TO STROUDSBURG
(Via Cut-off)

Location	Mile Post		Speed Restricted To Miles Per Hour
	From	To	
West Secaucus-Hackensack Drawbridge:			
Entire Bridge (Passenger trains.....)			30
(Freight trains.....)			25
Note:—Except under emergency circumstances brakes must not be applied on engines or trains on any part of this bridge.			
1st curve west of Hackensack Drawbridge..	5.0	5.2	30
2nd curve west of.....	5.3	5.4	60
3rd curve west of.....	6.6	6.8	65
Kingsland—			
Curve through Kingsland station.....	7.3	7.7	65
1st curve east of Lyndhurst.....	7.8	8.0	55
Lyndhurst—			
1st curve west of.....	8.4	8.5	30
Lyndhurst Drawbridge—all trains.....			20
Note:—Except under emergency circumstances brakes must not be applied on engines and when possible to avoid on trains, on any part of this bridge.			
1st curve west of Lyndhurst Drawbridge...	9.1	9.2	65
Passaic—			
Curve through Passaic station.....	10.6	10.9	65 Track 1 55 Tracks 2-3
Athenia—			
Curve through Athenia station.....	12.1	12.3	65
Paterson Jct.—			
Interlocking Limits (straight route).....	13.4	13.5	50
On "Clear-Medium" signal:			
Track 3 to Track 1.....			30
Track 2 to Track 1.....			30
1st curve west of.....	13.6	13.7	55
Paterson—			
Curve through Paterson station.....	14.9	15.4	50
1st curve west of.....	15.5	15.8	50
3rd curve west of, (Squirrelwood Rd.).....	16.3	16.7	65
Curve at east end of Paterson Highbridge..	16.8	17.0	40
Curve at west end of Paterson Highbridge..	17.2	17.4	40
1st curve east of Little Falls.....	17.4	17.6	60
Little Falls—			
Mountain View—			
Lincoln Park—			
Westward trains, Track 1, Pompton River Bridge to Jacksons Crossing ("Clear- Medium" signal).....			30
Towaco—			
Curve at Towaco station.....	24.8	25.2	60 Track 1 65 Track 3
1st curve west of.....	25.7	26.1	55
3rd curve west of.....	26.5	26.7	60 Track 3
1st curve east of Montville.....	26.8	27.3	60
Montville—			
2nd curve east of Boonton.....	28.7	28.8	50 Track 3 60 Tracks 1-2
1st curve east of Boonton.....	28.9	29.0	55
Boonton—			
Curve through Boonton station.....	29.2	29.3	55 Track 1 50 Tracks 2-3
1st curve west of.....	29.5	29.7	50 Track 3 55 Tracks 1-2
2nd curve east of Denville.....	33.1	33.4	55 Track 3 50 Tracks 1-2
Denville—			
Between Denville and Dover.....			40 Track 3
1st curve west of.....	34.4	34.9	55 Track 2 65 Track 1
2nd curve west of.....	35.3	35.7	55 Track 1 45 Track 2
3rd curve west of.....	35.7	36.1	55 Tracks 1-2

BOONTON LINE—BERGEN JCT. TO STROUDSBURG
 (Via Cut-Off)

Location	Mile Post		Speed Restricted To Miles Per Hour
	From	To	
East Dover—			
1st curve west of.....	36.5	36.9	55 Tracks 1-2
1st curve east of Dover.....	37.2	37.5	55 Tracks 1-2
Dover—			
Dover Station, "Eastward" siding to Main Track 2 ("Clear-Medium" Signal).....		15	
1st curve west of.....	38.3	38.5	40 Track 1
2nd curve west of.....	38.7	38.9	35 Track 2
			50 Track 1
			55 Track 2
1st curve east of Wharton.....	39.3	39.6	60
Wharton—			
1st curve west of.....	40.6	40.8	60 Track 1
			65 Track 2
1st curve east of Chester Junction.....	41.1	41.2	60 Track 1
			70 Track 2
Chester Jct.—			
1st curve west of.....	41.5	41.7	75 Track 2
			60 Track 1
Mount Arlington—			
Junction tracks 4 and 2; leaving track 4 (on "Clear-Medium" signal).....	43.5	30	
Mile Post 43.5 and Port Morris, tracks 3 and 4.....		45	
1st curve east of Hopatcong.....	43.8	45.1	55 Track 1
			65 Track 2
			35 Track 3
Hopatcong—			
Curve through Hopatcong station.....	45.4	45.8	45 Track 1
			40 Track 2
Port Morris Jct.—			
Track 3 to Track 1, west of Tower.....		15	
Eastward Siding; trains entering siding at Remote Control switch (on "Clear- Medium" signal).....	47.0	30	
1st curve west of.....	46.8	47.1	70
2nd curve west of.....	47.6	48.1	70 Track 2
3rd curve west of.....	48.3	48.5	70 Track 2
4th curve west of.....	49.3	50.1	70 Track 2
Roseville Tunnel.....	51.6	51.8	70
1st curve west of.....	52.5	53.0	70 Track 2
Johnsonburg—			
1st curve west of.....	63.1	63.4	70 Track 2
1st curve east of Blairstown.....	64.1	64.3	70 Track 2
Blairstown—			
1st curve west of.....	65.5	65.7	70 Track 2
2nd curve west of.....	68.3	68.6	70 Track 2
3rd curve west of.....	69.4	69.6	70 Track 2
4th curve west of.....	70.7	70.9	70 Track 2
5th curve west of.....	72.3	72.9	75 Track 1
			70 Track 2
Delaware River—			
1st curve west of Bridge.....	73.2	73.5	55
			50 Track 1
Slateford Jct.—Interlocking.....	74.1	74.3	60 Track 2
1st curve west of.....	74.4	74.9	55 Track 1
			60 Track 2
2nd curve west of.....	74.9	75.0	55 Track 1
			60 Track 2
3rd curve west of.....	75.2	75.3	50
Point of Gap curve.....	75.4	75.7	40
2nd curve west of.....	75.8	75.9	50
3rd curve west of.....	75.9	76.2	50
4th curve west of.....	76.3	76.5	55
5th curve west of.....	76.6	76.9	55
6th curve west of.....	77.0	77.1	60
Water Gap—			
1st curve west of.....	77.3	77.5	60
Tinkertown curve.....	78.3	78.6	45

BOONTON LINE—BERGEN JCT. TO STROUDSBURG
 (Via Cut-Off)

Location	Mile Post		Speed Restricted To Miles Per Hour
	From	To	
Bells Bridge curve.....	78.7	78.8	45
1st curve west of.....	78.9	79.1	45
Slide curve west of.....	79.2	79.5	45
Power Dam curve.....	79.9	80.2	45 Track 1
			50 Track 2
1st curve west of.....	80.5	80.6	45 Track 1
			50 Track 2
Forge Cut curve.....	80.6	80.9	45
Stroudsburg—			

PORT MORRIS JCT. TO SLATEFORD JCT.
 (Via Washington Line)

Location	Mile Post		Speed Restricted To Miles Per Hour
	From	To	
Port Morris to Washington.....			50
Washington to Slateford Jct.....			40
Port Morris Jct.—			
Interlocking junction switches.....			20
Interlocking junction switches to signal O-467.			20
Port Morris—			
Sussex Branch Jct.—			
Movements over spring switches.....			
Westward trains, Track 1, west end of crossover Track 1 to Track 2.....			25
Westward trains, Track 1 to single track....			25
Westward trains, Track 1 to Sussex Branch..			15
Eastward trains, Sussex Branch to Track 2...			15
Eastward trains, Washington Line, from single track to eastward Track 2.....			15
Netcong—			
Between "End of Highway Circuit" sign and Main Street crossing.....			25
Hackettstown—			
EASTWARD trains between Main and High Streets.....			35
Spring switch at west end of siding—Trains moving from siding to main track.....			15
Washington—			
Spring switch at west end of siding—Trains moving from siding to main track.....			15
Curve through Washington Station.....	66.5	66.7	30
Oxford Tunnel—			
Curve east end of Oxford Tunnel.....	69.5	69.6	20
Through Oxford Tunnel—All trains.....			20
1st curve west of.....	70.2	70.3	20
2nd curve west of.....	70.3	70.4	20
3rd curve west of.....	70.4	70.5	30
Oxford Furnace—			
Spring switch at east end of siding—Trains moving from siding to main track.....			15
Pequest River—			
Buttville—			
Bridgeville—			
Manunka Chunk—			
Curve at east end Manunka Chunk Tunnel...	77.1	77.2	20
Through Manunka Chunk Tunnel—All trains.			20
Curve at west end of Manunka Chunk Tunnel	77.3	77.4	20
2d curve west of.....	77.4	77.5	20
Portland—			
Between "End of Highway Circuit Sign" and Columbia Bridge highway crossing.....			10

GLADSTONE BRANCH

Location	Mile Post		Speed Restricted To Miles Per Hour
	From	To	
Gladstone Branch.....			55
Summit—			
Between Summit and Bernardsville: 1200 class engines over all bridges. (See Local Instruction #159).....			10
West Summit—			
1st curve west of.....	20.9	21.0	50
New Providence—			
1st curve west of.....	22.4	22.7	45
2nd curve west of.....	22.7	22.8	45
Murray Hill—			
2nd curve west of.....	24.7	25.0	50
Berkeley Heights—			
2nd curve west of.....	26.0	26.2	50
Millington—			
Curve through Millington station.....	29.9	30.3	45
1st curve west of.....	30.3	30.4	45
2nd curve west of.....	30.9	31.1	50
Lyons—			
Curve through Lyons station.....	31.5	32.0	45
Basking Ridge—			
1st curve west of.....	33.8	34.5	50
Bernardsville—			
Freight House Crossing.....			10
2nd curve west of.....	35.4	35.6	50
3rd curve west of.....	35.7	35.9	45
4th curve west of.....	36.1	36.4	50
Mine Brook—			
2nd curve west of.....	38.6	38.9	50
Far Hills—			
EASTWARD trains between WEST end of siding and Mine Brook Road.....			35
EASTWARD trains pulling out of siding; be- tween EAST end of siding and Mine Brook Road.....			8
1st curve west of.....	39.1	39.7	50
2nd curve west of.....	39.9	40.2	45
3rd curve west of.....	40.3	40.9	45
4th curve west of.....	41.1	41.3	50
Peapack—			
2nd curve west of.....	42.1	42.2	25
Gladstone—			
Highway crossing, 300 ft. east of Gladstone station.....	42.2	42.3	5

MONTCLAIR BRANCH

Location	Mile Post		Speed Restricted To Miles Per Hour
	From	To	
Roseville Ave.—			
Curve through Roseville Avenue station.....	8.9	9.0	20
Watsessing Ave.—			
1st curve west of.....	11.1	11.2	65
Glen Ridge—			
Curve through Glen Ridge station.....	12.1	12.3	50
1st curve west of.....	12.3	12.4	50
2nd curve west of.....	12.4	12.6	45
1st curve east of Montclair.....	12.7	12.9	25
Montclair—			
Montclair Crossover between Tracks No. 1 and No. 2, east end of platform.....			10

SUSSEX BRANCH

Location	Mile Post		Speed Restricted To Miles Per Hour
	From	To	
Port Morris to Newton.....			50
Newton to Branchville.....			40
Netcong—			
Between "End of Highway Circuit" sign and Main Street crossing.....			25
Netcong station to Furnace St. crossing west- ward.....			10
3rd curve west of.....	49.7	49.8	40
4th curve west of.....	49.8	50.0	40
5th curve west of.....	50.5	50.7	40
4th curve east of Cranberry Lake (Stone Quarry Curve).....	51.9	52.1	35
2nd curve east of Cranberry Lake.....	52.5	52.6	45
Cranberry Lake—			
3rd curve west of.....	53.5	53.6	45
Andover Junction—			
Spring switch at connection with L. & H. R. R.—Eastward trains from L. & H.			15
Over L. & H. Crossing.....			15
2nd curve east of Newton.....	59.0	59.4	45
Newton—			
Curve through Newton station.....	59.7	60.1	30
Trinity Street crossing, 1000 feet West of New- ton Station.....			10
Augusta—			
Over L. & N. E. Crossing.....			15
Branchville—			
First highway crossing east of station.....	69.2		5

HARRISON BRANCH

Location	Mile Post		Speed Restricted To Miles Per Hour
	From	To	
Harrison Branch.....			30

CHESTER BRANCH

Location	Mile Post		Speed Restricted To Miles Per Hour
	From	To	
Chester Branch.....			20

PHILLIPSBURG BRANCH

Location	Mile Post		Speed Restricted To Miles Per Hour
	From	To	
Phillipsburg Branch.....			45
Phillipsburg— Stockton Street Bridge, one-half mile east of station.....	79.7		15

HAMPTON BRANCH

Location	Mile Post		Speed Restricted To Miles Per Hour
	From	To	
Hampton Branch.....			30
Changewater— Musconetcong River Bridge.....	68.95	Over Bridge	10

BANGOR AND PORTLAND BRANCH

Location	Mile Post		Speed Restricted To Miles Per Hour
	From	To	
Bangor and Portland Branch.....			30
Bangor— Washington Street and South Main Street Crossings.....	89.6	89.7	6
1200 class engines over bridge #90.34 on freight house lead.....	90.34		15
Martins Creek— 163 and 183 class engines over bridge 94.75, 1.33 miles east of station.....	94.75	Over Martins Creek	10
300 and 700 class engines, also loaded cars of 140,000 pounds capacity, over bridge 94.75, 1.33 miles east of station..	94.75	Over Martins Creek	15
Pennsylvania R. R. Bridge over Delaware River, 163-183 class engines.....	96.63	96.74	20
Nazareth— Rock Cut $\frac{1}{4}$ mile east of station.....	106.5		10
Main Street crossing.....	106.7		10
Bath Junction— Road crossing over N. & B. tracks west of station.....	110.5		15

Clearance Stations

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

WASHINGTON—No train will leave Washington without Clearance Form A during time operators are on duty: 8:00 A.M. to 11:30 A.M., 12:30 P.M. to 5:00 P.M., week days.

ANDOVER JUNCTION—eastward L. & H. R. Railway trains may proceed over D. L. & W. R. R. without stopping to obtain train orders provided Form 19 Order which includes information as to overdue trains and D. L. & W. Clearance Form A are delivered to train by telegraph operator. When necessary to restrict superiority of eastward L. & H. R. Railway train at Andover Junction, signal must be displayed and train must stop and get Order as provided in Rule 211.

140. LOCATION OF BULLETIN BOARDS, STANDARD CLOCKS, TRAIN AND WATCH REGISTERS AS INDICATED BY "X"

	Bulletin Boards	Standard Clocks	Train Registers See note	Red Bul- letin Watch Compara- ison Registers
Hoboken—Pass. Sta. (Baggage Room).....	x	x	x	x
Yard Office (Frt. Trains).....	x	x	x	x
Dispatcher's Office.....		x		
Engine House.....	x	x		x
Pass. Yard Office.....	x			
Jersey City Engine House	x	x		x
Y. M. C. A.....	x	x		
Secaucus—East Yard Office.....	x	x		x
Locker Room.....		x		x
Harrison—Yard Office.....	x	x		x
Montclair Station.....	x	x		x
Montclair Tower—(Register by Card).....			x	
South Orange Tower.....	x	x		x
South Orange Engine House.....	x			
Summit Tower (for Gladstone Branch; Trains No. 406, 410, 429 and 433 by Card).....	x	x	x	x
Gladstone.....	x	x	x	x
Gladstone Engine House.....	x			
Morristown (Register for starting or terminating trains at Station by Card).....	x	x	x	
Morristown Engine House.....	x	x		x
Paterson—Yard Office.....	x			
Paterson Jct. Tower. (For starting or terminating trains by Card)..			x	
Dover Tower (Register for trains starting or terminating at Dover	x	x	x	x
Dover Engine House.....	x			
Port Morris—Yard Office (Register for trains starting or terminating at Port Morris).....	x	x	x	x
Port Morris—Engine House.....	x	x		x
Netcong Pass. Station (Eastward extra trains register by Card)..			x	
Newton.....			x	
Hackettstown—(Register for trains starting or terminating at Hackettstown).....			x	
Washington (All trains register)....	x	x	x	x
Phillipsburg—C. R. R. of N. J. Tower.....	x	x	x	x
D. L. & W. Frt. House	x			
Bangor—Station.....		x		
Engine House.....	x	x		x
Upper Staff Cabin.....			x	
Portland—Pass. Station. (Washing- ton Line Trains).....			x	

NOTE.—Trains not stopping at register stations must be registered by operator or Towerman.

146. Drawbridges Protected by Interlocking

Morristown Line Hackensack River.
 Passaic River.
 Boonton Line Hackensack River.
 Passaic River.

Great care is enjoined on all in approaching and passing over drawbridges. When signals are obscured from any cause, enginemen must stop and know that bridge is safe before proceeding.

Trains must not stand on drawspan when it can be avoided.

All trains must STOP at dwarf signal, located 330 feet west of Upper Hackensack Drawbridge, Boonton Line, when making reverse or detour movements on track No. 1 over drawbridge, before proceeding on signal indication.

147. Remote Control Switches

(See General Instruction 63)

Remote control switches are located as follows:

1. Switch at east end of Harrison Branch extension located 400 feet west of Hackensack Drawbridge, Boonton Line, controlled from Hackensack Drawbridge.
2. Crossover switches connecting tracks 1 and 2, located 1600 feet east of Paterson Junction Interlocking tower and controlled from Paterson Junction interlocking tower.
3. East end of Nos. 1, 2 and 3 tracks west of Pompton River Bridge, controlled from Mountain View Interlocking Tower.
4. Crossover switches, connecting tracks Nos. 1, 2 and 3 located 2000 feet west of Lincoln Park Station, controlled from Mountain View Interlocking Tower.
5. Switches at junction of tracks 1 and 3 and tracks 2 and 4 at Mt. Arlington located 2200 feet west of mile post 43, controlled from Port Morris Junction Interlocking tower.
6. Switch leading into eastward siding located 375 feet east of mile post 47 on New Jersey Cut-off, controlled from Port Morris Junction Interlocking tower.

DETAILED INSTRUCTIONS concerning the manual operation of these switches are located in adjacent booths.

148. (a) Electrically Locked Hand Operated Switches

(See General Instruction 64 and 64A)

Hand operated switch stands are electrically locked and controlled from interlocking towers or stations at the following locations:

West End—

Switch to substation east of interlocking tower from track 3, controlled from West End Interlocking Tower.

Koppers—

Switch from track 3 west of Hackensack Drawbridge, controlled from Kearny Junction Interlocking Tower.

Orange—

Brewery switch from track 2, controlled from Orange Interlocking Tower.

Morristown—

Crossover between passenger yard lead and track 2; crossover between tracks 1 and 2; switch and derail to Express track from track 1, switch and derail to Wittes Coal Dock from track 1, controlled from Morristown Station.

Open hours Morristown Station:

Monday to Saturday, incl.—All hours.

Sunday—8:00 A.M. to 11:59 P.M.

Kingsland—

Crossover between tracks 1 and 2 west of Station, controlled from Lyndhurst Drawbridge.

Crossover between track 2 and Harrison Branch, west of Station, controlled from Lyndhurst Drawbridge.

Delawanna—

Switch to Delawanna Iron and Metal Company siding, from track 3, west of Lyndhurst Drawbridge, controlled from Lyndhurst Drawbridge.

Denville—

Switch and pipe connected derail to Seeley Tube Co., side track, from track 2, Boonton Line, east of Denville Interlocking Tower. Controlled from Denville Interlocking Tower.

Dover—

East end of "Eastward" siding, connecting with track 2, controlled from Dover Interlocking Tower.

East end "Lumber" track from track 3, controlled from Dover Interlocking Tower.

(b) Electrically Locked Hand Operated Switches Automatically Controlled

(See General Instruction 64 and 64B)

Secaucus—

Crossover between main tracks 1 and 2, located 750 feet east of Station; crossover between main track 1 and Front lead, West Yard, located 550 feet east of Station and crossover leading from East Klondyke to main track 2, located 1350 feet east of Station.

Chester Jct.—

Crossover between tracks 1 and 2; junction switch and derail connecting Chester Branch and track 2; switch and derail to New Yard from track 1.

Slateford Junction—

Crossover between main tracks 1 and 2; switch and pipe connected derail at west end of side track; junction switch between Washington Line and track 1 with two pipe connected derails.

Color light Home signals, govern movements on Main tracks and Dwarf signal governs westward movements from "Westward" siding. The most restrictive aspect of these signals is "STOP". (Rule 292)

Color light Home signal located 4800 feet west of crossover on track 2 will display "STOP" (Rule 292) when lock on crossover or side track is moved to unlock position in order to protect westward movements within the limits of this signal on track 2.

For movements through switch and crossover routes protected by these signals, on which the most restrictive indication is "STOP", the requirement of waiting three (3) minutes after switch is lined and protection as prescribed by Rule D-152 need not be observed.

Should any of these signals indicate "STOP" for an open route, movement by signal and through switches must be preceded by a flagman and report made to Superintendent from the first available point of communication. (Rule 671.)

Washington—

Junction switch between Washington line and Phillipsburg Branch. To make movement from Phillipsburg Branch to Washington line proceed as follows:

1. Obtain permission by telephone from dispatcher.
2. Unlock door of release box (lettered "Z"). Push button and when white light appears (indicating lock is released) close and lock door.
3. Depress upper treadle on switch lever latch and remove switch lock.
4. Depress lower foot treadle and operate hand-throw lever to move switch points.
5. After train movement has been completed, restore hand-throw lever to normal position.
6. Depress upper treadle and insert switch lock in bail, locking same.

If white light does not appear after pushing button in release box, switch is electrically locked due to train or equipment on track sections approaching home signal on Washington line. To obtain release under this condition, proceed as follows:

- (a) Obtain permission from dispatcher.
- (b) Turn knob of time release to right (clockwise) to point marked "O" and release knob. The instructions shown in C, D, 3, 4, 5 and 6 must be followed through.
- (c) Wait three (3) minutes when white light will appear.
- (d) Close and lock door, proceeding as in 3, 4, 5, and 6 above to operate switch.

CAUTION—

Do not remove switch lock from bail of switch stand lever until it is known that conditions are proper for operating switch. Removal of lock will immediately set home signal at "STOP."

The occupancy of 200 foot track section immediately east of junction switch will automatically release electric lock.

An emergency release key is provided inside of electric lock in case of an electrical failure.

If lock cannot be released after removing switch lock from bail, break car seal at side of lock, insert switch key and turn. This operation will mechanically lift locking piece and allow switch to be thrown.

Breaking of car seal and use of emergency release must be promptly reported to dispatcher.

149. Signal Indicators

(a). Switch Indicator

Secaucus

Signal 58 (bottom aspect) located west of Upper Hackensack Bridge, white light when illuminated shows "S" indicating route is lined to enter Secaucus East or West Yard.

Washington

At West end of crossover located just east of Phillipsburg Branch junction switch to indicate approach of WESTWARD trains between Mile Post 62.3 (4.2 miles east of station) and the west end of crossover.

At west end of crossover located just east of Phillipsburg Branch junction switch to indicate approach of EASTWARD trains between M.P. 69.6 (3.1 miles west of station) and Home signal at junction switch.

Main track must not be entered or fouled until green switch indicator light is seen after pushing button thereon, indicating that track is unoccupied between designated points, unless it is known approaching train has stopped.

150. Location of Spring Switches

(See General Instructions #62)

Port Morris

1. East end of No. 1 and No. 2 Engine Delivery tracks set for lead.
2. East end of Coal Chute track (South side) set for Coal Chute track.
3. East and west end of Coal Chute run-around (South side) east end set for Chute track; west end set for run-around.
4. Spring Point Derail at west end of yard on lead to Sussex Branch main track. Set to derail westward movements.

Sussex Branch Jct.

1. Both switches of trailing crossover between main tracks No. 1 and No. 2 at Sussex Branch Junction.
2. Both switches of crossover between main track No. 1 and Sussex Branch main.

Normal position of these switches is for straightaway movement, *except the west end of trailing crossover between main tracks No. 1 and No. 2, which is set for crossover movement.*

3. Junction switch between main tracks No. 1 and No. 2 at beginning of single track, Washington line. Normal position for straightaway movement single track to Main track No. 2.

Movements to and from Washington Line and west end Port Morris Yard tracks must be made only on authority of dispatcher and in accordance with Rules 93 and 93a.

Before EASTWARD trains moving from Sussex Branch to Washington Line can pass END OF BLOCK sign, located opposite signal F-473, conductor or engineman must—

1. Secure permission from dispatcher by telephone.
2. Receive clear indication from switch indicator located in telephone booth. The purpose of this indicator is to show that points of spring switch at west end of crossover are set for trains to cross over from No. 1 to No. 2 main track. (If indicator is not clear, dispatcher should be notified and switch examined to be sure that point is against stock rail.)
3. Open crossover switch at END OF BLOCK sign. Wait three minutes, and then proceed. This switch must be closed by hand after train has passed over it. The train can then proceed without further handling of switches.

If unable to communicate with dispatcher, movement must be made only under protection as provided by Rule 99.

WESTWARD trains moving from Washington Line to Sussex Branch must stop and trainman operate hand-throw spring switch at east end of crossover leading to Sussex Branch main. This switch must be thrown to closed position by hand after train has passed over it.

Telephones: Dispatcher's phones are placed in booths located 100 feet west of signal F-473 and at signal O-471. Short line phones are located at Netcong depot ticket office; in booth located 100 feet west of signal F-473; at Switchtender's cabin Port Morris Roundhouse and switchboard in yardmaster's office. At signal F-473 a switch is provided to connect telephone to either dispatcher's or short line.

Andover Jct.

Main track connection with L. & H. R. R.—set for Sussex Branch main. (See General Instruction 61 E 14.)

Hackettstown—West end of siding, set for main track.

Washington—West end of siding, set for main track.

Oxford Furnace—East end of siding, set for main track.

151. Railroad Crossings Protected by Interlocking.

(See Rule 98-98a)

(a) **Mountain View** (Tower operated)—Erie R. R.

(b) **Lake Junction** (Trainmen operate)—C. R. R. of N. J.

When train movements are to be made on the D. L. & W. R. R., enter the tower, close the door, then pull door-lock lever No. 1 forward. If no trains are approaching on the C. R. R. of N. J., push levers No. 3 and No. 5 back. To make westward movements pull lever No. 4 forward. To make eastward movements pull lever No. 2 forward. After completion of train movements push levers Nos. 2 or No. 4 back and pull levers No. 3 and No. 5 forward, then push door-lock lever No. 1 back.

Cabin door must be closed and locked before leaving same.

(c) **Kenvil** (Trainmen operate)—C. R. R. of N. J.

When train movements are to be made on the D. L. & W. R. R., enter the tower, close the door, then pull door-lock lever No. 1 forward. If no trains are approaching on the C. R. R. of N. J., push levers No. 2 and No. 4 back. To make westward movements pull lever No. 3 forward. To make eastward movements pull lever No. 5 forward. After completion of train movements push levers No. 3 or No. 5 back and pull levers No. 2 and No. 4 forward, then push door-lock lever No. 1 back.

Cabin door must be closed and locked before leaving same.

(d) **Andover Junction** (Tower operated)—L. & H. R. R.

(e) **Susquehanna Crossing** (Trainmen operate)—N. Y. S. & W. R. R.

(f) **Augusta** (Automatic)—L. & N. E. R. R.

Signaling and Operation at Augusta, N. J., Automatic Interlocking.

The clearing section for the D. L. & W. Railroad interlocked home signals extends from each approach signal to its respective Home Signal.

Trains will avoid unnecessary occupancy of track in these sections to avoid delays to L. & N. E. R. R. trains at the crossing.

Should Home Signal at the crossing indicate "STOP" without apparent cause member of crew will proceed as follows:

1. Go to crossing and determine whether L. & N. E. train is approaching. If so, D. L. & W. train must wait until the other crosses, when the signal will clear. If no train is approaching, he will communicate with the D. L. & W. R. R. Dispatcher advising him of conditions.
2. Go to D. L. & W. R. R. "release box" at the crossing, and, if after a five minute time interval from the time the train has stopped, no L. & N. E. R. R. train is visible approaching the crossing, open the release box.
3. If an L. & N. E. R. R. Home Signal is displaying a "Proceed Indication," a green light will be lighted.
4. Wait one (1) minute, then operate small push button, which will set L. & N. E. R. R. Home Signal at "STOP," extinguishing green light, close and lock the door.
5. After a two (2) minute interval, the Home Signal should display a "Proceed" indication for a D. L. & W. R. R. train.

Railroad Crossings (Continued)

6. If the D. L. & W. Home Signal then fails to clear, trains may proceed on hand signals from man at crossing after it has been ascertained that both L. & N. E. Home Signals are in "STOP" position and proper flag protection is provided against L. & N. E. trains.

7. If switches between Home Signals on the L. & N. E. R. R. are not lined for main track, a Red light will be displayed in the D. L. & W. R. R. "release box." This will indicate that the D. L. & W. R. R. Home Signal will not clear and movement over the crossing must be made in accordance with preceding paragraph No. 6.

(g) **Bangor** (Trainmen operate)—L. & N. E. R. R.

Signals normally "Clear" for D. L. & W. R. R.

(h) **Nazareth** (Dexter Hill, Tower operated)—L. & N. E. R. R.

(i) **Nazareth** (Penn-Dixie No. 4) (Trainmen operate)—L. & N. E. R. R.

(j) **Bath Junction** (Penn-Dixie No. 6) (Trainmen operate)—L. & N. E. R. R.

Not Protected.

(k) **Nazareth** (Tail track of Wye)—L. & N. E. R. R.

Operated Under Rule 98a.

152. Special Protection of Highway Crossings

A train should not be allowed to stand on a crossing protected with Automatic Flasher Signals without the full protection of such automatic equipment.

On Single Track. The "cut-section" generally is on but one side of the crossing and care should be used to see that signals are operating if the train is stopped on crossing in making station stops or otherwise.

Special attention should be given this matter at: Murray Hill, Gillette, Millington, Basking Ridge and Mine Brook.

Berkeley Heights:

Plainfield Road, first crossing east of station. Automatic electric short-arm highway crossing gates. See general instruction #66.

EASTWARD train movements will be governed as follows:

A flashing lunar white light mounted on the mast of gate located at the southeasterly side of crossing will be illuminated and flash when the gate arms are in the DOWN position. Eastward trains approaching Plainfield Road must observe the flashing lunar white light and know that gates are in the DOWN position before passing over highway crossing.

Stirling:

Main Street. Main track and siding. Automatic Electric Short Arm highway crossing gates. See general instructions #66. All trains, moving toward crossing on siding, will STOP and know that the crossing signals are operating properly and gates are in DOWN position before movement is made over crossing.

Millington:

9:00 A.M. to 2:30 P.M. daily except Sunday, all trains must approach both highway crossings east and west of Passenger Station prepared to stop for highway traffic on or closely approaching these crossings.

When switching at Millington is being performed, either before or after these hours (9:00 A.M. to 2:30 P.M.) crew doing this switching must comply with provisions of Rule 687-A.

Far Hills:

Mine Brook Road at east end of Station. Automatic Electric Short Arm highway crossing gates. See general instructions #66.

EASTWARD train movements must use not less than 35 seconds (approximately 35 miles per hour) between WEST end of siding and highway crossing to permit sufficient time for gates to operate properly.

After a train meet at siding, eastward train movements on main track or from siding must use not less than 35 seconds (approximately 8 miles per hour) between EAST end of siding and highway crossing.

WESTWARD trains using siding when practicable should proceed through and leave from westward end.

Kingsland:

Valley Brook Ave., New Jersey Ave., Orient Way, Kingsland Shop. Trains will stop and crews protect over crossing.

Crews making moves on side track serving Frasse Co., will stop and protect highway crossings at Orient Way and Lewandowski street.

Paterson Spur:

Main Street, Straight Street, Washington Street, Plum and Peach Streets intersection, 21st Avenue and Taylor Street are protected by automatic flashing light type highway crossing signals with stop signs at either side of crossings. See General Instruction #66. Rule 687 (a) must be complied with.

Little Falls:

Water track, crosses State Highway Route 6. Moves over crossing must be protected by flagman.

Chester Junction:

Lower Berkshire Valley crossing on Chester Branch. Train will STOP and crews protect movement over crossing.

Kenvil*:

Mine Hill Road. (See Note below.)

* Mine Hill Road, Kenvil, crossing signals, are manually controlled. Before passing over this crossing, in either direction, trains will stop—and conductor or trainman will proceed as follows:

- (1) Open box located on either side of crossing with switch key.
- (2) Throw switch located inside of box; this will start crossing signals working.
- (3) After crossing signals are known to be working, engineman can proceed over crossing.
- (4) After clearing crossing on opposite side of road, train will stop and conductor or trainman will open another box with switch key and throw switch located in box. The throwing of this switch will stop crossing signals from working; after which train may proceed.

In case crossing signals become inoperative, crossing will be protected by a member of the train crew while movements over same are being made.

Succasunna:

Main Street crossing, east of station and Highway Route 10, west of station. All trains will stop before going over crossings and movement over these two crossings protected by train crews.

Netcong:

Main Street: (200 feet east of station) Main tracks, siding and side tracks. Automatic Electric Short Arm highway crossing gates. Train movements will be governed as follows:—Flashing lunar white lights mounted on the masts of the gates will be illuminated and flash when the

gate arms are in the DOWN position. Trains approaching Main Street from either direction must use not less than 35 seconds (approximately 25 miles per hour) from "End of Highway Circuit" sign located 1280 feet east and west of crossing to crossing and must observe the flashing lunar white light and know that gate arms are in the DOWN position before passing over the crossing.

WESTWARD trains terminating at Netcong Station must stop "clear" or west of "End of Highway Circuit" sign located 100 feet west of crossing before making "reverse" or eastward movement over the crossing, and must observe that lunar white light is flashing and gate arms are in the DOWN position before passing over the crossing.

All trains, moving toward crossing on siding or side tracks, must stop at "STOP" signs located at either side of the crossing, and must observe that the crossing signals and gates are operating properly before movement is made over the crossing. See General Instruction #66

Furnace Street (720 ft. west of station), Flasher Type Crossing Signals, Sussex Branch.

Westward trains making station stop, remain east of flasher clearance sign until ready to proceed. Trains switching or delayed within Flasher Circuit will be governed by Rule 687-A.

Cranberry Lake:

Rose crossing, first crossing west of station, the flasher light type crossing signal may not afford proper protection when a train is approaching the crossing on the siding or when there is a combination of one train entering and proceeding on siding as another train approaches on main track. Under these circumstances, Rule 687-A must be complied with.

Newton:

Eastward trains approaching highway crossing west end of station on other than a "Clear" automatic block signal will make STOP before going over crossing.

Branchville:

All train movements over highway crossing just east of station must be protected by train crews.

Hackettstown:

Main Street, 600 feet East of Station. Automatic Electric Short Arm highway crossing gates.

EASTWARD train movements over crossing will be governed as follows:

A flashing lunar white light mounted on the mast of the gate located at the southeasterly side of crossing will be illuminated and flash when the gate arms are in the DOWN position.

EASTWARD trains stopping between "End of Highway Circuit" sign, located 2,200 feet west of crossing, and crossing when resuming eastward movement or eastward trains not stopping must observe the flashing lunar white light and know that gates are in the DOWN position before passing over crossing.

EASTWARD trains stopping at Hackettstown station must stop west of "End of Highway Circuit" sign located 300 feet west of crossing.

WESTWARD trains terminating at Hackettstown station must stop "Clear" or west of "End of Highway Circuit" sign located 300 feet west of crossing before making "reverse" or eastward movement over the crossing.

See General Instruction #66.

High Street. Automatic Electric Short Arm highway crossing gates.

EASTWARD train movements must use not less than 30 seconds (approximately 37 miles per hour) between Main and High Street crossings (1,650 feet) to permit sufficient time for gates to properly operate. See General Instruction #66.

Washington:

Railroad Ave., Phillipsburg Branch and Hampton Branch. All trains will STOP before going over crossing and train crews will protect.

Broad Street. Flasher light type crossing signals. Trains must approach, at reduced speed, prepared to STOP if signals not working properly or crossing is occupied.

Lincoln Ave. Flasher light type crossing signals. Trains must approach, at reduced speed, prepared to STOP if signals are not working properly or if road crossing is occupied.

When switching at East end of Porcelain Company switch, train crews will protect crossing account flasher light signals not operating under such conditions.

Phillipsburg:

Roseberry Avenue. Flasher light type crossing signals. Trains must approach, at reduced speed, prepared to STOP if signals are not working properly or if road crossing is occupied.

Stewartsville, Oxford Furnace, Buttzville, Bridgeville, Delaware:

Trains must approach, at reduced speed, grade crossings at these stations which are protected by crossing signals, prepared to STOP if signals are not working properly or if road crossing is occupied.

Portland:

Columbia Bridge highway crossing: (100 feet west of Station) Automatic Electric Short Arm highway crossing gates. Train movements over the crossing will be governed as follows:—Flashing lunar white lights mounted on the masts of the gates will be illuminated and flash when the gate arms are in the DOWN position.

Trains approaching Columbia Bridge highway crossing from either direction must not exceed speed of ten (10) miles per hour from "End of Highway Circuit" signs located 440 feet east and west of crossing to crossing, and must observe the flashing lunar white light and know gates are in the DOWN position before passing over the crossing. See General Instructions #66.

Water Gap:

Tinkertown Crossing—Tracks 1 and 2, both directions. Automatic Electric Short Arm highway crossing gates. See General Instruction #66.

Bangor:

South Main Street. Flasher light type crossing signals.

Washington Street, protected by watchmen week days, except Holidays, 6.30 A.M. to 12.30 A.M. Trains operated at other times must protect.

Nazareth:

Main Street. Flasher light type crossing signals (Main track only). Crossing watchman also on duty 2:00 P.M. to 10:00 P.M. week days, except Holidays.

153. Yard Limits and Yard Rules:

(a) Yard Limits are located as follows:

Gladstone

Harrison Branch

Kingsland—(Harrison Branch north of Kingsland Junction, yard tracks and Harrison Branch extension to Hackensack Draw.)

Chester Branch

Port Morris—Netcong

Newton

Branchville

Washington

Hampton

Phillipsburg

Portland (to Hill Yard)

East Bangor

Bangor

Martins Creek Junction (Martins Creek Branch only)

Penn Argyl Junction, incl. Pen Argyl and Wind Gap Branches

Nazareth

Bath Junction

Martins Creek

(b) Harrison Branch between Harrison Junction and Kingsland Junction is classified as yard limits assigned in both directions; movements made subject to Yard Rules:—

1. Movement in either direction over Harrison Branch or eastward movement over Harrison Branch extension can be made only on authority of towerman at West Secaucus. Towerman must not authorize the movement of more than one train or engine at a time on Harrison Branch or Harrison Branch extension.

2. Crews authorized to operate over Harrison Branch or Harrison Branch extension must report to Towerman at West Secaucus when clear of Harrison Branch or Harrison Branch extension.

3. Towerman at West Secaucus will report to Train Dispatcher all movements and make written record of time movement authorized and time track is cleared.

154. Yard Running Tracks

Movements on these tracks are subject to Yard Rules, Rules 93a and 93b, apply. If of an assigned direction, reverse movements may be made only under protection.

Hoboken:

"Old East Main" and "Old West Main" tracks between Grove Street Interlocking, and first crossover east thereof, operated as East and West Running Tracks, respectively.

Reverse movements may be made *only* under full protection in accordance with Rule 99; Towerman at Grove Street Tower to be notified in advance, when practicable.

All trains will approach east end of running tracks under full control, expecting to find crossover switches and all other switches east of that point *not* properly lined, and when necessary will STOP before fouling adjoining routes and be governed by Rule 105 (c).

Switches may be left in position last used.

Secaucus—West End:

East Klondyke—assigned eastward.

West Klondyke—assigned westward. Eastward movements on West Klondyke can be made on authority and protection of towerman at West End.

All movements on East and West Klondyke to be made at *restricted* speed.

Secaucus—East Yard:

No. 1 assigned eastward West Secaucus to County Road.

Harrison:

(a) Between Kearny Junction and East End Harrison Yard:

No. 1—assigned westward.

No. 2—assigned eastward.

Dover:

"Eastward" Siding assigned both directions.

Port Morris Yard:

(a) Canal track between Yard office and Port Morris Junction Tower assigned in both directions and movements under authority of towerman Port Morris Junction.

(b) Tracks Nos. 1, 2, 3 and 4 between Enginehouse and Sussex Branch Junction used as authorized by yardmaster.

Exception: Account track No. 4 switch at west end normally set to permit, eastward L. & H. trains may enter yard without stopping at Sussex Branch Junction to telephone yardmaster.

Washington Yard:

Track No. 8 assigned both directions.

155. Marker Boards

To enable engineers to make proper stop to permit switches to be set in normal position after using and also more readily comply with Rule 778 White Marker Boards have been placed at following locations:

(a) West of Hackensack Drawbridge, Boonton Line.

Along track No. 1, reading "75-100-125-150" indicate car lengths from Secaucus West Yard Office.

(b) West of Lyndhurst Station and Lyndhurst Drawbridge, Boonton Line.

Along track No. 1, reading "60-100" indicate car lengths from Kingsland crossovers.

(c) East of Kingsland Station, Harrison Cut-Off.

Along west side of Kingsland-Harrison Cut-Off reading "60-100" indicate car lengths from Kingsland crossovers.

(d) Washington.

4,700 feet east on Washington Line and 4,700 feet west on Phillipsburg Branch, reading "100", indicate car lengths from junction switch.

(e) Greendell.

Along track No. 2, reading "100", indicate car lengths from east end of siding.

(f) Blairstown.

Along track No. 2, reading "100", indicate car lengths from east end of siding.

(g) Slateford Junction.

Along track No. 1, reading "75-100-125" indicate car lengths from fouling point of switch.

Clearance Restrictions

(Overhead and side obstruction. See Local Instruction 200.)

156. Employees (except qualified electric service employees in the discharge of their duties) are prohibited from going on top of box cars, locomotives, tenders or other high equipment when on electrified tracks.

EXCEPTION:

In necessary performance of their duties, employees may sit on cars to pass signals for:

(a) Movements between Harrison Yard, east end lower level Passaic River Drawbridge, and Orange Street Yard.

157. Maximum allowable height of equipment or lading, in Electrified Zone, is restricted as follows:

Hoboken Train-Shed.....	15 ft. 4 in.
Tracks 1 and 3, Bergen Tunnel, 7 ft. 8 in. width of car or lading.....	15 ft. 3 in.
Tracks 2 and 4, Bergen Tunnel, 6 ft. 8 in. width of car or lading.....	17 ft. 1 in.
West End to Denville, Morristown Line.....	15 ft. 5 in.
Denville to Dover, track No. 1.....	17 ft. 1 in.
Denville to Dover, track No. 2.....	17 ft. 6 in.
Gladstone Branch.....	15 ft. 6 in.
Montclair Branch, except Grove Street Bridge, Montclair.....	15 ft. 5 in.
Grove Street Bridge, Montclair.....	15 ft. 4 in.

158. Structures less than 21 feet above top of rail (22 feet in Pennsylvania) which may not clear man standing on top of cars or engine tenders and overhead wire or cable lines less than 27 feet above top of rail:

HOBOKEN-DOVER (Via Morristown)

Location	Description	Track Nos.
Entire Territory.....	All catenary structures.	
Hoboken.....	Train-Shed.....	All Tracks
From .04 mile west of M.P. 1 to .15 mile east of M.P. 2.....	Bergen Tunnel.....	All Tracks
.05 mile east of M.P. 2.....	Tonnele Ave. Bridge— west of Bergen Tunnel	All Tracks
Kearny Jct.— .22 mile west of M.P. 5.....	P. R.R. Bridge.....	All Tracks
.48 mile west of M.P. 7.....	Passaic River Bridge— Lower deck.....	All Tracks
Newark— Station.....	Platform canopy.....	Tracks #2 & #3
From .08 mile west of M.P. 8 to .18 mile west of M.P. 9.....	All bridges over de- pressed tracks be- tween High Street and 15th St. Roseville....	All Tracks
Roseville Ave.— Station.....	Platform canopy.....	Tracks #2 & #3
Grove Street— .28 mile east of M.P. 10.....	Maple Ave. Bridge....	All Tracks
Orange— .40 mile east of M.P. 12.....	Scotland Road Bridge..	All Tracks
Mountain Station— .08 mile west of M.P. 13.....	Montrose Ave. Bridge..	All Tracks
Maplewood— Station.....	Platform canopy.....	All Tracks
Millburn— .38 mile west of M.P. 16.....	Wyoming Ave. Bridge..	All Tracks
Summit— From .03 mile west of M.P. 20 to .49 mile east of M.P. 21.....	All bridges over de- pressed tracks.....	All Tracks
.20 mile east of M.P. 21.....	High St. Bridge.....	All Tracks

HOBOKEN-DOVER (Via Morristown)—Continued

Location	Description	Track Nos.
Chatham—		
.39 mile west of M.P. 24.....	Union Ave. Bridge.....	All Tracks
.04 mile east of M.P. 25.....	Sampson Ave. Bridge..	All Tracks
Madison—		
.10 mile east of M.P. 26.....	Ridgedale Ave.—Foot Bridge.....	All Tracks
.22 mile east of M.P. 27.....	Danforth Road Bridge.	All Tracks
Convent—		
.31 mile east of M.P. 29.....	Normandy Parkway...	All Tracks
Morristown—		
.48 mile west of M.P. 31.....	Hanover Ave. Bridge..	All Tracks
Morris Plains—		
.26 mile east of M.P. 34.....	Highway Bridge.....	All Tracks
Denville—		
.07 mile east of M.P. 36.....	Franklin Ave. Bridge..	All Tracks
.15 mile east of M.P. 37.....	Dickerson Road Bridge.	All Tracks
.40 mile east of M.P. 38.....	Salem St. Bridge.....	All Tracks
Dover—		
Station.....	Platform canopy.....	Track #1

WEST END TO DENVILLE (BOONTON LINE)

West End to Secaucus.....	All catenary structures.	
West End—		
.25 mile west of M.P. 3.....	Overhead wires.....	Wire over Erie Interchange Track
Secaucus—		
.38 mile east of M.P. 4.....	P. R. R. Bridge—Secaucus.....	All Tracks
150 feet east of M.P. 7.....	Overhead wires.....	Side Track
Kingsland Shops—		
250 feet west of M.P. 7.....	Overhead wires.....	Side Track
300 feet west of M.P. 7.....	Overhead wires.....	Side Track
Mile Post 7.22 to Mile Post 7.30	Kingsland Tunnel.....	1-2
Kingsland—		
.37 mile east of M.P. 8.....	Ridge Road Bridge....	1-2-Side Track
400 feet east of M.P. 8.....	Overhead cable.....	Side Track
300 feet east of M.P. 8.....	Overhead cable.....	Side Track
Lyndhurst—		
.35 mile west of M.P. 9.....	Overhead cable.....	Side Track
Delawanna—		
Signal Bridge 94-95.....	Overhead cable.....	Side Track
Passaic—		
.22 mile east of M.P. 11.....	Overhead cable.....	Side Track
.21 mile east of M.P. 11.....	Overhead cable.....	Side Track
.10 mile west of M.P. 11.....	Overhead cable.....	Side Track
.40 mile west of M.P. 11.....	Overhead cable.....	Side Track
.47 mile west of M.P. 11.....	Foot Bridge.....	All Tracks
.33 mile east of M.P. 12.....	Overhead cable.....	Side Track
.32 mile east of M.P. 12.....	Overhead cable.....	Side Track
.20 mile east of M.P. 12.....	Overhead cable.....	Side Track
100 feet east of M.P. 12.....	Overhead cable.....	Side Track
Athenia—		
.20 mile west of M.P. 12.....	Overhead cable.....	Side Track
.45 mile east of M.P. 13.....	Overhead cable.....	Side Track
150 feet west of Paterson Tower	Overhead cable.....	Side Track
.70 mile west of M.P. 14.....	Overhead wires.....	2-1-Side Track
Paterson—		
.70 mile west of M.P. 15.....	Overhead wires.....	Side Track
.26 mile west of M.P. 16.....	Highway Bridge—West of Paterson.....	1-2
.20 mile east of M.P. 18.....	Overhead wires.....	Side Track
Little Falls—		
.10 mile east of M.P. 19.....	Overhead wires.....	Side Track
.50 mile west of M.P. 20.....	Overhead wires.....	Side Track
Mountain View—		
.42 mile east of M.P. 21.....	Highway Bridge—West of Mountain View...	1-2

WEST END TO DENVILLE (BOONTON LINE)—Continued

Location	Description	Track Nos.
Lincoln Park—		
.11 mile east of M.P. 23.....	Highway Bridge—Lincoln Park station....	3-1-2
.33 mile east of M.P. 25.....	Highway Bridge—East of Towaco.....	3-1-2
Towaco.....		
Montville—		
.24 mile east of M.P. 29.....	Highway Bridge—East of Boonton station....	3-1-2
.20 mile east of M.P. 29.....	Overhead wires.....	Side Track
.14 mile east of M.P. 29.....	Overhead cable.....	Side Track
Boonton—		
660 feet west of M.P. 29.....	Overhead cable.....	Side Track
.33 mile west of M.P. 29.....	Main St. Bridge—Boonton.....	3-1-2 Yard Lead
.40 mile east of M.P. 30.....	Bridge in Boonton Freight Yard.....	Yard Track
.32 mile east of M.P. 30.....	Overhead cable.....	Side Track
.20 mile west of M.P. 30.....	Overhead wires.....	Side Track
Mountain Lakes—		
250 feet west of M.P. 33.....	Overhead wires and cables.....	3-1-2
.32 mile east of M.P. 34—East Leg of Wye—Denville.....	Overhead wires and cables.....	1
.17 mile east of M.P. 34—West Leg of Wye—Denville.....	Overhead wires and cables.....	1

DOVER-PORT MORRIS

Dover—		
.44 mile west of M.P. 38.....*	Prospect St. Bridge—West of Dover.....	1-2
.50 mile west of M.P. 38.....*	Blackwell St. Bridge—West of Dover.....	1-2
Wharton—		
.16 mile west of M.P. 40.....*	C. R. R. Bridge—West of Wharton.....	1-2-Side Track
.17 mile west of M.P. 40.....*	Main St. Bridge—West of Wharton.....	1-2-Side Track
*Employees are warned that on account of Short Distance intervening, no tell-tales have been provided between bridges		
.30 mile west of M.P. 41—Over Chester Branch.....	Overhead wires and cables.....	Side Track
Hopatcong—		
.35 mile east of M.P. 45.....	Overhead bridge.....	All Tracks
.47 mile east of M.P. 46.....	Bridge—Hopatcong station.....	3-1-2-4

PORT MORRIS-STROUDSBURG (NEW JERSEY CUT-OFF)

Port Morris Jct.—		
Signal Bridge west of Wye Switches.....	Signal Bridge.....	1-2-4
.30 mile east of M.P. 47.....	Overhead wires.....	1-2-4
Mile Post 51.57 to Mile Post 51.76.....	Roseville Tunnel.....	1-2
Greendell—		
.37 mile east of M.P. 58.....	Highway Bridge.....	1-2
.19 mile east of M.P. 58.....	Highway Bridge.....	1-2
Johnsonburg—		
.24 mile west of M.P. 63.....	Highway Bridge.....	1-2
.28 mile west of M.P. 64.....	Highway Bridge.....	1-2
Blairstown—		
.41 mile west of M.P. 65.....	Highway Bridge.....	1-2
.38 mile east of M.P. 66.....	Farm crossing Bridge..	1-2
.10 mile west of M.P. 74.....	Highway Bridge.....	All Tracks
Slateford Jct.....		
Stroudsburg.....		

PORT MORRIS-WASHINGTON

Location	Description	Track Nos.
Port Morris Jct.— .200 feet east of M.P. 48.....	Overhead wires.....	Side Track
Netcong— .150 feet west of Netcong station	Overhead wires.....	Main Track
.300 feet west of M.P. 49.....	Overhead wires.....	Main Track
Waterloo— .28 mile west of M.P. 55.....	Bilbys Bridge—Farm Crossing.....	Main Track
Hackettstown— .20 mile west of M.P. 58.....	Highway Bridge.....	Main Track
.34 mile west of M.P. 58.....	Highway Bridge.....	Main Track
.39 mile east of M.P. 59.....	Highway Bridge.....	Main Track
.39 mile west of M.P. 62.....	Highway Bridge.....	Main Track
Port Murray— .20 mile west of M.P. 63.....	Highway Bridge.....	Main Track
.29 mile east of M.P. 64.....	Highway Bridge.....	Main Track
.39 mile east of M.P. 65.....	Highway Bridge.....	Main Track
.18 mile east of M.P. 66.....	Highway Bridge.....	Main Track
Washington— .21 mile west of M.P. 66.....	Cable.....	Side Track
100 feet south of Washington station—Hampton Branch...	Overhead wires.....	Main Track

WASHINGTON-SLATEFORD JCT.

Washington— .02 mile west of M.P. 69.....	Highway Bridge.....	Main Track
Mile Post 69.66 to Mile Post 70.23.....	Oxford Tunnel.....	Main Track
.46 mile west of M.P. 70.....	Mechanic St. Bridge—Oxford Furnace.....	Main Track
Oxford Furnace— .41 mile west of M.P. 72.....	Highway Bridge.....	Main Track
Bridgeville— Mile Post 77.18 to Mile Post 77.37.....	Manunka Chunk Tunnel	Main Track
.37 mile west of M.P. 77 (west of Tunnel portal).....	Overhead wires.....	Main Track
.46 mile west of M.P. 77—200 feet west of Manunka Chunk Tunnel.....	Overhead wires.....	Main Track
Portland— .20 mile east of M.P. 84—1.0 mile east of Slateford Jct.....	Delaware River Viaduct	Main Track & Siding
Slateford Jct.—		

PHILLIPSBURG BRANCH

Washington— .17 mile west of M.P. 69.....	Highway Bridge (Buttermilk Bridge)..	Main Track
Broadway— .48 mile east of M.P. 73.....	Overhead wires.....	Main Track & Side Track
Stewartsville— .45 mile east of M.P. 76.....	Overhead wires.....	Side Track
.29 mile east of M.P. 76.....	Highway Bridge.....	Main Track
.50 mile west of M.P. 78—Ingersoll Rand siding.....	Overhead wires.....	Side Track
.21 mile west of M.P. 80.....	Overhead wires.....	Side Track
.23 mile west of M.P. 80.....	Main St. Bridge—Phillipsburg.....	Main Track
Phillipsburg.....		

MONTCLAIR BRANCH

Location	Description	Track Nos.
Roseville Ave.— Station.....	Platform canopy.....	All Tracks
From .10 mile east of M.P. 9 to .38 mile west of M.P. 9.....	All bridges between Roseville Avenue and Ampere.....	All Tracks
Watessing— From .46 mile east of M.P. 11 to .04 mile east of M.P. 11.....	All overhead bridges..	All Tracks
Glen Ridge— .19 mile west of M.P. 12.....	Bridge at Glen Ridge..	All Tracks
Montclair— .32 mile east of M.P. 13 } .12 mile east of M.P. 13 } .05 mile west of M.P. 13 }	Bloomfield Ave. Bridge. Pine St. Foot Bridge.. Grove St. Bridge.....	All Tracks All Tracks All Tracks
Train-shed.....	Platform canopy.....	All Tracks

GLADSTONE BRANCH

Summit— .20 mile east of M.P. 21.....	High St. Bridge.....	All Tracks
New Providence— .25 mile east of M.P. 22.....	Overhead bridge.....	Main Track
Berkeley Heights— .28 mile west of M.P. 26.....	Springfield Ave. Bridge.	Main Track
Bernardsville— .31 mile east of M.P. 35.....	Mount Airy Road Bridge	All Tracks
Far Hills— .21 mile west of M.P. 40.....	Bridge over North Branch Raritan River	Main Track
.24 mile west of M.P. 40.....	Highway Bridge (Tunnel).....	Main Track

HARRISON BRANCH

Dupont Company— 2.03 miles from Kingsland Jct..	Pipes.....	Side Track
Erie R. R. Bridge— 2.15 miles from Kingsland Jct..	Erie R. R. Bridge.....	Main Track

SUSSEX BRANCH

Netcong— .45 mile east of M.P. 51.....	Overhead wires.....	Main Track
.03 mile west of M.P. 53.....	Overhead wires.....	Main Track
.12 mile west of M.P. 55—300 feet east of Andover Station..	Overhead wires.....	Main Track
Andover— .20 mile west of M.P. 55—250 feet west of Andover Station.	Overhead wires.....	Main Track & Side Track
Newton— .36 mile west of M.P. 63.....	Overhead wires.....	Main Track
Lafayette— .20 mile east of M.P. 65—450 feet west of Lafayette Station	Overhead wires.....	Side Track

PATERSON SPUR

Paterson Jct.....	Two bridges and Trolley wires between Paterson Jct. and Getty Ave. Yard	
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PORTLAND—BATH JCT. (See Note Below)

Location	Description	Track Nos.
Portland— .25 mile east of M.P. 83—one fourth mile west of upper end, Portland Wye.....	Highway Bridge.....	Main Track
Bangor— Flory Milling Co.....	Buildings.....	Side Tracks
Belfast Jct.— .04 mile east of M.P. 104—Her- cules Cement Co.....	Bulk cement pipe.....	Bulk Cement Track
.45 mile west of M.P. 106—Naz- areth Cement Co.....	Structures over tracks..	10-11-12
.36 mile east of M.P. 107.....	Highway—S. Broad St.	Main & Side Track
Nazareth— .2 mile west of M.P. 107—Lone Star Cement Co.....	Structures.....	Mill Track No. 1
.3 mile east of M.P. 108—Penn Dixie No. 4.....	Structures.....	1-2-D. L. & W. R. R. 1-2-L. & N. E. R. R.
Bath Jct.— M.P. 110.5—Penn Dixie No. 6.	Bulk cement pipe.....	2-L. & N. E. R. R.

MARTINS CREEK BRANCH

Martins Creek— .46 mile west of M.P. 96—3 mi. west of Martins Creek.....	Rock conveyor.....	Track—Alpha Cement Co. Mill
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Nazareth—Roof of building and fence on retaining wall at Nazareth Coal and Lumber Co., will not clear man on side of car.

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

NOTE:—Buildings, platforms and loading devices at Penn Dixie No. 4 and No. 6, Lone Star, Nazareth and Hercules Cement Plants, will not clear a man on side of car or on top of car when loading devices are in loading position.

Train and engine crews must use every precaution when working on these tracks, and on track serving Cramer Lbr. Co. at Portland to prevent personal injury.

BRIDGE RESTRICTIONS

159. Engines or loaded cars weighing in excess of those shown below must not be run over the following bridges or tracks. Loaded cars of maximum allowable capacity, or engines, must not be coupled together:

Boonton Branch

Bridge over the Rockaway River on spur to Boonton Iron Works, engines *300 class (weight 319,600 pounds),—cars 140,000 pounds capacity (total weight 210,000 pounds), and Diesel engines 401 to 455.

Gladstone Branch

Summit to Bernardsville Station, 1200 class engines.

Bernardsville Station to Gladstone, *300 class (weight 319,600 pounds),—cars 140,000 pounds capacity (total weight 210,000 pounds).

Far Hills—One mile west, Raritan River Bridge, engines *300 class (weight 319,600 pounds), and all Diesel engines.

Chester Branch

1200 class engines permitted.

Hampton Branch

Changewater—Musconetcong River Bridge, engines *300 class (weight 319,600 pounds), cars 140,000 pounds capacity (total weight 210,000 pounds), and Diesel engines 401 to 455.

Between Washington and Changewater, 1600 and 2100 class engines permitted. No part of engine or tender is permitted on Changewater Bridge.

Bangor and Portland Branch

Martins Creek Junction—Engines of 1200 class over bridge 92.59 west of Martins Creek Junction on Martins Creek Branch.

Martins Creek—Engine of 163-183 class over bridge 96.50 opposite cement plant.

Martins Creek Junction to Martins Creek—Engines of 163-183 class; also 140,000 pounds capacity cars, except bridge 92.59 for 1200 class engines as indicated above, and Diesel engines 401 to 481.

Nazareth—300 class engines and 140,000 pounds capacity cars on Town coal dump and on coal dump of Penn Dixie No. 4 cement mill.

Bangor—300 class engines and 140,000 pounds capacity cars on company coal trestle.

Bangor—300 class engines and 140,000 pounds capacity cars over bridge 89.66 on Wise's switch leading to plant of Bangor Electric Company.

*163-183 class engines weigh more than 300 class.

Engine 356 weighs 355,400 pounds.

RULES GOVERNING MOVEMENT OF TRAINS
THROUGH TUNNELS

Bergen Tunnel

160 (a) Trains may pass home signals governing movement of trains through Bergen Tunnel at stop upon receipt of clearance Form B, which will be issued by towerman only when block is unoccupied and signals cannot be operated.

(b) Engine bell must be rung while trains are passing through tunnel and sharp lookout kept for stop signals.

(c) One or more red lights must be displayed on the rear of each train between signal towers, which must not be removed until after passing the second signal tower.

(d) Train baggageman or front trainman on passenger or freight train must have flagging equipment on head end of train ready for instant use passing through tunnel.

(e) When a train is disabled in the tunnel, or is stopped by the emergency application of the air brakes or by some unknown cause, it must be protected against following trains on its own track and adjacent track must be protected in both directions until it is ascertained that this track is clear and safe for the movement of trains.

(f) In order to prevent failure of track circuits in Bergen Tunnel excessive use of sand by engineman must be eliminated.

(g) A light application of sand on the rails gives as good or better results than a heavy application.

BANGOR AND PORTLAND BRANCH

Miscellaneous

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

165. Cars or engines must not be left standing on either leg of Wye at Portland.

Freight trains will use east leg of Wye unless conditions absolutely prevent, when west leg may be used.

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

Portland Station Yard, for house track.

West end of Short Siding, Wind Gap Junction, for branch track.

Tail Track Switch, West Bangor Wye, when not in use, must be lined up and locked for west leg of Wye.

167. Cars placed on tracks on grades must be coupled together, and sufficient hand brakes applied to hold cars securely.

168. Air hose must be coupled and air brakes in use on all cars handled on the following side tracks:

Pen Argyl: Stephens Jackson Quarry Switch.

Also when handling cars between Portland and Hill Yard, and at all other points where there is liability of losing control of train.

169. In freight train service when double-headers are run, one engine must be detached from train before descending heavy grades between Hill Yard and Portland, and between Martins Creek Junction and Martins Creek, Pa.

170. Before starting down grades at Pen Argyl Junction, East Bangor and Hill Yard, service brake test must be made and conductor and engineman must know that retainers requested by engineman are turned up.

171. Track known as "Yard track" between East Bangor and Bangor Union Curve east of Bangor Station, will be used in either direction when directed by dispatcher. Trains using this track will be governed by Yard Rules.

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

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

174. Trains of Lehigh & New England R. R. may use D. L. & W. main track between connections west of Pen Argyl station on Pen Argyl Branch and the Stephens—Jackson and Albion Quarries proceeding under control expecting to find track occupied. Normal position of switch is for D. L. & W. main track.

175. The movements of trains or engines over the L. & N. E. R. R. side tracks to the Stephens—Jackson and Albion Quarries at Pen Argyl, will be governed by yard rules.

176. Engines of 1600 class cannot be turned on wye at Nazareth.

RULES GOVERNING USE OF ELECTRIC STAFF SYSTEM BETWEEN SHOPS AND MARTINS CREEK JUNCTION

177. Staff stations are located at Martins Creek Junction, Bangor Freight House lead and Shops. Each instrument is furnished with staffs for moving trains under absolute block. Track between Martins Creek Junction and west yard limit board at Bangor constitutes the Staff Block.

When a Staff has been withdrawn from an instrument, another Staff cannot be withdrawn, until the Staff previously removed has been placed in an instrument.

178. All Train Movement Authority conferred by Timetable or Book of Rules between above named points is void, **except that Train Orders in effect must be fulfilled.**

179. A staff in the engineman's possession is authority for movement of a train in either direction, **unless otherwise restricted by train order.**

Before entering staff block, conductors will, unless otherwise instructed, call dispatcher. If dispatcher cannot be reached train will proceed when in possession of staff.

180. No train will move in either direction, within staff block unless engineman has staff in his possession, or train orders annulling staff system, and authorizing movement.

181. For movement, staff will be withdrawn by conductor and handed to engineman to carry to end of staff block, where it will be inserted in instrument by conductor. If after staff has been inserted, rear portion of train is still in staff block, it must be protected as provided by Rule 99.

182. If a train parts, or it is necessary to double, while in the staff block, the staff must be retained by engineman until entire train is clear of block.

183. Under no circumstances may a staff be transferred from one train to another.

184. In case of failure of the staff apparatus, trains will be moved by train orders.

185. Train register book is placed in Upper Staff Cabin, Bangor. Conductors, and engineers of helper engines, will sign this register book, showing time of their release.

ELECTRIC OPERATION ELECTRIC ZONE

**Hoboken Passenger Terminal to Prospect Street Bridge, Dover, via Morristown Line.
Montclair Branch.
Gladstone Branch.**

190. Each motor car unit is equipped with TRAIN NUMBER SIGNS, one on each side of motor car. Trainmen will adjust signs to show number of train represented. Signs to be illuminated when day indications not visible.

Extra trains M. U. equipment will be designated by the number of the leading car and direction, as "Extra 2533 East, or West." TRAIN NUMBER SIGNS on extra trains will be adjusted to show destination as follows:

Montclair Branch... "EX-1"	Morristown..... "EX-5"
South Orange. "EX-2"	Dover..... "EX-6"
Summit..... "EX-3"	Hoboken..... "EX-0"
Gladstone Branch.. "EX-4"	

191. Multiple unit cars are equipped with built-in electric marker lamps. Flags will be used for classification signals. Two white flags will be carried in trainman's locker on each M. U. unit and are to be replaced in this locker when not in use.

The head end flagging equipment is to be carried in the motor-man's compartment.

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

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

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

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

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

195. Electric trains must not run through water when it is above the top of running rail.

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

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

Trainmen and Yardmen must carefully inspect couplings.

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

Electrified Tracks

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

Keep Off Top of High Equipment

200. Employees (excepting qualified electric service employees in the discharge of their duties) are prohibited from going on top of box cars, locomotives, tenders or other high equipment, while on tracks electrified with high voltage overhead wires, or while movements are being made to such tracks from sidings, yards, or other tracks which are not electrified. See Local Instruction 155.

NOTE—Employees in train service, when necessary in the performance of their duties, may sit on top of box cars:

(a) Between Harrison Yard, east end lower deck Passaic River Drawbridge and Orange St. Yard.

At all other places in electrified territory, including Hoboken, the provisions of Local Instruction 200 strictly apply.

201. Enginemen, firemen and others are prohibited from going on running boards or smoke box steps of locomotive while on tracks electrified with high voltage overhead wires while under or near overhead bridges. At other points under the wires, firemen and others are prohibited from going on running boards or smoke box steps without first securing permission from the engineman, who will supervise the movements of such employes while in such position. **Keep at least three (3) feet from overhead wires.**

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

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

Handling Work Near Overhead Wires

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

205. No unqualified employe shall do any work near high voltage wires or apparatus where it is possible for any part of his body or tools and material with which he is working to come within three (3) feet of such wires, unless a qualified employe is assigned to protect him against personal injury.

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

Locomotive Operation

206. It will be the specific duty of the engineman to know, before entering any electrified zone, that no part of his engine or engine equipment will foul the overhead catenary construction, particular attention being given the position of cab ventilators and firing tools.

207. Firing tools must be handled in such manner that they cannot come in contact with the overhead wires.

208. Care must be exercised when using the squirt hose on locomotives to prevent the stream from striking the overhead wires. Squirt hose must not be used when locomotives are in train sheds or tunnels, or when passing under overhead bridges.

209. To avoid failure of transmission and catenary insulators and the consequent interruption to the power supply due to the action of steam and smoke on these insulators, enginemen must, so far as possible, avoid stopping their engines under porcelain or wood stick insulators or under highway or other bridges within the electrified zone.

210. The master controller handle must in no case be blocked, fastened or otherwise tampered with in such a manner as to prevent the spring tension returning it to the "Emergency Position" if the engineman's hand is removed.

211. When necessary for engineman to leave his compartment due to trouble while on the road, the brake valve and reverser handles must be removed and kept in his possession.

212. If emergency feature of Master Controller on M. U. car is inoperative and car cannot be cut out, employe must be assigned to ride with engineman.

213. Multiple Unit trains must not assist in starting steam passenger trains except that the multiple unit train may move against the rear of steam train, make a full service application of brakes, and hold rear end of steam train while slack is taken by engine. Power must not be applied to multiple unit train to assist in taking slack or in moving the train. The cutting lever at head end of multiple unit train must be raised so that steam train can move away if engine is able to start train. Multiple unit trains must render no assistance whatever in starting freight trains.

Use of Derricks or Cranes

214. When derricks or cranes are used in electrified territory the foreman in charge of the equipment must take special care to safeguard the workmen and himself from the electrified overhead wires. The operation of the equipment must be conducted under the personal supervision of the foreman, and he must not allow any portion of the equipment or material to come within five (5) feet of any of the overhead wires. He must not allow any unqualified employe to work within eight (8) feet of any of the overhead wires.

Whenever the work cannot be handled in the manner above outlined the foreman must request the services of a qualified employe.

Fires Within Electrified Territory

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

If necessary to move the hose nozzle beyond the limits fixed by the length of the grounding jumper, the stream must be kept clear of the overhead wires while the change of location is being made and until the grounding jumper has again been attached to the rail or other grounded steel work. It must be clearly understood that these instructions apply to the use of fire hose from the ground or from other locations an equivalent distance from the overhead wires. If necessary to use the hose from ladders or other locations close to these wires, power must first be removed and the wires grounded.

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

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

Conditions Affecting Power System to be Reported to Superintendent

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

Employes must report to the Superintendent any attachments of the overhead wire system which are out of place and state whether or not they are in such position that they can foul the pantograph of an electric car or locomotive, or any part of a steam locomotive. In describing such conditions, the proper names of the parts involved should be used.

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

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

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

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

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

Attention is called to the fact that the approach of electric trains is practically noiseless and enginemen must carefully watch out for and warn employes or others on or near tracks who may be in a position to be injured.

"SAFETY FIRST" should be ever in the mind of each employe.

Circuits Exceeding 750 Volts (See General Instruction #67-68-69.)

All circuits of this electrification exceed 3,000 volts.

Where such circuits are involved, use a treated wood pole (as provided at sub-stations and on motor cars), if available, with hands not less than six feet from victim of wire. If such pole is not available, get current off line as promptly as possible before attempting to remove victim, which should then be done by using a dry piece of rope, board or clothing.

Extra precaution must be taken in dealing with circuits of these high voltages, material having sufficient insulating qualities for handling circuits of lower voltages not being sufficient for high voltages.

THINK

TELEPHONES LOCATED AT OTHER THAN REGULAR STATIONS

L —Athenia, east of station.
 Di —Athenia, east of station, opposite crossovers (Westward side).
 Di —Athenia Magor Car Switch.
 L —Athenia—west of station opposite steel plant.
 Di —Augusta, switch cabin.
 Di —Basking Ridge, east and west end of siding.
 Di —Berkeley Heights, east and west end of siding.
 L-Di—Bergen Tunnel, east end.
 L-Di—Bergen Tunnel, first cut.
 L-Di—Bergen Tunnel, second cut.
 L-Di—Bergen Tunnel, west end, west of Erie Bridge.
 Di —Bernardsville, east and west end of siding.
 Di —Blairstown, both ends eastward siding.
 Di —Bloomfield Crossover, east of station.
 L —Bloomfield, west of station.
 L-Di—Boonton, lead to freight yard.
 L-Di—Boonton, signal locations.
 L-Di—Boonton, just west of water plug.
 Di —Branchville, at station.
 L —Brick Church, signal locations.
 Di —Broadway, opposite station location.
 Di-E—Bridgeville, west of station.
 Di —Chatham Crossover.
 L-Di—Chester Jct., signal locations.
 Di-E—Chester Jct., CNJ, Lake Jct., office building.
 Di —Convent, west of station.
 Di —Cranberry Lake.
 L —Delawanna, signal location west of station.
 Di-E—Delaware, opposite station.
 L-Di—Denville to Dover, signal locations.
 L —Denville, signal locations.
 L —Dover Stove Works.
 L —Dover, West End Freight House.
 L —Dover, home signal bridge, east of tower.
 L —Dover, east end, Eastward siding.
 L —Dover, east of pump house, Westward side.
 L-Di—East Dover Water Tank.
 L —East Orange, signal locations.
 Di —Far Hills, east and west end of siding.
 Di —Gladstone, east end of yard.
 Di —Greendell, east end eastward siding at Water Tank.
 L —Grove St. Station, signal bridges west.
 L-E—Hackensack Bridge, lower.
 L —Hackensack Bridge, lower, signal locations.
 L-E—Hackensack Bridge, upper.
 L —Hackensack Bridge, upper, $\frac{1}{4}$ mile west of Bridge.
 Di-E—Hackettstown Freight House.
 Di-E—Hackettstown, east and west end of siding.
 Di —Hainesburg, Crossover.
 L —Hampton, west end yard.
 L —Harrison, station platform and all signal locations.
 L-E—Harrison, east end yard—cabin.
 L —Harrison Junction.
 Di —Highbridge, east of Little Falls, west of bridge.
 L —Highland Ave. signal M124.
 E —Hoboken, west of train-shed, track 8.
 E-L—Hoboken, train-shed, east end track 8.
 E —Hoboken, west end track 16.
 E —Hoboken, Spot Track, at M. U. building.
 L —Hoboken, east of MU building.
 L —Hoboken, north of engine house on lead.
 Di —Hopatcong, one mile east of station.
 Di —Johnsonburg, crossovers.
 L —Kearny Jct., all signal locations.
 L-Di—Kingsland, car shop entrance.
 L —Kingsland, crossovers.
 L —Kingsland, Coopers yard.
 L —Kingsland—Shop Crossing—Harrison Branch.
 L-Di—Kingsland Jct.
 L —Koppers Coke, connection.
 Di —Little Falls, crossover.
 L-Di—Lincoln Park, station.
 L-Di—Lincoln Park, east end track 3; connects with Mountain View tower.
 L-Di—Lincoln Park, east and west of Jackson crossing.
 L-Di—Lincoln Park, "hold-out" signal $\frac{1}{2}$ mile west of Jackson Crossing.
 L-Di-E—Lyndhurst Draw.
 L —Lyndhurst Draw, east end track 3.
 Di —Lyons, opposite station.
 Di —Lyons (Millington Crusher), east and west end of siding.
 Di —Madison Crossover.
 Di —Madison, east of station.
 Di-E—Manunka Chunk, watchman's cabin, east end of tunnel.
 Di-E—Manunka Chunk, signal locations.
 Di —Millburn, west end track 3.
 Di —Millburn, Westward Home Signal, east of Tower.
 Di —Millington, east and west end of siding.
 Di —Mine Brook, near station.
 L —Montclair, east end yard and east of Bloomfield Ave.
 Di —Montville, Signal Bridge 270.
 L-Di—Montville, $\frac{1}{4}$ mile east of station.
 L-Di—Montville, $\frac{1}{2}$ mile west of station.
 Di —Morris Plains Crossovers.
 L-Di—Morristown, electric lock locations.
 L-Di—Mount Arlington, east end of tracks 3 and 4.
 L —Mountain Lakes, east of station and $\frac{3}{4}$ mile west.

TELEPHONES LOCATED AT OTHER THAN REGULAR STATIONS-Con.

Di —Mountain View, east of L-Di—South Orange, signal locations.
 Di —Murray Hill, east and west end of siding.
 L-E—Newark Drawbridge.
 L —Newark, east end of station platform and Orange St. yard.
 L —Newark, Public Service crossing $\frac{3}{4}$ mile west of station.
 Di —Newton, opposite station.
 Di —New Village, east end of station.
 L —Orange, signal locations.
 L-Di—Orange, west end freight yard.
 L-Di—Orange, Westward Home Signal, east of Station—track 3.
 Di-E—Oxford Furnace, west end of siding.
 Di-E—Oxford Furnace, east end of siding.
 Di-E—Oxford Tunnel, west end.
 Di-E—Oxford Tunnel, east end.
 L —Passaic, signal locations.
 Di —Paterson Coal Pockets.
 L —Paterson, signal east and west of tower.
 Di —Peapack, west end station.
 L —Phillipsburg, new yard, two locations.
 L —Pompton Bridge, east and west.
 Di-E—Portland tank.
 Di-E—Portland, yard office.
 Di-E—Portland, east end of siding.
 Di-E—Port Morris, Crossovers west end yard.
 L —Port Morris, Remote control cabin on cut-off.
 L —Port Morris, east end, 4 signal locations and west end Wye.
 Di-E—Port Murray, opposite station.
 Di-E—Rockport.
 L —Roseville Ave., signal locations.
 Di —Roseville Siding location.
 Di —Roseville Tunnel, Crossover.
 Di —Roseville Tunnel, cabin, west end.
 L —Sanfords Crossing, signal locations.
 L —Secaucus, Signal 58.
 L-Di—Secaucus, east of station, electric lock locations.
 L —Secaucus, advance yard, Signal 29.
 L —Secaucus, east end track 9.
 L —Secaucus, transfer yard.
 L-Di—Secaucus Jct., Harrison Branch.
 L — $\frac{1}{4}$ mile east of Secaucus Jct., Harrison Branch Extension.
 Di-E—Slateford Jct., east end, Westward siding, Washington line.
 Di-E—Slateford Jct., Eastward Home signals.
 Di —Slateford Junction, electric switch lock.
 Di —Stewartsville Station location.
 Di —Stirling, east and west end of siding.
 Di —Stone Quarry, Sussex Branch.
 Di-L—Stroudsburg, freight crossover.
 Di-E—Stroudsburg, signal 803 east of Forge Cut.
 L —Summit, signal locations.
 L-Di—Towaco, first signal east and west of station.
 Di-E—Washington, east end of siding.
 Di-E—Washington, east end of yard.
 Di-E—Washington, crossover and Phillipsburg Branch switch.
 Di-E—Washington, east bound signal east of station.
 Di-E—Washington, Hampton switch.
 Di —Washington, Lincoln Ave., Phillipsburg Branch.
 Di-E—Washington, west end of siding.
 Di-E—Water Gap, Tinkertown Crossing.
 Di-E—Water Gap, station arcade.
 Di-E—Waterloo, east end eastward siding location.
 Di —Watessing Ave., east of.
 L —West End, all signal locations.
 Di —West Paterson.
 L-Di—West Summit, east and west end of siding.
 BANGOR & PORTLAND BRANCH
 Di —Ackermanville side track.
 Di —Bangor, west end yard track.
 Di —Bangor—Upper and Lower staff cabins.
 Di —Bath Junction, Station Building.
 Di —Bath Junction, Penn-Dixie No. 6 Jct. Cabin.
 Di —East Bangor, west end of siding.
 Di-E—East Bangor, Cabin, east end.
 Di —Edelman, cabin, east end siding.
 Di —Edelman, west end siding.
 Di —Hercules Junction.
 Di-E—Hill Yard, cabin.
 Di —Martins Creek, booth on building.
 Di —Martins Creek Junction, station.
 Di —Miller, cabin east end siding.
 Di —Miller, west end siding.
 Di —Nazareth, West Yard, cabin.
 Di —Nazareth, East Yard.
 Di —Nazareth, Dexter Siding.
 Di —Portland Yard Office.
 Di —Portland Tank.
 Di —Portland, east end of yard.
 Di —Pen Argyl Junction, cabin.
 Di —Shops, Cabin.
 Di —West end of siding, Stier.
 Di —Wind Gap Junction, cabin.

LOCATION OF WATER STATIONS

STATIONS	TRACKS
Hoboken.....	Enginehouse.
Jersey City.....	Freight Yard.
Secaucus.....	Enginehouse.
Kingsland.....	Shop Lead.
Paterson Jct.....	Main Tracks 1 and 2.
Boonton.....	Main Track 3.
East Dover.....	Main Tracks 1 and 3.
Dover.....	Main Tracks 1-2 and Siding.
Port Morris Jct.....	Main Tracks 3-1-2-4.
Greendell.....	Main Tracks 1-2-East Siding.
Harrison.....	Freight Yard Lead.
Bloomfield.....	Freight Yard.
Montclair.....	Freight Yard.
South Orange.....	Passenger Yard.
Summit.....	Freight Yard.
Lyons Siding.....	Main Track.
Port Morris.....	Main Tracks 1-2-Yard-Enginehouse.
Newton.....	Main Track.
Washington.....	Main Track and Siding.
Phillipsburg.....	Ash Pit.
Portland.....	Main Track.
Portland Hill Yard.....	Main Track.
Bangor.....	Enginehouse Tracks.
Martins Creek.....	Main Track.
Pen Argyl Jct.....	Main Track.
Nazareth.....	Main Track.

TRACK SCALES

LOCATION	CAPACITY	LENGTH
Hoboken #2.....	125 tons	56' 0"
Hoboken #3.....	150 tons	54' 0"
Hoboken Grain.....	100 tons	47' 0"
Harrison.....	150 tons	50' 0"
Secaucus.....	167 tons	50' 0"
Boonton.....	120 tons	50' 0"
Paterson.....	150 tons	50' 0"
Port Morris.....	150 tons	50' 0"
Phillipsburg.....	150 tons	38' 0"
Oxford Furnace.....	100 tons	44' 0"
Portland.....	167 tons	54' 0"
Nazareth.....	150 tons	54' 0"

SCRANTON DIVISION

LOCAL INSTRUCTIONS

Miscellaneous

300. The display of Classification Signals as provided in Rule 21 will be omitted when operating over Bloomsburg and Utica Branches.

301. All eastward freight trains must make a running brake test at Tobyhanna. All westward freight trains not stopping to put up retainers at Gouldsboro or Lehigh must make a running test between Cross Keys (west of Tobyhanna) and Gouldsboro.

302. (a) Westward light engines must not pass Mattes Street Tower east end of Scranton yard without receiving instructions from switch tender, indicating track to be used to west end of yard or engine house.

(b) Main Track No. 1 through Scranton passenger station restricted to passenger equipment and light engine movement unless authorized by the Superintendent.

303. Movement of MU equipment from Hoboken to Keyser Valley Shop at Scranton will be made on #47 only and in the opposite direction on #44, except when specified by Car Department. When such cars are handled in these trains speed will be restricted to a maximum of 65 MPH. This restriction does not apply to trailer (non-motor) cars, except when specified by Car Department.

305. (a) When a train is occupying the westward main track at Alford for a train to be moved through siding, the entering switch must be adjusted at once for the following train. The train entering siding may pass governing automatic signal without stopping, on receiving signal from employe protecting switch, subject to Rule 509 h.

(b) Westward extra trains will call on phone before entering siding at Alford.

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

307. (a) Reverse movements must not be made on eastward pull-out track, East Binghamton Yard, neither must any engine enter this track for eastward movement at any intermediate point, without securing permission on the telephone from the towerman at "BY" Tower.

(b) Trains may be run against current of traffic at restricted speed on main tracks between East Binghamton Yard and "BD" interlocking only when authorized by restricting interlocking signals (Rule 290).

(c) Switches at each end of crossovers connecting switching leads at west end of East Binghamton yard must be left lined for leads when not in use.

308. Figure 9, Operating Rule 19, is cancelled. Figure 7, Operating Rule 19, will apply to operation of trains on slow speed tracks in territory where there are three or more tracks.

309. Engine whistle must not be sounded in Scranton Yard and Binghamton city limits, except in emergency and to prevent accidents.

Keyser Valley Branch Main Tracks

310. (a) Trains and engines operating over Keyser Valley Branch, from West end crossover, Hampton Yard, including both legs of Taylor Wye, to junction with Bloomsburg Branch at east and west ends of Taylor Yard, must keep to the left (exception to Rule D-151).

(b) Engines 1151 and 1600 class must not be operated backward over west leg of Taylor Wye.

311. (a) Trains and engines must not exceed a speed of 15 miles per hour on this Branch and must approach all crossovers and switches prepared to stop.

(b) Eastward trains or engines must stop before reaching crossovers between Washburn Street viaduct and Luzerne Street, also before reaching crossovers at West end of Hampton Yard (both locations indicated by stop signs) and not proceed until it is known that crossovers are not being used.

Westward trains or engines must stop at West end of Hampton Yard and Luzerne Street and not move until it is known that the track is clear and crossovers are not being used.

When switchtenders are on duty, hand signal from switchtender on the ground at these locations may be accepted as information that crossovers are not being used and that it is safe to move.

(c) Normal position of switch located about one quarter mile east of enginehouse crossovers leading from Keyser Valley eastward main track to east end of Hampton Yard, will be lined for the track leading to east end of Hampton Yard. All trains and engines using this track must leave switch in normal position.

(d) Rule 99 applies to Keyser Valley Branch main tracks.

(e) All trains and engines will approach Taylor Tank prepared to stop and will stop before fouling diverging track or crossover switches, unless it is known that the route is clear and switches lined for desired route. When a switchtender is on duty, hand signal from the switchtender may be accepted as information that the route is clear and switches properly lined.

312. Trains or engines using eastward main track must STOP before reaching connection of eastward departure track from Hampton Yard at Oak Street, and know that this track is not being used before proceeding.

Independent Track

313. All trains and engines operating on Dodge's Cut Off will keep to the left. (Exception to Rule D-151.)

314. (a) Between Dodge's crossovers and spring switch at East end of double track, the Hampton-Dodge Cut-off will be used as a westward track. Eastward movements may be made from east end of double track to Dodge's crossovers when authorized on telephone located at east end of double track by switchtenders at Taylor crossovers who will flag westward trains until authorized eastward train has passed.

Light movements except accompanied by crew will not use this track unless authorized by Superintendent.

(b) All switches connected with Independent Track for use of eastward trains between east end Hampton Yard and Bridge 60 Scranton via cut-off, must be left set for that track.

(c) Eastward trains using Independent Track will be informed by switchtender at Taylor crossovers as to what track to use between Dodge's crossovers and Scranton.

(d) Single track movement for westward trains between Signal V-1357 and east end of double track are governed by Operating Rule 509 (c).

(e) Single track movements between Signals V-1362 and V-1357 are governed by Operating Rule 509c. Eastward trains using Independent Track will be informed by switchtender at Taylor crossovers as to what track to use between Dodge's crossovers and Scranton.

(f) All Eastward trains must stop short of or pull to clear the spring switch when adding pushers or cabooses.

(g) Telephone connection with Taylor crossovers is located in booth at east end of double track.

(h) Telephone connected with Scranton is located in booth between signal indicator at Dodge's Crossover. Telephone between Dodge's crossovers and Taylor crossovers is in shanty.

(i) Westward trains using the Dodge's-Hampton cut-off will call switchtender at Taylor crossovers before entering the track to ascertain whether or not he is flagging for an eastward movement.

Bloomsburg Branch

315. N. Y. O. & W. Ry. trains use D. L. & W. R. R. tracks between Pittston Junction and Cayuga Junction. These trains must not enter D. L. & W. main tracks without authority of train dispatcher.

316. Trains using tracks of the Reading Company at Bloomsburg must be fully protected.

Syracuse Branch

317. Syracuse—First track west of Passenger Station platform is known as main track No. 1, with crossovers at both ends of Station lined for through movement, and will be used by both freight and passenger trains.

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

319. Homer—roof of freight house will not clear man on side of box car.

320. Trains from Cincinnatus Branch must not enter main track at Cortland Junction without first obtaining permission from towerman.

321. Detour movements Cortland Junction to Elm Street crossovers on southward track will be made as provided by General Instruction 15, except, conductor of train occupying northward main track shall:

(a) Ascertain southward main track is clear, all switches on this track are lined for northward movement Cortland Junction to Elm Street crossovers and a complete understanding is reached with crews of engines standing on adjoining tracks regarding the intended detour movement, and

(b) Flag protection is provided and opposing southbound movements are stopped to clear Elm Street crossovers.

Conductor will thereafter communicate with the Towerman at Cortland Junction by telephone from the station, advising him of protection afforded.

The towerman will then permit detoured train to enter southward track on "restricting" signal indication, advising conductor and engineer by message that conductor of preceding train has protected movement against current of traffic to Elm Street crossovers.

Detoured train will proceed, strictly observing Rule D-153.

PRIMARY INSTRUCTIONS

1. Safety is of the first importance in the discharge of duty.

2. In case of doubt or uncertainty, the safe course must be taken.

3. Obedience to the rules is essential to safety.

4. To enter or remain in the service is an assurance of loyalty to the interests of the Company, to acquire a knowledge of its rules and display a willingness to obey them.

5. The service demands faithful, intelligent and courteous discharge of duty.

6. Courtesy and friendliness must be extended to all patrons of the company and particular consideration given to the comfort and needs of passengers.

7. To obtain promotion, ability must be shown for greater responsibility.

Utica Branch

322. Trains entering Utica Yard, through crossover south of yard office, must be protected against light engines moving to or from coal chute track. Crossover when not in use must be lined for lead track.

HANDLING FREIGHT TRAINS ON HEAVY GRADES

(See General Instructions 41-52)

323. Crews of eastward freight trains stopping between Pocono Summit and Analomink for inspection must turn down retainers on cars with over-heated wheels. If a stop is to be made at Gravel Place, trains may continue to that point to turn down remainder of retainers. If no stop necessary at Gravel Place, trains may turn down retainers east of remote control at Analomink.

324. When eastward freight trains consisting mostly of loaded cars are provided with one pusher engine east of Gouldsboro, the pusher engine will remain coupled to train on descending grade Cross Keys to Steam Shovel Cut.

326. Pusher engines placed ahead of cars in westward freight trains must not operate beyond Gouldsboro.

Pusher engines used on rear of westward freight trains west of Pocono Summit Remote Control must be detached at Steam Shovel, about one mile east of Tobyhanna.

327. Westward passenger trains given assistance to Tobyhanna will STOP east of signal governing movement to Wye to detach helper engine.

328. Cars handled behind pusher engines to Lehigh Summit must not be left standing at Lehigh Summit without engine attached or secured by hand brakes.

329. When eastward freight trains are stopped at Cayuga for yard engine to take cars from head end, a full service application of brakes will be made before road engine is detached.

Trainmen, before detaching engine, must know that air brakes are applied on the train and that the yard engine is in position to move at once against the train. If for any reason the yard engine is not immediately coupled to the train, trainmen will either apply hand brakes or re-couple road engine to the train.

The yard crew, after coupling to train, will re-charge the train line and move the entire train to bring the cut just west of the Home Signal in order to minimize the blocking of Clover Street crossing. After checking to see that a full service application has set the brakes on the portion left standing they will remove the set-off and road crew will again take charge of the train.

To the above extent, this operation constitutes an exception to General Inst. 43.

Road and yard crew members will co-ordinate their efforts fully to insure safety and minimize delay.

330. (a) The starting of eastward trains from Scranton Yard with a steam lead engine and Diesel pusher will be made as follows:

(b) The leading engineman will stretch the train, keep throttle open, and avoid taking slack. After the brakes have been released and the signal to proceed has been given by the train crew to the engineman of the Diesel pusher, he will start the train if proper time has elapsed as provided in General Instruction 45b.

(c) Westward trains from Scranton Yard must use extreme care when starting. The leading engine should move as slowly as possible until all slack is out of the train and pusher engine started. Member of train crew should be stationed about 15 car lengths ahead of caboose. When he hears the slack moving out of train he should give signal to pusher engineman to start.

RETAINERS—DIESEL POWER WITH DYNAMIC BRAKE OPERATING ON ALL UNITS.

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

	3 Units	2 Unit
331. (a) Trains may be handled with- out retainers when tonnage is less than	4,000 Tons	3,500 Tons
Turn up retainers on 2d to 16th head cars consecutively when tonnage is	4,000 to 5,500 Tons	3,500 to 4,500 Tons
Turn up retainers on 2d to 16th head cars consecutively, then alternately on the next 30 cars (15 retainers) when tonnage is . . .	Over 5,500 Tons	Over 4,500 Tons

Eastward Trains Pocono Summit to Analomink

	3 Units	2 Units
(b) Manifest trains (35 M.P.H.) or other freight trains (25 M.P.H.) may be handled without retainers when tonnage is . . .	Under 3,500 Tons	Under 3,000 Tons
Manifest trains (35 M.P.H.) turn up retainers on 2d to 26th head cars consecu- tively, then alternately on the next 20 cars (10 retainers) when tonnage is	Over 3,500 Tons	Over 3,000 Tons
Other freight trains (25 M.P.H.) turn up all retainers in forward half of train, except on the first car, and alternate retainers on balance of train when tonnage is	Over 3,500 Tons	Over 3,000 Tons
Solid trains of heavy commodities (18 M.P.H.) turn up retainers on all cars in train, except on the first car and the last six when tonnage is	Over 3,500 Tons	Over 2,500 Tons

Westward Trains Lehigh to Scranton

	3 Units	2 Units
(c) Retainers are not required between Lehigh and Throops Tank.		
Trains consisting of loads or mixed loads and empties, will stop at Throops Tank and turn up retainers on 2d to 16th head cars consecutively when tonnage is	Over 3,500 Tons	Over 3,000 Tons
Solid trains of heavy commodities (20 M.P.H.) will stop at Throops Tank and turn up retainers on all cars in train, except on the 1st car and last 6 cars when tonnage is . . .	Over 3,000 Tons	Over 2,000 Tons

Trains consisting of 75 or more cars (empties) will stop at Throops Tank and turn up retainers on 2d to 16th head cars consecutively regardless of tonnage or class of Diesel locomotive.

RETAINERS—STEAM POWER AND 801, 810 AND 901 DIESEL POWER OR OTHER DIESEL POWER WITHOUT DYNAMIC BRAKE OPERATING ON ANY OR ALL UNITS.

Eastward Trains

332. (a) CLARKS SUMMIT TO SCRANTON: On trains consisting of more than 2,500 tons, turn up retainers on 25 consecutive cars after first car, and 10 retainers alternately on next 20 cars.

Freight trains with 30 M. P. H. speed limit, turn up retainers on the head half of the train except the first car, and alternate retainers on the balance of train.

Heavy commodity trains with 18 M. P. H. speed limit, turn up one retainer for each car, except head car and rear 4 cars.

On trains consisting of 75 or more empty cars, turn up 20 retainers, beginning with second head car.

(b) CAYUGA TOWER TO HAMPTON (via K. V. Bch.): On trains of more than 60 loaded cars, retainers required on 20 head cars, starting with second car.

(c) LEHIGH OR GOULDSBORO TO POCONO SUMMIT: On trains consisting of more than 4,500 tons, turn up 15 retainers.

(d) POCONO SUMMIT TO ANALOMINK: Manifest trains consisting of more than 2,500 tons, with 35 M.P.H. speed limit, turn up retainers 25 head cars except first, alternately on next 20 cars (10 retainers).

Freight trains with 25 M.P.H. speed limit, turn up retainer for each car in head half of train, and alternate retainers on balance.

Trains with 18 M.P.H. speed limit, turn up retainer for each car, except head car and rear four cars.

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

Westward and Northward Trains

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

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

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

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

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

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

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

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

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

NOTE:

Heavy Commodities—

Coal, oil, ore, pig iron, grain, etc.

(Note)—Manifest trains include BH-2, BH-4, BH-8, BH-12, NE-4, NE-6, BS-2, SB-3, HB-1, HB-3, HB-5, HB-7, HB-9, and when such trains have less than 15 cars of heavy commodity, and include extra trains of loads handling primarily freight (with less than 15 cars of heavy commodity) and with tonnage not more than 3,400 tons.

OPERATION OF THREE OR MORE TRACKS

333. (a) No. 1 track, westward

No. 3 track, westward

Stroudsburg to West Henryville.

Mount Pocono to Pocono Summit.

Cayuga to Clarks Summit (adjacent to eastward main track)

(b) No. 2 track, eastward

No. 4 track, eastward

Dalton to Clarks Summit

Scranton to Pocono Summit.

Analomink to Stroudsburg.

(c) No. 4 track, reversible

Cayuga to Scranton.

Rules D-261 to D-264, inclusive, govern

334. Speed Restrictions—Local

(See General Instruction 61)

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

MAIN LINE, STROUDSBURG-JOHNSON CITY

	Miles Per Hour
All Trains—Tracks 3-4.....	30
Passenger trains:	
“A” Between Clarks Summit and Johnson City:	
When handled by engines numbered as follows—	
No. 810 to 820 incl.; No. 1151 and 1152 are per-	
mitted maximum speed of.....	80
When handled by engines numbered as follows—	
No. 1115 to 1130 incl.; No. 1137 to 1140, incl. are	
permitted maximum speed of.....	75
“B” Between Stroudsburg and Clarks-Summit—Passen-	
ger trains unless otherwise restricted.....	70

Exception (1) Between Pocono Summit and Lehigh when handled by engines numbered as follows—

No. 810 to 820 incl.; No. 1151 and 1152..... 79

When handled by engines numbered as follows—

No. 1115 to 1130 incl.; No. 1137 to 1140, incl..... 75

Exception (2) (See Notes Page 113).

Lehigh to Moscow..... 60

Moscow to Nay Aug..... 50

Nay Aug to Scranton..... 40

Miles
Per Hour

MAIN LINE, STROUDSBURG—JOHNSON CITY

Freight trains:

Pocono Summit to Analomink:

Manifest freight trains when handled by 601, 611, 621, 631, 651, 801, 810, 901, 951, 1100, 1600 or 2100 class engines.....	35
Manifest trains handling 15 or more cars of heavy commodities.....	25
Other freight trains, solid heavy commodity trains, or trains with 35 cars of heavy commodities or over.....	18
Mixed freight trains consisting of loads and empties or mixed heavy commodities and other freight when number of heavy commodity cars is less than 35, or all other freight exclusive of heavy commodities.....	25
Freight trains consisting of empty cars.....	30
Steam power, light.....	30

Lehigh to Nay Aug:

Manifest freight trains or trains of empties when handled by 601, 611, 621, 631, 651, 801, 810, 901, 951, 1100, 1600 or 2100 class engines.....	40
Other freight trains.....	30

Nay Aug to Scranton:

Manifest freight trains or trains of empties when handled by 601, 611, 621, 631, 651, 801, 810, 901, 951, 1100, 1600 or 2100 class engines.....	35
Heavy Commodity Trains.....	20
Other freight trains.....	30
Steam power, light.....	30
Diesel power light, with dynamic brake operating.....	40

Clarks Summit to Scranton:

Manifest freight trains when handled by 601, 611, 621, 631, 651, 801, 810, 901, 951, 1100, 1600 or 2100 class engines.....	35
Trains consisting of 50 cars of heavy commodities.....	18
Other freight trains.....	30
Steam power, light.....	30
Mine Branch Main Tracks (except as otherwise specified)...	25

Grade restriction schedule showing distance and minimum running time between stations for authorized speed, in miles per hour, permitted on the following grades:

	MILES PER HOUR					
		18	20	25	30	35
	Miles	Mins.	Mins.	Mins.	Mins.	Mins.
Pocono Summit Remote Control to Mount Pocono.....	2.2	7	7	5	4	4
Mount Pocono to Cresco.....	5.8	19	17	14	12	10
Cresco to West Henryville	3.5	12	11	8	7	6
West Henryville to Analomink.....	5.9	20	18	14	12	10
Nay Aug to East End Tower.	5.3	18	16	13	11	9
Clarks Summit to Cayuga...	4.1	14	12	10	8	7
Cayuga to Scranton.....	3.2	11	10	8	6	5
Lehigh to Nay Aug.....	13.1	..	39	31	26	22

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
Stroudsburg—			
Westward trains entering Track 3 east of station.....			20
Passenger station.....			40 Track 1
1st curve west of.....	82.0	82.1	30 Track 2
2nd curve west of.....	82.2	82.3	40 Tracks 1-2
Milford Crossing curve.....	82.4	82.5	40 Track 1
Analomink—			45 Track 2
Analomink curve.....	85.8	86.1	45 Track 1
2nd curve west of.....	86.3	86.9	55 Tracks 1-2
High Bridge—Curve.....	87.2	87.5	55 Track 1
2nd curve west of.....	87.5	87.6	60 Track 2
3rd curve west of.....	87.9	88.0	55 Track 1
4th curve west of.....	88.5	88.7	60 Track 2
5th curve west of.....	88.9	89.0	50 Track 1
Henryville—			55 Track 2
Curve at station.....	89.0	89.3	50 Track 1
1st curve west of.....	89.3	89.5	55 Track 2
2nd curve west of.....	89.7	89.8	50 Track 1
3rd curve west of.....	90.3	90.4	55 Track 2
West Henryville—			
From Track 3 to Track 1 (Clear Medium)...			30
1st curve west of.....	91.4	91.6	50
2nd curve west of.....	91.7	91.9	45
3rd curve west of.....	92.0	92.3	45 Track 1
4th curve west of.....	92.5	93.0	50 Track 2
5th curve west of.....	93.1	93.6	45 Track 1
6th curve west of.....	93.9	94.1	50 Track 2
Cresco—			
Curve at station.....	94.2	94.7	35 Track 1
1st curve west of.....	96.8	96.9	40 Track 2
2nd curve west of.....	97.2	97.4	45 Track 1
Devils Hole curve.....	97.4	97.6	45 Track 2
1st curve west of.....	97.8	98.2	45 Track 1
2nd curve west of.....	98.2	98.5	50 Track 2
Paradise Cut curve.....	98.7	99.1	45
1st curve west of.....	99.1	99.2	35
2nd curve west of.....	99.2	99.3	40
3rd curve west of.....	99.4	99.7	40 Track 1
4th curve west of.....	99.8	100.0	45 Track 2
5th curve west of.....	100.0	100.2	45
Mt. Pocono—			
1st curve west of.....	100.4	100.6	45 Track 1
Mammy Heaters curve.....	101.8	102.2	50 Track 2

MAIN LINE, STROUDSBURG—JOHNSON CITY

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
Pocono Summit—			
From Track 4 to Track 2 (Clear Medium).....			30
From Track 3 to Track 1 (Clear Medium).....			30
Steam Shovel curve.....	106.4	106.7	60 Track 1 65 Track 2
Tobyhanna—			
Warnertown Branch.....			10
Cross Keys curve.....	108.8	109.1	60
Gouldsboro—			
1st curve west of.....	114.0	114.2	70 Track 2
Lehigh Summit—			
Lehigh Summit Interlocking—Eastward trains crossing from No. 2 track to No. 4 track.....			20
Lehigh Cut curve.....	114.7	115.3	55 Track 2
2nd curve west of.....	115.9	116.3	50 Track 2
3rd curve west of.....	116.8	117.2	50 Track 2
4th curve west of.....	118.6	118.7	50 Track 2
5th curve west of.....	119.3	119.4	50 Track 2
6th curve west of.....	119.6	119.9	50 Track 2
7th curve west of.....	120.1	120.3	55 Track 1 50 Track 2
Moscow—			
Curve at station.....	120.4	120.6	50 Track 2
1st curve west of.....	121.0	121.1	50 Track 2
2nd curve west of.....	121.6	121.7	50 Track 2
3rd curve west of.....	121.9	122.1	50 Track 2
Gardners Cut curve.....	122.2	122.3	50 Track 2
1st curve west of.....	122.5	122.7	50 Track 2
2nd curve west of.....	123.2	123.3	50 Track 2
3rd curve west of.....	123.8	123.9	50 Track 2
4th curve west of.....	124.2	124.4	50 Track 2
5th curve west of.....	125.0	125.4	50 Track 2
6th curve west of.....	125.7	125.9	50 Track 2
7th curve west of.....	125.9	126.5	45 Tracks 1-2
8th curve west of.....	126.7	126.9	45 Tracks 1-2
9th curve west of.....	126.9	127.0	45 Tracks 1-2
10th curve west of.....	127.1	127.5	40 Track 1 45 Track 2
11th curve west of.....	127.5	127.6	45 Tracks 1-2
Nay Aug—			
1st curve west of.....	127.8	127.9	45 Track 2
2nd curve west of.....	128.0	128.2	40 Track 2
3rd curve west of.....	128.2	128.3	40 Track 2
4th curve west of.....	128.5	128.6	40 Track 2
5th curve west of.....	128.6	128.8	40 Track 2
6th curve west of.....	128.9	129.0	40 Track 2
Nay Aug Breaker curve.....	129.0	129.7	40 Track 2
1st curve west of.....	129.9	130.2	40 Track 2
2nd curve west of.....	130.4	130.5	40 Track 2
Bunker Hill curve.....	130.5	130.7	40 Track 2
No. 6 Junction curve.....	130.8	131.4	40 Track 2
1st curve west of.....	131.5	131.6	40 Track 2

MAIN LINE, STROUDSBURG—JOHNSON CITY

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
Nay Aug Tunnel—			
First class trains and passenger extras.....			30
Other trains.....			20
Curve west of.....	131.7	131.8	30 Track 2
1st curve west of.....	131.9	132.0	35 Track 2
2nd curve west of.....	132.0	132.4	35 Track 2
3rd curve west of.....	132.6	132.7	35 Track 2
4th curve west of.....	133.0	133.2	25 Tracks 1-2
Scranton—			
Movement over No. 5 crossover 400 feet east of passenger station.....			10
Westbound trains using No. 1 track under train-shed.....			10
1st curve west of station.....	133.2	133.4	25 Tracks 1-2
Bridge 60, main tracks.....			25
2nd curve west of.....	134.3	134.4	40 Track 1 50 Track 2
3rd curve west of.....	134.5	134.8	45 Track 1 50 Track 2
4th curve west of.....	134.8	135.3	45 Track 1 50 Track 2
5th curve west of.....	135.5	135.9	45 Track 1 50 Track 2
Cayuga—			
Through switch at Keyser Valley Branch Jct.....			15 Track 4
Curve at Tower.....	136.1	136.5	45 Track 1 40 Track 2
1st curve west of.....	136.6	136.7	45 Track 1 50 Track 2
2nd curve west of.....	136.8	137.0	45 Track 1 50 Track 2
Luzerne Cut curve.....	137.0	137.4	45 Tracks 1-2
4th curve west of.....	137.4	137.5	45 Tracks 1-2
5th curve west of.....	137.7	137.8	45 Track 1 50 Track 2
6th curve west of.....	137.9	138.3	45 Track 1 50 Track 2
7th curve west of.....	138.4	138.5	45 Track 1 50 Track 2
8th curve west of.....	138.5	138.6	45 Track 1 50 Track 2
9th curve west of.....	138.8	138.9	45 Track 1 50 Track 2
10th curve west of.....	139.1	139.3	45 Track 1 55 Track 2
11th curve west of.....	140.3	140.4	60 Track 1
From Extension Track to Track 3 through spring switch.....			30
Clarks Summit—			
1st curve west of.....	141.2	141.7	70 Tracks 1-2
2nd curve west of.....	142.2	142.5	65 Track 2
Glenburn—			
1st curve west of.....	143.3	143.6	65 Track 2
Dalton—			
1st curve west of.....	144.7	145.2	65 Track 2
2nd curve west of.....	146.7	147.0	65 Track 2
Factoryville—			
1st curve west of.....	148.3	148.5	75 Track 1 60 Track 2

MAIN LINE, STROUDSBURG—JOHNSON CITY

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
Nicholson Tunnel—			
First class and passenger extras.....			50
Other trains.....			30
1st curve west of.....	149.7	150.5	60
2nd curve west of.....	151.3	151.6	60 Track 1 65 Track 2
Nicholson—			
Curve at station.....	152.1	152.3	60 Track 1 65 Track 2
1st curve west of.....	152.4	152.6	65
2nd curve west of.....	152.7	153.2	65
3rd curve west of.....	153.5	153.9	65
4th curve west of.....	154.0	154.2	70
5th curve west of.....	154.3	154.5	75 Track 2
Nicholson-Foster, Old Line.....			20
Foster—			
1st curve west of.....	158.1	158.8	75
2nd curve west of.....	159.3	159.4	75 Track 1
Kingsley—			
3rd curve west of.....	163.1	163.4	75 Track 1
4th curve west of.....	163.5	163.7	70 Track 1
5th curve west of.....	164.1	164.4	70
6th curve west of.....	164.5	164.9	70
7th curve west of.....	165.1	165.3	70
Alford—			
1st curve west of.....	165.6	165.7	70
2nd curve west of.....	165.8	166.1	70
3rd curve west of.....	166.2	166.5	70
4th curve west of.....	166.9	167.3	70
5th curve west of.....	167.5	167.8	70
6th curve west of.....	167.9	168.1	70
7th curve west of.....	168.4	168.6	75
8th curve west of.....	169.0	169.2	75
9th curve west of.....	169.5	169.8	75
10th curve west of.....	170.0	170.2	75
11th curve west of.....	170.7	171.4	70 Track 1 75 Track 2
New Milford—			
1st curve west of.....	171.8	172.0	75 Track 2
2nd curve west of.....	173.5	173.8	75 Track 2
4th curve west of.....	174.1	174.2	75 Track 1
Skinner's Cut curve.....	174.9	175.1	65 Track 1
3rd curve west of.....	175.0	175.1	75 Track 2
5th curve west of.....	175.3	175.4	75 Track 1
6th curve west of.....	175.7	176.1	75 Track 2
7th curve west of.....	176.5	176.7	75 Track 2
8th curve west of.....	177.1	177.2	75 Track 2
Hallstead—			
1st curve west of.....	177.8	178.1	75 Track 2
2nd curve west of.....	178.4	178.7	75
Conklin Center curve.....	185.5	185.7	65
3rd curve west of.....	189.6	189.7	75 Track 1 70 Track 2
Curve at east end of Susquehanna River Bridge.....	189.8	189.9	60 Track 1 55 Track 2

MAIN LINE, STROUDSBURG—JOHNSON CITY

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
CONKLIN CENTER—Continued			
Curve at west end of Susquehanna River Bridge.....	190.2	190.4	50 Track 1 55 Track 2
Binghamton "BD" interlocking—east leg of Wye, entering and leaving Main Track			15
Binghamton, Liberty St. interlocking—west leg of Wye, entering and leaving Main Tracks.....			15
Between Liberty St. tower and Chenango River Bridge, Binghamton.....			25
Binghamton station—freight trains not making terminal stop (east and west)...			10
Binghamton—			
2nd curve west of.....	192.1	192.2	50
3rd curve west of.....	192.5	193.0	60
4th curve west of.....	193.5	194.0	70 Track 1 55 Track 2
Johnson City—			
1st curve west of.....	195.1	195.2	70
2nd curve west of.....	195.2	195.3	70

BLOOMSBURG BRANCH

	Miles Per Hour
Between Scranton and Northumberland freight and passenger trains.....	45
Exception—Between Taylor and Kingston.....	20
Scranton, Between Bridge 60 and Scranton Street crossing..	10
Hanover & Newport Branch, except as otherwise specified...	25
Keyser Valley Branch.....	15

BLOOMSBURG BRANCH

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
SCRANTON—BRIDGE 60 4th curve west of.....	135.6	135.9	30
Taylor— Curve at station.....	136.7	137.1	30
Pittston Junction— Susquehanna Avenue to West Pittston.....			15
Kingston—Main Street crossing.....			10
9th curve west of.....	152.8	152.9	40 Track 1
Plymouth station to Flat Road crossing, Track 1.....			30
Hanover Yard office to Flat Road crossing, Track 2.....			30
Hanover-Newport Branch Hanover and Newport Branch over br., 155.85.....			15
Engines 461 to 491, 901 and 951 class—over Susquehanna River Bridge No. 155.85, and Bridge 156.51 over highway and trolley line.....			10
Hanover Yard— Track one to single track.....			25
West Nanticoke— Slide curve.....	159.6	159.9	20
Bloomsburg— Between Locust Street, 0.75 mile east of station, and crossing west of Reading Co.'s enginehouse 0.3 mile west of station.....			20
Danville— Between Signal N2015 and Mill St.....			20
Mill Street Crossing ¼ mile west of			10

SYRACUSE BRANCH

Passenger Trains:

	Miles Per Hour
Binghamton to Apulia.....	60
Apulia to Brighton Ave., Syracuse.....	50
Syracuse to Oswego.....	45

Binghamton to Syracuse—Freight Trains:

700 class engines.....	45
901, 951, 1100, 1200 and 2100 class engines.....	50
1600 class engines.....	45

Northbound—

Apulia to north end of double track at Brighton Ave., Syracuse:

Manifest and way freight trains.....	35
Trains of empties and mixed trains.....	30
Other trains.....	25

Syracuse to Oswego—Freight Trains:

2100 class engines.....	30
700, 901, 951 and 1200 class engines.....	40

Grade restriction schedule showing distance and minimum running time between stations for authorized speed, in miles per hour, permitted on the following descending grades:

	MILES PER HOUR					
		20	25	30	35	50
	Miles	Mins.	Mins.	Mins.	Mins.	Mins.
Apulia to Onativia.....	5.2	17	14	11	10	7
Onativia to Jamesville.....	7.6	24	19	16	14	10
Jamesville to Brighton Ave... ..	4.4	14	12	9	8	6

SYRACUSE BRANCH

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
Binghamton— BD Interlocking, East leg of Y, entering and leaving main tracks.....			15
Liberty Street Interlocking, West leg of Y, entering and leaving main tracks.....			15
Erie R. R. crossing.....			15
D. & H. crossing north of station.....			15
"YO" Yard— Track 1, "YO" Yard Office to Bevier Street.....			30
Chenango Bridge— 4th curve south of station.....	194.1	194.2	50
Chenango Forks— Curve at station.....	202.7	203.0	40
At Junction, on clear-medium signal.....			25
At Junction, on medium-approach signal.....			25
Lisle— Curve at station.....	214.1	214.4	50
Cortland— Within city limits, L. V. crossing.....			20
Homer— Northward, Track 1 to Single track.....			25

SYRACUSE BRANCH—Continued

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
Apulia—			
Wye track, 1200 and 2100 class engines.....			5
Jamesville—			
Southward, Track 2 to Single Track.....			25
Syracuse—			
City Limits.			
Unless otherwise restricted.....			45
Southbound entering Track No. 2, Brighton Avenue.....			20
Adams Street crossover to Fayette Street. All trains.....			15
Approaching and passing through Magnolia St. Interlocking all trains.....			20
All trains through N. Y. C. Tunnel.....			20
200 class and heavier engines over bridges 272.17 and 272.62, north of station.....			15
Baldwinsville—			
East Genesee Street crossing.....			10
Fulton—			
East and West of Hannibal Street.....	295.0	296.0	15
Oswego—			
Between Erie Street crossing and station, also through tunnel Water Street and Lake Front.....			15
Cincinnatus Branch—			
All trains.....			35

UTICA BRANCH	Miles Per Hour
Passenger trains.....	45
Freight trains with:	
700, 901, 951 and 1100 class engines.....	45
1200 class engines.....	40
Paris to Chadwicks northward:	
Way-freight trains.....	25
Trains of empties or mixed trains.....	30
Other freight trains.....	20
Chadwicks to New Hartford, northward freight trains....	25

Grade restriction schedule showing distance and minimum running time between stations for authorized speed, in miles per hour permitted on the following descending grades:

	Miles	MILES PER HOUR				
		20	25	30	35	50
Paris to Waterville.....	4.2	13	11	9	8	5
Paris to Richfield Jct.....	3.8	12	10	8	7	5
Richfield Jct. to Chadwicks..	5.7	18	15	12	10	7

UTICA BRANCH—Continued

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
Chenango Forks—			
1st curve north of.....	202.9	203.1	35
Brisben—			
Grecian Bend.....	215.1	215.4	40
Oxford—			
3rd curve north of.....	226.1	226.3	40
4th curve north of.....	226.4	226.7	40
Norwich—			
Within city limits.....			20
First curve south			
Sherburne station.....	243.6	243.7	40
Sherburne—			
Poolville—			
4th curve north of.....	254.0	254.1	40
5th curve north of.....	254.2	254.4	40
Richfield Junction—			
Richfield Junction engines of 1100, 1200 and 2100 class on wye.....			5
Clayville—			
New Hartford—			
1st curve north of.....	283.7	283.9	40
3rd curve north of.....	284.1	284.2	40
Genesee Street crossing, from end of highway circuit sign over crossing in either direction.....			8
New York Central R. R. crossing. Approaching home signals and over crossing. All trains.....			20
Utica—			
Over streets in the City of Utica as follows:			
Seward Avenue.			
Thorn to Oriskany Streets, both inclusive.			
Washington Street.....			8
Richfield Springs Branch—			
All trains except as otherwise specified.....			35
All trains (Richfield Junction to Bridgewater). Gano's Crossing west of Richfield Springs—Stop.			20

Clearance Stations

335. First-class trains will not leave Binghamton or Scranton, and no train will leave Northumberland, when operator is on duty, without Clearance Form A, issued on authority of Train Dispatcher.

SYRACUSE and UTICA BRANCHES. When operator is on duty trains must not leave the following stations without Clearance Form A, authorized by Train Dispatcher, except in case of wire failure, when the form may be issued by operators, provided they have no train orders for train to which issued:

Binghamton Passenger Station.
East Binghamton Yard.
Syracuse.
Cortland (Cincinnatus Branch trains).
Utica.

LOCATION OF BULLETIN BOARDS, STANDARD CLOCKS, WATCH AND TRAIN REGISTERS AS INDICATED BY "X"

	Bulletin Boards	Standard Clocks	Train Registers See note	Watch Comparison Register
Stroudsburg Tower, Penna. R. R. trains.....	x	x	x	x
Scranton, East End Tower, eastward freight trains.....			x	
Scranton, Yard Office, westward freight trains.....	x	x	x	x
Scranton, Passenger Station, first-class trains and Passenger Extras.	x	x	x	x
Scranton, Dispatchers' Office.....		x		
Scranton, Conductor's Room.....	x			
Scranton, Enginehouse.....	x	x		x
Hampton Yard Office, east end.....	x			
Hampton Yard Office, west end.....	x	x		
Kingston, Yard Office, all trains....	x	x	x	x
Kingston Enginehouse.....	x	x		x
Hanover Yard.....			x	
Northumberland, Freight House....	x	x	x	x
Northumberland, Enginehouse.....	x			
Binghamton, Station, first-class trains.....	x	x	x	x
Binghamton, Enginehouse.....	x	x		x
East Binghamton Yard, Trains originating at East Binghamton....	x	x	x	x
Cortland, Cincinnatus Branch Trains only.....	x		x	
Cortland Enginehouse.....	x			
Syracuse, Passenger Station, first-class trains.....	x	x	x	x
Syracuse Yard Office, freight trains.	x	x	x	x
Syracuse, Geddes Street.....	x	x		
Syracuse Enginehouse.....	x	x		x
Oswego Yard Office.....	x			
Oswego Enginehouse.....	x	x	x	x
Richfield Junction.....			x	
Utica Yard Office.....	x	x	x	x
Utica Enginehouse.....	x	x		x

NOTE—Trains not stopping at register stations must be registered by operator or towerman.

Signals

336. **Automatic Block Signals** (Rule 509d) governing main tracks are in use between:

MAIN LINE—Stroudsburg and Johnson City.

BLOOMSBURG BRANCH—Scranton and West End Hanover Yard.

Hampton, Dodge's Cut-Off from east end of Hampton Yard to spring switch, Main Ave.

Independent track from Dodge's Crossovers to Scranton St.

SYRACUSE AND UTICA BRANCHES:

Binghamton and Chenango Bridge.

Cortland Junction and Homer.

Jamesville and Brighton Avenue, Syracuse.

(a) **Preliminary Overlap Block System** (Rule 509c) is in use between:

BLOOMSBURG BRANCH

Hampton-Dodge's Cut-Off—spring switch at Main Avenue, Taylor, to crossover switch at Dodge's.

Over Susquehanna River Bridge, Pittston.

Hanover and Newport Branch.

West end of Hanover Yard and M. P. 212—1½ miles east of Northumberland.

Signals—Continued

SYRACUSE AND UTICA BRANCHES:

Chenango Forks and Cortland Junction.

Apulia, South end siding, and Jamesville.

Syracuse: Brighton Avenue and West Fayette Street.

Geddes Street and point 1.4 miles north of Fair Grounds.

Chenango Forks and Thorn Street, Utica.

Richfield Junction and one mile south thereof on Richfield Branch.

(b) **Absolute Permissive Block System** (Rules 509a and 509b) in use between:

SYRACUSE BRANCH:

Beginning of single track north of Homer to south end of siding at Apulia.

338. **CENTRALIZED TRAFFIC CONTROL** in effect between Chenango Bridge and Chenango Forks. (See General Instruction 73.)

339. **EAST BINGHAMTON**—Color light dwarf signal located east of hand-throw crossover on lead to westward receiving tracks and east end of classification yard indicates position of crossover switch as follows:

Yellow light—movement into westward pull-in tracks.

Red over yellow—movement into classification yard.

Red—crossover switches not lined.

Telephones are located at each group of "BY" interlocking signals.

Train Operation by Signal Indication.

340. Eastward extra trains between Binghamton and New Milford, and Scranton and Lehigh, and westward extra trains between Scranton and Clarks Summit, and Binghamton and Vestal, running with the current of traffic, will be governed by Rules D-251 to D-254, inclusive.

341. **Automatic Cab Signals** are in operation between Scranton passenger station and Johnson City.

There are no interpretations or modifications of Rule 686 in effect other than the following:

1. Where an automatic cab signal fails and/or is cut out en route, train may proceed according to wayside block signal indication, but *not to exceed medium speed*, to next available point of communication where report must be made to the Superintendent. Upon authority of the Superintendent the train may then proceed at normal speed, but *not to exceed 79 miles per hour*, complying with the following:

(a) When the train encounters an automatic wayside block signal displaying "stop and proceed" aspect, the train must STOP. After stopping, train must wait for change in signal indication and if the signal does not change to a more favorable aspect after three minutes, it may be assumed that the wayside signal is inoperative and the train may proceed as permitted in Rule 509 (h) *not exceeding restricted speed* to the next wayside block signal.

2. The indication of Restricting cab signal aspect (Rule 290E) is: "Proceed at a speed that will permit stopping short of another train or obstruction, but *not exceeding 20 miles per hour*."

342. DRAG DETECTOR SIGNS are attached to color light Signal 924 located one and two-tenths (1.2) miles west of West Henryville, to Semaphore Signal 1469, at Mile Post 147, and color light Signal 1528 at Mile Post 152.86. When illuminated, the letter "D" is shown to indicate that train should be stopped and inspected to locate dragging equipment.

Trainman should notify dispatcher and extinguish light in drag detector sign so that following trains will not be detained.

Telephone connected to dispatcher's circuit is located in a booth at the signals. Drag Detector "cut-out" switch is located in control box marked "Z" adjacent to signal.

343. Remote Control Switches

(See General Instruction 63)

Remote control switches are located as follows:

Analomink—West end No. 4 track, (MP 85.75), controlled from Stroudsburg interlocking station.

Mount Pocono—East end of No. 3 track west of station, controlled from Tobyhanna interlocking station.

Nay Aug—Crossover switches from Track 2 to Track 4 and from Track 4 to Track 2, 2100 feet east of M. P. 128, controlled from East End interlocking station, Scranton.

Dalton—West end No. 4 track, 300 feet west of station (MP 144.10), controlled from Clarks Summit interlocking station.

New Milford Pull-in switch for westward siding 7000 feet east of station and controlled therefrom.

New Milford Pull-in switch for eastward siding 3000 feet west of station and controlled therefrom.

Binghamton-Robinson St.—Facing point crossover between south and north track—switch from north track to D&H interchange—switch to east leg of wye—controlled from BD (Court St.) interlocking station.

Chenango Bridge

End of double track.

Chenango Forks

South End of siding.

North End of siding.

Divider switch, between S&U Branches.

344. Electrically Locked Hand-Operated Switches

See General Instruction 64)

West Henryville

Crossover between Tracks 1 and 2 controlled from Stroudsburg Tower.

Scranton—

Mattes Street—

Boiler Plant Switch.

Bridge 60

Repair Track—Track #4.

Finches Foundry Track.

Industrial side Track.

Sanker and Williams Switch.

Luther Keller Switch.

#8 Switch—Repair Track.

Cayuga—

Ash Track.

Binghamton—

Court St. Siding (East End).

Robinson St.

Old caboose track.

Binghamton Construction Co. switch.

D&H interchange.

Acme switch.

Chenango Bridge—

Gravel Bed.

East Switch.

West Switch.

Chenango Forks—

South End of West Switch.

(a) Electrically Locked Hand Operated Switches Automatically Controlled

(See—General Instruction 64)

Gravel Place

Crossover switches between tracks 1 and 2, 4 and 2, and 1 and 3, approximately 150 feet West of Gravel Place Tower, also B. K. Williams side track off track 4, the switch and derail.

Location of Spring Switches

(See General Instruction 62)

MAIN LINE

345. (a) West Henryville—At Mile Post—91 and leading from westward track No. 3 to westward main track No. 1, lined normally for westward main track No. 1. Westward trains may trail through switch from Track 1 or Track 3 upon proper interlocked signal indication.

(b) Pocono Summit—At Mile Post—103 and leading from westward track No. 3 to westward main track No. 1, lined normally for westward main track No. 1. Westward trains may trail through switch from Track 1 or Track 3 upon proper interlocked signal indication.

(c) Pocono Summit—At Mile Post—103.28 and leading from eastward track No. 4 to eastward main track No. 2, lined normally for eastward main track No. 2. Eastward trains may trail through switch from Track 2 or Track 4 upon proper interlocked signal indication.

(d) Tobyhanna—

1. East end of Wye track to No. 1 yard track lined normally for Yard 1 track. Movements from scale track trail through.

2. West end of west leg of Wye on Track 1 lined normally for Wye. Movements on Track 1 trail through.

3. At top of Wye, lined normally for east leg. Movements on west leg trail through.

(f) Lehigh—At top of Wye, lined normally for west leg. Movements on east leg trail through.

(g) Scranton Yard—Switch connecting routes to Bridge 60 interlocking with enginehouse lead and pusher or back track, lined normally for enginehouse lead—movements from pusher or back track trail through.

(h) Scranton Yard—Switch at east end of freight engine pit track connecting with yard engine dispatch track, normally lined for ash-pit—movements from yard engine dispatch track trail through.

(i) Scranton Yard—Switch connecting passenger ash-pit track to inbound enginehouse lead, normally lined for enginehouse lead—movements from passenger pit trail through.

(j) Scranton Yard—Switch connecting passenger ash-pit track with run-around track, normally lined for passenger ash-pit—movements from run-around track trail through.

(k) Scranton Yard—Switch connecting west end of run-around track with outbound enginehouse lead, normally lined for run-around track—movements from enginehouse lead trail through.

(l) Keyser Valley Branch—Oak Street. Switch connecting eastward departure track from Hampton Classification Yard with eastward main track, lined normally for main track—trains from departure track trail through.

(m) Independent Track—East end of double track, normally lined for westward movement. Movements on east track trail through.

(n) Clarks Summit—Switch connecting Track No. 3 to Clarks Summit extension track, lined normally for Track No. 3; Eastward movements from extension track will trail through switch. Switch indicator lamp is located about 8 feet east of switch. Green light indicates switch is lined normally for Track No. 3. Red light indicates switch lined for extension track.

(o) East Binghamton Yard—At west end of outbound S. & U. train track connecting outbound engine track (controlled by dwarf signals), lined normally for S. & U. train track; westward movement from outbound engine track trail through switch.

(p) East Binghamton Yard—East of old coal chutes, connecting S. & U. train track with outbound engine track, lined normally for S. & U. train track; westward movements from outbound engine track trail through switch.

(q) East Binghamton Yard—East End—East End of crossover connecting eastward pull-out track to yard lead, lined normally for eastward movements on pull-out track; movements over crossover from yard lead trail through switch.

(r)—East Binghamton Yard—East of ash-pit, connecting switching lead to outbound engine track, lined normally for switching lead. Outbound movement on engine track trail through switch.

BLOOMSBURG, SYRACUSE AND UTICA BRANCHES:

346. (a) Pittston—Single track is provided over Susquehanna River Bridge, with connections to double track at each end through spring switches, permitting trains to trail through.

Switch at east end of the bridge is lined normally for eastward main track. Switch at west end of the bridge is lined normally for westward main track. Eastward and westward signals governing movement over this single track are not affected by position of the spring switches for trailing through movements, but indicate "STOP" if switch is not properly lined for facing point movement returning to double track.

Movement of trains over this track will be governed by Preliminary Overlap Automatic block signals (Rule 509c).

(b) Hanover Yard—Spring switch at end of double track, 250 feet west of switch to west end of Hanover Yard, leading from westward main track to the single track is normally lined for eastward main track. Westward trains may trail through switch. Eastward automatic signal N-1556, located 700 feet west of switch, will indicate "STOP" when points of switch are not lined for eastward track.

(c) Homer—Spring switch at end of double track is lined normally for southward main track. Northward trains may trail through the switch. Southward automatic signal S-2380, located 100 feet north of the switch, will indicate "STOP" when points of switch are not lined for southward main track.

(d) Jamesville—Spring switch at end of double track is lined normally for northward main track. Southward trains may trail through the switch. Northward automatic signal S-2641 located 450 feet south of the switch, will indicate "STOP" when points of switch are not lined for northward track.

(e) Syracuse Brighton Avenue—Spring switch at end of double track is lined normally for southward main track. Northward trains may trail through the switch. Southward automatic signal S-2688 located 100 feet north of the switch, will indicate "STOP" when points of switch are not lined for southward track.

(f) Syracuse, West Adams Street—Spring switch in main track at South end of crossovers, between switching lead and main track, is lined normally for main track. Southward trains using this crossover may trail through this switch at 15 miles per hour. Northward automatic signal S-2707, located 50 feet South of the switch, will indicate "STOP" when points of switch are not lined for main track. Switch indicator lamp located 5 feet north of crossover governs southward movements over crossover from side track No. 2. Green light indicates crossover switch lined normally for southward movement and siding and main tracks are unoccupied within fouling limits of crossover. Red light indicates crossover switch lined for siding or that main track is occupied within fouling limits of crossover.

(g) Syracuse Enginehouse—Outbound Enginehouse lead connecting to storage track lined normally for outbound Enginehouse lead.

RAILROAD CROSSINGS

(See Rules 98-98a)

347. Protected by Interlocking

(a) Pittston Junction—L. V. R. R.

(b) Plymouth Junction—D. & H. R. R.

(c) Scranton, Diamond Branch—D. & H. R. R.

(d) Diamond Branch—N. Y. O. & W. Ry.

(e) Scranton, Steel Mill Branch—C. R. P.

(f) Keyser Valley Branch—N. Y. O. & W. Ry.

(g) Binghamton—Erie R. R.

(h) Binghamton—D. & H. R. R.

(i) Cortland Junction—L. V. R. R.

(j) Syracuse—N. Y. C. R. R., Magnolia Street.

(k) Utica—New York Central Railroad governing N. Y. O. & W. Railway crossing, Washington Street.

Movements in either direction over New York Central and N. Y. O. & W. Junction switch will be made on signal indications, Rules 290 "RESTRICTING" and 292 "STOP".

First-class trains will STOP short of interlocking signals and know that N. Y. O. & W. hand throw switches located near the interlocking signals are properly lined and that there are no conflicting movements.

348. Protected by Other Signals

(a) LUZERNE:

Mill Hollow Branch—L. V. R. R.

D. L. & W. movements must be preceded by trainman. Switches used by D. L. & W. crews must be restored to normal position, set for L. V. R. R. track.

SYRACUSE AND UTICA BRANCHES:

(b) Syracuse, N. Y. C. R. R., at Geddes Street, automatic and interlocking signals of the color light type: These signals normally indicate "Proceed" for D. L. & W. movements.

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

When train has stopped after receiving "STOP" indication trainman, after unlocking box stencilled "For Use of D. L. & W. R. R. Crews" at crossing and observing that no other train is approaching, will open knife switch to block signals for other route over the crossing. After a lapse of three minutes time, signal should clear. If signal does not clear *after switch has been opened three minutes*, train may proceed over the crossing on hand signal from trainman standing at the crossing. Trainmen must, before giving hand signal, observe that no other trains are approaching that will conflict with the movement to be made and that signals governing conflicting movements over the crossing are indicating "STOP." After movement has been completed, knife switches must be closed and box locked.

(d) West Utica, N. Y. O. & W. R. R. Arm at angle of 45 degrees, after stopping, D. L. & W. trains may proceed. Arm in horizontal position, N. Y. O. & W. trains may proceed. Single arm will be equipped with red light on each end to indicate position of signal after dark. In the absence of one or more of these lights at night, trains may proceed over the crossing under protection of flagman.

349. Special Protection of Highway Crossings

(see General Instructions 66.) (see Rule 687A.)

MAIN LINE.

Stroudsburg—Courtland St. (Milford Crossing), Tracks 1, 2, 3 and 4, both directions.

If train or engine stops west of signal 824 on track 4, gates will raise automatically.

After authority for Eastward movement has been secured from tower, such movement must not exceed speed of ten (10) miles per hour from signal 824 to crossing in order to lower gates and activate flashers.

No train or engine moving East on track 4 will pass over crossing unless lunar light located on track side of flasher poles is illuminated.

Broad St., Tracks 1, 2, 3 and 4, both directions.

Cresco—Route 90, tracks 1 and 2, both directions.

Gouldsboro—Highway crossing three (3) main tracks and westward passing siding.

On westward siding all trains moving toward the crossing must stop at "STOP SIGNS" located 20 feet east and west of the crossing, and must observe that the crossing signals and gates are operating properly before movement is made over the crossing.

Johnson City—Baldwin Street, tracks 1 and 2 both directions.

Trains switching or stopping within the limits of gate approaches, indicated by "End of Highway Circuit" signs, will observe flashing lunar white light located on gate mast and that gates are in down position before passing over crossing.

BLOOMSBURG BRANCH—

Duryea—Stephenson St., Tracks 1-2.

Everhart's Crossing, Tracks 1 and 2.

A flashing lunar white light mounted on the mast of the gate located at the northwesterly side of crossing will be illuminated and flash when the gate arms are in the DOWN position.

Westward trains on track 1 must observe the flashing lunar white light and know that gates are in the DOWN position before passing over the crossing.

A westward train on track 1 stopping East of the crossing, cutting off the head end of the train, proceeding West to Pittston Junction to do switching, returning to the rest of its train and proceeding West, must, in each westward movement over the crossing, have the head end of the train East of the "End of Highway Circuit" sign located 440 feet East of crossing before starting.

West Pittston—Luzerne and Montgomery Sts. } Tracks 1-2, both
Delaware St. and Exeter St. } directions

Luzerne—West Bennett St., Tracks 1-2.

Plymouth—Flat Road, Tracks 1-2

Danville—

Railroad St.

Church St.

Ferry St.

Mill St.

All trains and engines operating over this crossing will proceed as follows:

Stop at stop signs located ten (10) feet East and West of crossing.

Equipment must occupy approaching sections approximately 50 feet long East and West of crossing. After stopping if traffic light indicators located on track side of flasher poles show white light train may proceed over crossing.

Watchman will be on duty from 8.00 A.M. to 4.00 P.M. daily except Sundays and Holidays. GATES WILL NOT CLEAR MAN ON SIDE OF CAR.

Bloomsburg—East, Catherine and Iron Sts.

On side tracks all trains moving toward these crossings must STOP at "STOP SIGNS" located twenty (20) feet East and West of crossings, and must observe that crossing signals are operating properly before movement is made over crossing.

SYRACUSE BRANCH—

Marathon—West Main St.:

Main track.

Siding.

Homer—South Center Street and Copeland Avenue, Tracks 1-2.

Cortland—

Port Watson St.

Central Ave.

Elm St.

Clinton Ave.

Grant St.

Tracks 1 and 2, both directions

APULIA—

Genesee Turnpike, Route 80, Tracks 1 and 2, both directions.

Baldwinsville—East Genesee Street, south of station. Switching movements.

McGraw: South and Center Sts. Cars left in street for the Central Paper Box at night must be protected by red light.

Lisle—
Main St.
Hubbard St.

UTICA BRANCH—

Greene—Washington St.
Oxford—Water Street,
Merchants Row,
Push buttons permit manual control of flashers at Water St. and
Merchants Row from either crossing.
Sherburne—West State Street, main track and siding.

On siding all trains moving toward the crossing
must stop at "STOP SIGNS" located 20 feet
east and west of the crossing, and must observe
that the crossing signals and gates are operating
properly before movement is made over the
crossing.

Waterville—White St. Siding.
Clayville—

Combination automatic crossing gates and flasher light type
highway crossing signals at both Upper Main Street and Lower Main
Street, and flasher light type highway crossing signals at Station
Crossing.

Chadwicks—
Elm St.

UTICA—

Oswego St.
Oriskany St.

WARNERSTOWN BRANCH. {State Highway
NICHOLSON, OLD LINE. {State Highway

Lights can be operated and turned off from either
of "Z" boxes located on sides of crossing. To
start lights operating before train proceeds
over crossing turn switch key in slot marked
"on." To turn off lights after train has entirely
cleared crossing turn switch key in slot marked
"off."

In case crossing signals become inoperative, cross-
ing will be protected by a member of the train
crew while movements over same are made.

WINTON BRANCH: Drinker Turnpike.

Scranton: Church St., Jessup.
South Washington Ave.
Cedar Ave., Laurel Line connection.
Clarks Summit: Depot Street.

DIAMOND BRANCH.

SCRANTON: Lackawanna Ave.—Traffic lights.

All trains and engines operating over crossing will proceed as
follows:

1. Stop at STOP signs located ten (10) feet East and West of
crossing (equipment must occupy track section approximately thirty-
three (33) feet long between clearance sign "C" and STOP sign.)

2. After stopping, if traffic light indicator located on right side
of equipment TWENTY (20) feet from crossing shows *white* light,
indicating that traffic lights on highway are *red*, and the way is clear
with vehicular and pedestrian traffic stopped, trains may proceed over
the crossing.

3. Should indicator fail to show *white*, trains may proceed if
traffic lights are *red* and highway and pedestrian traffic stopped.

Should traffic lights fail to operate, train crews must protect movements
over crossing. Report of any irregularity must be made to Superin-
tendent from nearest telephone (Railroad Y. M. C. A. or yard office).

STORRS BRANCH: Main Avenue, Dickson City.

KINGSTON-PETTEBONE

BRANCH: Mercer Ave.
Schuyler Ave.
Wyoming Ave.
Rutter Ave.

Kingston Coal Company yard; Zerby Avenue crossing.

Luzerne

Mill Hollow Branch: Bennett St.

352. YARD LIMITS AND YARD RULES

(a) SCRANTON TERMINAL—

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

Scranton Terminal includes:

Keyser Valley Branch—(Cayuga East of Tower)
Pyne Branch
Winton Branch
Storrs Branch
Diamond Branch
Green Ridge Branch
National Branch
South Side Branch

(b) MAIN LINE—

Stroudsburg—Analomink (Track 3)
Analomink—East of (Track 4)
Pocono Summit—West of (Track 4)
Lehigh—East of (Track 4)—To East of Ice House, Goulds-
boro.

Clarks Summit (Track 3)

The Old Line Branch from a point opposite derail on Old
Line Branch to Foster and Nicholson.

Binghamton territory between yard limit boards located
east of East Binghamton Yard and west of Johnson City on
main line, and to yard limit boards North of "YO" yard
on Syracuse Branch.

(c) BLOOMSBURG BRANCH—

Taylor Old Yard
Pittston—West Pittston
Wyoming
Kingston
Plymouth Junction to West of West Nanticoke
Berwick
Bloomsburg—Rupert
Danville
Northumberland

(d) HANOVER & NEWPORT BRANCH—

Yard limit Rules will govern the movement of trains and
engines and block signals are provided for additional in-
formation and protection.

(e) SYRACUSE BRANCH—

Cortland Baldwinsville
Jamesville Fulton
Syracuse Oswego

(f) UTICA BRANCH—

Norwich Utica
Richfield Junction

Clearance Restrictions

353. Structures less than 22 feet above top of rail which may not clear man standing on top of cars or engine tenders; and overhead wire or cable lines less than 27 feet above top of rail.

STROUDSBURG TO JOHNSON CITY

Location	Description	Track Nos.
Stroudsburg—		
.14 mile west of M.P. 82.....	Overhead cable.....	Burson St. Side Track
.30 mile east of M.P. 85.....	Overhead bridge— Highway.....	All Tracks
Mount Pocono—		
.09 mile west of M.P. 101....	Overhead bridge— Highway.....	Tracks 1-2-3
Lehigh—		
.20 mile west of M.P. 115....	Overhead cable.....	Tracks 1-2-4
Elmhurst—		
.37 mile west of M.P. 127....	Erie R. R. Overhead Bridge.....	Tracks 1-2-4
.75 mile west of M.P. 127....	Overhead cable.....	Tracks 1-2-4
.75 mile west of M.P. 127....	Overhead cable.....	Winton Branch
Nay Aug—		
.63 mile west of M.P. 130....	Overhead bridge— Highway.....	Tracks 1-2-4
.05 mile east of M.P. 131....	Erie R. R. Overhead Bridge.....	Tracks 1-2-4
.08 mile to .22 mile east of M.P. 132.....	Nay Aug Tunnel.....	Tracks 1-2-4
Scranton—		
.09 mile west of M.P. 133....	Train shed.....	Track 1
.15 mile east of M.P. 134....	Bridge 60 Interlocking Lead	Freight House
.06 mile east of M.P. 134....	Overhead wire.....	Tracks 1-2-4— Siding
.02 mile east of M.P. 134....	Overhead bridge— Lackawanna Ave...	Tracks 1-2-4
.13 mile west of M.P. 134....	Overhead bridge— Linden St.....	Tracks 1-2-4
.45 mile west of M.P. 136....	Overhead wire.....	Dump Track
Opposite M.P. 140.....	Undercrossing.....	Track 3
Clarks Summit—		
.21 mile west of M.P. 141....	Overhead bridge— Highway.....	Tracks 1-2-4
.21 mile east of M.P. 143....	Overhead bridge— Highway.....	Track 4
Glenburn—		
.63 mile west of M.P. 143....	Overhead wires.....	Tracks 1-2-4
Factoryville—		
M.P. 149 to .67 mile west of M.P. 149.....	Nicholson Tunnel.....	Tracks 1-2
Nicholson—		
.31 mile west of M.P. 152....	Overhead bridge— Highway.....	West Siding
.10 mile west of M.P. 155....	Overhead wires.....	Lead to Old Line
Kingsley—		
.21 mile east of M.P. 165....	Overhead bridge— Highway.....	West Siding
.17 mile west of M.P. 170....	Overhead bridge— Highway.....	East Siding
.16 mile west of M.P. 171....	Overhead bridge— Highway.....	East & West Siding

STROUDSBURG TO JOHNSON CITY (Continued)

Location	Description	Track Nos.
New Milford—		
.70 mile west of M.P. 171....	Overhead wires.....	Station Switch
.50 mile west of M.P. 173....	Overhead wires.....	Industrial Track
Conklin—		
.72 mile east of station.....	Br. 182.02—Big Snake Creek.....	All Tracks
.03 mile east of station.....	Overhead wires.....	Station Siding
.40 mile west of M.P. 188....	Overhead cable.....	Sugar Beet Siding
.02 mile east of "BY" Tower..	Overhead cable.....	Yard Track
1.93 miles east of station, Binghamton.....	Br. 189.74—Conklin Ave.....	All Tracks
Binghamton—		
West end of station.....	Br. 191.70— Chenango St.....	All Tracks
At M.P. 193.....	Overhead wires.....	Industrial Siding
.07 mile west of M.P. 193....	Overhead wires.....	Industrial Siding
.40 mile west of M.P. 193....	Overhead wires.....	Industrial Siding
.70 mile west of M.P. 193....	Overhead cable.....	Industrial Siding
.45 mile east of Johnson City station.....	Br. 193.91—Main St..	All Tracks
Johnson City—		
Opposite station.....	Overhead cable.....	Side Track
.73 mile west of station.....	Overhead wires.....	Industrial Siding

SCRANTON—NORTHUMBERLAND

Location	Description	Track Nos.
Scranton—		
.09 mile west of M.P. 133....	Signal Bridge.....	All Tracks
.01 mile west of M.P. 135....	Mine Track Bridge...	All Tracks
.21 mile east of M.P. 135....	Overhead bridge— Highway.....	Main & Independ- ent Tracks
.13 mile east of M.P. 135....	Overhead wires.....	Baker Light Yard
.05 mile east of M.P. 135....	Overhead pipe.....	Main & Independ- ent Tracks
.18 mile east of M.P. 136....	Overhead wires.....	Steel Mill Switch
.17 mile west of M.P. 136....	Overhead wires.....	National Branch
Taylor—		
.10 mile east of M.P. 137....	Overhead wires.....	C. R. P. Interchange
.20 mile west of M.P. 137....	Overhead wires.....	C. R. P. Interchange
.20 mile west of M.P. 139....	Overhead wires.....	Tracks 1-2
Old Forge—		
.26 mile west of M.P. 140....	Overhead wires.....	Tracks 1-2
.07 mile east of M.P. 141....	Overhead wires.....	Tracks 1-2
Duryea—		
.10 mile east of M.P. 142....	Overhead bridge— Highway.....	Tracks 1-2
.07 mile west of M.P. 142....	L. V. R. R. Overhead Bridge.....	Tracks 1-2
Pittston Junction—		
.19 mile west of M.P. 143....	Susquehanna River Bridge.....	Tracks 1-2
Wyoming—		
At M.P. 146.....	Overhead wires.....	Dock Switch
.15 mile east of M.P. 147....	Overhead wires.....	Coal Storage
.20 mile east of M.P. 148....	Overhead wires.....	Tracks 1-2
.10 mile west of M.P. 148....	Overhead wires.....	Tracks 1-2
Forty Fort—		
.10 mile east of M.P. 149....	Overhead wires.....	Industrial Switch
.39 mile west of M.P. 149....	L. V. R. R. Bridge...	Tracks 1-2
.44 mile west of M.P. 149....	Power Line.....	Tracks 1-2

SCRANTON—NORTHUMBERLAND (Continued)

Location	Description	Track Nos.
Luzerne—		
.62 mile west of M.P. 149.....	Trolley wire.....	Tracks 1-2
.70 mile west of M.P. 149.....	Overhead wires.....	Pettebone Switch
.70 mile west of M.P. 149.....	Overhead wires.....	Tracks 1-2
Kingston—		
.05 mile east of M.P. 151.....	Trolley wires.....	Tracks 1-2
.20 mile west of M.P. 151.....	Overhead wires.....	Tracks 1-2
.23 mile west of M.P. 153.....	Overhead wires.....	Elect. Co. Siding
.50 mile west of M.P. 153.....	Overhead wires.....	Siding
Plymouth—		
.40 mile west of M.P. 154.....	Overhead wires.....	Nottingham Switch
At M.P. 155.....	Overhead wires.....	Red Ash Tail Track
.50 mile west of M.P. 155.....	Overhead wires.....	Tracks 1-2
.57 mile west of M.P. 156.....	Overhead wires.....	Main Track
.22 mile west of M.P. 157.....	Overhead bridge— Highway.....	Main Track
.33 mile west of M.P. 157.....	Overhead wires.....	Main Track
West Nanticoke—		
.23 mile east of M.P. 158.....	Overhead wires.....	Main Track
Berwick—		
.15 mile east of M.P. 178.....	Overhead wires.....	Main Track
.40 mile west of M.P. 180.....	Overhead wires.....	Coal Track
Briar Creek—		
.17 mile west of M.P. 187.....	Overhead wires.....	Main Track
Espy—		
.13 mile east of M.P. 190.....	Overhead wires.....	Main Track
Bloomsburg—		
.35 mile west of M.P. 190.....	Overhead wires.....	West Leg B&S Wye
.68 mile west of M.P. 190.....	Overhead wires.....	Rdg. Interchange
.63 mile west of M.P. 191.....	Overhead wires.....	Yard Tracks
Rupert—		
.10 mile east of M.P. 192.....	*Overhead bridge— Highway.....	Main Track
.07 mile east of M.P. 192.....	*Reading Co. Bridge..	Main Track
At M.P. 192.....	Overhead wires.....	Main Track
Catawissa—		
.08 mile west of M.P. 194.....	Overhead wires.....	Main Track
Danville—		
.67 mile west of M.P. 201.....	Reading Co. Bridge...	Main Track
.70 mile west of M.P. 201.....	Overhead wires.....	Station Siding
.10 mile east of M.P. 202.....	Overhead wires.....	Industrial Switch
.10 mile west of M.P. 210.....	Overhead wires.....	Industrial Switch

* Note: No tell-tales between these two bridges.

KEYSER VALLEY BRANCH

.10 mile west of M.P. 136.....	Overhead bridge— Main Ave.....	Hampton-Dodge's Cut-off
.10 mile east of M.P. 138.....	Hampton Foot Bridge	Main Tracks
.50 mile west of M.P. 138.....	Washburn St. Bridge..	Main Tracks
.49 mile west of M.P. 140.....	Theodore St.....	Main Tracks
Lead to Hampton Boiler plant	High voltage trolley wire.....	Central Branch

DIAMOND BRANCH

Location	Description	Track Nos.
Linden St.....	Overhead bridge.....	Main and Two Sidings
Mulberry St.....	Overhead bridge.....	Main and One Siding
South Side, Carbon St.....	Overhead Electric Wires.....	Main and One Siding
Lackawanna River Bridge.....	Overhead steel.....	Main Track
Albright Ave.....	Telephone cable.....	Main Track
Providence Road.....	Trolley wire.....	Main Track

GREEN RIDGE BRANCH

Glenn St.....	Overhead wires.....	Main Track
Glenn St.....	Bridge—Lace Works..	Main Track

WINTON BRANCH

Hill St., Jessup.....	Overhead wires.....	Main Track
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HANOVER & NEWPORT BRANCH

On west leg of Wye near bridge..	Overhead wires.....	Wye Track
On bridge over P. R. R.....	Overhead wires.....	Main Track

SYRACUSE AND UTICA BRANCHES
BINGHAMTON TO OSWEGO

Binghamton—		
.23 mile south of D. & H. Tower.....	Overhead wires.....	North Leg of Wye, Old Roundhouse Track, Ca-boose Track
.14 mile south of D. & H. Tower.....	Overhead wires.....	Atlas Co. Track
Chenango Bridge—		
.35 mile north of station.....	Br. 197.19—Farm Crossing.....	Main Track
3.02 miles north of station.....	Br. 199.88—Highway..	Main Track
Chenango Forks—		
.06 mile north of station.....	Overhead wires.....	Team Track
.21 mile north of station.....	Overhead wires.....	Main Track
.16 mile north of M.P. 206....	Overhead wires.....	Main Track
.06 mile south of station— Whitney Point.....	Overhead wires.....	House Track
Whitney Point—		
.06 mile north of station.....	Overhead wires.....	Borden Co.'s Track
.12 mile south of M.P. 216....	Overhead wires.....	Main Track
Killawog—		
.16 mile north of station.....	Overhead wires.....	Main Track
Marathon—		
.06 mile north of station.....	Overhead wires.....	House Track
.16 mile south of station— Cortland Jct.....	Overhead wires.....	Cincinnatus Branch

**SYRACUSE AND UTICA BRANCHES
BINGHAMTON TO OSWEGO (Continued)**

Location	Description	Track Nos.
Cortland Junction— .12 mile south of station— Cortland.....	Overhead wires.....	Cortland Line Co. Track
.06 mile south of station— Cortland.....	Overhead wires.....	Brockway Motor Dock
Cortland— 1.22 miles north of station.....	Br. 235.94—Highway.	Main Track
.31 mile north of M.P. 236....	Overhead wires.....	Clipper Gas Co. Track
Homer— .08 mile north of station.....	Overhead wires.....	Team Track East Side
.76 mile north of station.....	Br. 238.08—Highway.	All Tracks
.66 mile south of Tully.....	Overhead Bridge.....	All Tracks
2.42 miles south of station— Jamesville.....	Br. 262.00—Highway.	All Tracks
.39 mile south of station— Jamesville.....	Overhead wires.....	Grace Co. Coal Track
Jamesville— .03 mile north of station.....	Overhead wires.....	Freight House Track
.42 mile north of station.....	Overhead wires.....	Solvay Inter- change
.54 mile north of station.....	Overhead wires.....	Stone Storage Track
.72 mile north of station.....	Br. 265.14—Highway.	All Tracks
3.03 miles south of Syracuse Station—Rock Cut.....	Br. 268.05—Highway.	All Tracks
.10 mile south of M.P. 269....	Overhead wires.....	Kelly's Coal Track
Syracuse— 1.09 miles north of station.....	Br. 272.17—Erie Boulevard.....	Main Track
1.55 miles north of station.....	Br. 272.63—Signal Bridge.....	Main Track
.35 mile south of M.P. 273....	Overhead wires.....	Team Track
2.97 miles north of station.....	*Br. 274.05—N. Y. C. R. R. Tunnel.....	Main Track
3.00 miles north of station.....	*Br. 274.08—Solvay Process Pipe Line...	Main Track
3.02 miles north of station.....	Br. 274.10—W. S. R.R.	Main Track
.41 mile south of M.P. 275....	Overhead wires.....	Team Track
.31 mile south of M.P. 275....	Overhead wires.....	State Fair Grounds Track
.25 mile south of M.P. 275....	Overhead wires.....	Main Track
5.48 miles north of station.....	Br. 276.56—Pleasant Beach.....	Main Track
.23 mile south of station— Baldwinsville.....	Br. 282.82—Salina St.	Main Track

* Employees are warned that on account of short distances intervening no tell-tales have been provided between bridges 274.05 and 274.08 three miles north of Syracuse.

TRACK TO LAKE COAL TRETTLE—OSWEGO

Oswego— West Fifth St.....	Bridge 305.86.....	Running Track
West Fourth St.....	Bridge 305.81.....	Running Track
Main Tunnel.....		Running Track
N. Y. C. R. R.....	Bridge 306.16.....	Lake Trestle Track
Bridge St.....	Bridge 306.38.....	Lake Trestle Track

CINCINNATUS BRANCH

Location	Description	Track Nos.
Cortland Jct.— .56 mile east of station.....	Br. 234.67— Tioughnioga River..	Main Track
Maybury— .03 mile west of station.....	Br. 239.43—Trout Brook.....	Main Track

SALT LAND SPUR

Syracuse— Willis Ave.....	Bridge 274.68.....	Running Track
Syracuse Jct. R. R.....	Bridge 275.87.....	Running Track
Leavenworth Ave.....	Bridge 277.09.....	Running Track

CHENANGO FORKS TO UTICA

Chenango Forks— .05 mile north of Tower.....	Overhead wires.....	Main Track
Greene— .08 mile north of station.....	Overhead wires.....	Novelty Works Track
.05 mile south of station— Oxford.....	Overhead wires.....	Hallock Co. Coal Trestle Track
.02 mile south of station— Oxford.....	Overhead wires.....	Hallock Co.— Feed Co. Track
Oxford— .12 mile north of station.....	Overhead wires.....	G.L.F. Co. Track
.21 mile south of M.P. 226....	Overhead wires.....	Old Soldiers' Home Track
.06 mile south of M.P. 232....	Overhead wires.....	South end of wye
.17 mile north of M.P. 232....	Overhead wires.....	North end of wye
.33 mile north of M.P. 232....	Overhead wires.....	Friedman Stor- age Track
.19 mile south of station— Norwich.....	Overhead wires.....	Hickok Coal Co. Track
.04 mile south of station— Norwich.....	Overhead wires.....	Maydole Ham- mer Co. Track
Norwich— .17 mile north of station.....	Br. 233.03—Mitchell Street.....	Main Track
.23 mile north of station.....	Overhead wires.....	Basket Wire Works Track
.48 mile north of station.....	Overhead wires.....	Borden Co. Track
.50 mile north of M.P. 234....	Overhead wires.....	Richer Feed Co. Track
.16 mile south of station— Sherburne.....	Overhead wires.....	G.L.F. Co. Track
.08 mile south of station— Sherburne.....	Overhead wires.....	G.L.F. Co. Track
Sherburne— .53 mile north of station.....	Overhead wires.....	Knitting Mill Track
Hubbardsville— .03 mile north of station.....	Overhead wires.....	Siding Switch
.02 mile south of station— No. Brookfield.....	Overhead wires.....	House Siding

CHENANGO FORKS TO UTICA (Continued)

Location	Description	Track Nos.
No. Brookfield— .04 mile north of station.....	Overhead wires.....	South end of Passing Siding
Sangerfield— .05 mile north of M.P. 265....	Overhead wires.....	Borden Co. Track
Waterville— .23 mile south of M.P. 266....	Overhead wires.....	Canning Co. Track
.23 mile south of station— Richfield Jct.....	Overhead wires.....	North leg of wye
.17 mile south of station— Richfield Jct.....	Overhead wires.....	Nickel Plate Track
.08 mile south of station— Richfield Jct.....	Overhead wires.....	Richfield Springs Branch
Richfield Jct.— .07 mile south of station— Chadwicks.....	Overhead wires.....	Coal Co. Track
Chadwicks— .50 mile north of station.....	Overhead wires.....	Main Track
.61 mile north of station.....	Overhead wires.....	Willowvale Track
At Washington Mills.....	Overhead wires.....	Feed Co. Track
New Hartford— .11 mile north of M.P. 284....	Overhead wires.....	Utica Products Co.
1.54 miles south of station— Utica.....	Br. 284.22—Pleasant St.....	Main Track
.52 mile south of M.P. 285....	Overhead wires.....	Clean Made Bakery Co. Track
.05 mile south of station— Utica.....	Br. 286.71—Genesee St.....	Main Track

BLUE LINE SPUR—UTICA

Yorkville— Over Track and Oriskany St.— West.....	Bridge.....	Running Track
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RICHFIELD SPRINGS BRANCH

Richfield Jct.— .08 mile south of station.....	Overhead wires.....	Main Track
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BRIDGE RESTRICTIONS

354. Engines of the classes indicated or loaded cars of greater weight than shown must not be run over the following territory (Loaded cars of maximum allowable capacity, or engines, must not be coupled together.):

Main Line

Bridge east of meat plant on slaughter house track, Hallstead. Engines above 1200 class.

Diamond Branch

Speed restriction, Lackawanna River Bridge, 20 M.P.H.

Bloomsburg Branch

Bridge 143.19 over Susquehanna River, Pittston. Steam engines 200 and 1100 class and above must not move over this bridge coupled to other engines.

National Branch

200, 601, 611, 621, 631, 651, 801, 810, 901, 951, 1200, 1600 and 2100 class.

South Side Branch

1600 class.

West of Kingston

Atlantic Refining Company BRIDGE OUT OF SERVICE.

Hanover & Newport Branch

Engines 200, 1100, 1200, 1600 and 2100 classes and 140,000 pound capacity cars.

Winton Branch

Engines above 1200 class.

Syracuse and Utica Branches**Tully**

The Solvay Process Company coal trestle OUT OF SERVICE.

Jamesville

Alpha Plant

1200 class and above on trestles or structures.

Brighton Avenue (Syracuse)

Kelly Coal Co. —1200 class and above on trestles or structures.

Paddock Coal Co.—1200 class and above on trestles or structures.

Cincinnati Branch

Engines of 200 class and 1100 class and above and Diesel engines 801, 461 to 491, 501, 551, 601 to 662, 901, 951, 810 classes and cars of 140,000 pounds capacity.

McGraw

Track and bridge serving Dunn Coal Company and Central Paper Box Company have been removed from service and cannot be used beyond Elm Street.

Richfield Springs Branch

From Bridgewater to Richfield Springs—Engines of 200 class and 1100 class and above and Diesel engines of 801, 461 to 491, 501, 551, 601 to 662, 901, 951, 810 classes and cars of 140,000 pounds capacity.

RULES GOVERNING MOVEMENT OF TRAINS THROUGH TUNNELS

Nicholson Tunnel

355. When necessary to detour trains through Nicholson Tunnel a man must be stationed at end of the tunnel to hold following train

at Home Signal until towerman at Clarks Summit tower reports each preceding train clear of the tunnel. The man stationed at end of tunnel must keep in communication with towerman at Clarks Summit tower by use of telephone located on mast of Home Signal.

Nay Aug Tunnel

356. Trains passing grade Signals 1322, west of tunnel, tracks 2 and 4 (Rules 291 and 509-f) must not enter tunnel except when preceded by flagman, unless view to easterly end is clear and way known to be unobstructed.

Oswego Tunnel

357. *Instructions covering operations on running track to Lake Coal trestle through tunnel at Oswego.*

1. Movement of all trains, engines, or track cars is authorized only when engineman or track car operator has in his possession clearance in form of permissive message enclosed in special case from Yard Office at 9th Street, reading as follows:

"To: Enginemen and Track Car Operators:

"At: Oswego Yard Office, Oswego, N. Y.

"Possession of this clearance, properly signed for in register book at Oswego Yard Office, is your authority to occupy running track from Upper Yard, Oswego, to Lake Front, Oswego, and return to Upper Yard, Oswego.

Superintendent."

2. Yard conductor or track car operator will secure this clearance by signing register form at yard office, showing date and time secured, and will also record time clearance message is returned to yard office when use completed.

3. Engineman or track car operator must have this special clearance message in his personal possession before starting movement from Upper Yard and retain it as authority for such movement until return to Upper Yard.

(NOTE)—When maintenance crew with track car has work to do north of and outside of Tunnel which will consume considerable time, the special clearance message will be returned overland to the yard office by messenger, who will record on register form the time of its return. Return movement of track car will not commence until messenger has again signed register and delivered permissive message to track car operator.

4. No maintenance work or inspection will be done in tunnel without flag protection at both ends.

5. Flagmen will not permit movement of train, engine or track car into tunnel until it is known that all workmen are out of tunnel and track safe for movement.

TELEPHONES AT OTHER THAN REGULAR STATIONS

MAIN LINE

E-Di—Johnson City, crossover east of Station.	Di-L—Signal 6—East End Tower.
Di —Binghamton, Oak Street.	Di-E—Nay Aug Tunnel, watchman's cabin.
Di —Binghamton, Robesons lumber switch.	Di-E—No. 6 Junction.
Di —Binghamton, Emma Street.	Di-E—Nay Aug, west end of yard.
L —Binghamton, west end Susquehanna River bridge.	Di-L—Nay Aug, at pull-out tracks 2 and 4.
L —Binghamton, east yard, east end eastward siding.	Di —Throops Tank.
L —Binghamton, east of Susquehanna River bridge.	Di —Elmhurst.
Di —Conklin Center.	Di-E—Moscow crossover.
Di —Conklin, crossover.	Di-E—Hollisters.
Di-E—Hallstead, slaughter house siding.	L —Lehigh, first signal west of tower.
Di-E—Hallstead, crossovers.	Di —Gouldsboro, west end west yard.
L —New Milford, Pull-in to eastward siding at concrete cabin.	Di-E—Gouldsboro, east end west yard.
Di-E—New Milford, crossover, lumber yard east of station.	Di-E—Warnertown Junction (between Tobyhanna and Gouldsboro).
L —New Milford, Pull-in to westward siding at concrete cabin.	Di-E—Tobyhanna, switch to camp.
Di-E—New Milford Summit, booth 3 miles east of Summit.	Di-E—Steam Shovel (between Tobyhanna and Pocono Summit).
Di —Two miles west of Alford.	Di-L—Pocono Summit, west of tower.
Di-E—Alford, west end westward siding.	Di-L—Pocono Summit, west end track 3.
Di-E—Alford, east of spur track.	Di-E—Pocono Summit, east of station.
Di —Alford, east end westward siding.	Di-L—Mount Pocono, concrete cabin.
Di-E—Kingsley, east end eastward siding.	Di —Paradise Tunnel Cut, east end.
Di-E—Kingsley Old Tower site.	Di-E—Paradise Crossovers.
Di-E—Old line junction, crossovers.	Di-E—Paradise, west end westward siding.
Di-E—Nicholson, west end westward siding.	Di-E—Paradise, east end westward siding.
Di-E—Drag detector signal west of Nicholson.	Di-E—Cresco, station crossing.
Di-L—Nicholson, eastward track west of tunnel.	Di —Cresco Crossover.
Di-L—Factoryville, first signal east of tunnel.	Di-E—Henry Crossing, at Drag detector signal.
Di-E—Factoryville, east of station.	Di-L—W. Henryville crossover.
Di-E—LaPlume, 1 mile west drag detector signal.	Di-L—W. Henryville, spring switch west end track 3.
Di-L—Dalton, entrance track 4.	Di-L—Analomink, west end of yard.
Di-E—Clarks Summit, west end westward siding.	Di-L—Analomink, signal 857.
L —Clarks Summit, east home signal.	Di-L—Analomink, at entrance to track 4.
L —Clarks Summit, west home signal.	Di-E—West Gravel Place. Opposite switch on track 4.
Di-E—Chinchilla.	Di-E—West Gravel Place.
Di-L—4000 ft. west of Cayuga Tower.	Di-L—Gravel Place electric lock switches.
Di-L—Jct. K. V. Branch.	Di-L—Gravel Place, old round-house site.
Di-L—Signal 1355	Di-E—Stroudsburg, Milford crossing.
Di-L—Signal 1348	Di-L—Stroudsburg, freight crossover.

BLOOMSBURG BRANCH

Di-E—Luzerne St., Section cabin.	Di-E—Taylor Old Yard.
Di —Baker Colliery Crossovers.	Di-E—Duryea.
Di-L—Baker Colliery, Independent track.	Di-E—Everhard Crossing, Pittston.
E —Taylor—Hampton Junction.	Di-E—U. P. Yard, Pittston Junction.
	Di-E—W. P. & E. connection east of West Pittston.

TELEPHONES AT OTHER THAN REGULAR STATIONS—Cont'd.

BLOOMSBURG BRANCH (Continued)

Di-E—Wyoming, Dial Rock Switch.	L —Hanover Yard Office, east end.
Di-E—Wyoming, Mt. Lookout crossover.	L —Hanover Yard Office, west end.
Di-E—Wyoming Storage, inside Foreman's office.	Di-E—Hanover Yard, Register booth.
Di-E—Wyoming Storage, west end.	L —Loomis Junction.
Di-E—Luzerne, Henry E. Colliery Switch.	L —Bliss Water Tank.
L —Luzerne, Bennett Street.	Di —Hicks Ferry.
L —Kingston Yard, Division St.	Di-E—Beach Haven, opposite station site.
L —Kingston Yard, west end yard.	Di-E—Berwick freight house.
Di-E—Carey Ave. bridge, Lance Breaker.	Di-E—Berwick Yard.
Di —Plymouth, west end of platform.	Di-E—Briar Creek.
Di-E—Plymouth, Gaylord crossover.	Di —Lime Ridge.
Di —Plymouth, Nottingham crossover.	Di-E—Espy.
Di —Hanover Yard Office.	Di-E—Bloomsburg, Market Street.
	Di-E—Chulasky.
	Di-E—Northumberland entrance to P. R. R. Interchange Tracks.

SYRACUSE & UTICA BRANCHES

L —Binghamton Signal R-2: East leg of wye.	L —Cortland Jct., switch at Cincinnati.
L —Binghamton Signal R-4: North end of East leg of wye.	Di —Homer Sheffield Creamery.
L —Binghamton #7 crossovers: North of Robinson Street.	Di —Homer, end of double track and north end of siding.
L —Binghamton #9 crossovers: Signal L-8, between Robinson St. and D&H Tower.	Di —Little York, highway crossing at station.
Di —Binghamton, north end YO yard.	Di —Preble, both ends of siding.
Di —Binghamton, Hiresville crossover.	Di —Apulia, south end of siding.
Di —Binghamton, Medical Center.	Di —Onativia, at water plug.
Di —Chenango Bridge at Concrete house North end of double track.	Di —North Onativia shale bed switch.
Di —Chenango Bridge at Electric Lock station switch.	Di —Jamesville, cabin end of double track.
Di —Between MP 197 and 198 at Electric Lock to Gravel Pit.	Di —Jamesville, north end Solvay Yard.
Di-E—Opposite signals S-1997 and 1996.	Di —Jamesville, Rock Cut scale house.
Di —South End Chenango Forks siding at Concrete house.	Di-E—Loblaw Switch.
Di —Chenango Forks, south end of ice house.	Di —Syracuse, Brighton Avenue.
Di —Electric Lock Switch.	Di —Syracuse, Oakwood Street.
Di —Chenango Forks at Concrete House 700 ft. south of	L —Syracuse—Adams Street.
Di —North of point of separation of S&U tracks.	L —Syracuse, Raynor Ave.
Di —Itaska, road crossing.	L —Syracuse, Geddes Street (N. Y. C. Crossing).
Di-E—Whitney Point, south end of station.	L —Syracuse, Salt Land Spur connection.
Di —Whitney Point, north end of siding.	Di —Syracuse, north end Solvay Yard and Fair Grounds.
Di —Lisle, opposite station.	Di —Lamson, south end of siding.
Di-E—Killawog, near station.	Di-E—Fulton, M.P. 295—North of station.
Di —Killawog, siding.	Di —Chenango Forks, Willards.
Di-E—Messengerville, station booth.	Di —Brisbin—opposite station.
Di —Marathon, north end of station.	Di-E—Poolville Station.
Di —Blodgett Mills, south end of siding.	Di-E—Norwich, south end of lower yard.
Di —Blodgett Mills, north end of siding.	Di-E—Galena cabin station.
Di-L—Cortland, Grant Street.	Di-E—Hubbardsville.
Di-L—Cortland, Port Watson Street.	Di —Bridgewater, opposite station.
	Di-E—Richfield Junction, Register Cabin.
	Di-E—Chadwicks, at Bleachery.
	Di-E—Sauquoit, siding booth.
	L —Utica, Thorn Street.
	E —Utica, south of O.&W. Crossing.
	L —Utica, Oriskany Street cabin, west end of freight house and Washington Street.

LOCATION OF WATER STATIONS

STATIONS	TRACKS
Stroudsburg.....	Main Tracks 1-3-2.
Gravel Place.....	Main Tracks 1-3-2-4.
Pocono Summit.....	Main Tracks 1-2-4.
Gouldsboro.....	Main Tracks 1-2-4.
Lehigh.....	Wye-East Leg.
Scranton.....	Station—Main Track 2.
Scranton.....	Enginehouse.
Scranton.....	Coaling Station.
Scranton.....	Hyde Park Yard.
Dickson City.....	Storrs Branch.
Taylor.....	Taylor Tank.
Hampton.....	Luzerne St.
Clarks Summit.....	Main Tracks 1-2-4 and Siding.
Factoryville.....	Main Tracks 1-2.
Kingsley.....	Main Tracks 1-2 and Siding.
East End of East Binghamton Yard.....	Main Track 2.
East End of East Binghamton Yard.....	Pull-out track.
East Binghamton.....	Main Track-1.
East Binghamton.....	Enginehouse.
East Binghamton.....	Ext. S. & U. Train Track.
Binghamton.....	Station—Main Tracks 1-2.
Richfield Junction.....	Main Track.
Richfield Springs.....	Yard.
Utica.....	Enginehouse.
Kingston.....	Main Tracks.
Kingston.....	Enginehouse.
Hanover Yard.....	East Main Track.
Hanover Branch.....	Truesdale Breaker.
Shickshinny.....	Main Track.
Bloomsburg.....	Main Track.

TRACK SCALES

LOCATION	CAPACITY	LENGTH
Tobyhanna.....	200 tons	50'
Gouldsboro.....	150 tons	50'
Scranton.....	167 tons	50'
Scranton, Keyser Valley Shops.....	150 tons	54'
Binghamton.....	150 tons	54'
Kingston.....	200 tons	50'
Bloomsburg.....	150 tons	54'
Cortland.....	150 tons	56'
Syracuse.....	150 tons	58'
Oswego.....	150 tons	56'
Utica.....	150 tons	54'

BUFFALO DIVISION LOCAL INSTRUCTIONS

Miscellaneous

400. Yard rules govern all movements between Black Rock and East Buffalo Yard and between Erie Street, Buffalo and East Buffalo Yard.

401. Between Erie Street, Buffalo, Black Rock and East Buffalo a red flag by day and a red light by night will be displayed to the rear of every engine, roustabout or yard drag. Passenger trains and freight trains will display markers as prescribed by the rules.

402. All trains arriving Buffalo Passenger Station will STOP with engine not less than ten (10) feet away from the end of track or bumping block and the same distance away from any car which may be located on the track.

403. When Starting Signals (color light dwarf type) at east end of Buffalo train-shed cannot be seen by engineman, member of the train crew delegated by conductor, or fireman delegated by engineman, will inform engineman as to signal indication in such manner that there can be no misunderstanding.

405. Normal position of switch at south end of Abbott Road Wye, Buffalo, is for movement via west leg of wye. Switch must be locked for normal position after being used.

406. Switches in Black Rock Yard must be lined for main tracks when not in use.

408. Normal position of switch No. 6, in East Yard, East Buffalo when not in use, is lined for No. 6 track. Crews of trains pulling into East Yard must see that this switch is lined for No. 6 track before pulling through the crossover.

409. Normal position of switch No. 11 Upper Westbound Switching Lead, East Buffalo, when not in use, is lined for track No. 11. Crews of trains using crossover from Upper Westbound Switching Lead to Coal Yard Running Track, must see that this switch is lined for track No. 11 before using crossover.

411. The indications of the manually operated Semaphore Signal controlling movement over crossing of yard lead to Nickel Plate R. R. and yard lead to N. Y. C. R. R. interchange tracks at Nickel Plate Jct. yard are as follows:

When in inclined position, green light displayed at night, proceed on yard lead to or from N. Y. C. R. R. interchange tracks.

When in horizontal position, yellow light displayed at night, proceed on yard lead to or from Nickel Plate R. R.

The normal position of signal is horizontal; i.e., set for movement on yard lead to or from Nickel Plate R. R.

413. Crews of trains desiring to use crossover east of Abbott Road must obtain permission (by telephone located at Abbott Road Crossover) from the towerman at Buffalo River Drawbridge.

414. Before using Erie Street track over Main Street Viaduct, Buffalo, crews of eastward trains must call towerman at Michigan Avenue Tower, from telephone adjacent to crossing flagman's building at Commercial Street, and obtain authority for the movement.

415. Before using eastward main track from middle yard switch at East Buffalo authority must be obtained from towerman.

416. When a freight train occupies a main track at Elmira, Groveland or East Buffalo, enginemen on trains passing on adjacent track will sound engine whistle (Rule 14(p)) to warn employees.

417. Account sharp curvature, trains must not exceed speed of ten (10) miles per hour at pull-in track leading from westward slow track at Washington Avenue, Elmira, where this pull-in track connects with enginehouse lead. Normal position of switches on enginehouse lead will be for pull-in track.

Engines leaving enginehouse will not enter this pull-in track until after crew has contacted switchtender at Washington Avenue.

419. Hill engines running eastward from East Bethany and Linwood will STOP and report for instructions at Mt. Morris unless otherwise advised.

421. At Groveland at all times, when possible to do so, helper engines waiting to assist eastward trains will wait in clear in tail track at west end of eastward siding. Helper flagman will immediately report to Dispatcher for instructions.

422. Eastward freight trains arriving at Groveland which are to be assisted by pusher engine, will leave train brakes applied, and if in siding, will stop clear of east engine house lead. After pusher engine is coupled to rear of train and before air hose is coupled, pusher engineman will make a 25 lbs. brake pipe reduction and close doubleheading cock.

Flagman will then give signal 12G to head engineman to release brakes. (If in foggy weather and signals cannot be seen, flagman will notify pusher engineman to give signal 14B to release brakes).

After train brakes have been released, and train inspection is completed, flagman will give signal to proceed. The lead engineman handling train should not attempt to start train regardless of signals, until one minute has elapsed for every 12 cars in the train, to insure all brakes being released.

The leading engine should move as slowly as possible until all slack is out of the train, and pusher engine started. Member of train crew should be stationed about 15 car lengths ahead of caboose, and when he hears the slack moving out of train, he should give signal to pusher engineman to start.

423. Account of sharp curvature, all movement on Groveland wye track is restricted to five miles per hour.

424. 1600 class engines are prohibited from operating on enginehouse track No. 3 at Groveland.

425. In order to comply with regulations of U. S. Public Health Service, toilets in all cars on passenger trains must be locked between Perkinsville and Dansville.

426. In order to avoid blocking the public crossing east of Owego, westward trains taking water at that station must STOP and cut off engine east of the crossing. Enginemen are cautioned to observe Rule 14 (l) approaching this crossing.

427. Not more than one train is permitted to occupy Ithaca Branch Line at one time between yard limit at Owego on Ithaca Branch and yard limit at Ithaca.

428. The display of white flags and white lights on the Ithaca Branch is omitted and Rule 21 is modified accordingly.

429. Before switch from Ithaca Branch to westward siding at Owego is lined for eastward movement from Ithaca Branch, permission must be obtained from Operator at Owego Station or from Train Dispatcher by use of telephone located near signal C-2126. When Switch is lined for eastward movement from Ithaca Branch to westward siding, signal C-2126 will display "Approach" indication. (Rule 285.)

430. When switch from westward siding at Owego to Ithaca Branch is in normal position, lined for westward siding, signal C-2125 will display "Stop and Proceed" indication (Rule 291). When siding indicator attached to signal C-2125 displays letter "S" this will be authority for trains on westward siding to pass automatic signal C-2125 in "Stop and Proceed" position at *restricted speed*.

431. A green light has been placed on the westward side of baggage elevator shaft at Elmira station platform, and will be illuminated when passenger trains are due if there are no orders or instructions for such trains.

When light is not illuminated passenger train conductors will immediately communicate with Telegraph Operator in ticket office, by telephone located near light on elevator shaft.

HANDLING FREIGHT TRAINS ON HEAVY GRADES

(See General Instructions 41 to 52, inclusive.)

Perkinsville to Groveland

432. Trains handled by Diesel locomotives with dynamic brake operative on all units will be governed as follows in the use of retainers:

	3 Units	2 Units
(a) Trains may be handled without retainers when tonnage is less than	5000 tons	4500 tons
(b) Turn up retainers on 2nd to 16th head cars consecutively, then alternately on the next 20 cars when tonnage is	Over 5000 tons	Over 4500 tons

Other trains including trains handled with steam power or 801, 810 and 901 class diesel power or other diesel power WITHOUT dynamic brake operating on any or all units, will be governed as follows:

(a) Manifest trains with 40 M. P. H. speed limit consisting of more than 3,000 tons, turn up retainers on second to sixteenth head cars, five alternate on next ten.

(b) On trains of 60 or more cars when handled by two engines, retainers will be turned up the same as if train consisted of more than 3,000 tons.

(c) On trains with 30 M. P. H. speed limits, turn up retainers on 20 head cars except first, and ten alternately on next 20 cars.

433. On eastward trains when temperature is 20 degrees above zero or lower and train brake has not been used after passing Fargo or before passing B. & O. Junction a running air brake test must be made before descending Linwood Hill.

434. Freight trains must make service test of brakes before entering descending grade at Summit (Ithaca Branch).

435. Trains will not be operated eastward out of Groveland with more than four diesel units on the head end without a pusher on the rear except when tonnage is less than 5000 tons.

436. SPEED RESTRICTIONS—LOCAL

(See General Instruction 61.)

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

NOTE—To check the accuracy of speed recorders, reflectors are installed and in position to be seen by enginemen on westward trains on two consecutive mile posts on westward track between the following points:

Big Flats—East Corning.

For enginemen on eastward trains, at the following points:

Fargo—North Darien.

Wilawana—Waverly Siding.

	Miles Per Hour
Passenger trains	80
Exception: Between Johnson City and East Buffalo when handled by engines numbered as follows: 1115 to 1130, inc.; 1137 to 1140, inc., are permitted maximum speed of	75

Freight trains:

Perkinsville to Groveland, Westward:—

Manifest trains or trains of empties handled by 601, 611, 621, 631, 651, 801, 810, 901, 951, 1100, 1600 or 2100 class engines	40
Manifest trains handling over 20 cars of coal or ore	30
Other freight trains, coal and ore	30

Schedule showing distance and minimum running time between stations for authorized speed, in miles per hour, permitted on the following descending grades:

	MILES PER HOUR					
	Miles	30	35	40	45	50
Perkinsville to Dansville	5.28	Mins. 11	Mins. 9	Mins. 8	Mins. 7	Mins. 6
Dansville to Groveland	7.27	15	13	11	10	9

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
Johnson City—			
1st curve west of	195.1	195.2	70
2nd curve west of	195.2	195.3	70
Vestal—			
6th curve west of	203.5	203.6	75 Track 2
Apalachin—			
1st curve east of	204.3	205.1	65
Curve at station	205.5	205.7	65

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
Apalachin—Cont.			
1st curve west of.....	206.0	206.2	65
2nd curve west of.....	206.2	206.4	60
3rd curve west of.....	206.9	208.0	70
4th curve west of.....	208.9	209.3	70
5th curve west of.....	209.8	210.1	70
6th curve west of.....	210.1	210.2	70 Track 2
7th curve west of.....	210.8	210.9	70 Track 2
Owego—			
East end of curve at station.....	211.0	212.0	70
West end of curve at station.....	212.0	212.4	45 Track 1 50 Track 2
West end of first curve west of.....	214.2	214.3	65
2nd curve west of.....	214.8	215.5	65
3rd curve west of.....	216.2	216.5	65
Nichols—			
2nd curve west of.....	223.3	224.3	70 Track 2
3rd curve west of.....	224.6	225.5	55
4th curve west of.....	225.8	226.0	60 Track 1 65 Track 2
5th curve west of.....	226.6	226.9	60
6th curve west of.....	227.4	227.6	65
7th curve west of.....	227.7	227.9	65
8th curve west of.....	230.3	230.7	75 Track 1 60 Track 2
Waverly—			
1st curve west of.....	231.8	231.9	65 Track 1 70 Track 2
2nd curve west of.....	233.6	233.8	65
3rd curve west of.....	234.1	234.2	70
4th curve west of.....	234.6	234.9	70
5th curve west of.....	235.2	235.7	70
8th curve west of (9 mile bridge).....	239.5	239.7	70
Lowman—			
2nd curve west of.....	243.8	244.3	75
3rd curve west of.....	244.4	244.6	70
4th curve west of.....	244.7	244.9	75
7th curve west of.....	246.9	247.3	70 Track 2
8th curve west of.....	247.9	248.2	60 Track 1 55 Track 2
Elmira—			
Curve at station.....	248.5	249.5	50
Big Flats—			
2nd curve west of.....	262.4	262.9	75
East Corning—			
2nd curve west of.....	265.7	265.8	75 Track 2
3rd curve west of.....	266.3	266.6	75 Track 1 65 Track 2
Corning—			
Freight trains.....	266.6	267.0	45
Painted Post—			
Curve at station.....	267.5	268.5	75 Track 1 70 Track 2
Erwins Crossing, Erie R. R.....	269.5		50
1st curve east of.....	269.3	269.5	50

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
Erwins Crossing, Erie R. R—Cont.			
1st curve west of.....	269.5	269.6	50
Savona—			
1st curve west of.....	281.9	282.4	65
Cohocton—			
Curve at station.....	300.5	301.1	65 Track 1 70 Track 2
1st curve west of.....	302.2	302.7	65
Atlanta—			
East end of curve at station.....	304.8	305.7	70
Wayland—			
2nd curve west of.....	312.8	313.0	70 Track 1 55 Track 2
3rd curve west of.....	313.1	313.2	55 Track 1 50 Track 2
Perkinsville—			
1st curve west of.....	313.5	313.8	55 Track 1 50 Track 2
2nd curve west of.....	314.1	314.2	40 Track 1 45 Track 2
3rd curve west of.....	314.3	314.7	45
4th curve west of.....	314.7	314.9	50 Track 1 45 Track 2
5th curve west of.....	315.0	315.2	50 Track 1 45 Track 2
6th curve west of.....	315.6	315.9	50 Track 1 45 Track 2
7th curve west of.....	316.1	316.3	50 Track 1 45 Track 2
8th curve west of.....	316.4	316.7	50 Track 1 45 Track 2
9th curve west of.....	316.8	316.9	60 Track 1 55 Track 2
10th curve west of.....	317.0	317.1	65 Track 1 55 Track 2
11th curve west of.....	317.4	317.6	65 Track 1 55 Track 2
12th curve west of.....	317.7	317.8	65 Track 1 55 Track 2
13th curve west of.....	317.8	317.9	65 Track 1 55 Track 2
14th curve west of.....	317.9	318.0	65 Track 1 55 Track 2
15th curve west of.....	318.1	318.3	70 Track 1 55 Track 2
Dansville—			
Curve at station.....	318.5	318.6	70 Track 1 55 Track 2
1st curve west of.....	318.9	319.0	70 Track 1 55 Track 2
2nd curve west of.....	319.2	319.4	70 Track 1 55 Track 2
3rd curve west of.....	319.4	319.5	70 Track 1 55 Track 2
4th curve west of.....	319.6	319.8	65 Track 1 55 Track 2
5th curve west of.....	319.8	320.0	65 Track 1 55 Track 2
6th curve west of.....	320.3	320.5	65 Track 1 55 Track 2

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
Dansville—Cont.			
7th curve west of.....	320.5	320.6	65 Track 1
			55 Track 2
8th curve west of.....	320.9	321.3	70 Track 1
			55 Track 2
9th curve west of.....	321.4	321.5	70 Track 1
			55 Track 2
10th curve west of.....	322.4	322.7	70 Track 1
			55 Track 2
11th curve west of.....	322.8	322.9	70 Track 1
			55 Track 2
12th curve west of.....	323.7	323.9	65 Track 1
			55 Track 2
13th curve west of.....	323.9	324.2	55
14th curve west of.....	324.3	325.1	50 Track 1
			55 Track 2
15th curve west of.....	325.3	325.8	70 Track 1
			60 Track 2
Groveland Coal Chutes—			
Eastward Passenger Trains.....	326.4	.....	70
Mt. Morris—			
Curve at station.....	332.6	333.3	60
1st curve west of.....	333.7	334.1	40
Penna R. R. Jct.—			
Penna R. R. Crossing.....	333.8	.....	40
Leicester—			
1st curve east of.....	334.7	334.9	60 Track 1
			70 Track 2
1st curve west of.....	336.0	336.3	65 Track 1
			70 Track 2
2nd curve west of.....	337.2	337.5	70 Track 1
3rd curve west of.....	338.1	338.3	70 Track 1
Greigsville—			
1st curve west of.....	340.9	341.2	70 Track 1
			65 Track 2
2nd curve west of.....	341.6	341.8	60 Track 1
			65 Track 2
3rd curve west of.....	341.9	342.3	60 Track 1
			65 Track 2
Craigs—			
Curve at station.....	342.3	342.6	60 Track 1
			65 Track 2
1st curve west of.....	342.9	343.3	65 Track 1
2nd curve west of.....	343.9	344.1	65 Track 1
3rd curve west of.....	344.5	344.7	70 Track 1
B. & O. Jct.—			
1st curve west of.....	350.8	350.9	60
2nd curve west of.....	351.7	352.1	70
East Bethany—			
2nd curve west of.....	356.1	356.4	65 Track 1
			60 Track 2
3rd curve west of.....	356.7	356.8	65 Track 1
			60 Track 2
4th curve west of.....	357.0	357.1	65 Track 1
			60 Track 2
5th curve west of.....	357.5	357.6	65 Track 1
			60 Track 2
6th curve west of.....	357.8	357.9	60
7th curve west of.....	358.0	358.1	60
8th curve west of.....	358.6	358.8	65 Track 1
9th curve west of.....	358.9	359.0	65 Track 1

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
North Alexander—			
3rd curve west of.....	366.2	366.3	75 Track 2
4th curve west of.....	367.5	367.6	55 Track 1
			50 Track 2
5th curve west of.....	367.8	367.9	60
6th curve west of.....	368.0	368.1	65 Track 1
			70 Track 2
7th curve west of.....	368.6	368.7	75 Track 1
Lancaster—			
1st curve west of.....	385.4	385.6	75 Track 2
East Buffalo—			
Through spring switch leading from eastward pullout track to eastward main track No. 2..	386.8	.....	25
Violet St. crossover to Buffalo passenger station	.....	.....	50
Curve at tower.....	389.7	390.0	35 Track 1
Westward trains pulling into yards from Track 1	.....	.....	10
Curve at Abbott Rd.....	392.7	393.0	35
B. & O. passenger trains through Abbott Road Yard.....	.....	.....	10
Nickel Plate Jct.—			
Passenger trains through Nickel Plate Jct. Yard	.....	.....	5
1st curve west.....	394.2	394.3	45
2nd curve west.....	394.4	394.5	45
3rd curve west.....	394.5	394.6	45
4th curve west.....	394.8	394.9	20
5th curve west.....	394.9	395.0	20
Buffalo—			
Between Columbia St. and west side of Main St. on street level track.....	.....	.....	5
Between east end of Main St. viaduct and Commercial St. on viaduct.....	.....	.....	15

Black Rock Branch

Between East Buffalo and Black Rock, all trains.....	30
Eight wheel switch engines.....	25

Ithaca Branch

Between Owego and Ithaca.....	35
1st curve west of Owego station mile post 212.6.....	15
Owego, Erie R. R. Crossing.....	5
Bridge 224.81 1.74 miles west of Candor.....	15
On curve Mile Post 242.6.....	6
Ithaca, over street crossings in yard.....	6

CLEARANCE STATIONS

437. No train will leave initial point without clearance form A, issued on authority of train dispatcher, except westward trains at Johnson City from Scranton Division and all trains at Groveland. Ithaca Branch trains will obtain clearance card before leaving Owego.

438. LOCATION OF BULLETIN BOARDS, STANDARD CLOCKS, TRAIN REGISTERS AND WATCH COMPARISON REGISTERS AS INDICATED BY "X"

	Bulletin Boards	Standard Clocks	Train Registers See note	Watch Comparison Registers
Owego Passenger Station, Ithaca Branch trains.....	x		x	
Elmira, Station, passenger trains...	x	x		x
Elmira, Yard Office, freight trains..	x	x	x	x
Elmira, Enginehouse.....	x	x		x
Groveland, Enginehouse for Helper Crews, way freight and extra trains originating or terminating at this point.....	x	x	x	x
East Buffalo, Telegraph Office.....	x	x	x	x
East Buffalo, Enginehouse.....	x	x		x
Buffalo, Train Dispatcher's Office...	x	x	x	x

NOTE:—Trains not stopping at register stations must be registered by operator or towerman.

439. Following Telegraph Offices open as indicated below:

Vestal.....	7.00 A.M. to 11.30 P.M.
Owego.....	7.15 A.M. to 3.15 P.M. 7.00 P.M. to 3.00 A.M.
Waverly.....	7.15 A.M. to 3.15 P.M. 7.00 P.M. to 3.00 A.M.
Dansville.....	5.35 A.M. to 1.35 P.M. 5.00 P.M. to 1.00 A.M.

SIGNALS

440. Automatic Block Signals (Rule 509d) governing main tracks are in use between:

Johnson City and Buffalo.
East Buffalo and Black Rock.

441. Preliminary Overlap Block System (Rule 509c) is in use between:

Owego Passenger Station and Erie R. R. crossing, Owego.
(Ithaca Branch.)

442. Automatic Cab Signals are in operation between Johnson City and East Buffalo Interlocking.

There are no interpretations or modifications of Rule 686 in effect other than the following:

1. Where an automatic cab signal fails and/or is cut out en route, train may proceed according to wayside block signal indication, but *not to exceed medium speed*, to next available point of communication where report must be made to the Superintendent. Upon authority of the Superintendent the train may then proceed at normal speed, but *not to exceed 79 miles per hour*, complying with the following:

(a) When the train encounters an automatic wayside block signal displaying "stop and proceed" aspect, the train must STOP. After stopping, train must wait for change in signal indication and if the signal does not change to a more favorable aspect after three minutes, it may be assumed that the wayside signal is inoperative and the train may proceed as permitted in Rule 509 (h) *not exceeding restricted speed* to the next wayside block signal.

2. The indication of Restricting cab signal aspect (Rule 290E) is: "Proceed at a speed that will permit stopping short of another train or obstruction, but *not exceeding 20 miles per hour*."

443. Telephone Train Order Signals (Rule 509-J) are located as follows:

Vestal

On signal 1983 east end of west siding.
On signal 1998 west of station.

Owego

On signal 2138 west end of east siding.
On signal 2125 at station.

Wayland

On signal 3111 east of station.

444. Train operation by Signal indication

After leaving East Buffalo westward first class trains may arrive at Buffalo in advance of schedule arriving time, strictly observing signal indications. (Rule D-251-D-254.)

445. Remote Control Switches

(See General Instructions 63.)

Remote control switches are located as follows:

GROVELAND:

Pull-in switch for Eastward siding 1.75 miles west of station.
Switch leading to tail track from west end of eastward siding 1.55 miles west of station.

Crossover located in front of station between eastward siding and main track No. 2.

Wayland:

Pull-in switch for eastward siding 2800 feet east of Perkinsville station.

BATH:

Pull-in switch for eastward siding 1300 feet west of station.
Pull-in switch for westward siding 1.4 miles east of station.

Elmira:

At east end of Eastward and Westward slow tracks, and switch leading to Kennedy Valve side track East Water St.

446A. Electrically Locked Hand-Operated Switches (See General Instructions 64.)

PRR Jet., Mt. Morris:

Switch located 800 feet west of Tower and leading from main track No. 2 to Curtice Canning Co.

GROVELAND:

Pullover, between main tracks 1 and 2 located 1.7 miles west of station.

Crossover located 100 feet west of station between main track No. 1 and Westward siding.

Crossover located 300 feet east of station between main tracks Nos. 1 and 2.

Wayland:

Crossover between main tracks Nos. 1 and 2, 2650 feet east of Perkinsville station.

BATH:

Crossover between main tracks Nos. 1 and 2, 1325 feet west of station.

(B) Mechanical Switch Locks:

(See General Instructions 64)

Atlanta: Mechanical clock work time release switch lock on main track trailing point crossover located at Mile Post 305.8, 1500 feet west of station.

447. LOCATION OF SPRING SWITCHES

(See General Instructions 62.)

(a) **Elmira:** On service track east of coaling plant west end of westbound yard. Normal position service track.

(b) **Bath:** East end of eastward siding and west end of westward siding.

(c) **Wayland:** East end of eastward siding and west end of westward siding.

(d) **East Buffalo:** East end of eastward pull-out track (formerly known as No. 1 Cheektowaga) to eastward main track, 1.4 miles east of Violet Street bridge.

Automatic Home and Distant semaphore signal No. 3868 (M. P. 386.87) located 400 feet west of spring switch governs movements on eastward main track over this switch.

Semaphore dwarf signal, located opposite automatic signal No. 3868 (M. P. 386.87) governs eastward movements from pull-out track to eastward main track over spring switch.

The normal position of the Semaphore Dwarf Signal on the pull-out track is "STOP". When a train moving east on this track passes the "Beginning of Clearing Section" sign located 1600 feet west of the signal the indication will change to "Proceed at Restricted Speed" if main track signal No. 3868 displays a "Stop and Proceed" indication.

A train on the pull-out track desiring to clear one or more main track movements, must STOP west of the "Signal Clearing Point" sign located 300 feet west of the dwarf signal. After the train or trains to be cleared have departed, the indication of the dwarf signal will remain at "STOP" until the train passes the "Signal Clearing Point" sign. If the signal indication does not then change from "STOP" to "Proceed at Restricted Speed," all movement must be stopped until authorized by the dispatcher and then only when protected as prescribed by Rule 99.

Reverse movements on eastward main track are governed by a switch indicator, approach lighted, located between main tracks five feet east of the spring switch, displaying following indications:

1. **GREEN**—indicates spring switch lined for main track and switch points in proper position.

2. **RED**—indicates spring switch lined for "pull-out" track or that switch points are NOT in proper position. Reverse movements or trains detouring west on the eastward main track finding a red light displayed in switch lamp, must STOP and examine switch point to see that they are in proper position against stock rail.

When trains stop at "Signal Clearing Point" sign on eastward pull-out track, member of train crew must promptly advise train dispatcher per Rule 105-A.

Booth with telephone connected to dispatcher's circuit installed at "Signal Clearing Point" sign.

Proper precautions must be taken to insure protection of trains or movements out of yard lead against movements on main track.

(e) **East Buffalo Enginehouse:** East end of #1 service track. Normal position #1 service track.

(f) **East Buffalo Enginehouse:** East end of #2 service track. Normal position #2 service track.

(g) **East Buffalo Enginehouse:** East end of #1 outbound track. Normal position #1 outbound track.

(h) **East Buffalo Enginehouse:** East end of #2 outbound track. Normal position #2 outbound track.

(i) **Black Rock:** East end Hill Yard lead to eastward main track.

Proper precautions must be exercised to insure protection of trains or movements out of Hill Yard against movements on eastward main track. All trains moving on eastward main track will approach this location under full control, prepared to stop.

Reverse movements on lead must be made by hand-throw operation of spring switches and only after full STOP and inspection of switch points has been made.

RAILROAD CROSSINGS**448. Protected by Interlocking**

Buffalo—Pennsylvania R. R.

Mount Morris—Pennsylvania R. R.

Elmira—L. V. R. R.

Owego—

Automatic Interlocking with Erie Railroad is protected by color light dwarf signals controlled automatically. Interlocking dwarf signals protecting the crossing are color light type dwarf signals and will display indications prescribed in Rule 292—Stop, and Rule 290—Restricting. Normal indication of Home Dwarf Signals is Stop.

Clearing section for eastward trains extends from a point 200 feet west of Home Dwarf Signal and for westward trains extends from a point 200 feet east of Home Dwarf Signal. The starting points are designated by "End of Circuit" signs. Trains and engines approaching the crossing must stop between the "End of Circuit" sign and the home signal and remain until signal clears. When movement has been made over crossing, signal to return over crossing cannot be obtained without first moving completely through clearing section and then re-entering clearing section.

Should Home Signals at crossing indicate Stop with train or engine standing in clearing section, trainman will proceed as follows:

1. Go to crossing and determine whether train is approaching or occupying a section of intersecting tracks. If no train is approaching or occupying any section of intersecting tracks he will then:
2. Enter concrete house and be governed by framed instructions posted above telephone.

Erwins Crossing, Automatic Interlocking with Erie R. R., located 1½ miles west of Painted Post station, is protected by color light and semaphore type signals, controlled automatically. Interlocking Home Signals protecting the crossing are of the color light type and will display indications prescribed in Rules 281-292, with the addition that two red lights also indicate "STOP". Normal indication of the Home Signals is "STOP". When a train approaches the crossing, the Home Signal will change to "Clear" or "Approach" and the Approach signal will change to "Clear", if no conflicting train movement is being made or other train ahead.

Clearing section for westward trains extends from a point 3500 feet east of Painted Post station to westward Home Signal, Erwins Crossing. Clearing section for eastward trains extends from a point 3700 feet west of Coopers Station to eastward Home Signal, Erwins Crossing. The starting points are designated by "Beginning of Clearing Section" signs. Trains will avoid unnecessary occupancy of track in these sections to avoid delays to Erie trains at the crossing.

Should Home Signal at the crossing indicate "STOP" without apparent cause, trainman will proceed as follows:

(1) Go to crossing and determine whether train is approaching on intersecting track. If so, his train must wait until the other crosses, when signal will clear. If no train is approaching on intersecting track he will then:

(2) Enter concrete house and be governed by framed instructions in the house.

The following rule governs train movements into interchange track:

Communicate with dispatcher and secure authority for entering foreign road. Do not enter interchange track until both entering and leaving switches have been opened. This movement should be made on hand signals. It is not necessary to operate switches in concrete house for movement over interchange track.

449. Protected by Other Signals.

Black Rock: Erie R. R.

A Semaphore signal of the tilting type is located 25 feet west of crossing of the Erie and D. L. & W. tracks, west of Hertel Ave. on Black Rock Branch, governing movement of trains over this crossing.

The blade is painted red with two white stripes and red lamps are attached to each end of the blade for night indication. Indications of the signal are as follows:

When in inclined position, D. L. & W. trains proceed in accordance with operating Rule 98 (a).

When in horizontal position, Erie trains proceed.

The normal position of the signal is inclined: i.e. set for D. L. & W. trains.

Abbott Road Yard: Republic Steel Company. A Semaphore signal of the train order type is located 8 feet west of the crossing of the Republic Steel Corporation and D. L. & W. yard tracks, Abbott Road Yard Buffalo, governing movement of trains over this crossing.

Indication of the signal are as follows:

When blades are in inclined position, green light displayed at night, trains moving on D. L. & W. tracks proceed in accordance with operating Rule 98 (a).

When blades are in horizontal position, red light displayed at night, and when switch targets on Republic Steel Corporation's track show green or a green light at night, trains moving on Republic Steel Corporation's track proceed.

The normal position of the signal is inclined, i.e., set for trains moving on D. L. & W. tracks.

Owego: L. V. R. R.

A semaphore signal of the tilting type is located adjacent to crossing watchman's elevated cabin at the crossing of the D. L. & W. and L. V. tracks at Owego.

The blade is painted red with two white stripes and red lamps are attached to each end of the blade for night indication.

Indications of the signal are as follows: When in inclined position D. L. & W. trains proceed in accordance with operating Rule 98 (a).

When in horizontal position L. V. trains proceed.

Ithaca: L. V. R.R.

SPECIAL PROTECTION OF HIGHWAY CROSSINGS

(See General Instructions 66.)

450. Manual Control of Highway Crossing Apparatus is installed at the following locations:

Vestal—Hotaling Road 2.12 miles east of Vestal, main track 2.

Waverly—Pennsylvania Ave. and Fulton St. Main tracks 1 and 2.

Automatic operation of crossing gates flasher signals and warning bells is provided for the approach of trains from either direction on both main tracks.

Crossing apparatus will be manually controlled by watchman at cabin 300 feet west of Pennsylvania Ave. daily, except Sundays and holidays between the hours of 7.00 P.M. and 3.00 A.M. During other hours apparatus can be manually controlled in accordance with General Instruction 66.

Elmira Heights—14th St. Tracks 1 and 2. Automatic electric short arm crossing gates, flasher signals and warning bells.

Crossing apparatus is manually controlled by watchman daily except Sundays and Holidays 8.00 A. M. to 4.30 P. M. During other hours apparatus can be manually controlled in accordance with General Instruction No. 66.

Eastward train movements will be governed as follows: A flashing lunar white light mounted on mast of gate at the southeasterly side of crossing will be illuminated and flash when the gate arms are in the DOWN position and eastward train has passed end of circuit located 4458 feet west of crossing. When a train has consumed more than a two minute interval on the approach, crew should observe the lunar white light before crossing highway.

Bath—Lackawanna Ave., Main tracks 1 and 2 and Eastward siding. Cameron St., West of station, main tracks 1 and 2.

Speed restrictions: All Westward trains after taking water or leaving Westward siding, or stopping on main track between station and point 1350 feet east thereof, must consume 25 seconds time between station and crossing (approximately 30 miles per hour).

Belfast St. Main tracks 1 and 2. Automatic operation of crossing gates, flasher signals and warning bells is provided for the approach of trains from either direction on both main tracks.

Crossing apparatus manually controlled by watchman between the hours of 8.00 A.M. and 4.00 P.M. local time, daily, except Saturdays, Sundays and school holidays. During other hours apparatus can be manually controlled in accordance with General Instruction 66.

Avoca—Grant St.
Maple St.
Carrington St. } Tracks 1 and 2.
Main St.
River St.

These gates and signals operate automatically or are manually controlled by gate-tender (on duty 24 hours daily) located in cabin at west end of freighthouse between Grant and Maple Streets. There are no circuit controllers or push buttons adjacent to crossings for manual control of the crossing apparatus.

Cohocton—Maple St., west of station. Tracks 1 and 2.

Combination automatic electric short arm highway crossing gates and flashing light type highway crossing signals.

Automatic operation of crossing gates, flasher signals and warning bells is provided for the approach of trains from either direction on both main tracks.

Cutouts for manual control are:

Track 1 (Westward) 3337 feet east to 1470 feet west of crossing.

Track 2 (Eastward) 4107 feet west to 1470 feet east of crossing.

Atlanta—Main St.
Beecher St. } West of station tracks 1 and 2.

Combination automatic electric short arm highway crossing gates and flasher signals.

Automatic operation is provided for the approach of trains from either direction on both main tracks.

Mt. Morris. Geneseo Road.

Automatic operation of crossing gates, flasher signals and warning bells is provided for the approach of trains from either direction on both main tracks.

Eastward trains on main track No. 2, making station stop, must stop west of "End of Highway Circuit" sign located 550 feet east of Mt. Morris station and, before crossing highway, must observe that lunar white light mounted on mast of gate on the southeasterly side of crossing is illuminated and flashing to indicate that gate arms are in down position.

Trains stopping on main track No. 2 between "End of Highway Circuit" sign located 1000 feet west of station and 550 feet east of station, and crews entering main track No. 2 from side track located 200 feet west of crossing, must observe lunar white light flashing before crossing highway.

Leicester—State St., west of station. Tracks 1 and 2.

Automatic operation of crossing gates, flasher signals and warning bells is provided for the approach of trains from either direction on both main tracks.

Manual operation ONLY of crossing gates, flasher signals and warning bells is provided for movements over the crossing on the side track.

Linwood—Fowler Road. Tracks 1 and 2.

Automatic operation of crossing gates, flasher signals and warning bells is provided for the approach of trains from either direction on both main tracks.

Fowler Rd. crossing must be manually protected, before helper engines start backing Eastward on Westward main track from Linwood Station to crossover located 400 feet east of Fowler Rd. crossing to enter Eastward main track.

Helper engines pushing trains on track 1 to Linwood, will not be uncoupled from train until the entire train has moved over Fowler Road Crossing.

Lancaster—Sheldon Ave., Tracks 1 and 2. Combination automatic electric crossing gates and flasher signals.

Crossing apparatus is manually controlled by watchman in elevated cabin, daily, except Sundays, between the hours of 8:00 A. M. and 6:00 P. M. During other hours, apparatus can be manually controlled according to General Instruction No. 66.

Bath

451. Before moving engines or cars over street crossing near shop building Veterans' U. S. Facility at Bath, protect crossing per Rules 103 and 777.

Buffalo

452. Owing to trucking operations over our tracks between Hallstead Avenue at Lovejoy Street and west end of East Buffalo Transfer, all concerned, including yard enginemen, engine foremen, switchmen, conductors and trainmen will exercise care to avoid accidents day and night.

Close observations must be made from both sides of engines or cars pushed, engine bell and whistle used and, if necessary, STOP, to avoid accident.

453. No movement will be made across Abbott Road except during daylight hours and then only when flag protection is provided against highway traffic moving in both directions on Abbott Road.

Ithaca

454. All trains must approach at *reduced speed*, the following grade crossings on Ithaca Branch which are protected by crossing signals, prepared to stop if signals are not working or if road crossing is occupied:

Location	M.P.	Street or Road
Ithaca,	5.82 miles east of, at 240.5	Upper Coddington Rd.
Ithaca,	5.44 miles east of, at 240.9	Lower Coddington Rd.
Ithaca,	3.73 miles east of, at 242.6	Hudson Street
Ithaca,	3.59 miles east of, at 242.7	Aurora Street
Ithaca,	0.25 mile east of, at 246.1	Clinton Street
Ithaca,	400 feet east of, at 246.3	State Street
Owego,	0.56 mile west of, at 213.2	Main Street
Owego,	1.4 miles west of, at 213.7	West Avenue
Candor,	0.56 mile west of, at 223.6	Potters Crossing
Willseyville,	0.96 mile east of, at 227.4	Whites Crossing

455. Movements over all street crossings, Ithaca, N. Y., must be protected by train crew.

YARD LIMITS AND YARD RULES

456. Yard limits are located as follows:

- Buffalo Terminal.
- Groveland (Eastward track only).
- Elmira.
- Owego (Ithaca Branch).
- Ithaca.

CLEARANCE RESTRICTIONS

(See General Instructions, 56 to 60, Inclusive.)

457A. Close clearances exist between tracks at following locations on Buffalo Terminal:

- All tracks in the westbound yard.
- All tracks in coal yard.
- All tracks in eastbound yard.
- All tracks in Abbott Road yard.

B. Close clearance on south side Eastward Main track 2 at WEST end bridge 239.38 (Nine Mile Bridge.)

458. Engines in series 601, 611, 621, 631, 651, 801, 810, 901, 951, 1115-1140, 1151-1155, 1252-1262 and above will not clear freight house platform at East Corning.

459. Structures less than 22 feet above top of rail which may not clear man standing on top of cars or engine tenders; and overhead wires or cable lines less than 27 feet above top of rail.

JOHNSON CITY TO BUFFALO

Location	Description	Track Nos.
Apalachin— .78 mile west of Apalachin.....	Br. #206.40—Highway.	All Tracks
Owego— Owego.....	Overhead cable.....	Turntable
Waverly— 1.72 miles east of Waverly.....	Br. #229.28—Highway.	All Tracks
.30 mile east of Waverly.....	Overhead wires.....	Stock Pen Sw.
.25 mile east of Waverly.....	Overhead wires.....	Coal Dock Sw.
.18 mile west of Waverly.....	Br. #231.18—Loder St..	All Tracks
.39 mile west of Waverly.....	Br. #231.39—Chemung St.....	All Tracks
Wilawana— 3.37 miles west of Wilawana....	Br. #238.66—Erie R. R.	All Tracks
2.56 miles east of Lowman.....	Br. #239.38—Chemung River.....	All Tracks
Lowman— Lowman.....	Overhead guy wire.....	Side Track
1.42 miles east of Elmira.....	Br. #247.24—Newtown Creek.....	All Tracks
.20 mile east of E. Water St., Elmira.....	Overhead wires.....	Industrial Tr.
1.39 miles east of Elmira.....	Br. #247.33—E. Water	All Tracks
.41 mile east of Elmira.....	Overhead cable.....	James Mfg.Co

JOHNSON CITY TO BUFFALO—Continued

Location	Description	Track Nos.
Elmira— .14 mile west of Elmira.....	Overhead cable.....	Chemung Coal Co. & N. Y. Tel.
.28 mile east of MP 250.....	Overhead wires.....	Std. Oil Co.
.20 mile west of MP 252.....	Overhead wires.....	All Tracks
Horseheads— 4.14 miles west of Horseheads...	Br. #257.20—Highway.	All Tracks
.22 mile east of Big Flats.....	Overhead wires.....	Sta. Siding
.06 mile east of Big Flats.....	Overhead wires.....	GLF Co.
Big Flats— 2.51 miles west of Big Flats.....	Br. #261.10—Highway.	All Tracks
Campbell— .36 mile east of Campbell.....	Br. #274.88—Cohocton River.....	All Tracks
Bath— 2.06 miles west of Bath.....	Br. #287.44—Cohocton River.....	All Tracks
.57 mile west of MP 287.....	Overhead wires.....	Soldiers Home
2.45 miles west of Bath.....	Br. #288.04—Highway.	All Tracks
Kanona— 1.75 miles west of Kanona.....	Br. #291.29—Highway.	All Tracks
.05 mile east of Wallace.....	Overhead wires.....	Side Track
Avoca— .40 mile west of Avoca.....	Br. #293.56—Highway.	All Tracks
Cohocton— 4.14 miles west of Cohocton.....	Br. #305.09—Highway.	All Tracks
.01 mile east of Atlanta.....	Overhead wires.....	Team Track, East Side
Perkinsville— .11 mile west of Perkinsville...	Br. #313.33—Highway.	All Tracks
1.87 miles west of Perkinsville...	Br. #315.09—Highway.	All Tracks
2.71 miles west of Perkinsville...	Br. #315.93—Highway.	All Tracks
Dansville— 5.53 miles west of Dansville.....	Br. #324.04—Highway.	All Tracks
Groveland— Engine House.....	Sand spout.....	Ash Pit Track
.01 mile west of P. R. R. Jct., Mt. Morris.....	Overhead wires.....	Tracks 1 & 2
Leicester— .55 mile west of Leicester.....	Br. #336.38—Highway.	All Tracks
1.55 miles west of Leicester.....	Br. #337.38—Highway.	All Tracks
.03 mile east of E. Bethany.....	Br. #353.97—Highway.	All Tracks
East Bethany— 1.72 miles west of E. Bethany...	Br. #355.72—Highway.	All Tracks
3.36 miles west of E. Bethany...	Br. #357.36—Highway.	All Tracks
.11 mile west of MP 364.....	Overhead wires.....	Ray Side Track
.51 mile east of E. Buffalo.....	Br. #389.22—Harlem Ave.....	All Tracks
East Buffalo— E. Buffalo Old Yard Office.....	Overhead cable.....	Tracks 1 and 2 and the 3 Transfer Freight House Tracks adjacent to Main Tracks
.43 mile west of E. Buffalo.....	Br. #390.16—William St.....	All Tracks
1.20 miles west of E. Buffalo.....	Overhead cable.....	L. V. Interchange Track
1.97 miles west of E. Buffalo.....	Br. #391.70—L. V. R. R.	All Tracks
3.55 miles west of E. Buffalo.....	Br. #393.23—Buffalo River.....	All Tracks

BLACK ROCK BRANCH

5.06 miles west of E. Buffalo....	Br. #394.74—Erie R.R.	All Tracks
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ITHACA BRANCH

Location	Description	Track Nos.
Owego— .20 mile west of Main St., Owego	Overhead wires.....	Side Track
Over West Ave., Owego.....	Overhead wires.....	Coal Switch
200 feet east of L. V. R.R. Xing, Owego.....	Overhead wires.....	Main Track
.17 mile east of Candor.....	Br. #222.90—Catatonk Creek.....	Main Track
.10 mile east of Candor.....	Overhead wires.....	Coal Switch
Candor— 1.74 miles west of Candor.....	Br. #224.81.....	Main Track
2.51 miles east of Upper Sw.....	Br. #238.20—Coddington Road.....	Main Track
Upper Switch— Coddington Road, Upper Sw....	Overhead wires.....	Main Track
200 ft. west of Upper Sw.....	Overhead wires.....	Main Track
400 ft. west of Upper Sw.....	Overhead wires.....	Main Track
Lower Switch— 400 ft. west of Lower Sw.....	Overhead wires.....	Main Track
300 ft. east of Hudson St., Ithaca.	Overhead wires.....	Main Track
100 ft. east of Aurora St., Ithaca.	Overhead wires.....	Main Track
1.39 miles east of Ithaca.....	Br. #244.99—Creek....	Main Track
Ithaca— 1.00 mile east of Ithaca.....	Overhead wires.....	Industrial Tr.

BRIDGE RESTRICTIONS

460. Engines of the classes indicated or loaded cars of greater weight than shown below must *not* be run over the following territory. (Loaded cars of maximum allowable capacity, or engines, must not be coupled together.)

Ithaca Branch—Engines of 200, 461 to 491, 501, 551, 601, 611, 621, 631, 651, 801, 810, 901, 951, 1100, 1200, 1600 and 2100 classes, and 140,000 pound capacity cars.

OWEGO

461. Engines of 200, 601, 611, 621, 631, 651, 801, 810, 901, 951, 1100, 1200, 1600 and 2100 classes must not use the track leading from siding to Ithaca Branch.

LOCATION OF WATER STATIONS

Stations	Tracks
Buffalo.....	Abbott Road
East Buffalo.....	East leg of Wye
East Buffalo.....	Tracks 1 and 2
East Buffalo.....	Enginehouse
Black Rock.....	Track No. 1
East Lancaster.....	Tracks 1 and 2
East Bethany.....	Tracks 1 and 2 and Eastward siding
Groveland.....	Tracks 1 and 2 and sidings
Wayland.....	Tracks 1 and 2 and Eastward siding
East Corning.....	Tracks 1 and 2
Elmira.....	No. 1 and 2, Eastbound Pull-in tracks West end of yard
Elmira.....	Engine Service Track East End
Elmira.....	Engine Service Track West End
Elmira.....	Track 1 and Pull-out track west end of yard
Elmira.....	Enginehouse
Waverly.....	Tracks 1 and 2
Owego.....	Tracks 1 and 2 and Eastward siding
Ithaca.....	Main track and engine house lead

TRACK SCALES

Location	Capacity	Length
East Buffalo (Shop track).....	150 tons	54 ft.
Elmira.....	167 tons	65 ft.

TELEPHONES AT OTHER THAN REGULAR STATIONS

- L—Buffalo crossing, watchman's cabin, Commercial St.
 L—Buffalo, East End Train Shed between Erie St. track and train shed.
 E—Buffalo, Ohio St. connection, Columbia St.
 L—Buffalo, lower level near Express office.
 L—Buffalo, east end south side train shed.
 L—Buffalo, east end of bridge over N. Y. C. tracks, west of Chicago St., on relay case.
 L—Buffalo, east of Chicago St., on relay case.
 L—Buffalo, Louisiana St. at Section House.
 L—Buffalo, eastbound home signal, just west of bridge over N. Y. C. tracks west of Nickel Plate Junction.
 L—Buffalo, westbound home signal opposite Nickel Plate Junction Yard Office.
 L—Buffalo, Nickel Plate Junction Yard Office.
 L—Buffalo, eastbound home signal east end of Nickel Plate Junction.
 L—Buffalo, westbound home signal west of Abbott Road Wye.
 L—Buffalo, south end Abbott Road Wye.
 L—Buffalo, crossover east of Abbott Road.
 L—Buffalo, automatic signal 3924.
 L—Buffalo, eastbound home signal east of Seneca St.
 L—Buffalo, eastbound home signal opposite P. R. R. Jct. interchange.
 L—Buffalo, westbound home signal Clinton St.
 L—Buffalo, Lehigh Valley interchange switch.
 L—East Buffalo, Wye, both ends.
 L—East Buffalo, Interlocking Plant westward home signal.
 L—Halstead Ave., Black Rock Branch, East Buffalo.
 L—Black Rock Branch, booth on pole, north side of track, east of North Main St.
- L—Black Rock Branch, booth phone near crossovers west of Kensington Ave.
 L—Black Rock Branch, Walden Ave.
 L—Black Rock Branch, Delaware Ave.
 L—East Buffalo, Violet St.
 Di—East Buffalo, 1.4 miles east of Violet St.
 E-Di—Depew.
 E-Di—East Lancaster, water tank.
 E-Di—Dellwood.
 E-Di—West Alden.
 E-Di—Alden, east end of station.
 E-Di—Fargo, Station.
 E-Di—North Darien, booth opposite station switch.
 E-Di—Ray, booth east of highway crossing.
 E-Di—East Alexander.
 E-Di—East Bethany, west end of westward siding.
 E-Di—B. & O. Junction, on telephone pole in yard.
 E-Di—Linwood, west end westward siding.
 E-Di—Craigs, Booth opposite station.
 E-Di—Greigsville, west of west end of westward siding.
 E-Di—Leicester, Booth opposite station.
 E-Di—P. R. R. Jct. Mt. Morris, at Eastward Home signal 1500 ft. west of Tower.
 E-Di—Mt. Morris, west end westward siding.
 E-Di—Mt. Morris Station.
 E-Di—Mt. Morris, east end Tank Switch.
 E-Di—Groveland, west end of eastward siding.
 E-Di—Groveland, West end of Eastward siding cabin at tail track.
 E-Di—Groveland, Westward Home signal.
 E-Di—Groveland, Eastward Home signal opposite station.
 E-Di—Groveland, East end of yard at engine house lead.
 L—Groveland, at coal chutes east end.
 E-Di—Dansville, ½ mile west of Culbertson's Glen.
 E-Di—Dansville, 1¾ miles east milepost 316.71.
 E-Di—Perkinsville, second overhead bridge west of station.
 E-Di—Perkinsville, station platform.
 E-Di—Perkinsville, crossovers.
 E-Di—Wayland, west end westward siding.
 E-Di—Wayland Water Crane 2700 ft. West of Station.

TELEPHONES AT OTHER THAN REGULAR STATIONS

- E-Di—Wayland, water crane 1000 feet west of station.
 E-Di—Wayland, opposite station.
 E-Di—Wayland, crossovers 1000 feet east of station.
 E-Di—Atlanta, crossover 2,000 ft. west of station.
 E-Di—Cochocton, At crossover 1 mile east of station.
 E-Di—Wallace, 230 ft. East of station.
 E-Di—Avoca, Neylon warehouse.
 E-Di—Avoca, Gate-tenders cabin.
 E-Di—Avoca, at crossovers.
 E-Di—Kanona.
 E-Di—Bath, Soldiers' Home Siding.
 E-Di—Bath, Eastward Home signal west of Cameron St.
 E-Di—Bath, Crossovers, east of Cameron St.
 E-Di—Bath, West end Westward siding at Spring switch.
 E-Di—Bath, East end Eastward siding at Spring switch.
 E-Di—Bath, East end Westward siding at Home signal.
 E-Di—Savona, 50 feet east of station.
 E-Di—Coopers, Booth at crossover.
 E-Di—Erwins Crossing cabin.
 E-Di—Corning Jct., west end yard.
 E-Di—Corning Junction, East End Yard.
 E-Di—East Corning, east end eastward siding.
 E-Di—Corning Curve, 2 miles East of Freight house.
 E-Di—Horseheads, opposite station.
 E-Di—West of Elmira at Thatchers switch.
 L-Di—Elmira Heights, near entrance to American Bridge Company's Works.
 E-Di—Elmira, Sullivan St.
 E-Di—Elmira, Water St.
 E-Di—Elmira, eastbound home signal, Water St.
 E-Di—Elmira, westbound home signal west end of Newtown Creek bridge.
 E-Di—Elmira, east of Newtown Creek bridge.
 E-Di—Elmira, crossover ½ mile east of Water St.
 E-Di—Lowman, opposite station.
- E-Di—Wilawana highway crossing.
 E-Di—Waverly Siding, west end.
 E-Di—Waverly Siding, east end.
 E-Di—Waverly, Crossovers east of station.
 E-Di—Waverly, L. V. Interchange.
 E-Di—Waverly Tioga Mills.
 Di—Litchfield.
 E-Di—Litchfield, east end of rock cut near block signal 2246.
 E-Di—Nichols Crossover.
 E-Di—Nichols, east end of station.
 E-Di—Nichols, west end eastward siding.
 E-Di—Nichols, east end eastward siding.
 E-Di—Lounsberry, East Side.
 E-Di—Owego Narrows, milepost 215.10.
 E-Di—Owego, west end westward siding.
 E-Di—Owego, east end eastward siding.
 E-Di—Apalachin, ½ mile east of station.
 E-Di—Apalachin, 1.6 miles west of station.
 E-Di—Vestal, at signal 1998 west of station.
 E-Di—Vestal, east end westward siding.
 E-Di—Willow Point, Atlantic Oil Sw.
 E-Di—Johnson City, crossover ½ mile west of station.

ITHACA BRANCH

- E-Di—East side river bridge, Owego.
 Di—Catatonk, booth on pole.
 Di—Candor, In freight house.
 Di—Wilseyville, booth on pole near station.
 Di—Caroline, booth on pole opposite station.
 Di—Summit and Upper Switch, booth.
 Di—Ithaca, On freight house platform.
 To get dispatcher call operator at Owego.

THINK

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ROUGH HANDLING

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

VELOCITY MILES PER HOUR SPEED	IMPACT SHOCK ENERGY IN FOOT POUNDS	TIMES SHOCK INCREASED
1	4785	
2	19140	4
3	43095	9
4	76594	16
5	119598	25
6	172381	36
7	234598	49
8	306431	64
9	387858	81
10	478490	100

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

PREVENT LOSS and DAMAGE to FREIGHT

M. & E. DIVISION SCRANTON DIVISION BUFFALO DIVISION

ASSISTANT SUPERINTENDENT

H. B. Hill

TRAINMASTERS.

A. F. Hopper, Chief	J. R. Finnerty	B. G. Webb
J. P. Thomas	P. W. Strong	R. W. Jones
R. A. Carroll	J. F. O'Conner, Terminal	
H. J. Paletz, Terminal	J. F. Minch	
I. H. Harris		
E. J. Whalen, Assistant		

SUPERVISOR OF LOCOMOTIVE OPERATION

L. O. Strackbein

ROAD FOREMEN OF ENGINES

C. P. Christensen	T. H. Jones	F. Bamer
C. B. Creveling	F. D. Beynon	W. C. Sturm
H. King	E. F. Tuttle	E. W. Flynn
	L. Olmstead	
	W. Wick	

CHIEF TRAIN DISPATCHERS

H. E. Crusser	F. E. O'Boyle	D. M. Lawson
---------------	---------------	--------------

ASSISTANT CHIEF TRAIN DISPATCHERS.

C. E. Byrnes	B. F. Edwards	F. P. Wagner
J. C. Carroll	S. J. Doherty	

TRAIN DISPATCHERS

L. T. O'Neill	F. J. Jenkins	A. H. McLaughlin
E. C. Flinton	L. F. McLean	M. R. Young
H. E. Oakley, Jr.	A. R. Carpenter	J. B. Logan
D. J. McGowan	M. S. Harvey	C. L. Hewey, Relief
G. W. Wright	W. A. Scanlon	W. T. Ryan, Relief
C. Judd	J. J. Gilbride	
K. A. Sisco, Relief	W. J. O'Dea	
H. A. Wilm, Relief	F. J. Roark	
J. M. Conboy, Relief	E. R. Polly	
W. J. Warrick		
J. L. Thomas		
Karl H. Lerz		