THE
DELAWARE LACKAWANNA
&
WESTERN RAILROAD COMPANY

TIME 108 TABLE

IN EFFECT 2:01 A. M., OCTOBER 30, 1955

EASTERN STANDARD TIME



KEEP AWAY FROM ALL OVERHEAD WIRES IN ELECTRIC ZONE

For the Government of Employes Only

W. G. WHITE,
Vice President

F. DIEGTEL,
Asst. Gen. Manager

W. G. DORSEY,
Mgr. of Transportation

J. A. CRADDOCK,
Supt. M & E. Division

R. W. JONES,
Supt. Scranton Division

R. A. CARROLL,
Supt. Buffalo Division

EASTERN PRINTING CORPORATION NEW YORK, N. Y.

THINK

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 willingness to obey the rules.

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.

THINK

The Delaware, Lackawanna & Western Railroad Company

TIME TABLE No. 108

In Effect 2:01 A.M., October 30, 1955



KEEP AWAY FROM ALL OVERHEAD WIRES IN ELECTRIC ZONE

EXPLANATION OF SYMBOLS

D—Train order office not open 24 hours daily. (See local instructions for open hours.)

Di—Dispatchers Telephone Line.

E—Exchange Telephone Line.

L—Local Telephone Line.

N—Train order office open 24 hours daily.

f—Stop on signal.

s—Stop—regular.

ss—Stop—as per Notes Pages 101, 106, 107, 119.

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

STROUDSBURG TO

EASTWARD. First Class.

Station Numbers	Car Capacity Siding in addition to Engine and Caboose	Distance from Buffalo	STATIONS	10 Buffalo	600 Dover	1006 Dover
				Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
			Ar	AM	AM	AM
0	.....	395.15	HOBOKEN.....N	.....	.....	s 6.56
			1.92			
.....	.....	393.23	WEST END.....N	.....	.....	.....
			1.78			
4	.....	391.45	SECAUCUS.....	.....	.....	s 6.46
			1.10			
.....	.....	390.35	WEST SECAUCUS.....	.....	.....	6.44
			2.83			
7	.....	387.52	KINGSLAND.....	.....	.....	s 6.40
			0.58			
8	.....	386.94	LYNDHURST.....	.....	.....	s 6.38
			1.10			
9	.....	385.84	DELAWANNA.....	.....	.....	s 6.35
			1.26			
11	.....	384.58	PASSAIC.....	.....	.....	s 6.32
			1.63			
12	.....	382.95	ATHENIA.....	.....	.....	s 6.29
			1.40			
.....	.....	381.55	PATERSON JCT.....D	.....	.....	6.26
			1.45			
15	.....	380.10	PATERSON.....	.....	.....	s 6.24
			3.15			
18	.....	376.95	LITTLE FALLS.....	.....	.....	.....
			2.34			
21	.....	374.61	MOUNTAIN VIEW.....	.....	.....	s 6.16
			0.56			
.....	.....	374.05	MT. VIEW TOWER...N	.....	.....	6.14
			1.78			
23	.....	372.27	LINCOLN PARK	.....	.....	s 6.11
			2.25			
25	.....	370.02	TOWACO.....	.....	.....	s 6.07
			2.62			
28	.....	367.40	MONTVILLE.....	.....	.....	s 6.03
			1.48			
29	.....	365.92	BOONTON.....D	.....	.....	s 6.00
			1.95			
31	.....	363.97	MOUNTAIN LAKES....	.....	.....	s 5.57
			2.75			
34	.....	361.22	DENVILLE.....N	4.33	s 5.12	s 5.53
			4.19			
38	.....	357.03	DOVER.....N	s 4.25	5.06	5.46
			1.96			
40	.....	355.07	WHARTON.....	.....	.....	.....
			1.19			
.....	.....	353.88	CHESTER JUNCTION..	4.18	.....	.....
			4.21			
46	.....	349.67	LAKE HOPATCONG ...	.....	.....	.....
			0.26			
X-0 46	.....	349.41	PORT MORRIS JCT..N	4.14	.....	.....
			11.87			
58	136	337.54	GREENDELL	4.01	.....	.....
			3.08			
61	.....	334.46	JOHNSONBURG	.....	.....	.....
			4.10			
65	.....	330.36	BLAIRSTOWN .....D	3.52	.....	.....
			1.06			
X-1	.....	329.09	PORT MORRIS	.....	.....	.....
			0.83			
.....	.....	328.26	SUSSEX BRANCH JCT.	.....	.....	.....
			0.62			
X-2	.....	327.64	NETCONG.....D	.....	.....	.....
			3.20			
X-5	.....	324.44	WATERLOO	.....	.....	.....
			5.58			
X-11	73	318.86	HACKETTSTOWN....D	.....	.....	.....
			6.35			
X-17	.....	312.51	PORT MURRAY	.....	.....	.....
			3.44			
X-21	64	309.07	WASHINGTON.....D	.....	.....	.....
			4.39			
X-25	.....	304.68	OXFORD FURNACE ...	See Notes Page 101	.....	See Local Instruction 130
			6.53			
X-32	.....	298.15	MANUNKA CHUNK....		.....	
			2.34			
X-34	.....	295.81	DELAWARE		.....	
			2.75			
X-37	124	293.06	PORTLAND..... ....D		.....	
			9.48			
X-39 74	.....	290.88	SLATEFORD JCT.	3.41	.....	.....
			2.94			
77	.....	287.94	DEL. WATER GAP.	.....	.....	.....
			4.35 N			
82	.....	283.59	STROUDSBURG Lv	3.30	.....	.....
				AM	AM	AM
				Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
				10	600	1006

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

EASTWARD. First Class.

8 Buffalo	602 Dover	1010 Dover	1012 Dover	604 Dover	1014 Dover	1016 Washington	606 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
.....	.....	s 7.41	s 7.56	.....	s 8.15	s 8.19	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	s 7.31	.....	.....	.....	.....	.....
.....	.....	7.29	7.45	.....	8.05	8.10	.....
.....	.....	s 7.25	s 7.41	.....	8.01	8.06	.....
.....	.....	s 7.23	s 7.39	.....	.....	.....	.....
.....	.....	s 7.20	s 7.36	.....	.....	.....	.....
.....	.....	s 7.17	s 7.33	.....	s 7.56	.....	.....
.....	.....	s 7.14	s 7.30	.....	.....	.....	.....
.....	.....	7.11	7.27	.....	7.51	8.00	.....
.....	.....	s 7.09	s 7.25	.....	.....	s 7.58	.....
.....	.....	.....	f 7.20	.....	.....	.....	.....
.....	.....	s 7.01	s 7.17	.....	s 7.43	.....	.....
.....	.....	6.59	7.15	.....	7.41	7.50	.....
.....	.....	s 6.56	s 7.12	.....	s 7.38	7.47	.....
.....	.....	s 6.52	s 7.08	.....	s 7.33	.....	.....
.....	.....	.....	s 7.04	.....	s 7.29	.....	.....
.....	.....	s 6.46	s 7.01	.....	s 7.26	s 7.40	.....
.....	.....	s 6.43	s 6.58	.....	s 7.22	s 7.36	.....
6.26	s 6.28	s 6.39	s 6.54	s 7.06	s 7.17	7.31	s 7.33
s 6.19	6.22	6.32	6.47	7.00	7.10	s 7.25	7.27
.....	.....	.....	.....	.....	.....	.....	.....
6.11	.....	.....	.....	.....	.....	7.18	.....
.....	.....	.....	.....	.....	.....	s 7.14	.....
6.07	.....	.....	.....	.....	.....	7.12	.....
5.54	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
s 5.45	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	7.10	.....
.....	.....	.....	.....	.....	.....	7.08	.....
.....	.....	.....	.....	.....	.....	s 7.07	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	s 6.53	.....
.....	.....	.....	.....	.....	.....	f 6.43	.....
.....	.....	.....	.....	.....	.....	6.38	.....
.....	.....	.....	.....	.....	.....	See Local Instruction 130	.....
.....	.....	.....	.....	.....	.....		.....
.....	.....	.....	.....	.....	.....		.....
.....	.....	.....	.....	.....	.....		.....
5.33	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
5.22	.....	.....	.....	.....	.....	.....	.....
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.
8	602	1010	1012	604	1014	1016	606

STROUDSBURG TO

EASTWARD. First Class.

STATIONS	1020	1024	608	610	612	1026
	Athenia	Netcong	Dover	Dover	Dover	Denville
	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.....Ar	$ 8.32	$ 8.42	.....	.....	.....	$ 9.57
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
1.78						
SECAUCUS.....	.....	.....	.....	.....	.....	.....
1.10						
WEST SECAUCUS.....	8.21	8.33	.....	.....	.....	9.46
2.83						
KINGSLAND.....	$ 8.17	8.29	.....	.....	.....	$ 9.42
0.58						
LYNDHURST.....	$ 8.15	$ 8.28	.....	.....	.....	$ 9.40
1.10						
DELAWANNA.....	$ 8.12	.....	.....	.....	.....	.....
1.26						
PASSAIC.....	$ 8.09	$ 8.24	.....	.....	.....	$ 9.35
1.68						
ATHENIA.....	$ 8.06	.....	.....	.....	.....	$ 9.32
1.40						
PATERSON JCT.....	8.02	8.20	.....	.....	.....	9.29
1.45						
PATERSON.....	.....	$ 8.18	.....	.....	.....	$ 9.27
3.15						
LITTLE FALLS.....	.....	.....	.....	.....	.....	.....
2.34						
MOUNTAIN VIEW.....	.....	$ 8.10	.....	.....	.....	$ 9.19
0.56						
MT. VIEW TOWER....	.....	8.09	.....	.....	.....	9.17
1.78						
LINCOLN PARK.....	.....	$ 8.06	.....	.....	.....	$ 9.14
2.25						
TOWACO.....	.....	$ 8.02	.....	.....	.....	$ 9.10
2.62						
MONTVILLE.....	.....	.....	.....	.....	.....	.....
1.48						
BOONTON.....	.....	$ 7.57	.....	.....	.....	$ 9.04
1.95						
MOUNTAIN LAKES....	.....	$ 7.54	.....	.....	.....	$ 9.01
2.75						
DENVILLE.....	.....	7.50	$ 7.54	$ 8.24	$ 8.56	8.57
4.19						
DOVER.....	.....	$ 7.44	7.48	8.18	8.50	.....
1.96						
WHARTON.....	.....	.....	.....	.....	.....	.....
1.19						
CHESTER JUNCTION..	.....	7.38	.....	.....	.....	.....
4.21						
LAKE HOPATCONG....	.....	$ 7.34	.....	.....	.....	.....
0.26						
PORT MORRIS JCT....	.....	7.32	.....	.....	.....	.....
11.87						
GREENDELL.....	.....	.....	.....	.....	.....	.....
3.08						
JOHNSONBURG.....	.....	.....	.....	.....	.....	.....
4.10						
BLAIRSTOWN.....	.....	.....	.....	.....	.....	.....
1.06						
PORT MORRIS.....	.....	7.30	.....	.....	.....	.....
0.83						
SUSSEX BRANCH JCT.	.....	7.28	.....	.....	.....	.....
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.....	.....	.....	.....	.....	.....	.....
2.94						
DEL. WATER GAP.....	.....	.....	.....	.....	.....	.....
4.35						
STROUDSBURG.....Lv	.....	.....	.....	.....	.....	.....
	AM	AM	AM	AM	AM	AM
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
	1020	1024	608	610	612	1026

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

EASTWARD. First Class.

26	614	1028	616	618	620	2	622	
Scranton	Dover	Branch-ville	Dover	Dover	Dover	Buffalo	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	PM	AM	PM	PM	PM	PM	
	.....	$ 12.10	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....
	.....	$ 11.59	.....	.....	.....	.....	.....	.....
	.....	11.56	.....	.....	.....	.....	.....	.....
	.....	$ 11.52	.....	.....	.....	.....	.....	.....
	.....	$ 11.50	.....	.....	.....	.....	.....	.....
	.....	$ 11.47	.....	.....	.....	.....	.....	.....
	.....	$ 11.44	.....	.....	.....	.....	.....	.....
	.....	f 11.40	.....	.....	.....	.....	.....	.....
	.....	11.37	.....	.....	.....	.....	.....	.....
	.....	$ 11.35	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....
	.....	$ 11.26	.....	.....	.....	.....	.....	.....
	.....	11.24	.....	.....	.....	.....	.....	.....
	.....	$ 11.21	.....	.....	.....	.....	.....	.....
	.....	$ 11.17	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....
	.....	$ 11.10	.....	.....	.....	.....	.....	.....
	.....	$ 11.05	.....	.....	.....	.....	.....	.....
9.43	$ 10.02	$ 11.00	$ 11.02	$ 12.02	$ 1.02	1.44	$ 2.02	.....
$ 9.37	9.56	$ 10.53	10.56	11.56	12.56	$ 1.37	1.56	.....
.....	.....	$ 10.45	.....	.....	.....	.....	.....	.....
9.31	.....	10.41	.....	.....	.....	1.31	.....	.....
.....	.....	$ 10.37	.....	.....	.....	.....	.....	.....
9.27	.....	10.35	.....	.....	.....	1.27	.....	.....
9.15	.....	.....	.....	.....	.....	1.16	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
$ 9.08	.....	.....	.....	.....	.....	$ 1.09	.....	.....
.....	.....	10.33	.....	.....	.....	.....	.....	.....
.....	.....	10.31	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	See Local Instruction 130	.....	.....	.....	See Notes Page 101	.....	.....
8.58	.....	.....	.....	.....	.....	12.58	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
8.47	.....	.....	.....	.....	.....	12.47	.....	.....
AM	AM	AM	AM	AM	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.	
26	614	1028	616	618	620	2	622	

STROUDSBURG TO

EASTWARD. First Class.

STATIONS	624	1030	626	630	6	632
	Dover	Washington	Dover	Dover	Buffalo	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	.....	s 4.55	.....	.....	.....	.....
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
1.78						
SECAUCUS.....	.....	s 4.45	.....	.....	.....	.....
1.10						
WEST SECAUCUS.....	.....	4.43	.....	.....	.....	.....
2.83						
KINGSLAND.....	.....	s 4.39	.....	.....	.....	.....
0.58						
LYNDHURST.....	.....	s 4.37	.....	.....	.....	.....
1.10						
DELAWANNA.....	.....	s 4.34	.....	.....	.....	.....
1.26						
PASSAIC.....	.....	s 4.31	.....	.....	.....	.....
1.63						
ATHENIA.....	.....	s 4.28	.....	.....	.....	.....
1.40						
PATERSON JCT.....	.....	4.25	.....	.....	.....	.....
1.45						
PATERSON.....	.....	s 4.23	.....	.....	.....	.....
3.15						
LITTLE FALLS.....	.....	f 4.17	.....	.....	.....	.....
2.34						
MOUNTAIN VIEW.....	.....	s 4.14	.....	.....	.....	.....
0.56						
MT. VIEW TOWER.....	.....	4.12	.....	.....	.....	.....
1.78						
LINCOLN PARK.....	.....	s 4.09	.....	.....	.....	.....
2.25						
TOWACO.....	.....	s 4.05	.....	.....	.....	.....
2.62						
MONTVILLE.....	.....	s 4.01	.....	.....	.....	.....
1.48						
BOONTON.....	.....	s 3.58	.....	.....	.....	.....
1.95						
MOUNTAIN LAKES.....	.....	s 3.51	.....	.....	.....	.....
2.75						
DENVILLE.....	s 3.07	s 3.46	s 4.10	s 4.41	5.34	s 5.36
4.19						
DOVER.....	3.00	s 3.39	4.04	4.35	s 5.27	5.30
1.96						
WHARTON.....	.....	s 3.32	.....	.....	.....	.....
1.19						
CHESTER JUNCTION..	.....	3.28	.....	.....	5.21	.....
4.21						
LAKE HOPATCONG.....	.....	s 3.24	.....	.....	.....	.....
0.26						
PORT MORRIS JCT.....	.....	3.22	.....	.....	5.17	.....
11.87						
GREENDELL.....	.....	.....	.....	.....	5.05	.....
3.08						
JOHNSONBURG.....	.....	.....	.....	.....	.....	.....
4.10						
BLAIRSTOWN.....	.....	.....	.....	.....	s 4.57	.....
1.06						
PORT MORRIS.....	.....	3.20	.....	.....	.....	.....
0.83						
SUSSEX BRANCH JCT.	.....	3.18	.....	.....	.....	.....
0.62						
NETCONG.....	.....	s 3.17	.....	.....	.....	.....
3.20						
WATERLOO.....	.....	f 3.05	.....	.....	.....	.....
5.58						
HACKETTSTOWN.....	.....	s 2.57	.....	.....	.....	.....
6.35						
PORT MURRAY.....	.....	f 2.46	.....	.....	.....	.....
3.44						
WASHINGTON.....	.....	2.40	.....	.....	.....	.....
4.39						
OXFORD FURNACE....	.....	See Local Instruction 130	.....	.....	.....	.....
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
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
	624	1030	626	630	6	632

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

WEEK-DAY TRAINS

EASTWARD. First Class.

X100	X102	X104	634	636	1056	X106	638	
Paterson Jct.	Paterson	Paterson Jct.	Dover	Dover	Dover	Hackettstown	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	PM	PM	PM	PM	PM	PM	PM	
s 6.08	s 7.02	s 7.07	.....	.....	s 8.40	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	f 8.29	.....	.....	.....
5.57	6.52	6.57	.....	.....	8.26	.....	.....	.....
.....	.....	.....	.....	.....	s 8.22	.....	.....	.....
.....	.....	.....	.....	.....	s 8.20	.....	.....	.....
.....	.....	.....	.....	.....	f 8.16	.....	.....	.....
.....	.....	.....	.....	.....	s 8.13	.....	.....	.....
.....	.....	.....	.....	.....	f 8.10	.....	.....	.....
5.45	6.40	6.45	.....	.....	8.07	.....	.....	.....
.....	6.15	.....	.....	.....	s 8.05	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	s 7.57	.....	.....	.....
.....	.....	.....	.....	.....	7.55	.....	.....	.....
Deadhead Equipment.	Deadhead Equipment.	Deadhead Equipment.	.....	.....	s 7.52	Deadhead Equipment.	.....	.....
			.....	.....	s 7.48		.....	.....
			.....	.....	.....		.....	.....
			.....	.....	s 7.42		.....	.....
			.....	.....	s 7.31		.....	.....
.....	.....	.....	s 6.02	s 7.02	s 7.27	.....	s 8.04	.....
.....	.....	.....	5.56	6.56	7.20	s 7.35	7.58	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	7.28	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	7.24	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	7.19	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	7.04	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	See Local Instruction 101	.....	.....
.....	.....	.....	.....	.....	.....		.....	.....
.....	.....	.....	.....	.....	.....		.....	.....
.....	.....	.....	.....	.....	.....		.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
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.	
X100	X102	X104	634	636	1056	X106	638	

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

WEEK-DAY TRAINS.

EASTWARD. First Class.

STATIONS	640	X110	44	1050	642	644	646
	Dover	Netcong	Binghamton	Branchville	Dover	Dover	Dover
	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	AM
HOBOKEN..........Ar	....	....	....	....	....	....	....
1.92 WEST END	....	....	....	....	....	....	....
1.78 SECAUCUS	....	....	....	....	....	....	....
1.10 WEST SECAUCUS	....	....	....	....	....	....	....
2.83 KINGSLAND	....	....	....	....	....	....	....
0.58 LYNDHURST	....	....	....	....	....	....	....
1.10 DELAWANNA	....	....	....	....	....	....	....
1.26 PASSAIC	....	....	....	....	....	....	....
1.68 ATHENIA	....	....	....	....	....	....	....
1.40 PATERSON JCT.	....	....	....	....	....	....	....
1.45 PATERSON	....	....	....	....	....	....	....
3.15 LITTLE FALLS	....	....	....	....	....	....	....
2.84 MOUNTAIN VIEW	....	....	....	....	....	....	....
0.56 MT. VIEW TOWER	....	....	....	....	....	....	....
1.78 LINCOLN PARK	....	Deadhead Equipment.	....	....	....	....	....
2.25 TOWACO	....		....	....	....	....	....
2.62 MONTVILLE	....		....	....	....	....	....
1.48 BOONTON	....		....	....	....	....	....
1.95 MOUNTAIN LAKES	....		....	....	....	....	....
2.75 DENVILLE	s 9.02		9.23	9.44	s 10.04	s 11.06	s 12.04
4.19 DOVER	8.56	s 9.01	ss 9.17	s 9.38	9.58	11.00	11.58
1.96 WHARTON	....	....	....	....	....	....	....
1.19 CHESTER JUNCTION	....	8.51	9.10	9.32	....	....	....
4.21 LAKE HOPATCONG	....	....	....	s 9.28	....	....	....
0.26 PORT MORRIS JCT.	....	8.38	9.06	9.26	....	....	....
11.87 GREENDELL	....	....	8.54	....	....	....	....
3.08 JOHNSONBURG	....	....	....	....	....	....	....
4.10 BLAIRSTOWN	....	....	8.47	....	....	....	....
1.06 PORT MORRIS	....	8.35	....	9.23	....	....	....
0.83 SUSSEX BRANCH JCT.	....	8.32	....	9.21	....	....	....
0.62 NETCONG	....	8.30	....	....	....	....	....
3.20 WATERLOO	....	....	....	....	....	....	....
5.58 HACKETTSTOWN	....	....	....	....	....	....	....
6.35 PORT MURRAY	....	....	....	....	....	....	....
3.44 WASHINGTON	....	....	....	....	....	....	....
4.39 OXFORD FURNACE	....	See Local Instruction 101.	See Notes Page 101	No passengers East of Dover.	....	....	....
6.53 MANUNKA CHUNK	....				....	....	....
2.34 DELAWARE	....				....	....	....
2.75 PORTLAND	....		....		....	....	....
9.48 SLATEFORD JCT.	....	....	8.36	....	....	....	....
2.94 DEL. WATER GAP	....	....	....	....	....	....	....
4.35 STROUDSBURG......Lv	....	....	8.25	....	....	....	....
	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.
	640	X110	44	1050	642	644	646

HOBOKEN TO

WESTWARD. First Class.

Car Capacity Siding in addition to Engine and Caboose	Distance from Hoboken	STATIONS	949	657	601	15
			Dover	Dover	Dover	Buffalo
			Mon. only	Ex. Sa., Su. & Mon.	Mon. Only	Ex.Sa.&Su.
		Lv	AM	AM	AM	AM
		HOBOKEN N				
		1.92				
	1.92	WEST END N				
		1.78				
	3.70	SECAUCUS				
		1.10				
	4.80	WEST SECAUCUS				
		2.83				
	7.63	KINGSLAND				
		0.58				
	8.21	LYNDHURST				
		1.10				
	9.31	DELAWANNA				
		1.26				
	10.57	PASSAIC				
		1.63				
	12.20	ATHENIA				
		1.40				
	13.60	PATERSON JCT. D				
		1.45				
	15.05	PATERSON				
		3.15				
	18.20	LITTLE FALLS				
		2.34				
	20.54	MOUNTAIN VIEW				
		0.56				
	21.10	MT. VIEW TOWER N				
		1.78				
	22.88	LINCOLN PARK				
		2.25				
	25.13	TOWACO				
		2.62				
	27.75	MONTVILLE				
		1.48				
	29.23	BOONTON D				
		1.95				
	31.18	MOUNTAIN LAKES				
		2.75				
	33.93	DENVILLE N	$ 12.11	$ 1.17	$ 1.41	1.51
		4.19				
	38.12	DOVER N	$ 12.17	$ 1.23	$ 1.47	1.57
		1.96				
	40.08	WHARTON				
		1.19				
	41.27	CHESTER JUNCTION				2.01
		4.21				
	45.48	LAKE HOPATCONG				
		0.26				
	45.74	PORT MORRIS JCT. N				2.08
		11.87				
	57.61	GREENDELL				2.19
		3.08				
	60.69	JOHNSONBURG				
		4.10				
	64.79	BLAIRSTOWN D				2.26
		1.06				
	46.54	PORT MORRIS				
		0.83				
	47.37	SUSSEX BRANCH JCT.				
		0.62				
	47.99	NETCONG D				
		3.20				
	51.19	WATERLOO				
		5.58				
73	56.77	HACKETTSTOWN D				
		6.35				
	63.12	PORT MURRAY				
		3.44				
64	66.56	WASHINGTON D				
		4.39				
	70.95	OXFORD FURNACE				
		6.53				
	77.48	MANUNKA CHUNK				
		2.34				
	79.82	DELAWARE				
		2.75				
124	82.57	PORTLAND D				
		9.48				
102	74.27	SLATEFORD JCT				2.36
		2.94				
	77.21	DEL. WATER GAP				
		4.35				
	81.56	STROUDSBURG N				$ 2.52
			AM	AM	AM	AM
			Mon. only	Ex. Sa., Su. & Mon.	Mon. Only	Ex.Sa.&Su.
			949	657	601	15

STROUDSBURG (Via Boonton Line, Cut-off and Washington Line.) WEEK-DAY TRAINS.

WESTWARD. First Class.

603	X101	1009	X103	605	47	X105	607	
Dover	Newton	Branch-ville	Pater-son Jct.	Dover	Bingham-ton	Denville	Dover	
Ex. Sa., Su. & Mon.	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	
			7.10		7.15	7.56		
			7.20		7.25	8.05		
					$ 7.32			
					$ 7.38			
			$ 7.35		7.43	8.17		
					$ 7.46			
					$ 7.54			
					7.55	8.26		
					$ 7.59			
					$ 8.03			
					$ 8.18			
					$ 8.23			
$ 2.14		$ 5.54		$ 8.26	8.28	$ 8.42	$ 9.25	
$ 2.21	4.50	$ 6.16		$ 8.32	$ 8.43		$ 9.32	
		$ 6.22						
	4.55	6.24			8.48			
		$ 6.33						
	5.07	6.34			8.56			
					9.09			
					$$ 9.15			
					$ 9.23			
	5.10	6.37	See Local Instruction 130			See Local Instruction 130		
	5.14	6.40						
	Deadhead Equipment	See Local Instruction 130	Equipment for No. 1020		See Notes Page 101	Equipment for No. 1026		
					9.33			
					$ 10.02			
AM	AM	AM	AM	AM	AM	AM	AM	
Ex. Sa., Su. & Mon.	Ex.Sa.&Su.	Ex.Sa.&Su	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	
603	X101	1009	X103	605	47	X105	607	

HOBOKEN TO

WESTWARD. First Class.

STATIONS	609	611	1029	3	613	615
	Dover	Dover	Washington	Buffalo	Dover	Dover
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
	AM	AM	AM	AM	PM	PM
HOBOKEN.....Lv	.....	.....	9.50	.....	.....	.....
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
1.78						
SECAUCUS.....	.....	.....	.....	.....	.....	.....
1.10						
WEST SECAUCUS.....	.....	.....	10.01	.....	.....	.....
2.83						
KINGSLAND.....	.....	.....	$ 10.05	.....	.....	.....
0.58						
LYNDHURST.....	.....	.....	$ 10.08	.....	.....	.....
1.10						
DELAWANNA.....	.....	.....	$ 10.11	.....	.....	.....
1.26						
PASSAIC.....	.....	.....	$ 10.14	.....	.....	.....
1.63						
ATHENIA.....	.....	.....	f 10.17	.....	.....	.....
1.40						
PATERSON JCT.....	.....	.....	10.20	.....	.....	.....
1.45						
PATERSON.....	.....	.....	$ 10.25	.....	.....	.....
3.15						
LITTLE FALLS.....	.....	.....	.....	.....	.....	.....
2.34						
MOUNTAIN VIEW.....	.....	.....	$ 10.34	.....	.....	.....
0.56						
MT. VIEW TOWER.....	.....	.....	10.35	.....	.....	.....
1.78						
LINCOLN PARK.....	.....	.....	$ 10.39	.....	.....	.....
2.25						
TOWACO.....	.....	.....	$ 10.44	.....	.....	.....
2.62						
MONTVILLE.....	.....	.....	f 10.48	.....	.....	.....
1.48						
BOONTON.....	.....	.....	$ 10.55	.....	.....	.....
1.95						
MOUNTAIN LAKES....	.....	.....	$ 11.00	.....	.....	.....
2.75						
DENVILLE.....	$ 10.09	$ 11.09	$ 11.11	11.27	$ 12.17	$ 1.16
4.19						
DOVER.....	$ 10.15	$ 11.15	$ 11.20	$ 11.33	$ 12.26	$ 1.23
1.96						
WHARTON.....	.....	.....	$ 11.25	.....	.....	.....
1.19						
CHESTER JUNCTION..	.....	.....	11.27	11.37	.....	.....
4.21						
LAKE HOPATCONG....	.....	.....	$ 11.34	.....	.....	.....
0.26						
PORT MORRIS JCT....	.....	.....	11.35	11.44	.....	.....
11.87						
GREENDELL.....	.....	.....	.....	11.54	.....	.....
3.08						
JOHNSONBURG.....	.....	.....	.....	.....	.....	.....
4.10						
BLAIRSTOWN.....	.....	.....	.....	$ 12.02	.....	.....
1.06						
PORT MORRIS.....	.....	.....	11.37	.....	.....	.....
0.83						
SUSSEX BRANCH JCT.	.....	.....	11.39	.....	.....	.....
0.62						
NETCONG.....	.....	.....	$ 11.47	.....	.....	.....
3.20						
WATERLOO.....	.....	.....	f 11.52	.....	.....	.....
5.58						
HACKETTSTOWN.....	.....	.....	$ 12.09	.....	.....	.....
6.35						
PORT MURRAY.....	.....	.....	f 12.19	.....	.....	.....
3.44						
WASHINGTON.....	.....	.....	$ 12.28	.....	.....	.....
4.39						
OXFORD FURNACE....	.....	.....	See Local Instruction 130	.....	.....	.....
6.53						
MANUNKA CHUNK....	.....	.....		.....	.....	.....
2.34						
DELAWARE.....	.....	.....		.....	.....	.....
2.75						
PORTLAND.....	.....	.....		.....	.....	.....
9.48						
SLATEFORD JCT.....	.....	.....	.....	12.12	.....	.....
2.94						
DEL. WATER GAP....	.....	.....	.....	.....	.....	.....
4.35						
STROUDSBURG.....	.....	.....	.....	$ 12 26	.....	.....
	AM	AM	PM	PM	PM	PM
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
	609	611	1029	3	613	615

STROUDSBURG (Via Boonton Line, Cut-off and Washington Line.) WEEK-DAY TRAINS.

WESTWARD. First Class.

621	1031	627	629	11	631	633	635
Dover	Dover	Dover	Dover	Scranton	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.
PM	PM	PM	PM	PM	PM	PM	PM
.....	2.00	.....	.....		.....	.....	.....
.....	.....	.....	.....		.....	.....	.....
.....	.....	.....	.....		.....	.....	.....
.....	2.10	.....	.....		.....	.....	.....
.....	$ 2.14	.....	.....		.....	.....	.....
.....	$ 2.16	.....	.....		.....	.....	.....
.....	f 2.19	.....	.....		.....	.....	.....
.....	$ 2.22	.....	.....		.....	.....	.....
.....	f 2.25	.....	.....		.....	.....	.....
.....	2.28	.....	.....		.....	.....	.....
.....	$ 2.31	.....	.....		.....	.....	.....
.....	.....	.....	.....		.....	.....	.....
.....	$ 2.39	.....	.....		.....	.....	.....
.....	2.40	.....	.....		.....	.....	.....
.....	$ 2.43	.....	.....		.....	.....	.....
.....	$ 2.47	.....	.....		.....	.....	.....
.....	f 2.51	.....	.....		.....	.....	.....
.....	$ 2.54	.....	.....		.....	.....	.....
.....	$ 2.57	.....	.....		.....	.....	.....
$ 2.14	$ 3.04	$ 3.09	$ 4.13	4.20	$ 4.50	$ 5.21	$ 5.33
$ 2.20	$ 3.10	$ 3.15	$ 4.21	$ 4.27	$ 4.56	$ 5.29	$ 5.40
.....	.....	.....	.....		.....	.....	.....
.....	.....	.....	.....	4.32	.....	.....	.....
.....	.....	.....	.....		.....	.....	.....
.....	.....	.....	.....	4.40	.....	.....	.....
.....	.....	.....	.....	4.52	.....	.....	.....
.....	.....	.....	.....		.....	.....	.....
.....	.....	.....	.....	$ 5.00	.....	.....	.....
.....	.....	.....	.....		.....	.....	.....
.....	.....	.....	.....		.....	.....	.....
.....	.....	.....	.....		.....	.....	.....
.....	.....	.....	.....		.....	.....	.....
.....	.....	.....	.....		.....	.....	.....
.....	.....	.....	.....		.....	.....	.....
.....	See Local Instruction 130	.....	.....		.....	.....	.....
.....		.....	.....		.....	.....	.....
.....		.....	.....		.....	.....	.....
.....		.....	.....		.....	.....	.....
.....		.....	.....	5.10	.....	.....	.....
.....		.....	.....		.....	.....	.....
.....		.....	.....	$ 5.43	.....	.....	.....
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.
621	1031	627	629	11	631	633	635

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

HOBOKEN TO

WESTWARD. First Class.

STATIONS	1041	5	1047	637	1049	1053
	Hacketts-town	Buffalo	Netcong	Dover	Athenia	Wash-ington
	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	4.30	.....	5.05	.....	5.07	5.32
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
1.78						
SECAUCUS.....	s 4.38	.....	.....	.....	.....	.....
1.10						
WEST SECAUCUS.....	4.40	.....	5.15	.....	5.17	5.41
2.88						
KINGSLAND.....	s 4.44	.....	5.19	.....	s 5.21	5.45
0.58						
LYNDHURST.....	s 4.46	.....	.....	.....	s 5.23	.....
1.10						
DELAWANNA.....	s 4.49	.....	.....	.....	s 5.26	.....
1.26						
PASSAIC.....	s 4.52	.....	.....	.....	s 5.29	.....
1.63						
ATHENIA.....	s 4.55	.....	.....	.....	s 5.32	.....
1.40						
PATERSON JCT.....	4.58	.....	5.27	.....	s 5.35	5.53
1.45						
PATERSON.....	s 5.01	.....	s 5.30	.....	.....	.....
3.15						
LITTLE FALLS.....	f 5.05	.....	.....	.....	.....	.....
2.34						
MOUNTAIN VIEW.....	s 5.09	.....	s 5.38	.....	.....	.....
0.56						
MT. VIEW TOWER.....	5.10	.....	5.39	.....	.....	6.02
1.78						
LINCOLN PARK.....	s 5.13	.....	s 5.42	.....	.....	.....
2.25						
TOWACO.....	s 5.17	.....	s 5.46	.....	.....	.....
2.62						
MONTVILLE.....	s 5.21	.....	.....	.....	.....	.....
1.48						
BOONTON.....	s 5.24	.....	s 5.53	.....	.....	s 6.12
1.95						
MOUNTAIN LAKES....	s 5.27	.....	s 5.57	.....	.....	s 6.17
2.75						
DENVILLE.....	s 5.35	5.45	s 6.05	s 6.11	.....	6.22
4.19						
DOVER.....	s 5.43	s 5.52	s 6.12	s 6.18	.....	s 6.29
1.96						
WHARTON.....	.....	.....	.....	.....	.....	.....
1.19						
CHESTER JUNCTION..	5.47	5.56	6.16	.....	.....	6.33
4.21						
LAKE HOPATCONG....	s 5.55	.....	s 6.24	.....	.....	s 6.41
0.26						
PORT MORRIS JCT....	5.56	6.03	6.25	.....	.....	6.42
11.87						
GREENDELL.....	.....	6.13	.....	.....	.....	.....
3.08						
JOHNSONBURG.....	.....	.....	.....	.....	.....	.....
4.10						
BLAIRSTOWN.....	.....	s 6.21	.....	.....	.....	.....
1.06						
PORT MORRIS.....	5.59	.....	6.27	.....	.....	6.44
0.83						
SUSSEX BRANCH JCT.	6.00	.....	6.30	.....	.....	6.45
0.62						
NETCONG.....	s 6.02	.....	.....	.....	.....	s 6.48
3.20						
WATERLOO.....	.....	.....	.....	.....	.....	f 6.53
5.58						
HACKETTSTOWN.....	s 6.15	.....	.....	.....	.....	s **7.03**
6.35						
PORT MURRAY.....	.....	.....	.....	.....	.....	f 7.11
3.44						
WASHINGTON.....	.....	.....	.....	.....	.....	s 7.20
4.39						
OXFORD FURNACE....	See Local Instructions 101 and 130	.....	See Local Instruction 101	.....	See Local Instruction 130	See Local Instruction 101
6.53						
MANUNKA CHUNK....		.....		.....		
2.34						
DELAWARE.....		.....		.....		
2.75						
PORTLAND.....		.....		.....		
9.48						
SLATEFORD JCT.....	.....	6.30	.....	.....	.....	.....
2.94						
DEL. WATER GAP....	.....	.....	.....	.....	.....	.....
4.35						
STROUDSBURG.....	.....	s 6.42	.....	.....	.....	.....
	PM	PM	PM	PM	PM	PM
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
	1041	**5**	**1047**	**637**	**1049**	**1053**

STROUDSBURG (Via Boonton Line, Cut-off and Washington Line.) WEEK-DAY TRAINS.

WESTWARD. First Class.

639	1055	1057	641	1067	645	1069	1071	
Dover	Dover	Paterson	Dover	Dover	Dover	Athenia	Netcong	
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	
.....	5.34	5.40	.....	6.00	.....	6.03	7.00	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	s 6.12	.....	.....
.....	5.43	5.50	.....	6.09	.....	6.14	7.10	.....
.....	5.47	s 5.54	.....	6.13	.....	s 6.18	s 7.14	.....
.....	.....	s 5.56	.....	.....	.....	s 6.20	s 7.16	.....
.....	.....	s 5.59	.....	.....	.....	s 6.23	s 7.19	.....
.....	s 5.53	s 6.02	.....	.....	.....	s 6.26	s 7.22	.....
.....	.....	s 6.05	.....	.....	.....	s 6.29	s 7.25	.....
.....	5.58	6.08	.....	6.21	.....	s 6.33	7.28	.....
.....	s 6.01	s 6.11	.....	s 6.24	.....	.....	s 7.31	.....
.....	.....	.....	.....	.....	.....	.....	f 7.35	.....
.....	s 6.09	.....	.....	s 6.32	.....	.....	s 7.39	.....
.....	6.10	.....	.....	6.33	.....	.....	7.40	.....
.....	s 6.13	.....	.....	s 6.36	.....	.....	s 7.43	.....
.....	s 6.17	.....	.....	s 6.40	.....	.....	s 7.47	.....
.....	.....	.....	.....	f 6.45	.....	.....	f 7.51	.....
.....	s 6.25	.....	.....	s 6.49	.....	.....	s 7.54	.....
.....	f 6.28	.....	.....	s 6.53	.....	.....	s 7.57	.....
s 6.29	s 6.36	.....	s 6.42	s 7.01	s 7.17	.....	s 8.04	.....
s 6.37	s 6.44	.....	s 6.48	s 7.08	s 7.23	.....	s 8.10	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	8.14	.....
.....	.....	.....	.....	.....	.....	.....	s 8.22	.....
.....	.....	.....	.....	.....	.....	.....	8.23	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	8.25	.....
.....	.....	.....	.....	.....	.....	.....	8.26	.....
.....	.....	.....	.....	.....	.....	.....	s 8.28	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	See Local Instruction 101	.....
.....	.....	.....	.....	.....	.....	.....		.....
.....	.....	.....	.....	.....	.....	.....		.....
.....	.....	.....	.....	.....	.....	.....		.....
.....	.....	.....	.....	.....	.....	.....		.....
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.	
639	**1055**	**1057**	**641**	**1067**	**645**	**1069**	**1071**	

HOBOKEN TO STROUDSBURG

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

WESTWARD. First Class.

STATIONS	647	649	1073	7	651	653	655	1075
	Dover	Dover	Dover	Buffalo	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.
	PM	PM	PM	PM	PM	PM	PM	PM
HOBOKEN..........Lv	....	....	8.00	....	....	....	....	11.15
1.92 WEST END	....	....	....	....	....	....	....	....
1.78 SECAUCUS	....	....	s 8.09	....	....	....	....	s 11.24
1.10 WEST SECAUCUS	....	....	8.11	....	....	....	....	11.26
2.83 KINGSLAND	....	....	s 8.15	....	....	....	....	s 11.30
0.58 LYNDHURST	....	....	s 8.17	....	....	....	....	s 11.32
1.10 DELAWANNA	....	....	s 8.20	....	....	....	....	f 11.35
1.26 PASSAIC	....	....	s 8.22	....	....	....	....	s 11.37
1.63 ATHENIA	....	....	s 8.25	....	....	....	....	f 11.40
1.40 PATERSON JCT	....	....	8.28	....	....	....	....	11.43
1.45 PATERSON	....	....	s 8.31	....	....	....	....	s 11.46
3.15 LITTLE FALLS	....	....	....	....	....	....	....	....
2.34 MOUNTAIN VIEW	....	....	s 8.39	....	....	....	....	s 11.54
0.56 MT. VIEW TOWER	....	....	8.40	....	....	....	....	11.55
1.78 LINCOLN PARK	....	....	s 8.43	....	....	....	....	s 11.58
2.25 TOWACO	....	....	s 8.47	....	....	....	....	s 12.02
2.62 MONTVILLE	....	....	f 8.51	....	....	....	....	f 12.06
1.48 BOONTON	....	....	s 8.54	....	....	....	....	s 12.09
1.95 MOUNTAIN LAKES	....	....	s 8.57	....	....	....	....	s 12.12
2.75 DENVILLE	s 8.21	s 8.54	s 9.04	9.08	s 9.40	s 10.42	s 11.39	s 12.19
4.19 DOVER	s 8.30	s 9.00	s 9.10	s 9.15	s 9.46	s 10.48	s 11.45	s 12.25
1.96 WHARTON	....	....	....	....	....	....	....	....
1.19 CHESTER JUNCTION	....	....	....	9.19	....	....	....	....
4.21 LAKE HOPATCONG	....	....	....	....	....	....	....	....
0.26 PORT MORRIS JCT.	....	....	....	9.26	....	....	....	....
11.87 GREENDELL	....	....	....	9.36	....	....	....	....
3.08 JOHNSONBURG	....	....	....	....	....	....	....	....
4.10 BLAIRSTOWN	....	....	....	s 9.44	....	....	....	....
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	....	....	....	....	....	....	....	See Local Instruction 130
6.53 MANUNKA CHUNK	....	....	....	....	....	....	....	
2.34 DELAWARE	....	....	....	....	....	....	....	
2.75 PORTLAND	....	....	....	....	....	....	....	
9.48 SLATEFORD JCT	....	....	....	9.53	....	....	....	....
2.94 DEL. WATER GAP	....	....	....	....	....	....	....	....
4.35 STROUDSBURG	....	....	....	s 10.08	....	....	....	....
	PM	PM	PM	PM	PM	PM	PM	AM
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Su&Mo
	647	649	1073	7	651	653	655	1075

STROUDSBURG TO

EASTWARD — First Class.

Station Numbers	Car Capacity Siding in addition to Engine and Caboose	Distance from Buffalo	STATIONS	10	902	904
				Buffalo	Dover	Dover
				Sat. & Sun.	Sat. & Sun.	Sat. only
			Ar	AM	AM	AM
0	.....	395.15	HOBOKEN.....N	.....	.....	.....
			1.92			
.....	.....	393.23	WEST END.....N	.....	.....	.....
			1.78			
4	.....	391.45	SECAUCUS.....	.....	.....	.....
			1.10			
.....	.....	390.35	WEST SECAUCUS.....	.....	.....	.....
			2.83			
7	.....	387.52	KINGSLAND.....	.....	.....	.....
			0.58			
8	.....	386.94	LYNDHURST.....	.....	.....	.....
			1.10			
9	.....	385.84	DELAWANNA	.....	.....	.....
			1.26			
11	.....	384.58	PASSAIC.....	.....	.....	.....
			1.63			
12	.....	382.95	ATHENIA.....	.....	.....	.....
			1.40			
.....	.....	381.55	PATERSON JCT.....D	.....	.....	.....
			1.45			
15	.....	380.10	PATERSON.....	.....	.....	.....
			3.15			
18	.....	376.95	LITTLE FALLS.....	.....	.....	.....
			2.34			
21	.....	374.61	MOUNTAIN VIEW.....	.....	.....	.....
			0.56			
.....	.....	374.05	MT. VIEW TOWER...N	.....	.....	.....
			1.78			
23	.....	372.27	LINCOLN PARK.....	.....	.....	.....
			2.25			
25	.....	370.02	TOWACO.....	.....	.....	.....
			2.62			
28	.....	367.40	MONTVILLE.....	.....	.....	.....
			1.48			
29	.....	365.92	BOONTON.....D	.....	.....	.....
			1.95			
31	.....	363.97	MOUNTAIN LAKES....	.....	.....	.....
			2.75			
34	.....	361.22	DENVILLE.....N	4.33	s 5.46	s 6.16
			4.19			
38	.....	357.03	DOVER.....N	s 4.25	5.40	6.10
			1.96			
40	.....	355.07	WHARTON.....	.....	.....	.....
			1.19			
.....	.....	353.88	CHESTER JUNCTION..	4.18	.....	.....
			4.21			
46	.....	349.67	LAKE HOPATCONG....	.....	.....	.....
			0.26			
X-0 / 46	.....	349.41	PORT MORRIS JCT. N	4.14	.....	.....
			11.87			
58	136	337.54	GREENDELL.....	4.01	.....	.....
			3.08			
61	.....	334.46	JOHNSONBURG.....	.....	.....	.....
			4.10			
65	.....	330.36	BLAIRSTOWN.....D	3.52	.....	.....
			1.06			
X-1	.....	359.09	PORT MORRIS.....	.....	.....	.....
			0.83			
.....	.....	358.26	SUSSEX BRANCH JCT.	.....	.....	.....
			0.62			
X-2	.....	357.64	NETCONG.....D	.....	.....	.....
			3.20			
X-5	.....	354.44	WATERLOO.....	.....	.....	.....
			5.58			
X-11	73	348.86	HACKETTSTOWN....D	.....	.....	.....
			6.35			
X-17	.....	342.51	PORT MURRAY.....	.....	.....	.....
			3.44			
X-21	64	339.07	WASHINGTON.....D	.....	.....	.....
			4.39			
X-25	.....	334.68	OXFORD FURNACE....	See Notes Page 101	.....	.....
			6.53			
X-32	.....	328.15	MANUNKA CHUNK....		.....	.....
			2.34			
X-34	.....	325.81	DELAWARE.....		.....	.....
			2.75			
X-37	124	323.06	PORTLAND.....D		.....	.....
			9.48			
X-39 / 74	.....	320.88	SLATEFORD JCT.....	3.41	.....	.....
			2.94			
77	.....	317.94	DEL. WATER GAP.....	.....	.....	.....
			4.35 N			
82	.....	313.59	STROUDSBURG.....Lv	3.30	.....	.....
				AM	AM	AM
				Sat. & Sun.	Sat. & Sun.	Sat. only
				10	902	904

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

SATURDAY AND SUNDAY TRAINS.

EASTWARD — First Class.

8	906	1104	908	1106	910	914	1108
Buffalo	Dover	Dover	Dover	Wash-ington	Dover	Dover	Netcong
Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. only	Sat. only	Sat. & Sun.	Sat. only	Sat. only
AM	AM	AM	AM	AM	AM	AM	AM
.....	.....	s 7.55	.....	s 8.26	.....	.....	s 9.47
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	s 7.46	.....	.....	.....	.....	s 9.37
.....	.....	7.44	.....	8.16	.....	.....	9.35
.....	.....	s 7.40	.....	s 8.12	.....	.....	s 9.31
.....	.....	s 7.38	.....	s 8.10	.....	.....	s 9.29
.....	.....	s 7.35	.....	s 8.07	.....	.....	s 9.26
.....	.....	s 7.32	.....	s 8.04	.....	.....	s 9.23
.....	.....	s 7.29	.....	s 8.01	.....	.....	s 9.20
.....	.....	7.26	.....	7.58	.....	.....	9.17
.....	.....	s 7.24	.....	s 7.56	.....	.....	s 9.15
.....	.....	f 7.19	.....	.....	.....	.....	f 9.10
.....	.....	s 7.16	.....	s 7.48	.....	.....	s 9.07
.....	.....	7.14	.....	7.46	.....	.....	9.05
.....	.....	s 7.11	.....	s 7.43	.....	.....	s 9.02
.....	.....	s 7.07	.....	s 7.39	.....	.....	s 8.58
.....	.....	s 7.03	.....	.....	.....	.....	.....
.....	.....	s 7.00	.....	s 7.33	.....	.....	s 8.52
.....	.....	s 6.56	.....	s 7.29	.....	.....	s 8.48
6.26	s 6.46	s 6.52	s 7.16	s 7.25	s 7.46	s 8.16	s 8.44
s 6.19	6.40	6.45	7.10	s 7.18	7.40	8.10	s 8.37
.....	.....	.....	.....	f 7.13	.....	.....	f 8.32
6.11	.....	.....	.....	7.10	.....	.....	8.29
.....	.....	.....	.....	s 7.06	.....	.....	s 8.25
6.07	.....	.....	.....	7.04	.....	.....	8.22
5.54	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
s 5.45	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	7.02	.....	.....	8.20
.....	.....	.....	.....	7.00	.....	.....	8.19
.....	.....	.....	.....	s 6.59	.....	.....	8.18
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	s 6.45	.....	.....	.....
.....	.....	.....	.....	f 6.35	.....	.....	.....
.....	.....	.....	.....	6.30	.....	.....	.....
.....	.....	See Local Instruction 130	.....	See Local Instruction 130	.....	.....	See Local Instruction 101
5.33	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
5.22	.....	.....	.....	.....	.....	.....	.....
AM	AM	AM	AM	AM	AM	AM	AM
Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. only	Sat. only	Sat. & Sun.	Sat. only	Sat. only
8	906	1104	908	1106	910	914	1108

STROUDSBURG TO

EASTWARD — First Class.

STATIONS	916	26	918	1112	920	X116
	Dover	Scranton	Dover	Branch-ville	Dover	Netcong
	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sun. only
	AM	AM	AM	AM	AM	AM
HOBOKEN.....Ar	.....	.....	.....	$ 11.40	.....	.....
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
1.78						
SECAUCUS.....	.....	.....	.....	$ 11.30	.....	.....
1.10						
WEST SECAUCUS.....	.....	.....	.....	11.28	.....	.....
2.83						
KINGSLAND.....	.....	.....	.....	$ 11.24	.....	.....
0.58						
LYNDHURST.....	.....	.....	.....	$ 11.22	.....	.....
1.10						
DELAWANNA.....	.....	.....	.....	f 11.19	.....	Deadhead equipment
1.26						
PASSAIC.....	.....	.....	.....	$ 11.16	.....	
1.63						
ATHENIA.....	.....	.....	.....	$ 11.13	.....	
1.40						
PATERSON JCT.....	.....	.....	.....	11.10	.....	
1.45						
PATERSON.....	.....	.....	.....	$ 11.08	.....	
3.15						
LITTLE FALLS.....	.....	.....	.....	.....	.....	
2.34						
MOUNTAIN VIEW.....	.....	.....	.....	$ 11.00	.....	
0.56						
MT. VIEW TOWER....	.....	.....	.....	10.58	.....	
1.78						
LINCOLN PARK.....	.....	.....	.....	$ 10.55	.....	.....
2.25						
TOWACO.....	.....	.....	.....	$ 10.51	.....	.....
2.62						
MONTVILLE.....	.....	.....	.....	.....	.....	.....
1.48						
BOONTON.....	.....	.....	.....	$ 10.45	.....	.....
1.95						
MOUNTAIN LAKES....	.....	.....	.....	$ 10.41	.....	.....
2.75						
DENVILLE.....	$ 8.46	9.43	$ 9.46	$ 10.37	$ 10.46	.....
4.19						
DOVER.....	8.40	$ 9.37	9.40	$ 10.30	10.40	$ 11.30
1.96						
WHARTON.....	.....	.....	.....	f 10.24	.....	.....
1.19						
CHESTER JUNCTION..	.....	9.31	.....	10.21	.....	11.24
4.21						
LAKE HOPATCONG....	.....	.....	.....	$ 10.17	.....	.....
0.26						{ 11.19 / 11.10
PORT MORRIS JCT....	.....	9.27	.....	10.15	.....	
11.87						
GREENDELL.....	.....	9.15	.....	.....	.....	.....
3.08						
JOHNSONBURG.....	.....	.....	.....	.....	.....	.....
4.10						
BLAIRSTOWN.....	.....	$ 9.08	.....	.....	.....	.....
1.06						
PORT MORRIS.....	.....	.....	.....	10.13	.....	11.07
0.83						
SUSSEX BRANCH JCT.	.....	.....	.....	10.11	.....	11.05
0.62						
NETCONG.....	.....	.....	.....	.....	.....	11.03
3.20						
WATERLOO.....	.....	.....	.....	.....	.....	.....
5.58						
HACKETTSTOWN.....	.....	.....	.....	.....	.....	.....
6.35						
PORT MURRAY.....	.....	.....	.....	.....	.....	.....
3.44						
WASHINGTON.....	.....	.....	.....	.....	.....	.....
4.39						
OXFORD FURNACE....	.....	.....	.....	See Local Instruction 130	.....	See Local Instruction 101
6.53						
MANUNKA CHUNK....	.....	.....	.....		.....	
2.34						
DELAWARE.....	.....	.....	.....		.....	
2.75						
PORTLAND.....	.....	.....	.....		.....	
9.48						
SLATEFORD JCT.....	.....	8.58	.....	.....	.....	.....
2.94						
DEL. WATER GAP.....	.....	.....	.....	.....	.....	.....
4.35						
STROUDSBURG.....Lv	.....	8.47	.....	.....	.....	.....
	AM	AM	AM	AM	AM	AM
	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sun. only
	916	26	918	1112	920	X116

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

SATURDAY AND SUNDAY TRAINS.

EASTWARD — First Class.

922	924	2	926	1116	4	928		
Dover	Dover	Buffalo	Dover	Dover	Buffalo	Dover		
Sat. & Sun.	Sat.& Sun.	Sat. only	Sat. & Sun.	Sat. & Sun.	Sun. only	Sat. & Sun.		
AM	PM	PM	PM	PM	PM	PM		
.....	.....	.....	.....	$ 2.55	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	$ 2.45	.....	.....	.....	.....
.....	.....	.....	.....	2.43	.....	.....	.....	.....
.....	.....	.....	.....	$ 2.39	.....	.....	.....	.....
.....	.....	.....	.....	$ 2.37	.....	.....	.....	.....
.....	.....	.....	.....	$ 2.34	.....	.....	.....	.....
.....	.....	.....	.....	$ 2.31	.....	.....	.....	.....
.....	.....	.....	.....	f 2.28	.....	.....	.....	.....
.....	.....	.....	.....	2.25	.....	.....	.....	.....
.....	.....	.....	.....	$ 2.23	.....	.....	.....	.....
.....	.....	.....	.....	f 2.18	.....	.....	.....	.....
.....	.....	.....	.....	$ 2.15	.....	.....	.....	.....
.....	.....	.....	.....	2.13	.....	.....	.....	.....
.....	.....	.....	.....	$ 2.10	.....	.....	.....	.....
.....	.....	.....	.....	$ 2.06	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	$ 2.00	.....	.....	.....	.....
.....	.....	.....	.....	$ 1.56	.....	.....	.....	.....
$ 11.46	$ 12.46	1.44	$ 1.46	$ 1.52	2.44	$ 2.46	.....	.....
11.40	12.40	$ 1.37	1.40	1.45	$ 2.37	2.40	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	1.31	.....	.....	2.31	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	1.27	.....	.....	2.27	.....	.....	.....
.....	.....	1.16	.....	.....	2.16	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	$ 1.09	.....	.....	$ 2.09	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	See Notes Page 101	.....	.....	See Notes Page 101	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	12.58	.....	.....	1.58	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	12.47	.....	.....	1.47	.....	.....	.....
AM	PM	PM	PM	PM	PM	PM		
Sat. & Sun.	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. & Sun.	Sun. only	Sat. & Sun.		
922	924	2	926	1116	4	928		

STROUDSBURG TO

EASTWARD. First Class.

STATIONS	930	1118	932	6	1120	X92
	Dover	Dover	Dover	Buffalo	Branch-ville	Dover
	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. & Sun.	Sat. only	Sat. only
	PM	PM	PM	PM	PM	PM
HOBOKEN.....Ar	.....	$ 5.24	.....	.....	.....	.....
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
1.78						
SECAUCUS.....	.....	f 5.15	.....	.....	.....	.....
1.10						
WEST SECAUCUS.....	.....	5.13	.....	.....	.....	.....
2.83						
KINGSLAND.....	.....	$ 5.09	.....	.....	.....	.....
0.58						
LYNDHURST.....	.....	$ 5.07	.....	.....	.....	.....
1.10						
DELAWANNA.....	.....	f 5.04	.....	.....	.....	.....
1.26						
PASSAIC.....	.....	$ 5.01	.....	.....	.....	.....
1.63						
ATHENIA.....	.....	f 4.58	.....	.....	.....	.....
1.40						
PATERSON JCT.....	.....	4.55	.....	.....	.....	.....
1.45						
PATERSON.....	.....	$ 4.53	.....	.....	.....	.....
3.15						
LITTLE FALLS.....	.....	f 4.48	.....	.....	.....	.....
2.34						
MOUNTAIN VIEW....	.....	$ 4.45	.....	.....	.....	.....
0.56						
MT. VIEW TOWER...	.....	4.43	.....	.....	.....	.....
1.78						
LINCOLN PARK...	.....	$ 4.40	.....	.....	.....	.....
2.25						
TOWACO.....	.....	$ 4.36	.....	.....	.....	.....
2.62						
MONTVILLE.....	.....	f 4.32	.....	.....	.....	.....
1.48						
BOONTON.....	.....	$ 4.29	.....	.....	.....	.....
1.95						
MOUNTAIN LAKES...	.....	$ 4.25	.....	.....	.....	.....
2.75						
DENVILLE.....	$ 3.46	$ 4.21	$ 4.46	5.34	.....	5.38
4.19						
DOVER.....	3.40	4.14	4.40	$ 5.27	$ 5.31	5.32
1.96						
WHARTON.....	.....	.....	.....	.....	f 5.27	.....
1.19						
CHESTER JUNCTION	.....	.....	.....	5.21	5.24	.....
4.21						
LAKE HOPATCONG...	.....	.....	.....	.....	$ 5.20	.....
0.26						
PORT MORRIS JCT...	.....	.....	.....	5.17	5.18	.....
11.87						
GREENDELL.....	.....	.....	.....	5.05	.....	.....
3.08						
JOHNSONBURG.....	.....	.....	.....	.....	.....	.....
4.10						
BLAIRSTOWN.....	.....	.....	.....	$ 4.57	.....	.....
1.06						
PORT MORRIS.....	.....	.....	.....	.....	5.15	No passengers
0.83						
SUSSEX BRANCH JCT.	.....	.....	.....	.....	5.13	
0.62						
NETCONG.....	.....	.....	.....	.....	.....	
3.20						
WATERLOO.....	.....	.....	.....	.....	.....	
5.58						
HACKETTSTOWN.....	.....	.....	.....	.....	.....	
6.35						
PORT MURRAY.....	.....	.....	.....	.....	.....	
3.44						
WASHINGTON.....	.....	.....	.....	.....	.....	
4.39						
OXFORD FURNACE...	.....	.....	.....	.....	See Local Instruction 130	.....
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. only	Sat. & Sun.	Sat. & Sun.	Sat. only	Sat. only
	930	1118	932	6	1120	X92

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

SATURDAY AND SUNDAY TRAINS

EASTWARD First Class.

1124	934	X94	936	1126	938	X118	940	
Branch-ville	Dover	Dover	Dover	Dover	Dover	Netcong	Dover	
Sun. only	Sat. & Sun.	Sun. only	Sat. & Sun.	Sun. only	Sat. & Sun.	Sun. only	Sat. & Sun.	
PM	PM	PM	PM	PM	PM	PM	PM	
$ 6.45	.....	.....	.....	$ 8.24	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
f 6.36	.....	.....	.....	f 8.14	.....	.....	.....	.....
6.34	.....	.....	.....	8.12	.....	.....	.....	.....
$ 6.30	.....	.....	.....	$ 8.08	.....	.....	.....	.....
$ 6.28	.....	.....	.....	$ 8.06	.....	.....	.....	.....
f 6.25	.....	.....	.....	f 8.03	.....	.....	.....	.....
$ 6.22	.....	.....	.....	$ 8.00	.....	.....	.....	.....
f 6.19	.....	.....	.....	f 7.57	.....	.....	.....	.....
6.16	.....	.....	.....	7.54	.....	.....	.....	.....
$ 6.14	.....	.....	.....	$ 7.52	.....	.....	.....	.....
f 6.09	.....	.....	.....	.....	.....	.....	.....	.....
$ 6.06	.....	.....	.....	$ 7.44	.....	.....	.....	.....
6.04	.....	.....	.....	7.42	.....	.....	.....	.....
$ 6.01	.....	.....	.....	$ 7.39	.....		.....	.....
$ 5.57	.....	.....	.....	$ 7.35	.....		.....	.....
f 5.53	.....	.....	.....	.....	.....	Deadhead Equipment.	.....	.....
$ 5.50	.....	.....	.....	$ 7.29	.....		.....	.....
$ 5.46	.....	.....	.....	$ 7.25	.....		.....	.....
$ 5.42	$ 5.46	6.02	$ 6.46	$ 7.21	$ 7.46		$ 8.46	.....
$ 5.35	5.40	5.55	6.40	7.14	7.40	$ 8.31	8.40	.....
f 5.27	.....	.....	.....	.....	.....	.....	.....	.....
5.24	.....	.....	.....	.....	.....	8.21	.....	.....
$ 5.20	.....	.....	.....	.....	.....	.....	.....	.....
5.18	.....	.....	.....	.....	.....	8.08	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
5.15	.....	.....	.....	.....	.....	8.05	.....	.....
5.13	.....	.....	.....	.....	.....	8.02	.....	.....
.....	.....	.....	.....	.....	.....	8.00	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	No passengers	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
See Local Instruction 130	.....	.....	.....	.....	.....	See Local Instruction 101	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
PM	PM	PM	PM	PM	PM	PM	PM	
Sun. only	Sat. & Sun.	Sun. only	Sat. & Sun.	Sun. only	Sat. & Sun.	Sun. only	Sat. & Sun.	
1124	934	X94	936	1126	938	X118	940	

STROUDSBURG TO

EASTWARD. First Class.

STATIONS	44	46	944	X120	946	948
	Bing-hamton	Bing-hamton	Dover	Netcong	Dover	Dover
	Sat. only	Sun. only	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. only
	PM	PM	PM	PM	PM	PM
HOBOKEN.....Ar	.....	.....	.....	.....	.....	.....
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
1.78						
SECAUCUS.....	.....	.....	.....	.....	.....	.....
1.10						
WEST SECAUCUS.....	.....	.....	.....	.....	.....	.....
2.83						
KINGSLAND.....	.....	.....	.....	.....	.....	.....
0.58						
LYNDHURST.....	.....	.....	.....	.....	.....	.....
1.10						
DELAWANNA.....	.....	.....	.....	.....	.....	.....
1.26						
PASSAIC.....	.....	.....	.....	.....	.....	.....
1.63						
ATHENIA.....	.....	.....	.....	.....	.....	.....
1.40						
PATERSON JCT.....	.....	.....	.....	.....	.....	.....
1.45						
PATERSON.....	.....	.....	.....	.....	.....	.....
3.15						
LITTLE FALLS.....	.....	.....	.....	.....	.....	.....
2.34						
MOUNTAIN VIEW.....	.....	.....	.....	.....	.....	.....
0.56						
MT. VIEW TOWER.....	.....	.....	.....	.....	.....	.....
1.78						
LINCOLN PARK.....	.....	.....	.....	Deadhead Equipment.	.....	.....
2.25						
TOWACO.....	.....	.....	.....		.....	.....
2.62						
MONTVILLE.....	.....	.....	.....		.....	.....
1.48						
BOONTON.....	.....	.....	.....		.....	.....
1.95						
MOUNTAIN LAKES...	.....	.....	.....		.....	.....
2.75						
DENVILLE.....	9.23	9.23	s 9.46		s 10.46	s 11.46
4.19						
DOVER.....	ss 9.17	s 9.17	9.40	s 9.53	10.40	11.40
1.96						
WHARTON.....	.....	.....	.....	.....	.....	.....
1.19						
CHESTER JUNCTION.	9.10	9.10	.....	9.43	.....	.....
4.21						
LAKE HOPATCONG...	.....	.....	.....	.....	.....	.....
0.26						
PORT MORRIS JCT...	9.06	9.06	.....	9.30	.....	.....
11.87						
GREENDELL.....	8.54	8.55	.....	.....	.....	.....
3.08						
JOHNSONBURG.....	.....	.....	.....	.....	.....	.....
4.10						
BLAIRSTOWN.....	8.47	s 8.48	.....	.....	.....	.....
1.06						
PORT MORRIS.....	.....	.....	.....	9.27	.....	.....
0.83						
SUSSEX BRANCH JCT.	.....	.....	.....	9.24	.....	.....
0.62						
NETCONG.....	.....	.....	.....	9.22	.....	.....
3.20						
WATERLOO.....	.....	.....	.....	.....	.....	.....
5.58						
HACKETTSTOWN.....	.....	.....	.....	.....	.....	.....
6.35						
PORT MURRAY.....	.....	.....	.....	.....	.....	.....
3.44						
WASHINGTON.....	.....	.....	.....	.....	.....	.....
4.39						
OXFORD FURNACE...	See Notes Page 101	.....	.....	See Local Instruction 101	.....	.....
6.53						
MANUNKA CHUNK...		.....	.....		.....	.....
2.34						
DELAWARE.....		.....	.....		.....	.....
2.75						
PORTLAND.....		.....	.....		.....	.....
9.48						
SLATEFORD JCT.....	8.36	8.38	.....	.....	.....	.....
2.94						
DEL. WATER GAP....	.....	.....	.....	.....	.....	.....
4.35						
STROUDSBURG....Lv	8.25	8.27	.....	.....	.....	.....
	PM	PM	PM	PM	PM	PM
	Sat. only	Sun. only	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. only
	44	46	944	X120	946	948

HOBOKEN.

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

SATURDAY AND SUNDAY TRAINS.

EASTWARD First Class.

HOBOKEN TO STROUDSBURG (Via Boonton Line, Cut-off and Washington Line.) — SATURDAY AND SUNDAY TRAINS

WESTWARD. — First Class.

Car Capacity Siding in addition to Engine and Caboose	Distance from Hoboken	STATIONS	949	901	903	15	905	907	1103	1105	X111	909	47	911
			Dover	Dover	Dover	Buffalo	Dover	Dover	Branch-ville	Branch-ville	Netcong	Dover	Bing-hamton	Dover
			Sun. only	Sat. only	Sun. only	Sat. & Sun.	Sat. only	Sun. only	Sat. only	Sun. only	Sat. only	Sat. only	Sat. only	Sat. & Sun.
		Lv	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
.....	.....	HOBOKEN.....N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7.15	.....
		1.92												
.....	1.92	WEST END.....N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.78												
.....	3.70	SECAUCUS.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.10												
.....	4.80	WEST SECAUCUS.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7.25	.....
		2.83												
.....	7.63	KINGSLAND.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.58												
.....	8.21	LYNDHURST	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	$ 7.32	.....
		1.10												
.....	9.31	DELAWANNA	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.26												
.....	10.57	PASSAIC	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	$ 7.38	.....
		1.63												
.....	12.20	ATHENIA	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.40												
.....	13.60	PATERSON JCT.....D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7.43	.....
		1.45												
.....	15.05	PATERSON	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	$ 7.46	.....
		3.15												
.....	18.20	LITTLE FALLS	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.34												
.....	20.54	MOUNTAIN VIEW	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	$ 7.54	.....
		0.56												
.....	21.10	MT. VIEW TOWER...N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7.55	.....
		1.78												
.....	22.88	LINCOLN PARK	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	$ 7.59	.....
		2.25												
.....	25.13	TOWACO	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	$ 8.03	.....
		2.62												
.....	27.75	MONTVILLE.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.48												
.....	29.23	BOONTON.....D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	$ 8.18	.....
		1.95												
.....	31.18	MOUNTAIN LAKES....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	$ 8.23	.....
		2.75												
.....	33.93	DENVILLE.....N	$ 12.11	$ 1.17	$ 1.27	1.51	$ 2.14	$ 2.37	$ 5.54	$ 5.48		$ 7.54	8.28	$ 9.09
		4.19												
.....	38.12	DOVER.....N	$ 12.17	$ 1.28	$ 1.34	1.57	$ 2.21	$ 2.44	$ 6.16	$ 5.56	7.30	$ 8.00	$ 8.43	$ 9.15
		1.96												
.....	40.08	WHARTON	.....	.....	.....	.....	.....	.....	$ 6.22	$ 6.01	.....	.....	.....	.....
		1.19												
.....	41.27	CHESTER JUNCTION..	.....	.....	.....	2.01	.....	.....	6.24	6.03	7.35	.....	8.48	.....
		4.21												
.....	45.48	LAKE HOPATCONG ..	.....	.....	.....	.....	.....	.....	$ 6.33	$ 6.09	.....	.....	.....	.....
		0.26												
.....	45.74	PORT MORRIS JCT..N	.....	.....	.....	2.08	.....	.....	6.34	6.10	{ 7.47 / 7.55	.....	8.56	.....
		11.87												
.....	57.61	GREENDELL	.....	.....	.....	2.19	.....	.....	.....	.....	.....	.....	9.09	.....
		3.08												
.....	60.69	JOHNSONBURG	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	ss 9.15	.....
		4.10												
.....	64.79	BLAIRSTOWN.....D	.....	.....	.....	2.26	.....	.....	.....	.....	.....	.....	$ 9.23	.....
		1.06												
.....	46.54	PORT MORRIS	.....	.....	.....	.....	.....	.....	6.37	6.13	7.58	.....	.....	.....
		0.83												
.....	47.37	SUSSEX BRANCH JCT.	.....	.....	.....	.....	.....	.....	6.40	6.16	8.00	.....	.....	.....
		0.62												
.....	47.99	NETCONG.....D	.....	.....	.....	.....	.....	.....	.....	.....	$ 8.05	.....	.....	.....
		3.20												
.....	51.19	WATERLOO.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.58												
73	56.77	HACKETTSTOWN....D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.35												
.....	63.12	PORT MURRAY.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.44												
64	66.56	WASHINGTON.....D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.39												
.....	70.95	OXFORD FURNACE ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.53												
.....	77.48	MANUNKA CHUNK ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.34												
.....	79.82	DELAWARE.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.75												
124	82.57	PORTLAND.....D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		9.48												
102	74.27	SLATEFORD JCT.....	.....	.....	.....	2.36	.....	.....	.....	.....	.....	.....	9.33	.....
		2.94												
.....	77.21	DEL. WATER GAP....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.35												
.....	81.56	STROUDSBURG.....N	.....	.....	.....	$ 2.52	.....	.....	.....	.....	.....	.....	$ 10.02	.....
			AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
			Sun. only	Sat. only	Sun. only	Sat. & Sun.	Sat. only	Sun. only	Sat. only	Sun. only	Sat. only	Sat. only	Sat. only	Sat. & Sun.
			949	901	903	15	905	907	1103	1105	X111	909	47	911

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

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

Equipment for #1103

See Local Instruction 130

See Local Instruction 130

See Local Instruction 101

See Notes page 101

HOBOKEN TO

WESTWARD. First Class.

STATIONS	49	913	1109	915	3	917
	Bing-hamton	Dover	Netcong	Dover	Buffalo	Dover
	Sun. only	Sat. & Sun.	Sun. only	Sat. & Sun.	Sat. & Sun.	Sat. only
	AM	AM	AM	AM	AM	PM
HOBOKEN.....Lv	.....	.....	9.30	.....	.....	.....
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
1.78						
SECAUCUS.....	.....	.....	.....	.....	.....	.....
1.10						
WEST SECAUCUS.....	.....	.....	9.40	.....	.....	.....
2.83						
KINGSLAND.....	.....	.....	s 9.44	.....	.....	.....
0.58						
LYNDHURST.....	.....	.....	s 9.46	.....	.....	.....
1.10						
DELAWANNA.....	.....	.....	s 9.49	.....	.....	.....
1.26						
PASSAIC.....	.....	.....	s 9.52	.....	.....	.....
1.63						
ATHENIA.....	.....	.....	f 9.55	.....	.....	.....
1.40						
PATERSON JCT.....	.....	.....	9.58	.....	.....	.....
1.45						
PATERSON.....	.....	.....	s 10.01	.....	.....	.....
3.15						
LITTLE FALLS.....	.....	.....	f 10.05	.....	.....	.....
2.34						
MOUNTAIN VIEW.....	.....	.....	s 10.09	.....	.....	.....
0.56						
MT. VIEW TOWER....	.....	.....	10.10	.....	.....	.....
1.78						
LINCOLN PARK.....	.....	.....	s 10.13	.....	.....	.....
2.25						
TOWACO.....	.....	.....	s 10.17	.....	.....	.....
2.62						
MONTVILLE.....	.....	.....	f 10.21	.....	.....	.....
1.48						
BOONTON.....	.....	.....	s 10.24	.....	.....	.....
1.95						
MOUNTAIN LAKES....	.....	.....	s 10.27	.....	.....	.....
2.75						
DENVILLE.....	9.27	s 10.09	s 10.34	s 11.09	11.27	s 12.13
4.19						
DOVER.....	s 9.34	s 10.15	s 10.40	s 11.15	s 11.33	s 12.21
1.96						
WHARTON.....	.....	.....	f 10.44	.....	.....	.....
1.19						
CHESTER JUNCTION..	9.33	.....	10.46	.....	11.37	.....
4.21						
LAKE HOPATCONG....	.....	.....	s 10.52	.....	.....	.....
0.26						
PORT MORRIS JCT....	9.46	.....	10.53	.....	11.44	.....
11.87						
GREENDELL.....	9.57	.....	.....	.....	11.54	.....
3.08						
JOHNSONBURG.....	.....	.....	.....	.....	.....	.....
4.10						
BLAIRSTOWN.....	s 10.08	.....	.....	.....	s 12.02	.....
1.06						
PORT MORRIS.....	.....	.....	10.55	.....	.....	.....
0.83						
SUSSEX BRANCH JCT.	.....	.....	10.56	.....	.....	.....
0.62						
NETCONG.....	.....	.....	s 10.58	.....	.....	.....
3.20						
WATERLOO.....	.....	.....	.....	.....	.....	.....
5.58						
HACKETTSTOWN.....	.....	.....	.....	.....	.....	.....
6.35						
PORT MURRAY.....	.....	.....	.....	.....	.....	.....
3.44						
WASHINGTON.....	.....	.....	.....	.....	.....	.....
4.39						
OXFORD FURNACE....	.....	.....	See Local Instruction 101	.....	.....	.....
6.53						
MANUNKA CHUNK....	.....	.....		.....	.....	.....
2.34						
DELAWARE.....	.....	.....		.....	.....	.....
2.75						
PORTLAND.....	.....	.....		.....	.....	.....
9.48						
SLATEFORD JCT.....	10.18	.....	.....	.....	12.12	.....
2.94						
DEL. WATER GAP....	.....	.....	.....	.....	.....	.....
4.35						
STROUDSBURG.....	s 10.35	.....	.....	.....	s 12.26	.....
	AM	AM	AM	AM	PM	PM
	Sun. only	Sat. & Sun.	Sun. only	Sat. & Sun.	Sat. & Sun.	Sat. only
	49	913	1109	915	3	917

STROUDSBURG (Via Boonton Line, Cut-off and Washington Line.) SATURDAY AND SUNDAY TRAINS.

WESTWARD. First Class.

919	1111	921	1113	923	925	1117	927	
Dover	Branch-ville	Dover	Branch-ville	Dover	Dover	Dover	Dover	
Sun. only	Sun. only	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. only	Sat. only	Sat. & Sun.	
PM	AM	PM	PM	PM	PM	PM	PM	
.....	11.30	.....	12.30	.....	.....	2.00	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	11.40	.....	12.41	.....	.....	2.11	.....	.....
.....	s 11.44	.....	s 12.45	.....	.....	s 2.15	.....	.....
.....	s 11.46	.....	s 12.48	.....	.....	s 2.17	.....	.....
.....	f 11.49	.....	s 12.51	.....	.....	s 2.20	.....	.....
.....	s 11.52	.....	s 12.54	.....	.....	s 2.22	.....	.....
.....	f 11.55	.....	f 12.57	.....	.....	f 2.25	.....	.....
.....	11.58	.....	1.00	.....	.....	2.28	.....	.....
.....	s 12.01	.....	s 1.05	.....	.....	s 2 31	.....	.....
.....	f 12.05	.....	f 1.09	.....	.....	f 2.35	.....	.....
.....	s 12.09	.....	s 1.13	.....	.....	s 2.39	.....	.....
.....	12.10	.....	1.14	.....	.....	2.40	.....	.....
.....	s 12.13	.....	s 1.17	.....	.....	s 2.43	.....	.....
.....	s 12.17	.....	s 1.21	.....	.....	s 2.47	.....	.....
.....	f 12.21	.....	f 1.25	.....	.....	f 2.51	.....	.....
.....	s 12.24	.....	s 1.31	.....	.....	s 2.54	.....	.....
.....	s 12.27	.....	s 1.35	.....	.....	s 2.57	.....	.....
s 12.09	s 12.34	s 1.09	s 1.43	s 2.09	s 2.39	s 3.04	s 3.09	.....
s 12.15	s 12.40	s 1.15	s 1.50	s 2.15	s 2.45	s 3.10	s 3.15	.....
.....	f 12.44	.....	s 1.55	.....	.....	.....	.....	.....
.....	12.46	.....	1.57	.....	.....	.....	.....	.....
.....	s 12.52	.....	s 2.04	.....	.....	.....	.....	.....
.....	12.53	.....	2.05	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	12.55	.....	2.08	.....	.....	.....	.....	.....
.....	12.57	.....	2.10	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	See Local Instruction 130	.....	.....	See Local Instruction 130	.....	.....
.....	.....	.....		.....	.....		.....	.....
.....	.....	.....		.....	.....		.....	.....
.....	.....	.....		.....	.....		.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
PM	PM	PM	PM	PM	PM	PM	PM	
Sun. only	Sun. only	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. only	Sat. only	Sat. & Sun.	
919	1111	921	1113	923	925	1117	927	

HOBOKEN TO

WESTWARD. First Class.

STATIONS	929	1119	931	1121	933	25
	Dover	Dover	Dover	Wash-ington	Dover	Buffalo
	Sat. & Sun.	Sun. only	Sat. & Sun.	Sat. only	Sat. only	Sat. only
	PM	PM	PM	PM	PM	PM
HOBOKEN.....Lv	.....	4.00	.....	4.30	.....	.....
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
1.78						
SECAUCUS.....	.....	s 4.09	.....	s 4.39	.....	.....
1.10						
WEST SECAUCUS.....	.....	4.11	.....	4.41	.....	.....
2.83						
KINGSLAND.....	.....	s 4.15	.....	s 4.45	.....	.....
0.58						
LYNDHURST.....	.....	s 4.17	.....	s 4.47	.....	.....
1.10						
DELAWANNA.....	.....	s 4.20	.....	f 4.50	.....	.....
1.26						
PASSAIC.....	.....	s 4.22	.....	s 4.52	.....	.....
1.63						
ATHENIA.....	.....	f 4.25	.....	f 4.55	.....	.....
1.40						
PATERSON JCT.....	.....	4.28	.....	4.58	.....	.....
1.45						
PATERSON.....	.....	s 4.31	.....	s 5.01	.....	.....
3.15						
LITTLE FALLS.....	.....	f 4.35	.....	f 5.05	.....	.....
2.84						
MOUNTAIN VIEW.....	.....	s 4.39	.....	s 5.09	.....	.....
0.56						
MT. VIEW TOWER.....	.....	4.40	.....	5.10	.....	.....
1.78						
LINCOLN PARK.....	.....	s 4.43	.....	s 5.13	.....	.....
2.25						
TOWACO.....	.....	s 4.47	.....	s 5.17	.....	.....
2.62						
MONTVILLE.....	.....	f 4.51	.....	f 5.21	.....	.....
1.48						
BOONTON.....	.....	s 4.54	.....	s 5.24	.....	.....
1.95						
MOUNTAIN LAKES....	.....	s 4.57	.....	s 5.27	.....	.....
2.75						
DENVILLE.....	s 4.09	s 5.04	s 5.13	s 5.34	s 5.37	5.45
4.19						
DOVER.....	s 4.15	s 5.10	s 5.20	s 5.40	s 5.45	s 5.52
1.96						
WHARTON.....	.....	.....	.....	f 5.43	.....	.....
1.19						
CHESTER JUNCTION..	.....	.....	.....	5.45	.....	5.56
4.21						
LAKE HOPATCONG....	.....	.....	.....	s 5.51	.....	.....
0.26						
PORT MORRIS JCT....	.....	See Local Instruction 130	.....	5.52	.....	6.03
11.87						
GREENDELL.....	.....		.....	.....	.....	6.13
3.08						
JOHNSONBURG.....	.....		.....	.....	.....	.....
4.10						
BLAIRSTOWN.....	.....		.....	.....	.....	s 6.21
1.06						
PORT MORRIS.....	.....	.....	.....	5.54	.....	.....
0.83						
SUSSEX BRANCH JCT.	.....	.....	.....	5.55	.....	.....
0.62						
NETCONG.....	.....	.....	.....	s 5.58	.....	.....
3.20						
WATERLOO.....	.....	.....	.....	f 6.03	.....	.....
5.58						
HACKETTSTOWN.....	.....	.....	.....	s 6.12	.....	.....
6.35						
PORT MURRAY.....	.....	.....	.....	f 6.20	.....	.....
3.44						
WASHINGTON.....	.....	.....	.....	s 6.27	.....	.....
4.39						
OXFORD FURNACE....	.....	.....	.....	See Local Instruction 130	.....	.....
6.58						
MANUNKA CHUNK....	.....	.....	.....		.....	.....
2.34						
DELAWARE.....	.....	.....	.....		.....	.....
2.75						
PORTLAND.....	.....	.....	.....		.....	.....
9.48						
SLATEFORD JCT.....	.....	.....	.....	.....	.....	6.30
2.94						
DEL. WATER GAP....	.....	.....	.....	.....	.....	.....
4.35						
STROUDSBURG.....	.....	.....	.....	.....	.....	s 6.54
	PM	PM	PM	PM	PM	PM
	Sat. & Sun.	Sun. only	Sat. & Sun.	Sat. only	Sat. only	Sat. only
	929	1119	931	1121	933	25

STROUDSBURG (Via Boonton Line, Cut-off and Washington Line.) SATURDAY AND SUNDAY TRAINS.

WESTWARD. First Class.

5	935	937	1125	939	1127	941	943	
Buffalo	Dover	Dover	Dover	Dover	Netcong	Dover	Dover	
Sun. only	Sat. & Sun.	Sat. only	Sat. only	Sat. & Sun.	Sun. only	Sat. & Sun.	Sat. & Sun.	
PM	PM	PM	PM	PM	PM	PM	PM	
.....	.....	.....	6.00	.....	6.30	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	s 6.09	.....	s 6.39	.....	.....	.....
.....	.....	.....	6.11	.....	6.41	.....	.....	.....
.....	.....	.....	s 6.15	.....	s 6.45	.....	.....	.....
.....	.....	.....	s 6.17	.....	s 6.47	.....	.....	.....
.....	.....	.....	s 6.20	.....	s 6.50	.....	.....	.....
.....	.....	.....	s 6.22	.....	s 6.52	.....	.....	.....
.....	.....	.....	f 6.25	.....	f 6.55	.....	.....	.....
.....	.....	.....	6.28	.....	6.58	.....	.....	.....
.....	.....	.....	s 6.31	.....	s 7.01	.....	.....	.....
.....	.....	.....	f 6.35	.....	f 7.05	.....	.....	.....
.....	.....	.....	s 6.39	.....	s 7.09	.....	.....	.....
.....	.....	.....	6.40	.....	7.10	.....	.....	.....
.....	.....	.....	s 6.43	.....	s 7.13	.....	.....	.....
.....	.....	.....	s 6.47	.....	s 7.17	.....	.....	.....
.....	.....	.....	f 6.51	.....	f 7.21	.....	.....	.....
.....	.....	.....	s 6.54	.....	s 7.24	.....	.....	.....
.....	.....	.....	s 6.57	.....	s 7.27	.....	.....	.....
5.45	s 6.09	s 6.39	s 7.04	s 7.09	s 7.34	s 8.09	s 8.54	.....
s 5.52	s 6.15	s 6.45	s 7.10	s 7.15	s 7.40	s 8.15	s 9.00	.....
.....	.....	.....	.....	.....	f 7.43	.....	.....	.....
5.56	.....	.....	.....	.....	7.45	.....	.....	.....
.....	.....	.....	.....	.....	s 7.51	.....	.....	.....
6.03	.....	.....	.....	.....	7.52	.....	.....	.....
6.18	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
s 6.21	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	7.55	.....	.....	.....
.....	.....	.....	.....	.....	7.56	.....	.....	.....
.....	.....	.....	.....	.....	s 7.58	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	See Local Instructions 101 and 130	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
6.30	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
s 6.42	.....	.....	.....	.....	.....	.....	.....	.....
PM	PM	PM	PM	PM	PM	PM	PM	
Sun. only	Sat. & Sun.	Sat. only	Sat. only	Sat. & Sun.	Sun. only	Sat. & Sun.	Sat. & Sun.	
5	935	937	1125	939	1127	941	943	

HOBOKEN TO

WESTWARD. First Class.

STATIONS	1129	7	945	1133	947	9
	Netcong	Buffalo	Dover	Dover	Dover	Psgr.Mail & Express
	Sat. only	Sat. & Sun.	Sat. & Sun.	Sun. only	Sat. & Sun.	Sat. only
	PM	PM	PM	PM	PM	PM
HOBOKEN.....Lv	7.52	.....	.....	9.30	.....	.....
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
1.78						
SECAUCUS.....	s 8.01	.....	.....	f 9.39	.....	.....
1.10						
WEST SECAUCUS.....	8.03	.....	.....	9.41	.....	.....
2.83						
KINGSLAND.....	s 8.07	.....	.....	s 9.45	.....	.....
0.58						
LYNDHURST.....	s 8.09	.....	.....	s 9.47	.....	.....
1.10						
DELAWANNA.....	s 8.12	.....	.....	f 9.50	.....	.....
1.26						
PASSAIC.....	s 8.14	.....	.....	f 9.52	.....	.....
1.68						
ATHENIA.....	f 8.17	.....	.....	f 9.55	.....	.....
1.40						
PATERSON JCT.....	8.20	.....	.....	9.58	.....	.....
1.45						
PATERSON.....	s 8.23	.....	.....	s 10.01	.....	.....
3.15						
LITTLE FALLS.....	.....	.....	.....	.....	.....	.....
2.34						
MOUNTAIN VIEW.....	s 8.31	.....	.....	f 10.09	.....	.....
0.56						
MT. VIEW TOWER....	8.32	.....	.....	10.10	.....	.....
1.78						
LINCOLN PARK.....	s 8.35	.....	.....	f 10.13	.....	.....
2.25						
TOWACO.....	s 8.39	.....	.....	f 10.17	.....	.....
2.62						
MONTVILLE.....	f 8.43	.....	.....	f 10.21	.....	.....
1.48						
BOONTON.....	s 8.46	.....	.....	s 10.24	.....	.....
1.95						
MOUNTAIN LAKES....	s 8.49	.....	.....	f 10.27	.....	.....
2.75						
DENVILLE.....	s 8.56	9.08	s 10.11	s 10.34	s 11.11	11.14
4.19						
DOVER.....	s 9.02	s 9.15	s 10.17	s 10.40	s 11.17	11.20
1.96						
WHARTON.....	.....	.....	.....	.....	.....	.....
1.19						
CHESTER JUNCTION..	9.07	9.19	.....	.....	.....	11.25
4.21						
LAKE HOPATCONG....	s 9.13	.....	.....	.....	.....	.....
0.26						
PORT MORRIS JCT....	9.14	9.26	.....	.....	.....	11.32
11.87						
GREENDELL.....	.....	9.36	.....	.....	.....	11.43
3.08						
JOHNSONBURG.....	.....	.....	.....	.....	.....	.....
4.10						
BLAIRSTOWN.....	.....	s 9.44	.....	.....	.....	11.51
1.06						
PORT MORRIS.....	9.16	.....	.....	.....	.....	
0.83						
SUSSEX BRANCH JCT.	9.17	.....	.....	.....	.....	
0.62						
NETCONG.....	s 9.20	.....	.....	.....	.....	
3.20						
WATERLOO.....	.....	.....	.....	.....	.....	
5.58						
HACKETTSTOWN.....	.....	.....	.....	.....	.....	
6.35						
PORT MURRAY.....	.....	.....	.....	.....	.....	
3.44						
WASHINGTON.....	.....	.....	.....	.....	.....	
4.39						
OXFORD FURNACE....	See Local Instruction 101	.....	.....	.....	.....	
6.53						
MANUNKA CHUNK....		.....	.....	.....	.....	
2.34						
DELAWARE.....		.....	.....	.....	.....	
2.75						
PORTLAND.....		.....	.....	.....	.....	
9.48						
SLATEFORD JCT.....	.....	9.53	.....	.....	.....	12.01
2.94						
DEL. WATER GAP.....	.....	.....	.....	.....	.....	.....
4.35						
STROUDSBURG.....	.....	s 10.08	.....	.....	.....	s 12.20
	PM	PM	PM	PM	PM	AM
	Sat. only	Sat. & Sun.	Sat. & Sun.	Sun. only	Sat. & Sun.	Sun. only
	1129	7	945	1133	947	9

Handle coach passengers to Scranton only

STROUDSBURG (Via Boonton Line: Cut-off and Washington Line.) SATURDAY AND SUNDAY TRAINS.

WESTWARD. First Class.

1135
Dover
Sat. only
PM
11.30
.....
s 11.39
11.41
s 11.45
s 11.47
f 11.50
s 11.52
f 11.55
11.58
s 12.01
f 12.05
s 12.09
12.10
s 12.13
s 12.17
f 12.21
s 12.24
s 12.27
s 12.34
s 12.40
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
See Local Instruction 130
.....
.....
.....
.....
.....
.....
AM
Sun. only
1135

THINK

Keep your mind clear.

Which? Be Careful or Crippled.

Safety Always.

The best safety device is a careful man.

MORRISTOWN LINE,

EASTWARD. First Class.

Car Capacity Siding in addition to Engine and Caboose	Distance to Hoboken	STATIONS	192	194	646	X52
			Mo'clair	Mo'clair	Dover	Mo'stown
			Ex. Sa., Su. & Mon.	Ex. Sa., Su. & Mon.	Ex. Sa., Su. & Mon.	Ex. Sa., Su. & Mon.
		Ar	AM	AM	AM	AM
.....	.....	HOBOKEN.....N	s 12.27	s 12.56	s 1.11	s 1.15
		1.92				
.....	1.92	WEST END.....N	.....	.....	.....	.....
		5.21				
.....	7.13	HARRISON.....	s 12.16	.....	.....	.....
		0.66				
.....	7.79	NEWARK.....N	s 12.14	s 12.43	s 12.59	s 1.01
		1.23				
.....	9.02	ROSEVILLE AVENUE..N	s 12.11	s 12.40	s 12.56	.....
		0.66				
.....	9.68	AMPERE.....	s 12.09	s 12.38	.....	.....
		1.23				
.....	10.91	WATSESSING AVE.....	s 12.07	s 12.36	.....	.....
		0.70				
.....	11.61	BLOOMFIELD.....	s 12.05	s 12.34	.....	.....
		0.59				
.....	12.20	GLEN RIDGE.....	s 12.03	s 12.32	.....	.....
		0.92				
.....	13.12	MONTCLAIR.....D	12.01	12.30	.....	.....
		0.54				
.....	9.56	GROVE STREET.....	.....	.....	s 12.54	.....
		0.45				
.....	10.01	EAST ORANGE.....	.....	.....	s 12.53	.....
		0.59				
.....	10.60	BRICK CHURCH.....	.....	.....	s 12.51	.....
		0.86				
.....	11.46	ORANGE.....D	.....	.....	s 12.49	.....
		0.70				
.... ..	12.16	HIGHLAND AVENUE..	.....	.....	s 12.47	.....
		0.94				
.....	13.10	MOUNTAIN STATION..	.....	.....	s 12.45	.....
		0.75				
.....	13.85	SOUTH ORANGE.....D	.....	.....	s 12.43	.....
		1.30				
.....	15.15	MAPLEWOOD.....	.....	.....	s 12.40	.....
		1.61				
.....	16.76	MILLBURN.....D	.....	.....	s 12.37	.....
		1.08				
.....	17.84	SHORT HILLS.....	.....	.....	s 12.35	.....
		2.27				
.....	20.11	SUMMIT.....N	.....	.....	s 12.31	.....
		1.12				
48	21.23	WEST SUMMIT SIDING	.....	.....	.....	.....
		0.56				
.....	21.79	NEW PROVIDENCE....	.....	.....	.....	.....
		1.59				
17	23.38	MURRAY HILL.....D	.....	.....	.....	.....
		2.38				
7	25.76	BERKELEY HEIGHTS..	.....	.....	.....	.....
		1.38				
.....	27.14	GILLETTE.....	.....	.....	.....	.....
		1.36				
20	28.50	STIRLING.....D	.....	.....	.....	.....
		1.62				
.....	30.12	MILLINGTON.....D	.....	.....	.....	.....
		1.65				
20	31.77	LYONS.....	.....	.....	.....	.....
		1.87				
.....	33.64	BASKING RIDGE.....D	.....	.....	.....	.....
		1.16				
11	34.80	BERNARDSVILLE.....D	.....	.....	.....	.....
		2.65				
.....	37.45	MINE BROOK.....	.....	.....	.....	.....
		1.50				
10	38.95	FAR HILLS.....D	.....	.....	.....	.....
		2.39				
.....	41.34	PEAPACK.....	.....	.....	.....	.....
		0.92				
.....	42.26	GLADSTONE.....D	.....	.....	.....	.....
		3.42				
.....	38.53	CHATHAM.....	.....	.....	s 12.25	.....
		2.00				
.....	25.53	MADISON.....	.....	.....	s 12.21	.....
		2.16				
.....	27.69	CONVENT.....	.....	.....	f 12.18	.....
		2.10				
.....	29.79	MORRISTOWN.....D	.....	.....	s 12.15	12.30
		2.21				
.....	32.00	MORRIS PLAINS.....	.....	.....	s 12.11	.....
		3.71				
.....	35.71	MOUNT TABOR.....	.....	.....	f 12.06	.....
		0.59 N				
.....	36.30	DENVILLE.....Lv	.....	.....	s 12.04	.....
		Roseville Ave. and Newark.	2	2	2 2 2	2 2 2
		Orange and Roseville Ave.	.....	.....		
		Millburn and Orange.....	.....	.....		
			AM	AM	AM	AM
			Ex. Sa., Su. & Mon.	Ex. Sa., Su. & Mon.	Ex. Sa., Su & Mon.	Ex. Sa., Su. & Mon.
			192	194	646	X52

MONTCLAIR AND GLADSTONE BRANCHES. WEEK-DAY TRAINS.

EASTWARD First Class

102	530	104	300	106	500	10	400	600
Mo'clair	M' Plains	Mo'clair	Summit	Mo'clair	M' Plains	Buffalo	Gl'stone	Dover
Ex.Sa.&Su.	Ex. Sa., Su. & Mon.	Ex.Sa.&Su.	Ex. Sa., Su. & Mon.	Ex. Sa., Su. & Mon.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
AM	AM	AM	AM	AM	AM	AM	AM	AM
s 1.27	s 1.41	s 1.56	s 2.36	s 3.06	s 4.13	s 5.30	.....	s 6.21
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	s 6.10
s 1.14	s 1.28	s 1.43	s 2.20	s 2.53	s 4.00	5.10	.....	s 6.08
s 1.11	f 1.25	s 1.40	f 2.15	s 2.50	f 3.57	5.07	.....	s 6.05
s 1.09	.....	s 1.38	.....	s 2.48	.....	.....	.....	.....
s 1.07	.....	s 1.36	.....	s 2.46	.....	.....	.....	.....
s 1.05	.....	s 1.34	.....	s 2.44	.....	.....	.....	.....
s 1.03	.....	s 1.32	.....	s 2.42	.....	.....	.....	.....
1.01	.....	1.30	.....	2.40	.....	.....	.....	.....
.....	s 1.23	.....	s 2.13	.....	f 3.55	.....	.....	s 6.03
.....	s 1.22	.....	s 2.12	.....	s 3.54	.....	.....	s 6.02
.....	s 1.20	.....	s 2.10	.....	s 3.52	.....	.....	s 6.00
.....	s 1.18	.....	s 2.08	.....	s 3.50	5.04	.....	s 5.58
.....	s 1.16	.....	s 2.06	.....	f 3.48	.....	.....	s 5.56
.....	s 1.14	.....	s 2.04	.....	f 3.46	.....	.....	s 5.54
.....	s 1.12	.....	s 2.02	.....	s 3.44	5.01	.....	s 5.52
.....	s 1.09	.....	s 1.59	.....	f 3.41	.....	.....	s 5.49
.....	s 1.06	.....	s 1.56	.....	s 3.38	4.58	.....	s 5.46
.....	s 1.04	.....	s 1.54	.....	.....	.....	.....	s 5.44
.....	s 1.00	.....	1.50	.....	s 3.33	4.53	s 5.30	s 5.40
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	f 5.27	.....
.....	.....	.....	.....	.....	.....	.....	f 5.24	.....
.....	.....	.....	.....	.....	.....	.....	f 5.21	.....
.....	.....	.....	.....	.....	.....	.....	f 5.18	.....
.....	.....	.....	.....	.....	.....	.....	f 5.16	.....
.....	.....	.....	.....	.....	.....	.....	f 5.13	.....
.....	.....	.....	.....	.....	.....	.....	f 5.10	.....
.....	.....	.....	.....	.....	.....	.....	s 5.07	.....
.....	.....	.....	.....	.....	.....	.....	s 5.05	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	s 4.57	.....
.....	.....	.....	.....	.....	.....	.....	f 4.54	.....
.....	.....	.....	.....	.....	.....	.....	4.52	.....
.....	s 12.54	.....	.....	.....	f 3.29	.....		s 5.34
.....	s 12.50	.....	.....	.....	f 3.26	.....		s 5.30
.....	f 12.47	.....	.....	.....	.....	.....		s 5.26
.....	s 12.44	.....	.....	.....	s 3.21	4.41		s 5.23
.....	12.40	.....	.....	.....	3.18	.....		s 5.19
.....	.....	.....	.....	.....	.....	.....		s 5.14
.....	.....	.....	.....	.....	.....	4.33		s 6.12
2	2 2 2	2	2 2 2	2	2 2 2	2 2 2		2 2 2
.....	.....	.....	.....	.....	.....	.....		.....
.....	.....	.....	.....	.....	.....	.....		.....
AM	AM	AM	AM	AM	AM	AM	AM	AM
Ex.Sa.&Su.	Ex. Sa., Su. & Mon.	Ex.Sa.&Su.	Ex. Sa., Su. & Mon.	Ex. Sa., Su. & Mon.	Ex.Sa.&Su.	ExSa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
102	530	104	300	106	500	10	400	600

See Local Instruction 101

MORRISTOWN LINE, MONTCLAIR AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

EASTWARD. First Class.

STATIONS	108 Montclair	200 South Orange	502 Morristown	110 Montclair	8 Buffalo	402 Gladstone	602 Dover	202 South Orange	112 Montclair	504 Morristown	404 Gladstone	114 Montclair	204 Orange	604 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.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	AM	AM	AM	AM	AM	AM
HOBOKEN.....Ar	$ 6.24	$ 6.40	$ 7.05	$ 7.12	$ 7.30	.....	$ 7.36	$ 7.42	$ 7.49	$ 7.55	$ 7.57	$ 8.02	$ 8.03	$ 8.04
1.92														
WEST END.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.21														
HARRISON.....	$ 6.12	$ 6.29	$ 6.52	$ 7.00	.....	.....	$ 7.24	$ 7.30	$ 7.36	$ 7.43	$ 7.45	.....	.....	.....
0.66														
NEWARK.....	$ 6.10	$ 6.27	$ 6.50	$ 6.58	$ 7.16	.....	$ 7.22	$ 7.28	$ 7.34	$ 7.41	$ 7.43	$ 7.48	.....	$ 7.50
1.23														
ROSEVILLE AVENUE..	$ 6.07	$ 6.24	6.48	$ 6.55	7.10	.....	7.19	$ 7.25	$ 7.31	7.38	7.41	$ 7.46	7.49	7.48
0.66														
AMPERE.....	$ 6.05	.....	.....	$ 6.53	.....	.....	.....	.....	$ 7.29	.....	.....	$ 7.44	.....	.....
1.23														
WATSESSING AVE....	$ 6.03	.....	.....	$ 6.51	.....	.....	.....	.....	$ 7.26	.....	.....	$ 7.41	.....	.....
0.70														
BLOOMFIELD.....	$ 6.01	.....	.....	$ 6.49	.....	.....	.....	.....	$ 7.24	.....	.....	$ 7.39	.....	.....
0.59														
GLEN RIDGE.....	$ 5.59	.....	.....	$ 6.47	.....	.....	.....	.....	$ 7.22	.....	.....	$ 7.37	.....	.....
0.92														
MONTCLAIR.....	5.57	.....	.....	6.45	.....	.....	.....	.....	7.20	.....	.....	7.35	.....	.....
0.54														
GROVE STREET.....	.....	$ 6.22	$ 6.47	.....	.....	.....	.....	$ 7.23	.....	.....	.....	.....	$ 7.48	.....
0.45														
EAST ORANGE.....	.....	$ 6.20	$ 6.46	.....	.....	.....	$ 7.17	$ 7.21	.....	.....	.....	.....	$ 7.46	.....
0.59														
BRICK CHURCH.....	.....	$ 6.18	$ 6.44	.....	$ 7.07	.....	$ 7.15	$ 7.19	.....	.....	.....	.....	$ 7.44	.....
0.86														
ORANGE.....	.....	$ 6.16	$ 6.42	.....	.....	.....	$ 7.13	$ 7.17	.....	7.35	7.38	.....	$ 7.42 / 7.30	7.45
0.70														
HIGHLAND AVENUE...	.....	$ 6.14	$ 6.40	.....	.....	.....	.....	$ 7.15	.....	$ 7.34	$ 7.37	.....	.....	.....
0.94														
MOUNTAIN STATION.	.....	$ 6.12	$ 6.38	.....	.....	.....	.....	$ 7.13	.....	.....	$ 7.35	.....	.....	.....
0.75														
SOUTH ORANGE.....	.....	6.10	$ 6.36	.....	7.00	.....	$ 7.09	7.11	.....	$ 7.31	7.33	.....	7.25	7.42
1.30														
MAPLEWOOD.....	.....	.....	$ 6.34	.....	.....	.....	$ 7.07	.....	.....	$ 7.28	.....	.....	.....	.....
1.61														
MILLBURN.....	.....	.....	$ 6.31	.....	6.55	.....	$ 7.04	.....	.....	$ 7.25	7.30	.....	.....	7.38
1.08														
SHORT HILLS.....	.....	.....	$ 6.29	.....	.....	.....	$ 7.02	.....	.....	$ 7.23	.....	.....	.....	.....
2.27														
SUMMIT.....	.....	.....	$ 6.25	.....	$ 6.49	$ 6.55	$ 6.58	.....	.....	$ 7.19	$ 7.26	.....	.....	7.34
1.12														
WEST SUMMIT SIDING	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
0.56														
NEW PROVIDENCE....	.....	.....	.....	.....	.....	$ 6.52	.....	.....	.....	.....	$ 7.22	.....	.....	.....
1.59														
MURRAY HILL.....	.....	.....	.....	.....	.....	$ 6.49	.....	.....	.....	.....	$ 7.19	.....	.....	.....
2.38														
BERKELEY HEIGHTS.	.....	.....	.....	.....	.....	$ 6.45	.....	.....	.....	.....	$ 7.15	.....	.....	.....
1.38														
GILLETTE.....	.....	.....	.....	.....	.....	$ 6.42	.....	.....	.....	.....	$ 7.12	.....	.....	.....
1.36														
STIRLING.....	.....	.....	.....	.....	.....	$ 6.40	.....	.....	.....	.....	$ 7.10	.....	.....	.....
1.62														
MILLINGTON.....	.....	.....	.....	.....	.....	$ 6.37	.....	.....	.....	.....	$ 7.07	.....	.....	.....
1.65														
LYONS.....	.....	.....	.....	.....	.....	$ 6.34	.....	.....	.....	.....	$ 7.04	.....	.....	.....
1.37														
BASKING RIDGE.....	.....	.....	.....	.....	.....	$ 6.31	.....	.....	.....	.....	$ 7.01	.....	.....	.....
1.16														
BERNARDSVILLE.....	.....	.....	.....	.....	.....	$ 6.29	.....	.....	.....	.....	$ 6.59	.....	.....	.....
2.65														
MINE BROOK.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.50														
FAR HILLS.....	.....	.....	.....	.....	.....	**$ 6.22**	.....	.....	.....	.....	$ 6.52	.....	.....	.....
2.39														
PEAPACK.....	.....	.....	.....	.....	.....	$ 6.18	.....	.....	.....	.....	$ 6.48	.....	.....	.....
0.92														
GLADSTONE.....	.....	.....	.....	.....	.....	6.16	.....	.....	.....	.....	6.46	.....	.....	.....
3.42														
CHATHAM.....	.....	.....	$ 6.19		.....		$ 6.49	.....		$ 7.13			.....	$ 7.29
2.00														
MADISON.....	.....	.....	$ 6.15		.....		$ 6.45	.....		$ 7.09			.....	$ 7.25
2.16														
CONVENT.....	.....	.....	f 6.12		.....		$ 6.42	.....		$ 7.05			.....	$ 7.21
2.10														
MORRISTOWN.....	.....	.....	6.09		6.35		$ 6.39	.....		7.02			.....	$ 7.18
2.21														
MORRIS PLAINS.....	.....	.....	.....		.....		$ 6.35	.....		.....			.....	$ 7.14
3.71														
MOUNT TABOR.....	.....	.....	.....		.....		$ 6.30	.....		.....			.....	$ 7.08
0.59														
DENVILLE.....Lv	.....	.....	.....		6.26		$ 6.28	.....		.....			.....	$ 7.06
Roseville Ave. and Newark.	2	2 2 2	2 2 2	2	2 2 2	.....	2 2 2	2 2 2	2	2 2 2	2 2 2	2	1 2 2	2 1 1
Orange and Roseville Ave.	.....			.....		.....			.....			.....		
Millburn and Orange.....	.....			.....		.....			.....			.....		
	AM	AM	AM	AM	AM	AM	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.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su
	108	200	502	110	8	402	602	202	112	504	404	114	204	604

See Local Instruction 130

See Local Instruction 101

Passengers handled from Orange

MORRISTOWN LINE, MONTCLAIR AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

EASTWARD. First Class.

Dist.	STATIONS	116	206	302	208	406	120
		Montclair	South Orange	Summit	South Orange	Gladstone	Montclair
		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........Ar	s 8.09	8.10	s 8.11	s 8.16	s 8.17	s 8.19
1.92	WEST END	......	......	......	......	......	......
5.21	HARRISON	......	......	......	......	......	s 8.08
0.66	NEWARK	7.56	s 7.57	......	......	s 8.03	8.06
1.23	ROSEVILLE AVENUE	s 7.54	7.54	7.57	8.01	8.00	s 8.03
0.66	AMPERE	s 7.52	......	......	......	......	s 8.01
1.23	WATSESSING AVE.	......	......	......	......	......	s 7.59
0.70	BLOOMFIELD	......	......	......	......	......	s 7.57
0.59	GLEN RIDGE	s 7.48	......	......	......	......	s 7.55
0.92	MONTCLAIR	7.46	......	......	......	......	7.53
0.54	GROVE STREET	......	s 7.53	......	......	......	......
0.45	EAST ORANGE	......	s 7.51	......	s 7.58	......	......
0.59	BRICK CHURCH	......	s 7.49	......	s 7.56	......	......
0.86	ORANGE	......	s 7.47	7.54	s 7.53	7.57	......
0.70	HIGHLAND AVENUE	......	s 7.45	......	s 7.51	......	......
0.94	MOUNTAIN STATION	......	s 7.43	......	s 7.49	......	......
0.75	SOUTH ORANGE	......	7.41	s 7.50	7.47	7.54	......
1.30	MAPLEWOOD	......	......	s 7.47	......	......	......
1.61	MILLBURN	......	......	s 7.43	......	7.51	......
1.08	SHORT HILLS	......	......	s 7.40	......	......	......
2.27	SUMMIT	......	......	7.36	......	s 7.46	......
1.12	WEST SUMMIT SIDING	......	......	......	......	......	......
0.56	NEW PROVIDENCE	......	......	......	......	s 7.41	......
1.59	MURRAY HILL	......	......	......	......	s 7.38	......
2.38	BERKELEY HEIGHTS	......	......	......	......	s 7.34	......
1.38	GILLETTE	......	......	......	......	s 7.31	......
1.36	STIRLING	......	......	......	......	s 7.29	......
1.62	MILLINGTON	......	......	......	......	s 7.26	......
1.65	LYONS	......	......	......	......	s 7.23	......
1.87	BASKING RIDGE	......	......	......	......	s 7.20	......
1.16	BERNARDSVILLE	......	......	......	......	s 7.18	......
2.65	MINE BROOK	......	......	......	......	f 7.12	......
1.50	FAR HILLS	......	......	......	......	s 7.10	......
2.39	PEAPACK	......	......	......	......	s 7.06	......
0.92	GLADSTONE	......	......	......	......	7.04	......
3.42	CHATHAM	......	......	......	......	See Local Instruction 101	......
2.00	MADISON	......	......	......	......		......
2.16	CONVENT	......	......	......	......		......
2.10	MORRISTOWN	......	......	......	......		......
2.21	MORRIS PLAINS	......	......	......	......		......
3.71	MOUNT TABOR	......	......	......	......		......
0.59	DENVILLE........Lv	......	......	......	......		......
	Roseville Ave. and Newark	1	2	1	1	2	1
	Orange and Roseville Ave.	......	2	1	2	1	......
	Millburn and Orange	......	2	1	2	1	......
		AM	AM	AM	AM	AM	AM
		Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
		116	206	302	208	406	120

STATIONS	210	506	122	304	606	216	124	306	
	Millburn	Morristown	Montclair	Summit	Dover	Orange	Montclair	Summit	
	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	
HOBOKEN	s 8.22	s 8.24	s 8.25	s 8.27	s 8.30	s 8.32	s 8.37	s 8.41	......
WEST END	......	......	......	......	......	......	......	......	......
HARRISON	s 8.10	......	......	......	......	......	s 8.24	......	......
NEWARK	s 8.08	s 8.10	......	s 8.13	s 8.17	......	s 8.22	......	......
ROSEVILLE AVENUE	8.05	8.07	8.11	8.10	8.14	8.17	s 8.19	8.25	......
AMPERE	......	......	......	......	......	......	s 8.17	......	......
WATSESSING AVE.	......	......	......	......	......	......	s 8.14	......	......
BLOOMFIELD	......	......	......	......	......	......	s 8.12	......	......
GLEN RIDGE	......	......	s 8.07	......	......	......	s 8.10	......	......
MONTCLAIR	......	......	8.05	......	......	......	8.07	......	......
GROVE STREET	s 8.04	......	......	......	......	s 8.16	......	......	......
EAST ORANGE	s 8.02	......	......	......	......	s 8.14	......	......	......
BRICK CHURCH	s 8.00	......	......	......	......	s 8.12	......	......	......
ORANGE	s 7.58	8.04	......	......	8.11	s 8.10	......	s 8.21	......
HIGHLAND AVENUE	s 7.56	......	......	s 8.06	......	......	......	s 8.19	......
MOUNTAIN STATION	s 7.54	......	......	s 8.04	......	......	......	s 8.17	......
SOUTH ORANGE	s 7.52	8.01	......	s 8.02	8.08	8.05	......	s 8.15	......
MAPLEWOOD	s 7.49	......	......	s 7.59	......	......	......	s 8.12	......
MILLBURN	7.45	......	......	7.54	s 8.05	......	......	s 8.08	......
SHORT HILLS	......	s 7.56	......	s 7.52	......	......	......	s 8.05	......
SUMMIT	......	s 7.52	......	7.48	7.58	......	......	8.01	......
WEST SUMMIT SIDING	......	......	......	Passengers handled from Short Hills	......	Passengers handled from Orange	......	......	......
NEW PROVIDENCE	......	......	......		......		......	......	......
MURRAY HILL	......	......	......		......		......	......	......
BERKELEY HEIGHTS	......	......	......		......		......	......	......
GILLETTE	......	......	......		......		......	......	......
STIRLING	......	......	......		......		......	......	......
MILLINGTON	......	......	......		......		......	......	......
LYONS	......	......	......		......		......	......	......
BASKING RIDGE	......	......	......		......		......	......	......
BERNARDSVILLE	......	......	......		......		......	......	......
MINE BROOK	......	......	......		......		......	......	......
FAR HILLS	......	......	......		......		......	......	......
PEAPACK	......	......	......		......		......	......	......
GLADSTONE	......	......	......		......		......	......	......
CHATHAM	......	s 7.46	......	......	......	......	......	......	......
MADISON	......	s 7.42	......	......	s 7.51	......	......	......	......
CONVENT	......	s 7.38	......	......	......	......	......	......	......
MORRISTOWN	......	7.35	......	......	s 7.45	......	......	......	......
MORRIS PLAINS	......	......	......	......	s 7.41	......	......	......	......
MOUNT TABOR	......	......	......	......	s 7.35	......	......	......	......
DENVILLE	......	......	......	......	s 7.33	......	......	......	......
Roseville Ave. and Newark	2	2	1	2	2	1	2	1	......
Orange and Roseville Ave.	2	1	......	2	1	2	......	1	......
Millburn and Orange	2	1	......	2	1	......	......	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.	
	210	506	122	304	606	216	124	306	

MORRISTOWN LINE, MONTCLAIR AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

EASTWARD. First Class.

STATIONS	508 Morristown Ex.Sa.&Su.	408 Gladstone Ex.Sa.&Su.	126 Montclair Ex.Sa.&Su.	220 South Orange Ex.Sa.&Su.	308 Summit Ex.Sa.&Su.	608 Dover Ex.Sa.&Su.	128 Montclair Ex.Sa.&Su.	222 South Orange Ex.Sa.&Su.	310 Summit Ex.Sa.&Su.	410 Gladstone Ex.Sa.&Su.	510 Morris Plains Ex.Sa.&Su.	130 Montclair Ex.Sa.&Su.	224 Millburn Ex.Sa.&Su.
	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
HOBOKEN.....Ar	$ 8.38	$ 8.41	$ 8.42	$ 8.48	$ 8.51	$ 8.53	$ 8.54	$ 8.59	$ 9.01	$ 9.02	$ 9.03	$ 9.11	$ 9.19
1.92													
WEST END.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.21													
HARRISON.....	.....	.....	.....	$ 8.37	.....	.....	.....	$ 8.47	.....	.....	.....	.....	.....
0.66													
NEWARK.....	$ 8.26	$ 8.28	.....	.....	$ 8.37	$ 8.39	$ 8.41	$ 8.45	$ 8.47	$ 8.50	.....	$ 8.59	$ 9.06
1.23													
ROSEVILLE AVENUE...	8.23	8.26	8.27	8.33	$ 8.35	8.37	$ 8.38	8.43	8.45	8.47	8.50	$ 8.56	9.04
0.66													
AMPERE.....	.....	.....	$ 8.25	.....	.....	.....	.....	.....	.....	Meeting point Nos. 410-405- Lyons Siding	.....	$ 8.54	.....
1.23													
WATSESSING AVE.....	.....	.....	$ 8.23	.....	.....	.....	.....	.....	.....		.....	$ 8.52	.....
0.70													
BLOOMFIELD.....	.....	.....	$ 8.21	.....	.....	.....	.....	.....	.....		.....	$ 8.50	.....
0.59													
GLEN RIDGE.....	.....	.....	$ 8.19	.....	.....	.....	$ 8.34	.....	.....		.....	$ 8.48	.....
0.92													
MONTCLAIR.....	.....	.....	8.17	.....	.....	.....	8.32	.....	.....		.....	8.46	.....
0.54													
GROVE STREET.....	.....	.....	.....	$ 8.32	.....	.....	.....	$ 8.42	.....	.....	.....	.....	$ 9.03
0.45													
EAST ORANGE.....	.....	.....	.....	$ 8.30	.....	.....	.....	$ 8.40	.....	.....	.....	.....	$ 9.01
0.59													
BRICK CHURCH.....	.....	.....	.....	$ 8.28	.....	.....	.....	$ 8.38	.....	.....	.....	.....	$ 8.59
0.86													
ORANGE.....	8.20	8.23	.....	.....	$ 8.31	8.34	.....	$ 8.35	8.42	8.44	8.47	.....	$ 8.57
0.70													
HIGHLAND AVENUE...	.....	.....	.....	$ 8.25	.....	.....	.....	$ 8.33	.....	.....	.....	.....	$ 8.55
0.94													
MOUNTAIN STATION.	.....	.....	.....	.....	.....	.....	.....	$ 8.31	.....	.....	.....	.....	$ 8.53
0.75													
SOUTH ORANGE.....	8.17	8.20	.....	8.22	$ 8.27	8.31	.....	8.29	$ 8.33	8.41	8.44	.....	$ 8.51
1.30													
MAPLEWOOD.....	$ 8.15	.....	.....	.....	$ 8.24	.....	.....	.....	$ 8.35	.....	.....	.....	$ 8.48
1.61													
MILLBURN.....	8.12	8.17	.....	.....	$ 8.21	8.28	.....	.....	$ 8.32	8.38	8.41	.....	8.45
1.08													
SHORT HILLS.....	.....	.....	.....	.....	$ 8.19	.....	.....	.....	$ 8.29	$ 8.36	.....	.....	.....
2.27													
SUMMIT.....	$ 8.07	$ 8.12	.....	.....	8.15	$ 8.23	.....	.....	8.25	8.32	$ 8.36	.....	.....
1.12													
WEST SUMMIT SIDING	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
0.56													
NEW PROVIDENCE....	.....	$ 8.07	.....	.....	.....	.....	.....	.....	.....	8.29	.....	.....	.....
1.59													
MURRAY HILL.....	.....	$ 8.04	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2.38													
BERKELEY HEIGHTS.	.....	**$ 8.00**	.....	.....	.....	.....	.....	.....	.....	8.24	.....	.....	.....
1.38													
GILLETTE.....	.....	$ 7.56	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.36													
STIRLING.....	.....	$ 7.54	.....	.....	.....	.....	.....	.....	.....	8.21	.....	.....	.....
1.62													
MILLINGTON.....	.....	$ 7.51	.....	.....	.....	.....	.....	.....	.....	**$ 8.19**	.....	.....	.....
1.65										**8.16**			
LYONS.....	.....	$ 7.47	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....
1.87													
BASKING RIDGE.....	.....	$ 7.44	.....	.....	.....	.....	.....	.....	.....	$ 8.13	.....	.....	.....
1.16													
BERNARDSVILLE.....	.....	$ 7.41	.....	.....	.....	.....	.....	.....	.....	$ 8.11	.....	.....	.....
2.65													
MINE BROOK.....	.....	f 7.35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.50													
FAR HILLS.....	.....	$ 7.33	.....	.....	.....	.....	.....	.....	.....	$ 8.02	.....	.....	.....
2.39													
PEAPACK.....	.....	$ 7.29	.....	.....	.....	.....	.....	.....	.....	$ 7.57	.....	.....	.....
0.92													
GLADSTONE.....	.....	7.27	.....	.....	.....	.....	.....	.....	.....	7.55	.....	.....	.....
3.42													
CHATHAM.....	$ 8.01		.....	.....	.....	$ 8.17	.....	.....	.....	.....	.....	.....	.....
2.00													
MADISON.....	$ 7.57		.....	.....	.....	$ 8.13	.....	.....	.....	.....	$ 8.28	.....	.....
2.16													
CONVENT.....	$ 7.53		.....	.....	.....	$ 8.09	.....	.....	.....	.....	$ 8.24	.....	.....
2.10													
MORRISTOWN.....	7.50		.....	.....	.....	$ 8.06	.....	.....	.....	.....	$ 8.21	.....	.....
2.21													
MORRIS PLAINS.....	.....		.....	.....	.....	$ 8.02	.....	.....	.....	.....	8.17	.....	.....
3.71													
MOUNT TABOR.....	.....		.....	.....	.....	$ 7.56	.....	.....	.....	.....	.....	.....	.....
0.59													
DENVILLE.....Lv	.....		.....	.....	.....	$ 7.54	.....	.....	.....	.....	.....	.....	.....
Roseville Ave. and Newark.	2	2	1	1	2	2	2	2	2	2	1	2	2
Orange and Roseville Ave.	1	1	.....	2	2	1	2	2	1	2	1	.....	2
Millburn and Orange.....	1	1	.....	2	2	1	2	2	1	2	2	.....	2
	AM	AM	AM	AM	AM	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.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
	508	408	126	220	308	608	128	222	310	410	510	130	224

See Local Instruction 101

EASTWARD. First Class. **MORRISTOWN LINE, MONTCLAIR**

FERRY CONNECTION BARCLAY ST.	9.30AM	9.45AM	9.45AM	.....	10.00AM	10.00AM
	610	**132**	**312**	**412**	**612**	**134**
STATIONS	Dover	Mont-clair	Summit	Glad-stone	Dover	Mont-clair
	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.....Ar	$ 9.23	$ 9.40	$ 9.41	.....	$ 9.55	$ 9.57
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
5.21						
HARRISON.....	.....	.....	$ 9.30	.....	.....	.....
0.66						
NEWARK.....	$ 9.10	$ 9.27	$ 9.20	.....	$ 9.42	$ 9.44
1.23						
ROSEVILLE AVENUE...	9.08	$ 9.24	9.26	.....	9.39	$ 9.41
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	.....	.....	.....
0.86						
ORANGE.....	9.05	.....	$ 9.19	.....	9.36	.....
0.70						
HIGHLAND AVENUE...	.....	.....	$ 9.17	.....	.....	.....
0.94						
MOUNTAIN STATION..	.....	.....	$ 9.15	.....	.....	.....
0.75						
SOUTH ORANGE.....	9.02	.....	$ 9.13	.....	9.33	.....
1.30						
MAPLEWOOD.....	.....	.....	$ 9.10	.....	.....	.....
1.61						
MILLBURN.....	8.59	.....	$ 9.07	.....	9.30	.....
1.08						
SHORT HILLS.....	$ 8.57	.....	$ 9.04	.....	.....	.....
2.27						
SUMMIT.....	$ 8.53	.....	9.00	$ 9.23	$ 9.25	.....
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	.....	.....	.....	$ 9.19	.....
2.00						
MADISON.....	$ 8.43	.....	.....	.....	$ 9.15	.....
2.16						
CONVENT.....	$ 8.39	.....	.....	.....	$ 9.11	.....
2.10						
MORRISTOWN.....	$ 8.36	.....	.....	.....	$ 9.08	.....
2.21						
MORRIS PLAINS.....	$ 8.32	.....	.....	.....	$ 9.04	.....
3.71						
MOUNT TABOR.....	$ 8.26	.....	.....	.....	$ 8.58	.....
0.59						
DENVILLE.....Lv	8.24	.....	.....	.....	$ 8.56	.....
Roseville Ave. and Newark.	2 2 2	2	2 2 2	.....	2 2 2	2
Orange and Roseville Ave.	.....	.....	.....	.....	.....	.....
Millburn and Orange.....	.....	.....	.....	.....	.....	.....
	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**	**612**	**134**

See Local Instruction 101

AND GLADSTONE BRANCHES. WEEK-DAY TRAINS. EASTWARD. First Class.

10.15AM	10.30AM	10.45AM	10.45AM	11.00AM	11.15AM	11.30AM	.....	
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	Meeting point Nos. 414, X47 Lyons Siding	.....
.....	$ 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	.....
.....	.....		.....	.....	.....	.....	**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	.....		.....
.....	.....	9.43	.....	.....	$ 10.02	.....		.....
2 2 2	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**	

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

See Local Instruction 101

EASTWARD. First Class. MORRISTOWN LINE, MONTCLAIR

FERRY CONNECTION BARCLAY ST.	11.45AM	12.00M	12.15PM	12.30PM	12.45PM	
	514	142	616	144	516	X46
STATIONS	Morris-town	Mont-clair	Dover	Mont-clair	Morris-town	Glad-stone
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Mon. only
	AM	AM	PM	PM	PM	PM
HOBOKEN.....Ar	s 11.41	s 11.56	s 12.11	s 12.26	s 12.41	s12.45
1.92						
WEST END						
5.21						
HARRISON				s 12.15		
0.66						
NEWARK	s 11.28	s 11.43	s 11.58	s 12.13	s 12.28	12.30
1.23						
ROSEVILLE AVENUE	s 11.25	s 11.40	s 11.55	s 12.10	s 12.25	12.28
0.66						
AMPERE		s 11.38		s 12.08		
1.23						
WATSESSING AVE.		s 11.36		s 12.06		
0.70						
BLOOMFIELD		s 11.34		s 12.04		
0.59						
GLEN RIDGE		11.32		s 12.02		
0.92						
MONTCLAIR		11.30		12.00		
0.64						
GROVE STREET	s 11.23		s 11.53		s 12.23	
0.45						
EAST ORANGE	s 11.22		s 11.52		s 12.22	
0.59						
BRICK CHURCH	s 11.20		s 11.50		s 12.20	
0.86						
ORANGE	s 11.18		s 11.48		s 12.18	12.25
0.70						
HIGHLAND AVENUE	s 11.16		s 11.46		s 12.16	
0.94						
MOUNTAIN STATION	s 11.14		s 11.44		s 12.14	
0.75						
SOUTH ORANGE	s 11.12		s 11.42		s 12.12	12.22
1.30						
MAPLEWOOD	s 11.09		s 11.39		s 12.09	
1.61						
MILLBURN	s 11.06		s 11.36		s 12.06	12.19
1.08						
SHORT HILLS	s 11.04		s 11.34		s 12.04	
2.27						
SUMMIT	s 11.00		s 11.30		s 12.00	s 12.14
1.12						
WEST SUMMIT SIDING						
0.56						
NEW PROVIDENCE						
1.59						
MURRAY HILL						12.08
2.38						
BERKELEY HEIGHTS						12.05
1.38						
GILLETTE						
1.36						
STIRLING						12.02
1.62						
MILLINGTON						12.00
1.65						
LYONS						11.57
1.37						
BASKING RIDGE						11.54
1.16						
BERNARDSVILLE						11.52
2.65						
MINE BROOK						
1.50						
FAR HILLS						11.45
2.39						
PEAPACK						
0.92						
GLADSTONE						11.40
3.42						
CHATHAM	s 10.54		s 11.24		s 11.54	
2.00						
MADISON	s 10.50		s 11.20		s 11.50	
2.16						
CONVENT	s 10.47		s 11.17		s 11.47	
2.10						
MORRISTOWN	10.44		s 11.14		11.44	
2.21						
MORRIS PLAINS			s 11.10			
3.71						
MOUNT TABOR			s 11.04			
0.59						
DENVILLE.....Lv			s 11.02			
Roseville Ave. and Newark.	2	2	2	2	2	2
Orange and Roseville Ave.	2		2		2	2
Millburn and Orange	2		2		2	2
	AM	AM	AM	NOON	AM	AM
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Mon. only
	514	142	616	144	516	X46

See Local Instruction 101

AND GLADSTONE BRANCHES. WEEK-DAY TRAINS. EASTWARD. First Class.

1.00PM		1.15PM	1.30PM	1.45PM	2.00PM	2.15PM	2.30PM	2.45PM
148	416	618	150	518	152	620	154	2
Mont-clair	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.	Ex.Sa.&Su.
PM	PM	PM	PM	PM	PM	PM	PM	PM
s 12.56	.....	s 1.11	s 1.26	s 1.41	s 1.56	s 2.11	s 2.26	s 2.40
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	s 2.15	.....
s 12.43	.....	s 12.58	s 1.13	s 1.28	s 1.43	s 1.58	s 2.18	s 2.25
s 12.40	.....	s 12.55	s 1.10	s 1.25	s 1.40	s 1.55	s 2.10	2.19
s 12.38	.....	.....	s 1.08	.....	s 1.38	.....	s 2.08	.....
s 12.36	.....	.....	s 1.06	.....	s 1.36	.....	s 2.06	.....
s 12.34	.....	.....	s 1.04	.....	s 1.34	.....	s 2.04	.....
s 12.32	.....	.....	s 1.02	.....	s 1.32	.....	s 2.02	.....
12.30	.....	.....	1.00	.....	1.30	.....	2.00	.....
.....	.....	s 12.53	.....	s 1.23	.....	s 1.53	.....	.....
.....	.....	s 12.52	.....	s 1.22	.....	s 1.52	.....	.....
.....	.....	s 12.50	.....	s 1.20	.....	s 1.50	.....	s 2.16
.....	.....	s 12.48	.....	s 1.18	.....	s 1.48	.....	.....
.....	.....	s 12.46	.....	s 1.16	.....	s 1.46	.....	.....
.....	.....	s 12.44	.....	s 1.14	.....	s 1.44	.....	.....
.....	.....	s 12.42	.....	s 1.12	.....	s 1.42	.....	2.11
.....	.....	s 12.39	.....	s 1.09	.....	s 1.39	.....	.....
.....	.....	s 12.36	.....	s 1.06	.....	s 1.36	.....	2.08
.....	.....	s 12.34	.....	s 1.04	.....	s 1.34	.....	.....
.....	s 12.28	s 12.30	.....	s 1.00	.....	s 1.30	.....	ss 2.03
.....	12.26	.....	.....	.....	.....	.....	.....	
.....	s 12.25	.....	.....	.....	.....	.....	.....	
.....	s 12.22	.....	.....	.....	.....	.....	.....	
.....	s 12.18	.....	.....	.....	.....	.....	.....	
.....	s 12.15	.....	.....	.....	.....	.....	.....	
.....	s 12.12	.....	.....	.....	.....	.....	.....	
.....	s 12.09	.....	.....	.....	.....	.....	.....	
.....	s 12.06	.....	.....	.....	.....	.....	.....	
.....	s 12.03	.....	.....	.....	.....	.....	.....	
.....	s 12.01	.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	
.....	s 11.54	.....	.....	.....	.....	.....	.....	
.....	s 11.50	.....	.....	.....	.....	.....	.....	
.....	11.48	.....	.....	.....	.....	.....	.....	
.....		s 12.24	.....	s 12.54	.....	s 1.24	.....	.....
.....		s 12.20	.....	s 12.50	.....	s 1.20	.....	.....
.....		s 12.17	.....	s 12.47	.....	s 1.17	.....	.....
.....		s 12.14	.....	12.44	.....	s 1.14	.....	ss 1.52
.....		s 12.10	.....	.....	.....	s 1.10	.....	.....
.....		f 12.04	.....	.....	.....	s 1.04	.....	.....
.....		s 12.02	.....	.....	.....	s 1.02	.....	1.44
2	.....	2	2	2	2	2	2	2
.....	.....	2	.....	2	.....	2	.....	1
.....	.....	2	.....	2	.....	2	.....	1
PM	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.	Ex.Sa.&Su.
148	416	618	150	518	152	620	154	2

See Local Instruction 101

See Notes Page 101

EASTWARD. First Class. — MORRISTOWN LINE, MONTCLAIR

STATIONS	FERRY CONNECTION BARCLAY ST.		2.45PM	3.00PM	3.15PM	3.30PM	3.45PM
		420	522	156	622	158	524
		Gladstone	Morristown	Montclair	Dover	Montclair	Morristown
		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	$ 2.56	$ 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		$ 2.53		$ 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		$ 1.86					
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
Millburn and Orange			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

See Local Instruction 101

See Local Instruction 130

See Local Instruction 130

AND GLADSTONE BRANCHES. — WEEK-DAY TRAINS. EASTWARD. First Class.

4.00PM		4.25PM	4.30PM		4.45PM		5.20PM	
160	422	624	162	X24	526	424	626	
Montclair	Gladstone	Dover	Montclair	South Orange	Morristown	Gladstone	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	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	.....
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.	
160	422	624	162	X24	526	424	626	

See Local Instruction 101

Deadhead Equipment

See Local Instruction 101

EASTWARD. First Class. MORRISTOWN LINE, MONTCLAIR

STATIONS							
FERRY CONNECTION BARCLAY ST.	5.30PM	5.30PM	6.00PM	6.00PM	6.00PM	.....	
	164	226	166	630	228	X26	
	Mont-clair	South Orange	Mont-clair	Dover	South Orange	South Orange	
	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	s 5.18	s 5.27	s 5.46	s 5.48	s 5.58	s 6.00	
1.92							
WEST END	.....	.....	.....	.....	.....	.....	
5.21							
HARRISON	s 5.07	.....	s 5.30	.....	.....	.....	
0.66							
NEWARK	s 5.05	s 5.14	s 5.28	s 5.35	s 5.45	.....	
1.23							
ROSEVILLE AVENUE	s 5.03	s 5.11	s 5.25	5.32	s 5.42	.....	
0.66							
AMPERE	s 5.01	.....	s 5.23	.....	.....	.....	
1.23							
WATSESSING AVE.	s 4.58	.....	s 5.20	.....	.....	.....	
0.70							
BLOOMFIELD	s 4.56	.....	s 5.17	.....	.....	.....	
0.59							
GLEN RIDGE	s 4.54	.....	s 5.15	.....	.....	.....	
0.92							
MONTCLAIR	4.52	.....	5.13	.....	.....	.....	
0.54							
GROVE STREET	.....	s 5.09	.....	.....	s 5.40	.....	
0.45							
EAST ORANGE	.....	s 5.08	.....	.....	s 5.39	.....	
0.59							
BRICK CHURCH	.....	s 5.06	.....	s 5.29	s 5.37	.....	
0.86							
ORANGE	.....	s 5.04	.....	5.27	s 5.35	.....	
0.70							
HIGHLAND AVENUE	.....	s 5.02	.....	s 5.25	s 5.33	.....	
0.94							
MOUNTAIN STATION	.....	s 5.00	.....	.....	s 5.31	.....	
0.75							
SOUTH ORANGE	.....	4.58	.....	s 5.22	5.29	5.37	
1.30							
MAPLEWOOD	.....	.....	.....	s 5.20	.....	.....	
1.61							
MILLBURN	.....	.....	.....	s 5.17	.....	.....	
1.08							
SHORT HILLS	.....	.....	.....	s 5.15	.....	.....	
2.27							
SUMMIT	.....	.....	.....	s 5.11	.....	.....	
1.12							
WEST SUMMIT SIDING	.....	.....	.....	.....	.....	Deadhead Equipment	
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	.....	.....	.....	s 5.02	.....	.....	
2.00							
MADISON	.....	.....	.....	s 4.59	.....	.....	
2.16							
CONVENT	.....	.....	.....	s 4.55	.....	.....	
2.10							
MORRISTOWN	.....	.....	.....	s 4.52	.....	.....	
2.21							
MORRIS PLAINS	.....	.....	.....	s 4.48	.....	.....	
3.71							
MOUNT TABOR	.....	.....	.....	s 4.43	.....	.....	
0.59							
DENVILLE.....Lv	.....	.....	.....	s 4.41	.....	.....	
Roseville Ave. and Newark	2	2	2	2	2	2	
Orange and Roseville Ave.	.....	2	.....	2	2	2	
Millburn and Orange	.....	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.	
	164	226	166	630	228	X26	

AND GLADSTONE BRANCHES. WEEK-DAY TRAINS. EASTWARD. First Class.

6.15PM	.....	6.30PM	6.45PM	6.45PM	6.45PM	7.00PM	.....	
168	X4	426	6	170	632	230	X32	
Mont-clair	Mont-clair	Glad-stone	Buffalo	Mont-clair	Dover	South Orange	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.	
PM	PM	PM	PM	PM	PM	PM	PM	
s 6.06	s 6.11	s 6.18	s 6.30	s 6.32	s 6.38	s 6.51	.....	
.....	.....	.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	s 6.21	.....	.....	.....	
s 5.53	.....	s 6.05	s 6.16	s 6.19	s 6.25	s 6.38	.....	
s 5.50	.....	s 6.02	6.10	s 6.16	6.22	s 6.35	.....	
s 5.48	.....	Meeting point Nos. 426-423 Lyons Siding	.....	s 6.14	.....	.....	.....	
s 5.46	.....		.....	s 6.11	.....	.....	.....	
s 5.44	.....		.....	s 6.09	.....	.....	.....	
s 5.42	.....		.....	s 6.07	.....	.....	.....	
5.40	5.49		.....	6.05	.....	.....	.....	
.....	.....	s 6.00	.....	.....	.....	s 6.33	.....	
.....	.....	s 5.59	.....	.....	.....	s 6.32	.....	
.....	.....	s 5.57	s 6.07	.....	.....	s 6.30	.....	
.....	.....	s 5.55	.....	.....	6.19	s 6.28	.....	
.....	.....	s 5.53	.....	.....	.....	s 6.26	.....	
.....	.....	s 5.51	.....	.....	.....	s 6.24	.....	
.....	.....	s 5.49	6.02	.....	s 6.16	6.22	s 6.27	.....
.....	.....	s 5.46	.....	.....	s 6.13	.....	.....	
.....	.....	s 5.43	5.59	.....	s 6.10	.....	6.23	.....
.....	.....	s 5.41	.....	.....	s 6.08	.....	.....	
.....	.....	s 5.37	s 5.54	.....	s 6.04	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	
.....	Deadhead Equipment	s 5.29	.....	.....	.....	.....	Deadhead Equipment	
.....		s 5.25	.....	.....	.....	.....		
.....		s 5.15	.....	.....	.....	.....		
.....		s 5.12	.....	.....	.....	.....		
.....		s 5.10	.....	.....	.....	.....		
.....		s 5.07	.....	.....	.....	.....		
.....		s 4.57	.....	.....	.....	.....		
.....		s 4.54	.....	.....	.....	.....		
.....		s 4.51	.....	.....	.....	.....		
.....		.....	.....	.....	.....	.....		
.....		s 4.44	.....	.....	.....	.....		
.....		s 4.40	.....	.....	.....	.....		
.....		4.38	.....	.....	.....	.....		
.....	.....	.....	.....	.....	s 5.58	.....	.....	
.....	.....	See Local Instruction 101	.....	.....	s 5.54	.....	.....	
.....	.....		.....	.....	s 5.51	.....	.....	
.....	.....		5.42	.....	s 5.48	.....	.....	
.....	.....		.....	.....	s 5.44	.....	.....	
.....	.....		.....	.....	s 5.38	.....	.....	
.....	.....		5.34	.....	s 5.36	.....	.....	
2	2	2	2	2	2	2	.....	
.....	.....	2	2	.....	2	2	.....	
.....	.....	2	2	.....	2	2	1	
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.	
168	X4	426	6	170	632	230	X32	

EASTWARD. First Class. MORRISTOWN LINE, MONTCLAIR

STATIONS							
FERRY CONNECTION BARCLAY ST.	7.00PM	.....	7.30PM	7.30PM	7.45PM	.....	
	172	X34	634	174	528	X50	
	Mont-clair	South Orange	Dover	Mont-clair	Morris-town	Morris Plains	
	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	$ 6.56	$ 7.06	$ 7.20	$ 7.26	$ 7.41	.....	
1.92							
WEST END	.....	.....	.....	.....	.....	.....	
5.21							
HARRISON	.....	.....	.....	$ 7.15	.....	.....	
0.66							
NEWARK	$ 6.42	.....	$ 7.06	$ 7.13	$ 7.28	.....	
1.23							
ROSEVILLE AVENUE	$ 6.39	.....	$ 6.59	$ 7.10	$ 7.25	.....	
0.66							
AMPERE	$ 6.37	.....	.....	$ 7.08	.....	.....	
1.23							
WATSESSING AVE.	$ 6.34	.....	.....	$ 7.06	.....	.....	
0.70							
BLOOMFIELD	$ 6.32	.....	.....	$ 7.04	.....	.....	
0.59							
GLEN RIDGE	$ 6.30	.....	.....	$ 7.02	.....	.....	
0.92							
MONTCLAIR	6.28	.....	.....	7.00	.....	.....	
0.54							
GROVE STREET	.....	.....	$ 6.57	.....	$ 7.23	.....	
0.45							
EAST ORANGE	.....	.....	$ 6.56	.....	$ 7.22	.....	
0.59							
BRICK CHURCH	.....	.....	$ 6.54	.....	$ 7.20	.....	
0.86							
ORANGE	.....	.....	$ 6.52	.....	$ 7.18	.....	
0.70							
HIGHLAND AVENUE	.....	.....	$ 6.50	.....	$ 7.16	.....	
0.94							
MOUNTAIN STATION	.....	.....	$ 6.48	.....	$ 7.14	.....	
0.75							
SOUTH ORANGE	.....	6.40	$ 6.46	.....	$ 7.12	.....	
1.30							
MAPLEWOOD	.....	.....	$ 6.43	.....	$ 7.09	.....	
1.61							
MILLBURN	.....	.....	$ 6.40	.....	$ 7.06	.....	
1.08							
SHORT HILLS	.....	.....	$ 6.38	.....	$ 7.04	.....	
2.27							
SUMMIT	.....	.....	$ 6.34	.....	$ 7.00	.....	
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							
FAR HILLS	.....		.....	.....	.....		
2.39							
PEAPACK	.....		.....	.....	.....		
0.92							
GLADSTONE	.....		.....	.....	.....		
3.42							
CHATHAM	.....	.....	$ 6.27	.....	$ 6.54	.....	
2.00							
MADISON	.....	.....	$ 6.23	.....	$ 6.50	.....	
2.16							
CONVENT	.....	.....	$ 6.18	.....	$ 6.47	.....	
2.10							
MORRISTOWN	.....	.....	$ 6.14	.....	6.44	$ 6.56	
2.21							
MORRIS PLAINS	.....	.....	$ 6.10	.....	.....	6.52	
3.71							
MOUNT TABOR	.....	.....	f 6.04	.....	.....	.....	
0.59							
DENVILLE.....Lv	.....	.....	$ 6.02	.....	.....	.....	
Roseville Ave. and Newark.	2	2	2	2	2	.....	
Orange and Roseville Ave.	.....	2	2	.....	2	.....	
Millburn and Orange	.....	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.	
	172	X34	634	174	528	X50	

Deadhead Equipment

AND GLADSTONE BRANCHES. WEEK-DAY TRAINS. EASTWARD. First Class.

8.00PM	.....	8.15PM	.....	8.45PM	8.45PM	9.15PM	9.30PM	.....
176	X36	636	428	178	316	638	180	430
Mont-clair	Millburn	Dover	Glad-stone	Mont-clair	Summit	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.	Ex.Sa.&Su.
PM	PM	PM	PM	PM	PM	PM	PM	PM
$ 7.56	.....	$ 8.11	.....	$ 8.39	$ 8.41	$ 9.11	$ 9.26	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	f 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	$ 7.45	.....	8.01	$ 8.31	.....	$ 8.50
.....		.....	.....	.....	.....	.....	.....	.....
.....		.....	$ 7.42	.....	.....	.....	.....	$ 8.47
.....		.....	$ 7.39	.....	.....	.....	.....	$ 8.44
.....		.....	$ 7.35	.....	.....	.....	.....	$ 8.40
.....		.....	$ 7.32	.....	.....	.....	.....	$ 8.37
.....		.....	$ 7.29	.....	.....	.....	.....	$ 8.34
.....		.....	$ 7.26	.....	.....	.....	.....	$ 8.31
.....		.....	$ 7.23	.....	.....	.....	.....	$ 8.28
.....		.....	$ 7.20	.....	.....	.....	.....	$ 8.25
.....		.....	**$ 7.17**	.....	.....	.....	.....	**$ 8.22**
.....		.....	.....	.....	.....	.....	.....	.....
.....		.....	**$ 6.53**	.....	.....	.....	.....	$ 8.11
.....		.....	$ 6.50	.....	.....	.....	.....	$ 8.07
.....		.....	6.48	.....	.....	.....	.....	8.05
.....	.....	$ 7.24		.....	.....	$ 8.25	.....	
.....	.....	$ 7.20		.....	.....	$ 8.21	.....	
.....	.....	$ 7.17		.....	.....	$ 8.18	.....	
.....	.....	$ 7.14		.....	.....	$ 8.15	.....	
.....	.....	$ 7.10		.....	.....	$ 8.11	.....	
.....	.....	f 7.04		.....	.....	f 8.06	.....	
.....	.....	$ 7.02		.....	.....	$ 8.04	.....	
2	.....	2		2	2	2	2	.....
.....	1	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.
176	X36	636	428	178	316	638	180	430

See Local Instruction 101

See Local Instruction 101

EASTWARD. First Class. — MORRISTOWN LINE, MONTCLAIR

STATIONS							
FERRY CONNECTION BARCLAY ST.	10.00PM	10.00PM	.....	10.30PM	10.30PM	10.30PM	
	318	182	X38	640	44	184	
	Summit	Mont-clair	Summit	Dover	Bing-hamton	Mont-clair	
	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	s 9.41	s 9.56	s 10.00	s 10.11	s 10.25	s 10.26	
1.92							
WEST END.....	.....	.....	.....	.....	.....	.....	
5.21							
HARRISON.....	.....	.....	.....	.....	.....	.....	
0.66							
NEWARK.....	s 9.29	s 9.43	9.47	s 9.58	s 10.12	s 10.13	
1.23							
ROSEVILLE AVENUE...	s 9.26	s 9.40	9.45	s 9.55	10.08	s 10.10	
0.66							
AMPERE.....	.....	s 9.38	.....	.....	.....	s 10.08	
1.23							
WATSESSING AVE.....	.....	s 9.36	.....	.....	.....	s 10.06	
0.70							
BLOOMFIELD.....	.....	s 9.34	.....	.....	.....	s 10.04	
0.59							
GLEN RIDGE.....	.....	s 9.32	.....	.....	.....	s 10.02	
0.92							
MONTCLAIR.....	.....	9.30	.....	.....	.....	10.00	
0.54							
GROVE STREET.....	s 9.24	.....	.....	s 9.53	.....	.....	
0.45							
EAST ORANGE.....	s 9.23	.....	s 9.43	s 9.52	.....	.....	
0.59							
BRICK CHURCH.....	s 9.21	.....	.....	s 9.50	.....	.....	
0.86							
ORANGE.....	s 9.19	.....	s 9.35	s 9.48	s 10.05	.....	
0.70							
HIGHLAND AVENUE...	s 9.17	.....	.....	s 9.46	.....	.....	
0.94							
MOUNTAIN STATION..	s 9.15	.....	.....	s 9.44	.....	.....	
0.75							
SOUTH ORANGE.....	s 9.13	.....	s 9.28	s 9.42	9.50	.....	
1.30							
MAPLEWOOD.....	s 9.10	.....	.....	s 9.39	.....	.....	
1.61							
MILLBURN.....	s 9.07	.....	9.25	s 9.36	9.47	.....	
1.08							
SHORT HILLS.....	s 9.05	.....	.....	s 9.34	.....	.....	
2.27							
SUMMIT.....	9.01	.....	9.20	s 9.30	ss 9.42	.....	
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.....	.....	.....	.....	s 9.24	.....	.....	
2.00							
MADISON.....	.....	.....	.....	s 9.20	.....	.....	
2.16							
CONVENT.....	.....	.....	.....	s 9.17	.....	.....	
2.10							
MORRISTOWN.....	.....	.....	.....	s 9.14	9.31	.....	
2.21							
MORRIS PLAINS.....	.....	.....	.....	s 9.10	.....	.....	
3.71							
MOUNT TABOR.....	.....	.....	.....	f 9.04	.....	.....	
0.59							
DENVILLE.....Lv	.....	.....	.....	s 9.02	9.23	.....	
Roseville Ave. and Newark.	2		1	2	2		
Orange and Roseville Ave.	2	2	1	2	2	2	
Millburn and Orange.....	2	.....	2	2	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.	
	318	182	X38	640	44	184	

No Passengers

See Notes Page 101

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	190	644	
Summit	Mont-clair	Dover	Branch-ville	Mont-clair	Glad-stone	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.Su&Mo	
PM	PM	PM	PM	PM	PM	PM	AM	
s 10.41	s 10.56	s 11.11	s 11.40	s 11.26	s 11.41	s 11.56	s 12.12	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	s 11.31	.....	.....	.....
s 10.29	s 10.43	s 10.59	11.05	s 11.13	s 11.29	s 11.43	s 12.00	.....
s 10.26	s 10.40	s 10.56	11.02	s 11.10	s 11.26	s 11.40	s 11.57	.....
.....	s 10.38	.....	.....	s 11.08	.....	s 11.38	.....	.....
.....	s 10.36	.....	.....	s 11.06	.....	s 11.36	.....	.....
.....	s 10.34	.....	.....	s 11.04	.....	s 11.34	.....	.....
.....	s 10.32	.....	.....	s 11.02	.....	s 11.32	.....	.....
.....	10.30	.....	.....	11.00	.....	11.30	.....	.....
s 10.24	.....	s 10.54	.....	.....	s 11.24	.....	s 11.55	.....
s 10.23	.....	s 10.53	.....	.....	s 11.23	.....	s 11.54	.....
s 10.21	.....	s 10.51	.....	.....	s 11.21	.....	s 11.52	.....
s 10.19	.....	s 10.49	s{10.58 \10.23	.....	s 11.19	.....	s 11.50	.....
s 10.17	.....	s 10.47	.....	.....	s 11.17	.....	s 11.48	.....
s 10.15	.....	s 10.45	.....	.....	s 11.15	.....	s 11.46	.....
s 10.13	.....	s 10.43	10.18	.....	s 11.13	.....	s 11.44	.....
s 10.10	.....	s 10.40	.....	.....	s 11.10	.....	s 11.41	.....
s 10.07	.....	s 10.37	10.15	.....	s 11.07	.....	s 11.38	.....
s 10.05	.....	s 10.35	.....	.....	s 11.05	.....	s 11.36	.....
10.01	.....	s 10.31	10.10	.....	s 11.01	.....	s 11.32	.....
.....	.....			.....	.....	.....	.....	.....
.....	.....			.....	s 10.55	.....	.....	.....
.....	.....			.....	**s10.52**	.....	.....	.....
.....	.....			.....	s 10.48	.....	.....	.....
.....	.....			.....	s 10.45	.....	.....	.....
.....	.....			.....	s 10.42	.....	.....	.....
.....	.....			.....	s 10.39	.....	.....	.....
.....	.....			.....	s 10.36	.....	.....	.....
.....	.....			.....	s 10.33	.....	.....	.....
.....	.....			.....	s 10.31	.....	.....	.....
.....	.....			.....	.....	.....	.....	.....
.....	.....			.....	s 10.24	.....	.....	.....
.....	.....			.....	s 10.20	.....	.....	.....
.....	.....			.....	10.18	.....	.....	.....
.....		s 10.25	.....	.....			s 11.26	.....
.....		s 10.21	.....	.....			s 11.23	.....
.....		s 10.18	.....	.....			f 11.20	.....
.....		s 10.15	s 9.56	.....			s 11.17	.....
.....		s 10.11	.....	.....			s 11.13	.....
.....		f 10.06	.....	.....			f 11.08	.....
.....		s 10.04	9.44	.....			s 11.06	.....
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	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.	
320	186	642	1050	188	432	190	644	

See Local Instruction 130

No Passengers

See Local Instruction 130

See Local Instruction 161

See Local Instruction 130

MORRISTOWN LINE, WESTWARD. First Class.

Station Numbers	Car Capacity Siding in addition to Engine and Caboose	Distance from Hoboken	STATIONS	301 Summit Ex. Sa., Su. & Mon.	101 M'Clair Ex. Sa., Su. & Mon.	657 Dover Ex. Sa., Su. & Mon.
				AM	AM	AM
N-0	.....	.....	HOBOKEN.....N Lv	12.03	12.17	12.22
		1.92				
N-2	.....	1.92	WEST END.....N	.....	.....	.....
		5.21				
N-7	.....	7.13	HARRISON	$ 12.15	$ 12.28	.....
		0.66				
N-8	.....	7.79	NEWARK.....N	$ 12.17	$ 12.30	12.34
		1.23				
N-9	.....	9.02	ROSEVILLE AVENUE.N	$ 12.20	$ 12.33	12.36
		0.66				
M-1	.....	9.68	AMPERE	.....	$ 12.35	.....
		1.23				
M-2	.....	10.91	WATSESSING AVE.....	.....	$ 12.37	.....
		0.70				
M-3	.....	11.61	BLOOMFIELD	.....	$ 12.39	.....
		0.59				
Mx-3	.....	12.20	GLEN RIDGE.....	.....	$ 12.41	.....
		0.92				
M-4	.....	13.12	MONTCLAIR.....D	.....	$ 12.44	.....
		0.54				
N-10	.....	9.56	GROVE STREET.....	$ 12.21	.....	.....
		0.45				
Nx-10	.....	10.01	EAST ORANGE.....	$ 12.23	.....	.....
		0.59				
N-11	.....	10.60	BRICK CHURCH.....	$ 12.25	.....	.....
		0.86				
Nx-11	.....	11.46	ORANGE.....D	$ 12.27	.....	12.39
		0.70				
N-12	.....	12.16	HIGHLAND AVENUE..	$ 12.29	.....	.....
		0.94				
N-13	.....	13.10	MOUNTAIN STATION.	$ 12.31	.....	.....
		0.75				
N-14	.....	13.85	SOUTH ORANGE.....D	$ 12.33	.....	12.42
		1.30				
N-15	.....	15.15	MAPLEWOOD	$ 12.35	.....	.....
		1.61				
N-17	.....	16.76	MILLBURN.....D	$ 12.38	.....	12.45
		1.08				
N-18	.....	17.84	SHORT HILLS.....	$ 12.40	.....	.....
		2.27				
N-20	.....	20.11	SUMMIT.....N	$ 12.44	.....	$ 12.50
		1.12				
.....	48	21.23	WEST SUMMIT SIDING	.....	.....	.....
		0.56				
P-2	.....	21.79	NEW PROVIDENCE....	.....	.....	.....
		1.59				
P-3	17	23.38	MURRAY HILL.....D	.....	.....	.....
		2.38				
P-6	7	25.76	BERKELEY HEIGHTS..	.....	.....	.....
		1.38				
P-7	.....	27.14	GILLETTE.....	.....	.....	.....
		1.36				
P-8	20	28.50	STIRLING.....D	.....	.....	.....
		1.62				
P-10	.....	30.12	MILLINGTON.....D	.....	.....	.....
		1.65				
P-12	20	31.77	LYONS.....	.....	.....	.....
		1.87				
P-14	.....	33.64	BASKING RIDGE.....D	.....	.....	.....
		1.16				
P-15	11	34.80	BERNARDSVILLE.....D	.....	.....	.....
		2.65				
P-17	.....	37.45	MINE BROOK.....	.....	.....	.....
		1.50				
P-19	10	38.95	FAR HILLS.....D	.....	.....	.....
		2.39				
P-21	.....	41.34	PEAPACK.....	.....	.....	.....
		0.92				
P-22	.....	42.26	GLADSTONE.....D	.....	.....	.....
		3.42				
N-24	.....	23.53	CHATHAM.....	.....	.....	$ 12.55
		2.00				
N-26	.....	25.53	MADISON	.....	.....	$ 12.58
		2.16				
N-28	.....	27.69	CONVENT	.....	.....	$ 1.02
		2.10				
N-30	.....	29.79	MORRISTOWN.....D	.....	.....	$ 1.06
		2.21				
N-32	.....	32.00	MORRIS PLAINS	.....	.....	$ 1.10
		3.71				
N-36	.....	35.71	MOUNT TABOR.....	.....	.....	f 1.15
		0.59				
Nx-36	.....	36.30	DENVILLE.....N Ar	.....	.....	$ 1.17
			Newark and Roseville Ave.	3 minutes	3 minutes	3 minutes
			Roseville Ave. and Orange.	.....	.....	.....
			Orange and Millburn.....	AM	AM	AM
				Ex. Sa., Su. & Mon.	Ex. Sa., Su. & Mon.	Ex. Sa., Su. & Mon.
				301	101	657

MONTCLAIR AND GLADSTONE BRANCHES. WEEK-DAY TRAINS.

WESTWARD. First Class.

601 Dover Mon. Only	303 Summit Ex. Sa., Su. & Mon.	103 M'Clair Ex.Sa.&Su.	15 Buffalo ExSa.&Su.	603 Dover Ex. Sa., Su. & Mon.	105 M'Clair Ex. Sa., Su. & Mon.	501 Morris Plains Mon. Only	503 M'Plains Ex. Sa., Su. & Mon.	1009 Branchville Ex.Sa.&Su.
AM	AM	AM	AM	AM	AM	AM	AM	AM
12.32	12.32	12.47	1.00	1.05	1.50	1.50	2.20	3.35
.....	.....	.....	.....	.....	.....	.....	.....	.....
$ 12.43	.....	.....	.....	$ 1.16	.....	.....	.....	.....
$ 12.45	$ 12.45	$ 1.00	1.13	$ 1.18	$ 2.03	$ 2.03	$ 2.33	$ 4.00
$ 12.48	$ 12.48	$ 1.03	1.15	$ 1.21	$ 2.06	$ 2.06	$ 2.36	$ 4.03
.....	.....	$ 1.05	.....	.....	$ 2.08	.....	.....	.....
.....	.....	$ 1.07	.....	.....	$ 2.10	.....	.....	.....
.....	.....	$ 1.09	.....	.....	$ 2.12	.....	.....	.....
.....	.....	$ 1.11	.....	.....	$ 2.14	.....	.....	.....
.....	.....	$ 1.14	.....	.....	$ 2.17	.....	.....	.....
$ 12.49	$ 12.49	.....	.....	$ 1.22	.....	$ 2.07	$ 2.37	.....
$ 12.51	$ 12.51	.....	.....	$ 1.24	.....	$ 2.09	$ 2.39	$ 4.13
$ 12.53	$ 12.53	.....	.....	$ 1.26	.....	$ 2.11	$ 2.41	.....
$ 12.55	$ 12.55	.....	1.18	$ 1.28	.....	$ 2.13	$ 2.43	$ 4.22
$ 12.57	$ 12.57	.....	.....	$ 1.30	.....	$ 2.15	$ 2.45	.....
$ 12.59	$ 12.59	.....	.....	$ 1.32	.....	$ 2.17	$ 2.47	.....
$ 1.01	$ 1.01	.....	1.22	$ 1.34	.....	$ 2.19	$ 2.49	$ 4.29
$ 1.03	$ 1.03	.....	.....	$ 1.36	.....	$ 2.21	$ 2.51	$ 4.35
$ 1.06	$ 1.06	.....	1.25	$ 1.39	.....	$ 2.24	$ 2.54	4.38
$ 1.08	$ 1.08	.....	.....	$ 1.41	.....	$ 2.26	$ 2.56	.....
$ 1.12	$ 1.12	.....	1.31	$ 1.45	.....	$ 2.30	$ 3.00	$ 4.57
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
$ 1.18	.....	.....	.....	$ 1.51	.....	$ 2.36	$ 3.05	$ 5.04
$ 1.22	.....	.....	.....	$ 1.55	.....	$ 2.39	$ 3.08	$ 5.12
$. 1.25	.....	.....	.....	$ 1.58	.....	$ 2.42	f 3.11	.....
$ 1.29	.....	.....	1.43	$ 2.02	.....	$ 2.46	$ 3.14	$ 5.35
$ 1.33	.....	.....	.....	$ 2.06	.....	$ 2.50	$ 3.17	$ 5.42
f 1.39	.....	.....	.....	f 2.12	.....	.....	.....	f 5.49
$ 1.41	.....	.....	1.51	$ 2.14	.....	.....	.....	$ 5.54
3 minutes	3 minutes	3 minutes	3 minutes	3 minutes	3 minutes	3 minutes	3 minutes	3 minutes
AM	AM	AM	AM	AM	AM	AM	AM	AM
Mon. Only	Ex. Sa., Su. & Mon.	Ex.Sa.&Su.	ExSa.&Su.	Ex. Sa., Su. & Mon.	Ex. Sa., Su. & Mon.	Mon. Only	Ex. Sa., Su. & Mon.	Ex.Sa.&Su.
601	303	103	15	603	105	501	503	1009

MORRISTOWN LINE, MONTCLAIR

WESTWARD. First Class.

STATIONS	X1 Mont-clair Ex.Sa.&Su.	403 Glad-stone Ex.Sa.&Su.	505 Morris-town Ex.Sa.&Su.	107 Mont-clair Ex.Sa.&Su.	109 Mont-clair Ex.Sa.&Su.	X21 Mill-burn Ex.Sa.&Su.
	AM	AM	AM	AM	AM	AM
HOBOKEN.....Lv	5.30	.....	6.15	6.30	6.50	.....
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
5.21						
HARRISON.....	.....	.....	s 6.26	s 6.41	s 7.01	.....
0.66						
NEWARK.....	s 5.47	.....	s 6.30	s 6.43	s 7.05	.....
1.23						
ROSEVILLE AVENUE...	5.50	.....	s 6.33	s 6.46	s 7.08	.....
0.66						
AMPERE.....	.....	.....	.....	s 6.48	s 7.10	.....
1.23						
WATSESSING AVE.....	.....	.....	.....	s 6.50	s 7.12	.....
0.70						
BLOOMFIELD.....	s 6.05	.....	.....	s 6.52	s 7.15	.....
0.59						
GLEN RIDGE.....	.....	.....	.....	f 6.54	s 7.17	.....
0.92						
MONTCLAIR.....	s 6.10	.....	.....	s 6.57	s 7.20	.....
0.54						
GROVE STREET.....	.....	.....	s 6.35	.....	.....	.....
0.45						
EAST ORANGE.....	.....	.....	s 6.38	.....	.....	.....
0.59						
BRICK CHURCH.....	.....	.....	s 6.40	.....	.....	.....
0.86						
ORANGE.....	.....	.....	s 6.43	.....	.....	.....
0.70						
HIGHLAND AVENUE...	.....	.....	s 6.45	.....	.....	.....
0.94						
MOUNTAIN STATION..	.....	.....	s 6.47	.....	.....	.....
0.75						
SOUTH ORANGE.....	.....	.....	s 6.50	.....	.....	7.20
1.30						
MAPLEWOOD.....	.....	.....	s 6.53	.....	.....	.....
1.61						
MILLBURN.....	.....	.....	s 6.56	.....	.....	s 7.24
1.08						
SHORT HILLS.....	.....	.....	s 6.59	.....	.....	.....
2.27						
SUMMIT.....	.....	5.41	s 7.05	.....	.....	.....
1.12		.....	.....	.....	.....	
WEST SUMMIT SIDING		.....	.....	.....	.....	
0.56						
NEW PROVIDENCE....		f 5.44	.....	.....	.....	
1.59						
MURRAY HILL.....		s 5.48	.....	.....	.....	
2.38						
BERKELEY HEIGHTS .		s 5.52	.....	.....	.....	
1.38						
GILLETTE.....		f 5.55	.....	.....	.....	
1.36						
STIRLING.....		f 5.57	.....	.....	.....	
1.62						
MILLINGTON.....		f 6.00	.....	.....	.....	
1.65						
LYONS.....		f 6.03	.....	.....	.....	
1.87						
BASKING RIDGE.....		f 6.07	.....	.....	.....	
1.16						
BERNARDSVILLE.....		s 6.11	.....	.....	.....	
2.65						
MINE BROOK.....		.....	.....	.....	.....	
1.50						
FAR HILLS.....		s **6.22**	.....	.....	.....	
2.39						
PEAPACK.....		f 6.26	.....	.....	.....	
0.92						
GLADSTONE.....		s 6.28	.....	.....	.....	
3.42						
CHATHAM.....			s 7.11	.....	.....	.....
2.00						
MADISON.....			s 7.14	.....	.....	.....
2.16						
CONVENT.....			s 7.18	.....	.....	.....
2.10						
MORRISTOWN.....			s 7.22	.....	.....	.....
2.21						
MORRIS PLAINS.....			.....	.....	.....	.....
3.71						
MOUNT TABOR.....			.....	.....	.....	.....
0.59						
DENVILLE.....Ar			.....	.....	.....	.....
Newark and Roseville Ave.	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.
	X1	403	505	107	109	X21

Equipment for No. 116

See Local Instruction 101

Equipment for No. 210

AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

WESTWARD. First Class.

405 Glad-stone Ex.Sa.&Su.	X31 Summit Ex.Sa.&Su.	X51 Morris Plains Ex.Sa.&Su.	605 Dover Ex.Sa.&Su.	111 Mont-clair Ex.Sa.&Su.	305 Summit Ex.Sa.&Su.	X3 Mont-clair Ex.Sa.&Su.	X27 South Orange Ex.Sa.&Su.	
AM	AM	AM	AM	AM	AM	AM	AM	
7.00	6.55	.....	7.08	7.15	7.30	7.43	7.46	
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	s 7.27	s 7.41	.....	.....	.....
s 7.13	.....	.....	s 7.19	s 7.29	s 7.43	.....	.....	.....
s 7.16	.....	.....	s 7.21	s 7.32	s 7.46	.....	.....	.....
Meeting point Nos. 410-405 Lyons Siding	.....	.....	.....	s 7.34	.....	.....	.....	.....
	.....	.....	.....	s 7.36	.....	.....	.....	.....
	.....	.....	.....	s 7.38	.....	.....	.....	.....
	.....	.....	.....	s 7.40	.....	.....	.....	.....
	.....	.....	.....	s 7.43	.....	s 8.03	.....	.....
s 7.17	.....	.....	.....	.....	s 7.47	.....	.....	.....
s 7.19	.....	.....	s 7.24	.....	s 7.49	.....	.....	.....
s 7.21	.....	.....	s 7.26	.....	s 7.51	.....	.....	.....
s 7.23	.....	.....	s 7.31	.....	s 7.53	.....	.....	.....
s 7.25	.....	.....	.....	.....	s 7.55	.....	.....	.....
s 7.27	.....	.....	.....	.....	s 7.57	.....	.....	.....
s 7.29	7.32	.....	s 7.36	.....	s 7.59	.....	s 8.10	.....
s 7.31	.....	.....	s 7.40	.....	s 8.02	.....	.....	.....
s 7.34	.....	.....	s 7.44	.....	s 8.05	.....	.....	.....
s 7.37	.....	.....	s 7.46	.....	s 8.08	.....	.....	.....
s **7.46**	s 7.47	.....	s 7.53	.....	s 8.13	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
s 7.49	.....	.....	.....	.....	.....	.....	.....	.....
s 7.52	.....	.....	.....	.....	.....	.....	.....	.....
s **8.00**	.....	.....	.....	.....	.....	.....	.....	.....
s 8.02	.....	.....	.....	.....	.....	.....	.....	.....
s 8.05	.....	.....	.....	.....	.....	.....	.....	.....
s **8.08**	.....	.....	.....	.....	.....	.....	.....	.....
s **8.18**	.....	.....	.....	.....	.....	.....	.....	.....
s 8.22	.....	.....	.....	.....	.....	.....	.....	.....
s 8.25	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
s 8.32	.....	.....	.....	.....	.....	.....	.....	.....
s 8.36	.....	.....	.....	.....	.....	.....	.....	.....
s **8.38**	.....	.....	.....	.....	.....	.....	.....	.....
See Local Instruction 101	.....	.....	s 7.59	.....	See Local Instruction 130	.....	.....	.....
	.....	.....	s 8.04	.....		.....	.....	.....
	.....	.....	s 8.08	.....		.....	.....	.....
	.....	8.00	s 8 14	.....		.....	.....	.....
	.....	s 8.06	s 8.18	.....		.....	.....	.....
	.....	.....	s 8.24	.....		.....	.....	.....
	.....	.....	s 8.26	.....		.....	.....	.....
		.....		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.	
405	X31	X51	605	111	305	X3	X27	

Equipment for No. 306

Equipment for No. 510

Equipment for No. 126

Equipment for No. 220

MORRISTOWN LINE, MONTCLAIR

WESTWARD. First Class.

STATIONS	113 Mont-clair Ex.Sa.&Su.	X29 South Orange Ex.Sa.&Su.	X33 Summit Ex.Sa.&Su.	201 Millburn Ex.Sa.&Su.	115 Mont-clair Ex.Sa.&Su.	607 Dover Ex.Sa.&Su.
	AM	AM	AM	AM	AM	AM
HOBOKEN.....Lv	7.48	7.57	8.07	8.08	8.10	8.15
1.92						
WEST END						
5.21						
HARRISON	s 8.00				s 8.21	
0.66						
NEWARK	s 8.05			8.20	s 8.23	s 8.29
1.23						
ROSEVILLE AVENUE	s 8.08			8.22	s 8.26	s 8.32
0.66						
AMPERE	s 8.10				s 8.28	
1.23						
WATSESSING AVE.	s 8.12				s 8.30	
0.70						
BLOOMFIELD	s 8.14				s 8.32	
0.59						
GLEN RIDGE	s 8.16				s 8.34	
0.92						
MONTCLAIR	s 8.19				s 8.37	
0.54						
GROVE STREET						s 8.33
0.45						
EAST ORANGE						s 8.35
0.59						
BRICK CHURCH						s 8.37
0.86						
ORANGE				s 8.27		s 8.40
0.70						
HIGHLAND AVENUE						s 8.42
0.94						
MOUNTAIN STATION						s 8.44
0.75						
SOUTH ORANGE		s 8.20		s 8.30		s 8.46
1.30						
MAPLEWOOD						s 8.48
1.61						
MILLBURN				s 8.39		s 8.51
1.08						
SHORT HILLS						s 8.53
2.27						
SUMMIT			s 8.40			s 8.58
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						s 9.08
2.00						
MADISON						s 9.06
2.16						
CONVENT						s 9.10
2.10						
MORRISTOWN						s 9.14
2.21						
MORRIS PLAINS						s 9.18
3.71						
MOUNT TABOR						f 9.23
0.59						
DENVILLE.....Ar						s 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

See Local Instruction 130

Equipment for No. 223

Equipment for No. 312

Equipment for No. 224 from Millburn. No passengers west of South Orange

Equipment for No. 512

AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

WESTWARD. First Class.

407 Glad-stone Ex.Sa.&Su.	X53 Morris-town Ex.Sa.&Su.	117 Mont-clair Ex.Sa.&Su.	609 Dover Ex.Sa.&Su.	119 Mont-clair Ex.Sa.&Su.	X47 Glad-stone Mon. only	507 Morris-town Ex.Sa.&Su.	121 Mont-clair Ex.Sa.&Su.	611 Dover Ex.Sa.&Su.
AM	AM	AM	AM	AM	AM	AM	AM	AM
.....	8.35	8.40	9.00	9.15	9.20	9.30	9.45	10.00
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	s 8.51	.....	s 9.26	.....	.....	.....	.....
.....	.....	s 8.53	s 9.13	s 9.28	9.32	s 9.43	s 10.00	s 10.13
.....	.....	s 8.56	s 9.16	s 9.31	9.34	s 9.46	s 10.03	s 10.16
.....	.....	s 8.58	.....	s 9.33	Meeting point Nos. 414, X47 Lyons Siding	.....	s 10.05	.....
.....	.....	s 9.00	.....	s 9.35		.....	s 10.07	.....
.....	.....	s 9.02	.....	s 9.37		.....	s 10.10	.....
.....	.....	s 9.04	.....	s 9.39		.....	s 10.12	.....
.....	.....	s 9.07	.....	s 9.42		.....	s 10.15	.....
.....	.....	.....	s 9.17	.....	.....	s 9.47	.....	s 10.17
.....	.....	.....	s 9.19	.....	.....	s 9.49	.....	s 10.19
.....	.....	.....	s 9.21	.....	.....	s 9.51	.....	s 10.21
.....	.....	.....	s 9.23	.....	9.37	s 9.53	.....	s 10.23
.....	.....	.....	s 9.25	.....	.....	s 9.55	.....	s 10.25
.....	.....	.....	s 9.27	.....	.....	s 9.57	.....	s 10.27
.....	.....	.....	s 9.29	.....	9.40	s 9.59	.....	s 10.29
.....	.....	.....	s 9.31	.....	.....	s 10.01	.....	s 10.31
.....	.....	.....	s 9.34	.....	9.43	s 10.04	.....	s 10.34
.....	.....	.....	s 9.36	.....	.....	s 10.06	.....	s 10.36
9.00	.....	.....	s 9.40	.....	s 9.50	s 10.10	.....	s 10.40
.....	.....	.....	.....	.....	.....	.....	.....	.....
s 9.03	.....	.....	.....	.....	s 9.53	.....	.....	.....
s 9.06	.....	.....	.....	.....	s 10.07	.....	.....	.....
s 9.13	.....	.....	.....	.....	s 10.18	.....	.....	.....
s 9.15	.....	.....	.....	.....	.....	.....	.....	.....
s 9.18	.....	.....	.....	.....	s 10.20	.....	.....	.....
s 9.22	.....	.....	.....	.....	**s10.28**	.....	.....	.....
s 9.25	.....	.....	.....	.....	**s10.39**	.....	.....	.....
s 9.28	.....	.....	.....	.....	s 10.45	.....	.....	.....
s 9.31	.....	.....	.....	.....	s 10.51	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
s 9.38	.....	.....	.....	.....	s 10.58	.....	.....	.....
s 9.42	.....	.....	.....	.....	.....	.....	.....	.....
s 9.44	.....	.....	.....	.....	s 11.05	.....	.....	.....
.....	.....	.....	s 9.46	.....	.....	s 10.16	.....	s 10.46
.....	.....	.....	s 9.49	.....	.....	s 10.19	.....	s 10.49
.....	.....	.....	s 9.53	.....	.....	s 10.23	.....	s 10.53
See Local Instruction 101	s 9.25	.....	s 9.57	See Local Instruction 130	See Local Instruction 101 No Passengers	s 10.27	.....	s 10.57
.....	.....	.....	s 10.01	.....	.....	.....	.....	s 11.01
.....	.....	.....	s 10.07	.....	.....	.....	.....	f 11.07
.....	.....	.....	s 10.09	.....	.....	.....	.....	s 11.09
.....	3	3	3	3	3	3	3	3
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
AM	AM	AM	AM	AM	AM	AM	AM	AM
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Mon. only	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
407	X53	117	609	119	X47	507	121	611

MORRISTOWN LINE, MONTCLAIR AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

WESTWARD. First Class.

STATIONS	409 Gladstone Ex.Sa.&Su.	123 Montclair Ex.Sa.&Su.	509 Morristown Ex.Sa.&Su.	3 Buffalo Ex.Sa.&Su.	125 Montclair Ex.Sa.&Su.	613 Dover Ex.Sa.&Su.
HOBOKEN.....Lv	AM 10.05	AM 10.15	AM 10.30	AM 10.35	AM 10.45	AM 11.00
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
5.21						
HARRISON.....	.....	.....	.....	.....	.....	.....
0.66						
NEWARK.....	$ 10.18	$ 10.28	$ 10.43	$ 10.48	$ 10.58	$ 11.15
1.23						
ROSEVILLE AVENUE...	10.20	$ 10.31	$ 10.46	10.50	$ 11.01	$ 11.18
0.66						
AMPERE.....	.....	$ 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.....	.....	.....	$ 10.47	.....	.....	$ 11.19
0.45						
EAST ORANGE.....	$ 10.23	.....	$ 10.49	.....	.....	$ 11.22
0.59						
BRICK CHURCH.....	$ 10.25	.....	$ 10.51	$ 10.55	.....	$ 11.24
0.86						
ORANGE.....	$ 10.28	.....	$ 10.53	10.56	.....	$ 11.27
0.70						
HIGHLAND AVENUE...	.....	.....	$ 10.55	.....	.....	$ 11.29
0.94						
MOUNTAIN STATION..	.....	.....	$ 10.57	.....	.....	$ 11.31
0.75						
SOUTH ORANGE.....	$ 10.32	.....	$ 10.59	10.59	.....	$ 11.33
1.30						
MAPLEWOOD.....	$ 10.35	.....	$ 11.02	.....	.....	$ 11.35
1.61						
MILLBURN.....	$ 10.38	.....	$ 11.05	11.02	.....	$ 11.38
1.08						
SHORT HILLS.....	$ 10.40	.....	$ 11.07	.....	.....	$ 11.40
2.27						
SUMMIT.....	$ 10.50	.....	$ 11.12	$ 11.08	.....	$ 11.45
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.....	See Local Instruction 161	.....	$ 11.18	.....	.....	$ 11.51
2.00						
MADISON.....		.....	$ 11.21	.....	.....	$ 11.54
2.16						
CONVENT.....		.....	$ 11.25	.....	.....	$ 11.58
2.10						
MORRISTOWN.....		.....	$ 11.29	11 19	.....	$ 12.05
2.21						
MORRIS PLAINS.....		.....	.....	.....	.....	$ 12.09
3.71						
MOUNT TABOR.....		.....	.....	.....	.....	$ 12.15
0.59						
DENVILLE.....Ar		.....	.....	11.27	.....	$ 12.17
Newark and Roseville Ave.						
Roseville Ave. and Orange.		3				
Orange and Millburn.....		.....				
	AM	AM	AM	AM	AM	PM
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
	409	123	509	3	125	613

WESTWARD. First Class.

127 Montclair Ex.Sa.&Su.	511 Morristown Ex.Sa.&Su.	411 Gladstone Ex.Sa.&Su.	129 Montclair Ex.Sa.&Su.	615 Dover Ex.Sa.&Su.	131 Montclair Ex.Sa.&Su.	513 Morristown Ex.Sa.&Su.	133 Montclair Ex.Sa.&Su.	
AM 11.15	AM 11.30	PM	AM 11.45	NOON 12.00	PM 12.15	PM 12.30	PM 12.45	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	$ 11.56	.....	.....	.....	f 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	.....	.....	$ 12.24	.....	$ 12.53	.....	.....
.....	$ 11.58	.....	.....	$ 12.26	.....	$ 12.55	.....	.....
.....	$ 12.00	.....	.....	$ 12.28	.....	$ 12.57	.....	.....
.....	$ 12.02	.....	.....	$ 12.30	.....	$ 12.59	.....	.....
.....	$ 12.04	.....	.....	$ 12.32	.....	$ 1.01	.....	.....
.....	$ 12.07	.....	.....	$ 12.35	.....	$ 1.04	.....	.....
.....	$ 12.09	.....	.....	$ 12.37	.....	$ 1.06	.....	.....
.....	$ 12.14	12.20	.....	$ 12.44	.....	$ 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	See Local Instruction 161	.....	$ 12.50	.....	$ 1.16	.....	.....
.....	$ 12.23		.....	$ 12.55	.....	$ 1.19	.....	.....
.....	$ 12.27		.....	$ 12.59	.....	$ 1.23	.....	.....
.....	$ 12.31		.....	$ 1.04	.....	$ 1.27	.....	.....
.....	.....		.....	$ 1.08	.....	.....	.....	.....
.....	.....		.....	$ 1.14	.....	.....	.....	.....
.....	.....		.....	$ 1.16	.....	.....	.....	.....
3	3	.....	3	3	3	3	3	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
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.	
127	511	411	129	615	131	513	133	

MORRISTOWN LINE, MONTCLAIR

WESTWARD. First Class.

STATIONS	621 Dover	417 Gladstone	135 Montclair	517 Morristown	139 Montclair	627 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
Roseville Ave. and Orange.		.....			.....	
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.
	621	417	135	517	139	627

See Local Instruction 101

See Local Instruction 130

AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

WESTWARD. First Class.

143 Montclair	521 Morristown	421 Gladstone	145 Montclair	629 Dover	147 Montclair	11 Scranton	209 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.	
PM 2.15	PM 2.30	PM	PM 2.45	PM 3.00	PM 3.15	PM 3.25	PM 3.30	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	$ 2.56	$ 3.11	$ 3.26	.....	$ 3.41	.....
$ 2.28	$ 2.43	.....	$ 2.58	$ 3.13	$ 3.28	$ 3.39	$ 3.43	.....
$ 2.31	$ 2.46	.....	$ 3.01	$ 3.16	$ 3.31	3.41	$ 3.46	.....
$ 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	.....	$ 3.46	$ 3.51	.....
.....	$ 2.53	.....	.....	$ 3.24	.....	3.47	$ 3.53	.....
.....	$ 2.55	.....	.....	$ 3.26	.....	.....	$ 3.55	.....
.....	$ 2.57	.....	.....	$ 3.28	.....	.....	$ 3.57	.....
.....	$ 2.59	.....	.....	$ 3.30	.....	3.50	$ 3.59	.....
.....	$ 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	.....	.....	.....	.....
.....	.....			f 4.11	.....	.....	.....	.....
.....	.....			$ 4.13	.....	4.20	.....	.....
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	11	209	

See Local Instruction 101

See Local Instruction 130

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

See Local Instruction 130

MORRISTOWN LINE, MONTCLAIR

WESTWARD. First Class.

STATIONS	631 Dover	211 South Orange	149 Montclair	633 Dover	423 Gladstone	309 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 4.08	PM 4.15	.....	PM 4.15
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
5.21						
HARRISON.....	.....	$ 4.11	$ 4.15	.....	.....	$ 4.27
0.66						
NEWARK.....	$ 3.58	$ 4.18	$ 4.17	$ 4.28	.....	$ 4.30
1.23						
ROSEVILLE AVENUE...	4.00	$ 4.16	$ 4.20	4.30	.....	$ 4.33
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	.....	.....	.....	.....	.....	.....
0.56						
NEW PROVIDENCE....	.....	.....	.....	.....	.....	.....
1.59						
MURRAY HILL.....	.....	.....	.....	.....	4.53	.....
2.38						
BERKELEY HEIGHTS.	.....	.....	.....	.....	4.56	.....
1.38						
GILLETTE.....	.....	.....	.....	.....	.....	.....
1.86						
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 130	.....	$ 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						
DENVILLE.....Ar	$ 4.50	.....	.....	$ 5.21	.....	.....
Newark and Roseville Ave.			3			
Roseville Ave. and Orange.						
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.
	631	211	149	633	423	309

AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

WESTWARD. First Class.

635 Dover	151 Montclair	427 Gladstone	217 South Orange	5 Buffalo	523 Morristown	219 South Orange	153 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 4.37	PM 4.42	PM 4.45	PM 4.50	PM 4.55	PM 5.00	PM 5.01	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
$ 4.46	$ 4.48	$ 4.53	$ 4.56	.....	.....	.....	$ 5.13	.....
$ 4.48	$ 4.50	$ 4.56	$ 4.58	$ 5.03	$ 5.08	$ 5.12	$ 5.16	.....
4.50	4.52	4.58	$ 5.01	5.05	5.10	5.14	$ 5.19	.....
.....	$ 4.54	.....	.....	.....	.....	.....	$ 5.21	.....
.....	$ 4.56	.....	.....	.....	.....	.....	$ 5.23	.....
.....	$ 4.58	.....	.....	.....	.....	.....	$ 5.25	.....
.....	$ 5.00	.....	.....	.....	.....	.....	$ 5.27	.....
.....	$ 5.03	.....	.....	.....	.....	.....	$ 5.30	.....
.....	.....	.....	$ 5.04	.....	.....	$ 5.16	.....	.....
.....	.....	.....	$ 5.06	.....	.....	$ 5.18	.....	.....
.....	.....	.....	$ 5.08	$ 5.10	.....	$ 5.20	.....	.....
4.53	.....	5.01	$ 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	.....	.....
.....	.....	$ 5.07	.....	.....	$ 5.21	.....	.....	.....
4.59	.....	$ 5.10	.....	5.17	$ 5.24	.....	.....	.....
.....	.....	$ 5.13	.....	.....	$ 5.27	.....	.....	.....
$ 5.05	.....	$ 5.18	.....	$ 5.24	$ 5.32	.....	.....	.....
.....	.....	.....	.....	.....	TRACK ONE ORANGE TO SOUTH ORANGE TRACK THREE TO MILLBURN	.....	.....	.....
.....	.....	$ 5.21	.....	.....		.....	.....	.....
.....	.....	**5.25**	.....	.....		.....	.....	.....
.....	.....	$ 5.29	.....	.....		.....	.....	.....
.....	.....	$ 5.32	.....	.....		.....	.....	.....
.....	.....	$ 5.34	.....	.....		.....	.....	.....
.....	.....	$ 5.37	.....	.....		.....	.....	.....
.....	.....	$ 5.40	.....	.....		.....	.....	.....
.....	.....	$ 5.43	.....	.....		.....	.....	.....
.....	.....	$ 5.46	.....	.....		.....	.....	.....
.....	.....	f 5.50	.....	.....		.....	.....	.....
.....	.....	$ 5.53	.....	.....		.....	.....	.....
.....	.....	$ 5.57	.....	.....		.....	.....	.....
.....	.....	$ 5.59	.....	.....		.....	.....	.....
$ 5.10	.....	See Local Instruction 101	.....	.....	$ 5.38	.....	.....	.....
$ 5.13	.....		.....	.....	$ 5.42	.....	.....	.....
$ 5.17	.....		.....	.....	$ 5.46	.....	.....	.....
$ 5.21	.....		.....	5.36	$ 5.50	.....	.....	.....
$ 5.25	.....		.....	.....	.....	.....	.....	.....
$ 5.31	.....		.....	.....	.....	.....	.....	.....
$ 5.33	.....		.....	5.45	.....	.....	.....	.....
3	3				See Note		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.	
635	151	427	217	5	523	219	153	

MORRISTOWN LINE, MONTCLAIR AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

WESTWARD. First Class.

STATIONS	637 Dover	527 Morristown	155 Montclair	221 South Orange	429 Gladstone	431 Gladstone	531 Morristown	223 South Orange	639 Dover	157 Montclair	311 Summit	227 South Orange	159 Montclair	641 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.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	PM 5.22	PM 5.25	PM 5.30	PM 5.30	PM 5.32	PM 5.36	PM 5.37	PM 5.39
1.92														
WEST END.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.21														
HARRISON.....	.....	.....	s 5.26	s 5.28	.....	.....	.....	s 5.38	.....	.....	.....	.....	.....	.....
0.66														
NEWARK.....	s 5.20	5.27	s 5.28	5.29	s 5.34	.....	s 5.36	s 5.40	5.42	5.42	5.44	s 5.48	5.49	s 5.53
1.23														
ROSEVILLE AVENUE...	5.22	5.29	s 5.31	5.31	5.36	.....	5.38	s 5.43	5.44	5.44	5.46	5.50	s 5.52	5.55
0.66														
AMPERE.....	.....	.....	s 5.34	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 5.55	.....
1.23														
WATSESSING AVE....	.....	.....	s 5.37	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 5.58	.....
0.70														
BLOOMFIELD.....	.....	.....	s 5.39	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 6.00	.....
0.59														
GLEN RIDGE.....	.....	.....	s 5.41	.....	.....	.....	.....	.....	.....	s 5.49	.....	.....	s 6.02	.....
0.92														
MONTCLAIR.....	.....	.....	s 5.44	.....	.....	.....	.....	.....	.....	s 5.52	.....	.....	s 6.05	.....
0.54														
GROVE STREET.....	.....	.....	.....	s 5.33	.....	.....	.....	.....	.....	.....	.....	s 5.52	.....	.....
0.45														
EAST ORANGE.....	.....	.....	.....	s 5.35	.....	.....	.....	s 5.45	.....	.....	s 5.49	.....	.....	.....
0.59														
BRICK CHURCH.....	.....	.....	.....	s 5.37	.....	.....	.....	s 5.47	.....	.....	.....	s 5.56	.....	.....
0.86														
ORANGE.....	5.25	5.32	.....	s 5.39	5.39	.....	5.42	s 5.49	5.47	.....	5.51	s 5.58	.....	5.58
0.70														
HIGHLAND AVENUE...	.....	.....	.....	s 5.41	.....	.....	.....	s 5.51	.....	.....	.....	s 6.00	.....	.....
0.94														
MOUNTAIN STATION..	.....	.....	.....	s 5.43	.....	.....	.....	s 5.53	.....	.....	.....	s 6.02	.....	.....
0.75														
SOUTH ORANGE.....	.....	5.35	.....	s 5.45	5.42	.....	s 5.46	s 5.55	5.50	.....	.....	s 6.04	.....	6.01
1.30														
MAPLEWOOD.....	s 5.31	.....	.....	.....	.....	.....	s 5.49	.....	.....	.....	s 5.56	.....	.....	.....
1.61														
MILLBURN.....	s 5.34	5.38	.....	.....	5.45	.....	s 5.54	.....	5.53	.....	s 5.59	.....	.....	6.04
1.08														
SHORT HILLS.....	s 5.37	.....	.....	.....	.....	.....	s 5.57	.....	.....	.....	s 6.02	.....	.....	s 6.07
2.27														
SUMMIT.....	5.41	s 5.45	.....	.....	s 5.51	5.55	s 6.02	.....	5.58	.....	s 6.07	.....	.....	s 6.12
1.12														
WEST SUMMIT SIDING	TRACK ONE ORANGE TO SOUTH ORANGE TRACK THREE TO MILLBURN						TRACK ONE ORANGE TO SOUTH ORANGE TRACK THREE TO MILLBURN	.....	See Local Instruction 139	.....	Track One Orange to South Orange Track Three to Millburn	.....	.....	See Local Instruction 139
0.56														
NEW PROVIDENCE....					s 5.58									
1.59														
MURRAY HILL.....					5.56	s 6.01								
2.38														
BERKELEY HEIGHTS.					5.59	s 6.05								
1.38														
GILLETTE.....					.....	s 6.08								
1.36														
STIRLING.....					6.02	s 6.10								
1.62														
MILLINGTON.....					.....	s 6.13								
1.65														
LYONS.....					.....	s 6.16								
1.87														
BASKING RIDGE.....					s 6.09	s 6.19								
1.16														
BERNARDSVILLE.....					s 6.12	s 6.22								
2.65														
MINE BROOK.....					s 6.16	.....								
1.50														
FAR HILLS.....					s 6.19	f 6.29								
2.39														
PEAPACK.....					s 6.23	f 6.33								
0.92														
GLADSTONE.....					s 6.25	s 6.35								
3.42														
CHATHAM.....	s 5.47	s 5.51	.....	.....			s 6.08	.....	.....	.....	.....	.....	.....	s 6.17
2.00														
MADISON.....	s 5.51	s 5.55	.....	.....			s 6.12	.....	s 6.07	.....	.....	.....	.....	s 6.21
2.16														
CONVENT.....	s 5.55	s 5.59	.....	.....			s 6.16	.....	s 6.11	.....	.....	.....	.....	s 6.25
2.10														
MORRISTOWN.....	s 5.59	s 6.03	.....	.....			s 6.21	.....	s 6.16	.....	.....	.....	.....	s 6.29
2.21														
MORRIS PLAINS.....	s 6.03	.....	.....	.....			.....	.....	s 6.21	.....	.....	.....	.....	s 6.34
3.71														
MOUNT TABOR.....	s 6.09	.....	.....	.....			.....	.....	s 6.27	.....	.....	.....	.....	s 6.40
0.59														
DENVILLE.....Ar	s 6.11	.....	.....	.....			.....	.....	s 6.29	.....	.....	.....	.....	s 6.42
Newark and Roseville Ave.	3	1	3	1	See Local Instruction 161	See Local Instruction 161	See Note		1	3	1	1	1	1
Roseville Ave. and Orange.	1	1	.....	.....						.....			.....	.....
Orange and Millburn.....	See Note	1	.....	.....						.....	See Note		.....	.....
	PM	PM	PM	PM	PM	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.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.
	637	527	155	221	429	431	531	223	639	157	311	227	159	641

MORRISTOWN LINE, MONTCLAIR

WESTWARD. First Class.

STATIONS	229 Millburn Ex.Sa.&Su.	163 Mont-clair Ex.Sa.&Su.	231 South Orange Ex.Sa.&Su.	533 Morris Plains Ex.Sa.&Su.	433 Glad-stone Ex.Sa.&Su.	233 South Orange 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		s 5.57				s 6.06
0.66						
NEWARK	s 5.57	s 5.59	6.00	s 6.03	s 6.05	6.07
1.23						
ROSEVILLE AVENUE	5.59	s 6.02	6.02	6.05	6.07	s 6.09
0.66						
AMPERE		s 6.04				
1.23						
WATSESSING AVE.		s 6.06				
0.70						
BLOOMFIELD		s 6.09				
0.59						
GLEN RIDGE		s 6.11				
0.92						
MONTCLAIR		s 6.14				
0.54						
GROVE STREET			s 6.04			s 6.11
0.45						
EAST ORANGE	s 6.02					
0.59						
BRICK CHURCH			s 6.07			s 6.14
0.86						
ORANGE	s 6.05			6.08	6.10	s 6.16
0.70						
HIGHLAND AVENUE			s 6.11			s 6.18
0.94						
MOUNTAIN STATION			s 6.13			s 6.20
0.75						
SOUTH ORANGE	s 6.09		s 6.15	6.11	6.13	s 6.22
1.30						
MAPLEWOOD	s 6.12					
1.61						
MILLBURN	s 6.16			6.15	6.17	
1.08						
SHORT HILLS					s 6.19	
2.27						
SUMMIT				s 6.22	6.24	
1.12						
WEST SUMMIT SIDING						
0.56						
NEW PROVIDENCE					s 6.27	
1.59						
MURRAY HILL					s 6.30	
2.38						
BERKELEY HEIGHTS					s 6.34	
1.38						
GILLETTE					s 6.37	
1.36						
STIRLING					s 6.39	
1.62						
MILLINGTON					s 6.42	
1.65						
LYONS					s 6.45	
1.87						
BASKING RIDGE					s 6.48	
1.16						
BERNARDSVILLE					s 6.51	
2.65						
MINE BROOK					f 6.55	
1.50						
FAR HILLS					s **6.58**	
2.39						
PEAPACK					s 7.02	
0.92						
GLADSTONE					s 7.04	
3.42						
CHATHAM				s 6.27		
2.00						
MADISON				s 6.30		
2.16						
CONVENT				s 6.34		
2.10						
MORRISTOWN				s 6.38		
2.21						
MORRIS PLAINS				s 6.42		
3.71						
MOUNT TABOR						
0.59						
DENVILLE.....Ar						
Newark and Roseville Ave.	2	3	1	1	See Local Instruction 101	1
Roseville Ave. and Orange.						
Orange and Millburn						
	PM Ex.Sa.&Su.	PM Ex.Sa.&Su.	PM Ex.Sa.&Su.	PM Ex.Sa.&Su.	PM Ex.Sa.&Su.	PM Ex.Sa.&Su.
	229	163	231	533	433	233

AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

WESTWARD. First Class.

165 Mont-clair Ex.Sa.&Su.	313 Summit Ex.Sa.&Su.	167 Mont-clair Ex.Sa.&Su.	235 South Orange Ex.Sa.&Su.	315 Summit Ex.Sa.&Su.	239 South Orange Ex.Sa.&Su.	645 Dover Ex.Sa.&Su.	435 Glad-stone 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	s 6.13	s 6.16	s 6.18	s 6.27	6.28	s 6.30	.....
6.14	6.16	s 6.19	6.20	6.29	s 6.30	6.32	.....
.....	.....	s 6.21	.....	.....	.....	.....	.....
.....	.....	s 6.23	.....	.....	.....	.....	.....
.....	.....	s 6.26	.....	.....	.....	.....	.....
s 6.19	.....	s 6.28	.....	.....	.....	.....	.....
s 6.22	.....	s 6.31	.....	.....	.....	.....	.....
.....	.....	.....	s 6.22	.....	s 6.31	.....	.....
.....	s 6.18	.....	s 6.24	.....	s 6.33	.....	.....
.....	.....	.....	s 6.26	.....	s 6.35	.....	.....
.....	6.21	.....	s 6.28	6.32	s 6.37	6.35	.....
.....	.....	.....	s 6.30	.....	s 6.39	.....	.....
.....	.....	.....	s 6.32	.....	s 6.41	.....	.....
.....	s 6.25	.....	s 6.34	6.35	s 6.43	6.38	.....
.....	s 6.28	.....	.....	s 6.37	.....	.....	.....
.....	s 6.31	.....	.....	s 6.42	.....	6.41	.....
.....	s 6.33	.....	.....	s 6.45	.....	.....	.....
.....	s 6.37	.....	.....	s 6.50	.....	s 6.48	6.50
.....	Track One Orange to South Orange Track Three to Millburn	.....	.....	Track One Orange to South Orange Track Three to Millburn	.....	.....	.....
.....		.....	.....		.....	.....	s 6.53
.....		.....	.....		.....	.....	s 6.56
.....		.....	.....		.....	.....	s 7.00
.....		.....	.....		.....	.....	s 7.03
.....		.....	.....		.....	.....	s 7.05
.....		.....	.....		.....	.....	s 7.08
.....		.....	.....		.....	.....	s 7.11
.....		.....	.....		.....	.....	s 7.14
.....		.....	.....		.....	.....	s **7.17**
.....		.....	.....		.....	.....	f 7.21
.....		.....	.....		.....	.....	s 7.24
.....		.....	.....		.....	.....	s 7.28
.....		.....	.....		.....	.....	s 7.30
.....	.....	.....	.....	.....	.....	s 6.53	.....
.....	.....	.....	.....	.....	.....	s 6.56	.....
.....	.....	.....	.....	.....	.....	s 7.00	.....
.....	.....	.....	.....	.....	.....	s 7.04	.....
.....	.....	.....	.....	.....	.....	s 7.08	.....
.....	.....	.....	.....	.....	.....	s 7.15	.....
.....	.....	.....	.....	.....	.....	s 7.17	.....
1	2	3	1	2	1	2	See Local Instruction 101
.....	See Note	.....	.....	See Note	.....	1	.....
.....		.....	.....		.....		.....
PM Ex.Sa.&Su.	PM Ex.Sa.&Su.	PM Ex.Sa.&Su.	PM Ex.Sa.&Su.	PM Ex.Sa.&Su.	PM Ex.Sa.&Su.	PM Ex.Sa.&Su.	PM Ex.Sa.&Su.
165	313	167	235	315	239	645	435

MORRISTOWN LINE, MONTCLAIR AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

WESTWARD. First Class.

STATIONS	169	241	171	535	647	437	173	317	649	175	X39	7	177	651	
	Montclair	Millburn	Montclair	Morristown	Dover	Gladstone	Montclair	Summit	Dover	Montclair	Summit	Buffalo	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.	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	PM	PM	PM	PM	PM	PM	
HOBOKEN Lv	6.23	6.30	6.45	6.50	7.15	......	7.17	7.20	7.45	7.47	7.50	8.15	8.18	8.30	......
1.92 WEST END	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
5.21 HARRISON	......	s 6.41	s 6.57	......	......	......	......	s 7.31	......	......	......	......	s 8.29	......	......
0.66 NEWARK	s 6.36	s 6.43	s 6.59	s 7.03	s 7.27	......	s 7.31	s 7.33	s 7.58	s 8.00	s 8.10	s 8.28	s 8.31	s 8.43	......
1.23 ROSEVILLE AVENUE...	6.38	s 6.46	s 7.02	7.05	7.29	......	s 7.34	s 7.36	s 8.01	s 8.03	8.12	8.30	s 8.34	s 8.46	......
0.66 AMPERE	s 6.40	......	s 7.04	......	......	......	s 7.36	......	......	s 8.05	......	......	s 8.36	......	......
1.28 WATSESSING AVE.	s 6.42	......	s 7.06	......	......	......	s 7.38	......	......	s 8.07	......	......	s 8.38	......	......
0.70 BLOOMFIELD	s 6.44	......	s 7.08	......	......	......	s 7.41	......	......	s 8.09	......	......	s 8.40	......	......
0.59 GLEN RIDGE	s 6.46	......	s 7.10	......	......	......	s 7.43	......	......	s 8.11	......	......	s 8.42	......	......
0.92 MONTCLAIR	s 6.49	......	s 7.13	......	......	......	s 7.46	......	......	s 8.14	......	......	s 8.45	......	......
0.54 GROVE STREET	......	s 6.48	......	s 7.07	......	......	......	s 7.37	s 8.02	......	......	......	......	s 8.47	......
0.45 EAST ORANGE	......	s 6.50	......	s 7.09	......	......	......	s 7.39	s 8.04	......	s 8.23	......	......	s 8.49	......
0.59 BRICK CHURCH	......	s 6.52	......	s 7.11	s 7.32	......	......	s 7.41	s 8.06	......	......	s 8.35	......	s 8.51	......
0.86 ORANGE	......	s 6.54	......	s 7.13	......	......	......	s 7.43	s 8.08	......	s 8.34	8.36	......	s 8.53	......
0.70 HIGHLAND AVENUE...	......	s 6.56	......	s 7.15	......	......	......	s 7.45	s 8.10	......	......	......	......	s 8.55	......
0.94 MOUNTAIN STATION..	......	s 6.58	......	s 7.17	......	......	......	s 7.47	s 8.12	......	......	......	......	s 8.57	......
0.75 SOUTH ORANGE	......	s 7.00	......	s 7.19	s 7.36	......	......	s 7.49	s 8.14	......	s 8.45	8.39	......	s 8.59	......
1.80 MAPLEWOOD	......	s 7.03	......	s 7.21	s 7.39	......	......	s 7.51	s 8.16	......	......	......	......	s 9.01	......
1.61 MILLBURN	......	s 7.06	......	s 7.24	s 7.42	......	......	s 7.54	s 8.19	......	8.49	8.42	......	s 9.04	......
1.08 SHORT HILLS	......	......	......	s 7.26	s 7.44	......	......	s 7.56	s 8.21	......	......	......	......	s 9.06	......
2.27 SUMMIT	......	......	......	s 7.30	s 7.48	7.55	......	s 8.00	s 8.25	......	s 9.00	s 8.49	......	s 9.11	......
1.12 WEST SUMMIT SIDING	......	......	......	......	......	......	......	......	......	......		......	......	......	......
0.56 NEW PROVIDENCE	......	......	......	......	......	s 7.58	......	......	......	......		......	......	......	......
1.59 MURRAY HILL	......	......	......	......	......	s 8.01	......	......	......	......		......	......	......	......
2.38 BERKELEY HEIGHTS.	......	......	......	......	......	s 8.05	......	......	......	......		......	......	......	......
1.38 GILLETTE	......	......	......	......	......	s 8.08	......	......	......	......		......	......	......	......
1.36 STIRLING	......	......	......	......	......	s 8.10	......	......	......	......		......	......	......	......
1.62 MILLINGTON	......	......	......	......	......	s 8.13	......	......	......	......	No Passengers	......	......	......	......
1.65 LYONS	......	......	......	......	......	s 8.16	......	......	......	......		......	......	......	......
1.87 BASKING RIDGE	......	......	......	......	......	s 8.19	......	......	......	......		......	......	......	......
1.16 BERNARDSVILLE	......	......	......	......	......	s **8.22**	......	......	......	......		......	......	......	......
2.65 MINE BROOK	......	......	......	......	......	......	......	......	......	......		......	......	......	......
1.50 FAR HILLS	......	......	......	......	......	s 8.29	......	......	......	......		......	......	......	......
2.39 PEAPACK	......	......	......	......	......	s 8.33	......	......	......	......		......	......	......	......
0.92 GLADSTONE	......	......	......	......	......	s 8.35	......	......	......	......		......	......	......	......
3.42 CHATHAM	......	......	......	s 7.36	s 7.54		......	......	s 8.31	......	......	......	......	s 9.17	......
2.00 MADISON	......	......	......	s 7.39	s 7.57		......	......	s 8.34	......	......	......	......	s 9.20	......
2.16 CONVENT	......	......	......	s 7.43	s 8.01	See Local Instruction 101	......	......	s 8.38	......	......	......	......	s 9.24	......
2.10 MORRISTOWN	......	......	......	s 7.47	s 8.08		......	......	s 8.42	......	......	9.00	......	s 9.28	......
2.21 MORRIS PLAINS	......	......	......	......	s 8.13		......	......	s 8.46	......	......	......	......	s 9.32	......
3.71 MOUNT TABOR	......	......	......	......	f 8.19		......	......	f 8.52	......	......	......	......	f 9.38	......
0.59 DENVILLE ...... Ar	......	......	......	......	s 8.21		......	......	s 8.54	......	......	9.08	......	s 9.40	......
Newark and Roseville Ave.	3	3	3	3	3	......	3	3	3	3	3	3	3	3	......
Roseville Ave. and Orange.	......	3	......	3	3	......	......	3	3	......	3	1	......	3	......
Orange and Millburn	......	3	......	3	3	......	......	3	3	......	3	1	......	3	......
	PM	PM	PM	PM	PM	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.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	
	169	241	171	535	647	437	173	317	649	175	X39	7	177	651	

MORRISTOWN LINE, MONTCLAIR

WESTWARD — First Class.

STATIONS	439 Gladstone Ex.Sa.&Su.	179 Montclair Ex.Sa.&Su.	319 Summit Ex.Sa.&Su.	181 Montclair Ex.Sa.&Su.	653 Dover Ex.Sa.&Su.	183 Montclair Ex.Sa.&Su.
	PM	PM	PM	PM	PM	PM
HOBOKEN.....Lv	.....	8.45	9.05	9.15	9.30	9.45
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
5.21						
HARRISON.....	.....	.....	.....	.....	.....	.....
0.66						
NEWARK.....	.....	s 8.58	s 9.18	s 9.28	s 9.43	s 9.58
1.23						
ROSEVILLE AVENUE..	.....	s 9.01	s 9.21	s 9.31	s 9.46	s 10.01
0.66						
AMPERE.....	.....	s 9.03	.....	s 9.33	.....	s 10.03
1.23						
WATSESSING AVE....	.....	s 9.05	.....	s 9.35	.....	s 10.05
0.70						
BLOOMFIELD.....	.....	s 9.07	.....	s 9.37	.....	s 10.07
0.59						
GLEN RIDGE.....	.....	s 9.09	.....	s 9.39	.....	s 10.09
0.92						
MONTCLAIR.....	.....	s 9.12	.....	s 9.42	.....	s 10.12
0.54						
GROVE STREET.....	.....	.....	s 9.22	.....	s 9.47	.....
0.45						
EAST ORANGE.....	.....	.....	s 9.24	.....	s 9.49	.....
0.59						
BRICK CHURCH.....	.....	.....	s 9.26	.....	s 9.51	.....
0.86						
ORANGE.....	.....	.....	s 9.28	.....	s 9.54	.....
0.70						
HIGHLAND AVENUE...	.....	.....	s 9.30	.....	s 9.56	.....
0.94						
MOUNTAIN STATION..	.....	.....	s 9.32	.....	s 9.58	.....
0.75						
SOUTH ORANGE.....	.....	.....	s 9.34	.....	s 10.00	.....
1.30						
MAPLEWOOD.....	.....	.....	s 9.36	.....	s 10.02	.....
1.61						
MILLBURN.....	.....	.....	s 9.39	.....	s 10.05	.....
1.08						
SHORT HILLS.....	.....	.....	s 9.41	.....	s 10.07	.....
2.27						
SUMMIT.....	9.14	.....	s 9.45	.....	s 10.12	.....
1.12						
WEST SUMMIT SIDING	.....	.....	.....	.....	.....	.....
0.56						
NEW PROVIDENCE....	s 9.17	.....	.....	.....	.....	.....
1.59						
MURRAY HILL.....	s 9.20	.....	.....	.....	.....	.....
2.38						
BERKELEY HEIGHTS.	s 9.24	.....	.....	.....	.....	.....
1.33						
GILLETTE.....	s 9.27	.....	.....	.....	.....	.....
1.36						
STIRLING.....	s 9.29	.....	.....	.....	.....	.....
1.62						
MILLINGTON.....	s 9.32	.....	.....	.....	.....	.....
1.65						
LYONS.....	s 9.35	.....	.....	.....	.....	.....
1.87						
BASKING RIDGE.....	s 9.38	.....	.....	.....	.....	.....
1.16						
BERNARDSVILLE.....	s 9.41	.....	.....	.....	.....	.....
2.65						
MINE BROOK.....	.....	.....	.....	.....	.....	.....
1.50						
FAR HILLS.....	s 9.49	.....	.....	.....	.....	.....
2.39						
PEAPACK.....	s 9.52	.....	.....	.....	.....	.....
0.92						
GLADSTONE.....	s 9.54	.....	.....	.....	.....	.....
3.42						
CHATHAM.....	See Local Instruction 161	.....	.....	.....	s 10.18	.....
2.00						
MADISON.....		.....	.....	.....	s 10.22	.....
2.16						
CONVENT.....		.....	.....	.....	s 10.26	.....
2.10						
MORRISTOWN.....		.....	.....	.....	s 10.30	.....
2.21						
MORRIS PLAINS.....		.....	.....	.....	s 10.34	.....
3.71						
MOUNT TABOR.....		.....	.....	.....	f 10.40	.....
0.69						
DENVILLE.....Ar		.....	.....	.....	s 10.42	.....
Newark and Roseville Ave.	.....	3	3	3	3	3
Roseville Ave. and Orange.	.....	.....	.....	.....	.....	.....
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.
	439	179	319	181	653	183

AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

WESTWARD. — First Class.

441 Gladstone Ex.Sa.&Su.	185 Montclair Ex.Sa.&Su.	655 Dover Ex.Sa.&Su.	187 Montclair Ex.Sa.&Su.	537 Morristown Ex.Sa.&Su.	189 Montclair Ex.Sa.&Su.	539 Morris Plains Ex.Sa.&Su.	191 Montclair Ex.Sa.&Su.	
PM	PM	PM	PM	PM	PM	PM	PM	
10.02	10.15	10.30	10.45	11.02	11.15	11.30	11.45	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	f 10.26	.....	.....	.....	.....	.....	.....	.....
s 10.15	s 10.28	s 10.43	s 10.58	s 11.15	s 11.32	s 11.43	s 11.58	.....
s 10.18	s 10.31	s 10.46	s 11.01	s 11.18	s 11.35	s 11.46	s 12.01	.....
.....	s 10.33	.....	s 11.03	.....	s 11.37	.....	s 12.03	.....
.....	s 10.35	.....	s 11.05	.....	s 11.39	.....	s 12.05	.....
.....	s 10.37	.....	s 11.07	.....	s 11.43	.....	s 12.07	.....
.....	s 10.39	.....	s 11.09	.....	s 11.45	.....	s 12.09	.....
.....	s 10.42	.....	s 11.12	.....	s 11.48	.....	s 12.12	.....
s 10.19	.....	s 10.47	.....	s 11.19	.....	s 11.47	.....	.....
s 10.21	.....	s 10.49	.....	s 11.21	.....	s 11.49	.....	.....
s 10.23	.....	s 10.51	.....	s 11.23	.....	s 11.51	.....	.....
s 10.25	.....	s 10.53	.....	s 11.25	.....	s 11.53	.....	.....
s 10.27	.....	s 10.55	.....	s 11.27	.....	s 11.55	.....	.....
s 10.29	.....	s 10.57	.....	s 11.29	.....	s 11.57	.....	.....
s 10.31	.....	s 10.59	.....	s 11.31	.....	s 11.59	.....	.....
s 10.33	.....	s 11.01	.....	s 11.33	.....	s 12.02	.....	.....
s 10.36	.....	s 11.04	.....	s 11.36	.....	s 12.05	.....	.....
s 10.38	.....	s 11.06	.....	s 11.38	.....	s 12.07	.....	.....
s 10.43	.....	s 11.10	.....	s 11.42	.....	s 12.11	.....	.....
.....	.....	.....	See Local Instruction 139	.....	.....	.....	.....	.....
s 10.46	.....	.....		.....	.....	.....	.....	.....
s 10.52	.....	.....		.....	.....	.....	.....	.....
s 10.56	.....	.....		.....	.....	.....	.....	.....
s 10.59	.....	.....		.....	.....	.....	.....	.....
s 11.01	.....	.....		.....	.....	.....	.....	.....
s 11.04	.....	.....		.....	.....	.....	.....	.....
s 11.07	.....	.....		.....	.....	.....	.....	.....
s 11.10	.....	.....		.....	.....	.....	.....	.....
s 11.13	.....	.....		.....	.....	.....	.....	.....
.....	.....	.....		.....	.....	.....	.....	.....
s 11.20	.....	.....		.....	.....	.....	.....	.....
s 11.24	.....	.....		.....	.....	.....	.....	.....
s 11.26	.....	.....		.....	.....	.....	.....	.....
.....	.....	s 11.16	.....	s 11.48	See Local Instruction 139	s 12.16	See Local Instruction 139	.....
.....	.....	s 11.19	.....	s 11.51		s 12.19		.....
.....	.....	s 11.23	.....	s 11.55		s 12.23		.....
.....	.....	s 11.27	.....	s 11.59		s 12.27		.....
.....	.....	s 11.31	.....	.....		s 12.31		.....
.....	.....	f 11.37	.....	.....		.....		.....
.....	.....	s 11.39	.....	.....		.....		.....
3	3	3	3	3	3	3	3	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
PM	PM	PM	PM	PM	PM	AM	AM	
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Su&Mo	Ex.Su&Mo	
441	185	655	187	537	189	539	191	

MORRISTOWN LINE, MONTCLAIR AND GLADSTONE BRANCHES.

EASTWARD. First Class.

Car Capacity Siding in addition to Engine and Caboose	Distance to Hoboken		STATIONS	700	702	646	X52
				Montclair	Montclair	Dover	Morristown
				Sat. only	Sat. only	Sat. only	Sat. only
			Ar	AM	AM	AM	AM
...	...		HOBOKEN N	s 12.27	s 12.56	s 1.11	s 1.15
...	1.92	1.92	WEST END N	...	...	...	...
...	7.13	5.21	HARRISON	f 12.16	...	...	...
...	7.79	0.66	NEWARK N	s 12.14	s 12.43	s 12.59	s 1.01
...	9.02	1.23	ROSEVILLE AVENUE N	s 12.11	s 12.40	s 12.56	...
...	9.68	0.66	AMPERE	s 12.09	s 12.38	...	...
...	10.91	1.23	WATSESSING AVE.	s 12.07	s 12.36	...	...
...	11.61	0.70	BLOOMFIELD	s 12.05	s 12.34	...	...
...	12.20	0.59	GLEN RIDGE	s 12.03	s 12.32	...	...
...	13.12	0.92	MONTCLAIR D	12.01	12.30	...	...
...	9.56	0.54	GROVE STREET	...	...	s 12.54	...
...	10.01	0.45	EAST ORANGE	...	...	s 12.53	...
...	10.60	0.59	BRICK CHURCH	...	...	s 12.51	...
...	11.46	0.86	ORANGE D	...	...	s 12.49	...
...	12.16	0.70	HIGHLAND AVENUE	...	...	s 12.47	...
...	13.10	0.94	MOUNTAIN STATION	...	...	s 12.45	...
...	13.85	0.75	SOUTH ORANGE D	...	...	s 12.43	...
...	15.15	1.30	MAPLEWOOD	...	...	s 12.40	...
...	16.76	1.61	MILLBURN D	...	...	s 12.37	...
...	17.84	1.08	SHORT HILLS	...	...	s 12.35	...
...	20.11	2.27	SUMMIT N	...	...	s 12.31	...
48	21.23	1.12	WEST SUMMIT SIDING	...	...	...	...
...	21.79	0.56	NEW PROVIDENCE	...	...	...	...
17	23.38	1.59	MURRAY HILL D	...	...	...	...
7	25.76	2.38	BERKELEY HEIGHTS	...	...	...	...
...	27.14	1.38	GILLETTE	...	...	...	...
20	28.50	1.36	STIRLING D	...	...	...	...
...	30.12	1.62	MILLINGTON D	...	...	...	...
20	31.77	1.65	LYONS	...	...	...	...
...	33.64	1.87	BASKING RIDGE D	...	...	...	...
11	34.80	1.16	BERNARDSVILLE D	...	...	...	...
...	37.45	2.65	MINE BROOK	...	...	...	...
10	38.95	1.50	FAR HILLS D	...	...	...	...
...	41.34	2.39	PEAPACK	...	...	...	...
...	42.26	0.92	GLADSTONE D	...	...	...	...
...	23.53	3.42	CHATHAM	...	...	s 12.25	...
...	25.53	2.00	MADISON	...	...	s 12.21	...
...	27.69	2.16	CONVENT	...	...	f 12.18	...
...	29.79	2.10	MORRISTOWN D	...	...	s 12.15	12.30
...	32.00	2.21	MORRIS PLAINS	...	...	s 12.11	...
...	35.71	3.71	MOUNT TABOR	...	...	f 12.06	...
...	36.30	0.59	DENVILLE N Lv	...	...	s 12.04	...
			Roseville Ave. and Newark	2	2	2	2
			Orange and Roseville Ave.	...	...	2	2
			Millburn and Orange	...	...	2	2
				AM	AM	AM	AM
				Sat. only	Sat. only	Sat. only	Sat. only
				700	702	646	X52

SATURDAY AND SUNDAY TRAINS.

EASTWARD. First Class.

STATIONS	704	570	706	370	708	572	10	902	712
	Montclair	Morris Plains	Montclair	Summit	Montclair	Morris Plains	Buffalo	Dover	Montclair
	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. only
	AM	AM	AM	AM	AM	AM	AM	AM	AM
HOBOKEN	s 1.27	s 1.41	s 1.56	s 2.36	s 2.56	s 4.36	s 5.30	s 6.55	s 6.57
WEST END	...	...	...	...	...	...	...	...	...
HARRISON	...	...	...	...	...	...	...	s 6.43	s 6.46
NEWARK	s 1.14	s 1.28	s 1.48	s 2.20	s 2.43	s 4.23	5.10	s 6.41	s 6.44
ROSEVILLE AVENUE	s 1.11	f 1.25	s 1.40	f 2.15	s 2.40	s 4.20	5.07	s 6.39	s 6.41
AMPERE	s 1.09	...	s 1.38	...	s 2.38	...	...	...	s 6.39
WATSESSING AVE.	s 1.07	...	s 1.36	...	s 2.36	...	...	...	s 6.36
BLOOMFIELD	s 1.05	...	s 1.34	...	s 2.34	...	...	...	s 6.34
GLEN RIDGE	s 1.03	...	s 1.32	...	s 2.32	...	...	...	s 6.32
MONTCLAIR	1.01	...	1.30	...	2.30	...	...	...	6.30
GROVE STREET	...	s 1.28	...	s 2.13	...	s 4.18	...	s 6.36	...
EAST ORANGE	...	s 1.22	...	s 2.12	...	s 4.17	...	s 6.35	...
BRICK CHURCH	...	s 1.20	...	s 2.10	...	s 4.15	...	s 6.33	...
ORANGE	...	s 1.18	...	s 2.08	...	s 4.13	5.04	s 6.31	...
HIGHLAND AVENUE	...	s 1.16	...	s 2.06	...	s 4.11	...	s 6.29	...
MOUNTAIN STATION	...	s 1.14	...	s 2.04	...	s 4.09	...	s 6.27	...
SOUTH ORANGE	...	s 1.12	...	s 2.02	...	s 4.07	5.01	s 6.25	...
MAPLEWOOD	...	s 1.09	...	s 1.59	...	s 4.04	...	s 6.22	...
MILLBURN	...	s 1.06	...	s 1.56	...	s 4.01	4.58	s 6.19	...
SHORT HILLS	...	s 1.04	...	s 1.54	...	s 3.59	...	s 6.17	...
SUMMIT	...	s 1.00	...	1.50	...	s 3.55	4.53	s 6.13	...
WEST SUMMIT SIDING	...	...	...	...	...	...	...	...	...
NEW PROVIDENCE	...	...	...	...	...	...	...	...	...
MURRAY HILL	...	...	...	...	...	...	...	...	...
BERKELEY HEIGHTS	...	...	...	...	...	...	...	...	...
GILLETTE	...	...	...	...	...	...	...	...	...
STIRLING	...	...	...	...	...	...	...	...	...
MILLINGTON	...	...	...	...	...	...	...	...	...
LYONS	...	...	...	...	...	...	...	...	...
BASKING RIDGE	...	...	...	...	...	...	...	...	...
BERNARDSVILLE	...	...	...	...	...	...	...	...	...
MINE BROOK	...	...	...	...	...	...	...	...	...
FAR HILLS	...	...	...	...	...	...	...	...	...
PEAPACK	...	...	...	...	...	...	...	...	...
GLADSTONE	...	...	...	...	...	...	...	...	...
CHATHAM	...	s 12.54	...	...	...	s 3.49	...	s 6.07	...
MADISON	...	s 12.50	...	...	...	s 3.46	...	s 6.04	...
CONVENT	...	f 12.47	...	...	...	f 3.43	...	s 6.01	...
MORRISTOWN	...	s 12.44	...	...	...	s 3.40	4.41	s 5.58	...
MORRIS PLAINS	...	12.40	...	...	...	3.36	...	s 5.54	...
MOUNT TABOR	...	...	...	...	...	...	...	f 5.48	...
DENVILLE	...	...	...	...	...	...	4.33	s 5.46	...
Roseville Ave. and Newark	2	2	2	2	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	AM	AM	AM
	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. only
	704	570	706	370	708	572	10	902	712

MORRISTOWN LINE, MONTCLAIR AND GLADSTONE BRANCHES.

SATURDAY AND SUNDAY TRAINS.

EASTWARD. First Class.

STATIONS	714	904	8	X40	X70	804	906	716	908	718	806	910	X72	914
	Mont-clair	Dover	Buffalo	Glad-stone	Mont-clair	Glad-stone	Dover	Mont-clair	Dover	Mont-clair	Glad-stone	Dover	Mont-clair	Dover
	Sun. only	Sat. only	Sat. & Sun.	Sat. only	Sat. only	Sat. only	Sat. & Sun.	Sat. only	Sat. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sun. only	Sat. only
	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
HOBOKEN.....Ar	s 7.22	s 7.25	s 7.30	s 7.35	s 7.45	.....	s 7.55	s 7.57	s 8.25	s 8.27	.....	s 8.55	s 9.00	s 9.25
1.92														
WEST END.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.21														
HARRISON.....	.....	s 7.13	.....	.....	.....	.....	f 7.43	s 7.46	.....	.....	.....	f 8.43	.....	.....
0.66														
NEWARK.....	s 7.09	s 7.11	s 7.16	7.19	7.32	.....	s 7.41	s 7.44	s 8.11	s 8.14	.....	s 8.41	8.47	s 9.11
1.28														
ROSEVILLE AVENUE..	s 7.06	s 7.08	7.10	7.16	7.30	.....	s 7.38	s 7.41	s 8.08	s 8.11	.....	s 8.38	8.45	s 9.08
0.66														
AMPERE.....	s 7.04	.....	.....		.....	.....	.....	s 7.39	.....	s 8.09		.....	.....	.....
1.23														
WATSESSING AVE....	s 7.01	.....	.....		.....	.....	.....	s 7.36	.....	s 8.06		.....	.....	.....
0.70														
BLOOMFIELD.....	s 6.59	.....	.....		.....	.....	.....	s 7.34	.....	s 8.04		.....	.....	.....
0.59														
GLEN RIDGE.....	s 6.57	.....	.....		.....	.....	.....	s 7.32	.....	s 8.02		.....	.....	.....
0.92														
MONTCLAIR.....	6.55	.....	.....		7.25	.....	.....	7.30	.....	8.00		.....	8.40	.....
0.54														
GROVE STREET.....	.....	s 7.06	.....	.....	.....	.....	s 7.36	.....	s 8.06	.....	.....	s 8.36	.....	s 9.06
0.45														
EAST ORANGE.....	.....	s 7.05	.....	.....	.....	.....	s 7.35	.....	s 8.05	.....	.....	s 8.35	.....	s 9.05
0.59														
BRICK CHURCH.....	.....	s 7.03	s 7.07	.....	.....	.....	s 7.33	.....	s 8.03	.....	.....	s 8.33	.....	s 9.03
0.86														
ORANGE.....	.....	s 7.01	.....	7.13	.....	.....	s 7.31	.....	s 8.01	.....	.....	s 8.31	.....	s 9.01
0.70														
HIGHLAND AVENUE..	.....	s 6.59	.....	.....	.....	.....	s 7.29	.....	s 7.59	.....	.....	s 8.29	.....	s 8.59
0.94														
MOUNTAIN STATION.	.....	s 6.57	.....	.....	.....	.....	s 7.27	.....	s 7.57	.....	.....	s 8.27	.....	s 8.57
0.75														
SOUTH ORANGE.....	.....	s 6.55	7.00	7.10	.....	.....	s 7.25	.....	s 7.55	.....	.....	s 8.25	.....	s 8.55
1.80														
MAPLEWOOD.....	.....	s 6.52	.....	.....	.....	.....	s 7.22	.....	s 7.52	.....	.....	s 8.22	.....	s 8.52
1.61														
MILLBURN.....	.....	s 6.49	6.55	7.07	.....	.....	s 7.19	.....	s 7.49	.....	.....	s 8.19	.....	s 8.49
1.08														
SHORT HILLS.....	.....	s 6.47	.....	.....	.....	.....	s 7.17	.....	s 7.47	.....	.....	s 8.17	.....	s 8.47
2.27														
SUMMIT.....	.....	s 6.43	s 6.49	s 7.02 / 6.50	.....	s 7.10	s 7.13	.....	s 7.43	.....	s 8.10	s 8.13	.....	s 8.43
1.12														
WEST SUMMIT SIDING	.....		.....	.....		.....			.....	.....	.....	.....		.....
0.56														
NEW PROVIDENCE...	.....		.....	.....		s 7.07			.....	.....	s 8.07	.....		.....
1.59														
MURRAY HILL.....	.....		.....	6.44		s 7.04			.....	.....	s 8.04	.....		.....
2.38														
BERKELEY HEIGHTS.	.....		.....	6.40		s 7.00			.....	.....	s 8.00	.....		.....
1.38														
GILLETTE.....	.....		.....	.....		s 6.57			.....	.....	s 7.57	.....		.....
1.36														
STIRLING.....	.....		.....	6.37		s 6.54			.....	.....	s 7.54	.....		.....
1.62														
MILLINGTON.....	.....		.....	6.35		s 6.51			.....	.....	s 7.51	.....		.....
1.65														
LYONS.....	.....		.....	6.32		s 6.48			.....	.....	s 7.48	.....		.....
1.87														
BASKING RIDGE.....	.....		.....	6.29		s 6.45			.....	.....	s 7.45	.....		.....
1.16														
BERNARDSVILLE.....	.....		.....	6.27		s 6.43			.....	.....	s 7.43	.....		.....
2.65														
MINE BROOK.....	.....		.....	.....		f 6.39			.....	.....	f 7.39	.....		.....
1.50														
FAR HILLS.....	.....		.....	6.20		s 6.36			.....	.....	s 7.36	.....		.....
2.89														
PEAPACK.....	.....		.....	.....		s 6.32			.....	.....	s 7.32	.....		.....
0.92														
GLADSTONE.....	.....		.....	6.15		6.30			.....	.....	7.30	.....		.....
3.42														
CHATHAM.....	.....	s 6.37	.....		.....		s 7.07	.....	s 7.37	.....	.....	s 8.07	.....	s 8.37
2.00														
MADISON.....	.....	s 6.34	.....		.....		s 7.04	.....	s 7.34	.....	.....	s 8.04	.....	s 8.34
2.16														
CONVENT.....	.....	s 6.31	.....		.....		s 7.01	.....	s 7.31	.....	.....	s 8.01	.....	s 8.31
2.10														
MORRISTOWN.....	.....	s 6.28	6.35		.....		s 6.58	.....	s 7.28	.....	.....	s 7.58	.....	s 8.28
2.21														
MORRIS PLAINS.....	.....	s 6 24	.....		.....		s 6.54	.....	s 7.24	.....	.....	s 7.54	.....	s 8.24
3.71														
MOUNT TABOR.....	.....	s 6.18	.....		.....		f 6.48	.....	s 7.18	.....	.....	f 7.48	.....	f 8.18
0.59														
DENVILLE.....Lv	.....	s 6.16	6.26		.....		s 6.46	.....	s 7.16	.....	.....	s 7.46	.....	s 8.16
Roseville Ave. and Newark.	2	2	2	2	2	.....	2	2	2	2	.....	2	2	2
Orange and Roseville Ave.	.....	2	2	2	.....	.....	2	.....	2	.....	.....	2	.....	2
Millburn and Orange.....	.....	2	2	2	.....	.....	2	.....	2	.....	.....	2	.....	2
	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
	Sun. only	Sat. only	Sat. & Sun.	Sat. only	Sat. only	Sat. only	Sat. & Sun.	Sat. only	Sat. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sun. only	Sat. only
	714	904	8	X40	X70	804	906	716	908	718	806	910	X72	914

See Local Instruction 130

See Local Instruction 101

No Passengers

Meeting Point Nos. 806-803 Lyons Siding

MORRISTOWN LINE, MONTCLAIR AND GLADSTONE BRANCHES.

SATURDAY AND SUNDAY TRAINS.

EASTWARD. First Class.

STATIONS	722	808	916	374	724	26	918	X42	726	810	920	728	922	730
	Mont-clair	Glad-stone	Dover	Summit	Mont-clair	Scranton	Dover	Summit	Mont-clair	Glad-stone	Dover	Mont-clair	Dover	Mont-clair
	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun	Sat. & Sun.	Sat. & Sun	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM
HOBOKEN.....Ar	s 9.27	.....	s 9.55	s 10.25	s 10.27	s 10.35	s 10.55	s 11.15	s 11.27	.....	s 11.55	s 12.27	s 12.55	s 1.27
1.92														
WEST END.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.21														
HARRISON.....	f 9.16	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 11.43	.....	f 12.43	.....
0.66														
NEWARK.....	s 9.14	.....	s 9.41	s 10.11	s 10.14	s 10.20	s 10.41	11.01	s 11.14	.....	s 11.41	s 12.14	s 12.41	s 1.14
1.28														
ROSEVILLE AVENUE..	s 9.11	.....	s 9.38	s 10.08	s 10.11	10.18	s 10.38	10.59	s 11.11	.....	s 11.38	s 12.11	s 12.38	s 1.11
0.66														
AMPERE.....	s 9.09	.....	.....	.....	s 10.09	.....	.....	.....	s 11.09	.....	.....	s 12.09	.....	s 1.09
1.28														
WATSESSING AVE....	s 9.06	.....	.....	.....	s 10.06	.....	.....	.....	s 11.06	.....	.....	s 12.06	.....	s 1.06
0.70														
BLOOMFIELD.....	s 9.04	.....	.....	.....	s 10.04	.....	.....	.....	s 11.04	.....	.....	s 12.04	.....	s 1.04
0.59														
GLEN RIDGE.....	s 9.02	.....	.....	.....	s 10.02	.....	.....	.....	s 11.02	.....	.....	s 12.02	.....	s 1.02
0.92														
MONTCLAIR.....	9.00	.....	.....	.....	10.00	.....	.....	.....	11.00	.....	.....	12.00	.....	1.00
0.54														
GROVE STREET.....	.....	.....	s 9.36	s 10.06	.....	.....	s 10.36	.....	.....	.....	s 11.36	.....	s 12.36	.....
0.45														
EAST ORANGE.....	.....	.....	s 9.35	s 10.05	.....	.....	s 10.35	.....	.....	.....	s 11.35	.....	s 12.35	.....
0.59														
BRICK CHURCH.....	.....	.....	s 9.33	s 10.03	.....	.....	s 10.33	.....	.....	.....	s 11.33	.....	s 12.33	.....
0.86														
ORANGE.....	.....	.....	s 9.31	s 10.01	.....	10.14	s 10.31	10.56	.....	.....	s 11.31	.....	s 12.31	.....
0.70														
HIGHLAND AVENUE..	.....	.....	s 9.29	s 9.59	.....	.....	s 10.29	.....	.....	.....	s 11.29	.....	s 12.29	.....
0.94														
MOUNTAIN STATION.	.....	.....	s 9.27	s 9.57	.....	.....	s 10.27	.....	.....	.....	s 11.27	.....	s 12.27	.....
0.75														
SOUTH ORANGE.....	.....	.....	s 9.25	s 9.55	.....	10.11	s 10.25	10.53	.....	.....	s 11.25	.....	s 12.25	.....
1.30														
MAPLEWOOD.....	.....	.....	s 9.22	s 9.52	.....	.....	s 10.22	.....	.....	.....	s 11.22	.....	s 12.22	.....
1.61														
MILLBURN.....	.....	.....	s 9.19	s 9.49	.....	10.08	s 10.19	10.50	.....	.....	s 11.19	.....	s 12.19	.....
1.08														
SHORT HILLS.....	.....	.....	s 9.17	s 9.47	.....	.....	s 10.17	.....	.....	.....	s 11.17	.....	s 12.17	.....
2.27														
SUMMIT.....	.....	s 9.10	s 9.18	9.48	.....	10.02	s 10.18	10.45	.....	s 11.10	s 11.18	.....	s 12.18	.....
1.12														
WEST SUMMIT SIDING	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
0.56														
NEW PROVIDENCE...	.....	s 9.07	.....	.....	.....	.....	.....	.....	.....	s 11.07	.....	.....	.....	.....
1.59														
MURRAY HILL.....	.....	s 9.04	.....	.....	.....	.....	.....	.....	.....	s 11.04	.....	.....	.....	.....
2.38														
BERKELEY HEIGHTS.	.....	s **9.00**	.....	.....	.....	.....	.....	.....	.....	s 11.00	.....	.....	.....	.....
1.38														
GILLETTE.....	.....	s 8.57	.....	.....	.....	.....	.....	.....	.....	s 10.57	.....	.....	.....	.....
1.36														
STIRLING.....	.....	s 8.54	.....	.....	.....	.....	.....	.....	.....	s 10.54	.....	.....	.....	.....
1.62														
MILLINGTON.....	.....	s 8.51	.....	.....	.....	.....	.....	.....	.....	s 10.51	.....	.....	.....	.....
1.65														
LYONS.....	.....	s 8.48	.....	.....	.....	.....	.....	.....	.....	s 10.48	.....	.....	.....	.....
1.87														
BASKING RIDGE.....	.....	s 8.45	.....	.....	.....	.....	.....	.....	.....	s 10.45	.....	.....	.....	.....
1.16														
BERNARDSVILLE.....	.....	s 8.43	.....	.....	.....	.....	.....	.....	.....	s 10.43	.....	.....	.....	.....
2.65														
MINE BROOK.....	.....	f 8.39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.50														
FAR HILLS.....	.....	s 8.36	.....	.....	.....	.....	.....	.....	.....	s 10.36	.....	.....	.....	.....
2.39														
PEAPACK.....	.....	s 8.32	.....	.....	.....	.....	.....	.....	.....	s 10.32	.....	.....	.....	.....
0.92														
GLADSTONE.....	.....	8.30	.....	.....	.....	.....	.....	.....	.....	10.30	.....	.....	.....	.....
3.42														
CHATHAM.....	.....		s 9.07	.....	.....	.....	s 10.07	.....	.....	.....	s 11.07	.....	s 12.07	.....
2.00														
MADISON.....	.....		s 9.04	.....	.....	.....	s 10.04	.....	.....	.....	s 11.04	.....	s 12.04	.....
2.16														
CONVENT.....	.....		s 9.01	.....	.....	.....	s 10.01	.....	.....	.....	s 11.01	.....	s 12.01	.....
2.10														
MORRISTOWN.....	.....		s 8.58	.....	.....	9.51	s 9.58	.....	.....	.....	s 10.58	.....	s 11.58	.....
2.21														
MORRIS PLAINS.....	.....		s 8.54	.....	.....	.....	s 9.54	.....	.....	.....	s 10.54	.....	s 11.54	.....
3.71														
MOUNT TABOR.....	.....		f 8.48	.....	.....	.....	f 9.48	.....	.....	.....	f 10.48	.....	f 11.48	.....
0.59														
DENVILLE.....Lv	.....		s 8.46	.....	.....	9.43	s 9.46	.....	.....	.....	s 10.46	.....	s 11.46	.....
Roseville Ave. and Newark.	2	.....	2 2 2 2	2 2 2 2	2	2 2 2 2	2 2 2 2	2 2 2 2	2	.....	2 2 2 2	2	2 2 2 2	2
Orange and Roseville Ave.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Millburn and Orange.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	NOON	AM	PM
	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
	722	808	916	374	724	26	918	X42	726	810	920	728	922	730

See Local Instruction 101

No Passengers

MORRISTOWN LINE, MONTCLAIR

EASTWARD. First Class.

STATIONS	812 Gladstone Sun. only	924 Dover Sat. & Sun.	814 Gladstone Sat. only	734 Montclair Sat. & Sun.	2 Buffalo Sat. only	926 Dover Sat. & Sun.
	PM	PM	PM	PM	PM	PM
HOBOKEN.....Ar	.....	s 1.55	s 2.20	s 2.27	s 2.40	s 2.55
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
5.21						
HARRISON.....	.....	.....	.....	.....	.....	f 2.43
0.66						
NEWARK.....	.....	s 1.41	s 2.06	s 2.14	s 2.25	s 2.41
1.28						
ROSEVILLE AVENUE..	.....	s 1.38	s 2.03	s 2.11	2.19	s 2.38
0.66						
AMPERE.....	.....	.....	.....	s 2.09	.....	.....
1.28						
WATSESSING AVE....	.....	.....	.....	s 2.06	.....	.....
0.70						
BLOOMFIELD.....	.....	.....	.....	s 2.04	.....	.....
0.59						
GLEN RIDGE.....	.....	.....	.....	s 2.02	.....	.....
0.82						
MONTCLAIR.....	.....	.....	.....	2.00	.....	.....
0.54						
GROVE STREET.....	.....	s 1.36	s 2.01	.....	.....	s 2.36
0.45						
EAST ORANGE.....	.....	s 1.35	s 2.00	.....	.....	s 2.35
0.59						
BRICK CHURCH.....	.....	s 1.33	s 1.58	.....	s 2.16	s 2.33
0.86						
ORANGE.....	.....	s 1.31	s 1.56	.....	.....	s 2.31
0.70						
HIGHLAND AVENUE..	.....	s 1.29	s 1.54	.....	.....	s 2.29
0.94						
MOUNTAIN STATION.	.....	s 1.27	s 1.52	.....	.....	s 2.27
0.75						
SOUTH ORANGE.....	.....	s 1.25	s 1.50	.....	2.11	s 2.25
1.80						
MAPLEWOOD.....	.....	s 1.22	s 1.47	.....	.....	s 2.22
1.61						
MILLBURN.....	.....	s 1.19	s 1.44	.....	2.08	s 2.19
1.08						
SHORT HILLS.....	.....	s 1.17	s 1.42	.....	.....	s 2.17
2.27						
SUMMIT.....	s 1.10	s 1.13	s 1.38	.....	ss 2.03	s 2.18
1.12						
WEST SUMMIT SIDING	.....	.....	.....	.....		.....
0.56						
NEW PROVIDENCE...	s 1.07	.....	s 1.32	.....		.....
1.59						
MURRAY HILL.....	s 1.04	.....	s 1.29	.....		.....
2.38						
BERKELEY HEIGHTS.	s 1.00	.....	s 1.25	.....		.....
1.38						
GILLETTE.....	s 12.57	.....	s 1.22	.....		.....
1.36						
STIRLING.....	s 12.54	.....	s 1.19	.....		.....
1.62						
MILLINGTON.....	s 12.51	.....	s 1.16	.....		.....
1.65						
LYONS.....	s 12.48	.....	s 1.13	.....		.....
1.87						
BASKING RIDGE.....	s 12.45	.....	s 1.10	.....		.....
1.16						
BERNARDSVILLE.....	s 12.43	.....	s 1.08	.....		.....
2.65						
MINE BROOK.....	.....	.....	.....	.....		.....
1.50						
FAR HILLS.....	s 12.36	.....	s 1.01	.....		.....
2.39						
PEAPACK.....	s 12.32	.....	s 12.57	.....		.....
0.92						
GLADSTONE.....	12.30	.....	12.55	.....		.....
3.42						
CHATHAM.....		s 1.07		.....	.....	s 2.07
2.00						
MADISON.....		s 1.04		.....	.....	s 2.04
2.16						
CONVENT.....		s 1.01		.....	.....	s 2.01
2.10						
MORRISTOWN.....		s 12.58		.....	ss 1.52	s 1.58
2.21						
MORRIS PLAINS.....		s 12.54		.....	.....	s 1.54
3.71						
MOUNT TABOR.....		f 12.48		.....	.....	f 1.48
0.59						
DENVILLE.....Lv		s 12.46		.....	1.44	s 1.46
Roseville Ave. and Newark.	.....	2	2	2	2	2
Orange and Roseville Ave.	.....	2	2	.....	2	2
Millburn and Orange.....	.....	2	2	.....	2	2
	PM	PM	PM	PM	PM	PM
	Sun. only	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. only	Sat. & Sun.
	812	924	814	734	2	926

See Local Instruction 101

See Local Instruction 101

See Notes Page 101

AND GLADSTONE BRANCHES.

SATURDAY AND SUNDAY TRAINS.

EASTWARD. First Class.

736 Montclair Sat. & Sun.	X44 Summit Sat. only	4 Buffalo Sun. only	816 Gladstone Sat. only	928 Dover Sat. & Sun.	738 Montclair Sat. & Sun.	930 Dover Sat. & Sun.	818 Gladstone Sat. & Sun.	
PM	PM	PM	PM	PM	PM	PM	PM	
s 3.27	s 3.35	s 3.40	.....	s 3.55	s 4.27	s 4.55	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
s 3.16	.....	.....	.....	.....	.....	.....	.....	.....
s 3.14	s 3.19	s 3.25	.....	s 3.41	s 4.14	s 4.41	.....	.....
s 3.11	3.14	3.19	.....	s 3.38	s 4.11	s 4.38	.....	.....
s 3.09	.....	.....	.....	.....	s 4.09	.....	.....	.....
s 3.06	.....	.....	.....	.....	s 4.06	.....	.....	.....
s 3.04	.....	.....	.....	.....	s 4.04	.....	.....	.....
s 3.02	.....	.....	.....	.....	s 4.02	.....	.....	.....
3.00	.....	.....	.....	.....	4.00	.....	.....	.....
.....	.....	.....	.....	s 3.36	.....	s 4.36	.....	.....
.....	s 3.12	.....	.....	s 3.35	.....	s 4.35	.....	.....
.....	.....	s 3.16	.....	s 3.33	.....	s 4.33	.....	.....
.....	s 3.09	.....	.....	s 3.31	.....	s 4.31	.....	.....
.....	.....	.....	.....	s 3.29	.....	s 4.29	.....	.....
.....	.....	.....	.....	s 3.27	.....	s 4.27	.....	.....
.....	s 3.05	3.11	.....	s 3.25	.....	s 4.25	.....	.....
.....	s 3.02	.....	.....	s 3.22	.....	s 4.22	.....	.....
.....	s 2.58	3.08	.....	s 3.19	.....	s 4.19	.....	.....
.....	s 2.55	.....	.....	s 3.17	.....	s 4.17	.....	.....
.....	2.50	ss 3.03	s 3.10	s 3.13	.....	s 4.13	s 5.10	.....
.....			.....		.....	.....	.....	.....
.....			s 3.07		.....	.....	s 5.07	.....
.....			s 3.04		.....	.....	s 5.04	.....
.....			s 3.00		.....	.....	s 5.00	.....
.....			s 2.57		.....	.....	s 4.57	.....
.....			s 2.54		.....	.....	s 4.54	.....
.....			s 2.51		.....	.....	s 4.51	.....
.....			s 2.48		.....	.....	s 4.48	.....
.....			s 2.45		.....	.....	s 4.45	.....
.....			s 2.43		.....	.....	s 4.43	.....
.....			.....		.....	.....	.....	.....
.....			s 2.36		.....	.....	s 4.36	.....
.....			s 2.32		.....	.....	s 4.32	.....
.....			2.30		.....	.....	4.30	.....
				s 3.07	.....	s 4.07		.....
				s 3.04	.....	s 4.04		.....
				s 3.01	.....	s 4.01		.....
		ss 2.52		s 2.58	.....	s 3.58		.....
				s 2.54	.....	s 3.54		.....
				f 2.48	.....	f 3.48		.....
		2.44		s 2.46	.....	s 3.46		.....
2	2	2	.....	2	2	2	.....	.....
.....	2	2	.....	2	.....	2	.....	.....
.....	2	2	.....	2	.....	2	.....	.....
PM	PM	PM	PM	PM	PM	PM	PM	
Sat. & Sun.	Sat. only	Sun. only	Sat. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	
736	X44	4	816	928	738	930	818	

See Local Instruction 130

No Passengers

See Notes Page 101

See Local Instruction 130

See Local Instruction 101

See Local Instruction 101

MORRISTOWN LINE, MONTCLAIR AND GLADSTONE BRANCHES.

SATURDAY AND SUNDAY TRAINS.

EASTWARD. First Class.

STATIONS	740	932	742	6	934	X92	X94	744	936	746	938	748	820	940
	Mont-clair	Dover	Mont-clair	Buffalo	Dover	Dover	Dover	Mont-clair	Dover	Mont-clair	Dover	Mont-clair	Glad-stone	Dover
	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. only	Sun. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
HOBOKEN.....Ar	s 5.27	s 5.55	s 6.22	s 6.30	s 6.55	s 7.15	.....	s 7.27	s 7.55	s 8.27	s 8.55	s 9.27	.....	s 9.55
1.92														
WEST END.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.21														
HARRISON.....	f 5.16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 9.16	.....	.....
0.66														
NEWARK.....	s 5.14	s 5.41	s 6.09	s 6.16	s 6.41	s 7.00	.....	s 7.14	s 7.41	s 8.14	s 8.41	s 9.14	.....	s 9.41
1.23														
ROSEVILLE AVENUE..	s 5.11	s 5.38	s 6.06	6.10	s 6.38	6.53	.....	s 7.11	s 7.38	s 8.11	s 8.38	s 9.11	.....	s 9.38
0.66														
AMPERE.....	s 5.09	.....	s 6.04	.....	.....	.....	.....	s 7.09	.....	s 8.09	.....	s 9.09	.....	.....
1.23														
WATSESSING AVE....	s 5.06	.....	s 6.01	.....	.....	.....	.....	s 7.06	.....	s 8.06	.....	s 9.06	.....	.....
0.70														
BLOOMFIELD.....	s 5.04	.....	s 5.59	.....	.....	.....	.....	s 7.04	.....	s 8.04	.....	s 9.04	.....	.....
0.59														
GLEN RIDGE.....	s 5.02	.....	s 5.57	.....	.....	.....	.....	s 7.02	.....	s 8.02	.....	s 9.02	.....	.....
0.92														
MONTCLAIR.....	5.00	.....	5.55	.....	.....	.....	.....	7.00	.....	8.00	.....	9.00	.....	.....
0.54														
GROVE STREET.....	.....	s 5.36	.....	.....	s 6.36	.....	.....	.....	s 7.36	.....	s 8.36	.....	.....	s 9.36
0.45														
EAST ORANGE.....	.....	s 5.35	.....	.....	s 6.35	s 6.50	.....	.....	s 7.35	.....	s 8.35	.....	.....	s 9.35
0.59														
BRICK CHURCH.....	.....	s 5.33	.....	s 6.07	s 6.33	.....	.....	.....	s 7.33	.....	s 8.33	.....	.....	s 9.33
0.86														
ORANGE.....	.....	s 5.31	.....	.....	s 6.31	s {6.45 6.15	s 6.35	.....	s 7.31	.....	s 8.31	.....	.....	s 9.31
0.70														
HIGHLAND AVENUE..	.....	s 5.29	.....	.....	s 6.29	.....	.....	.....	s 7.29	.....	s 8.29	.....	.....	s 9.29
0.94														
MOUNTAIN STATION..	.....	s 5.27	.....	.....	s 6.27	.....	.....	.....	s 7.27	.....	s 8.27	.....	.....	s 9.27
0.75														
SOUTH ORANGE.....	.....	s 5.25	.....	6.02	s 6.25	6.12	6.30	.....	s 7.25	.....	s 8.25	.....	.....	s 9.25
1.30														
MAPLEWOOD.....	.....	s 5.22	.....	.....	s 6.22	.....	.....	.....	s 7.22	.....	s 8.22	.....	.....	s 9.22
1.61														
MILLBURN.....	.....	s 5.19	.....	5.59	s 6.19	6.09	6.27	.....	s 7.19	.....	s 8.19	.....	.....	s 9.19
1.08														
SHORT HILLS.....	.....	s 5.17	.....	.....	s 6.17	.....	.....	.....	s 7.17	.....	s 8.17	.....	.....	s 9.17
2.27														
SUMMIT.....	.....	s 5.13	.....	s 5.54	s 6.13	s 6.05	6.22	.....	s 7.13	.....	s 8.13	.....	s 9.10	s 9.13
1.12														
WESTSUMMITSIDING	.....	.....	.....	.....	.....	No Passengers	No Passengers	.....	.....	.....	.....	.....	.....	.....
0.56														
NEW PROVIDENCE...	.....	.....	.....	.....	.....			.....	.....	.....	.....	.....	s 9.07	.....
1.59														
MURRAY HILL.....	.....	.....	.....	.....	.....			.....	.....	.....	.....	.....	s 9.04	.....
2.88														
BERKELEY HEIGHTS.	.....	.....	.....	.....	.....			.....	.....	.....	.....	.....	s 9.00	.....
1.88														
GILLETTE.....	.....	.....	.....	.....	.....			.....	.....	.....	.....	.....	s 8.57	.....
1.86														
STIRLING.....	.....	.....	.....	.....	.....			.....	.....	.....	.....	.....	s 8.54	.....
1.62														
MILLINGTON.....	.....	.....	.....	.....	.....			.....	.....	.....	.....	.....	s 8.51	.....
1.65														
LYONS.....	.....	.....	.....	.....	.....			.....	.....	.....	.....	.....	s 8.48	.....
1.87														
BASKING RIDGE.....	.....	.....	.....	.....	.....			.....	.....	.....	.....	.....	s 8.45	.....
1.16														
BERNARDSVILLE.....	.....	.....	.....	.....	.....			.....	.....	.....	.....	.....	s 8.48	.....
2.65														
MINE BROOK.....	.....	.....	.....	.....	.....			.....	.....	.....	.....	.....	.....	.....
1.50														
FAR HILLS.....	.....	.....	.....	.....	.....			.....	.....	.....	.....	.....	s 8.36	.....
2.39														
PEAPACK.....	.....	.....	.....	.....	.....			.....	.....	.....	.....	.....	s 8.32	.....
0.92														
GLADSTONE.....	.....	.....	.....	.....	.....			.....	.....	.....	.....	.....	8.30	.....
8.42														
CHATHAM.....	.....	s 5.07	.....	.....	s 6.07	s 5.59	.....	.....	s 7.07	.....	s 8.07	.....	.....	s 9.07
2.00														
MADISON.....	.....	s 5.04	.....	.....	s 6.04	.....	.....	.....	s 7.04	.....	s 8.04	.....	.....	s 9.04
2.16														
CONVENT.....	.....	s 5.01	.....	.....	s 6.01	.....	.....	.....	s 7.01	.....	s 8.01	.....	.....	s 9.01
2.10														
MORRISTOWN.....	.....	s 4.58	.....	5.42	s 5.58	s 5.50	6.10	.....	s 6.58	.....	s 7.58	.....	.....	s 8.58
2.21														
MORRIS PLAINS.....	.....	s 4.54	.....	.....	s 5.54	.....	.....	.....	s 6.54	.....	s 7.54	.....	.....	s 8.54
3.71														
MOUNT TABOR.....	.....	f 4.48	.....	.....	f 5.48	.....	.....	.....	f 6.48	.....	f 7.48	.....	.....	f 8.48
0.59														
DENVILLE.....Lv	.....	s 4.46	.....	5.34	s 5.46	5.38	6.02	.....	s 6.46	.....	s 7.46	.....	.....	s 8.46
Roseville Ave. and Newark.	2	2 2 2 2	2	2 2 2 2	2 2 2 2	2 2 2 2	.....	2	2 2 2 2	2	2 2 2 2	2	.....	2 2 2 2
Orange and Roseville Ave.	.....		.....				2	.....		.....		.....	.....	
Millburn and Orange.....	.....		.....					.....		.....		.....	.....	
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. only	Sun. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
	740	932	742	6	934	X92	X94	744	936	746	938	748	820	940

MORRISTOWN LINE, MONTCLAIR AND GLADSTONE BRANCHES.

EASTWARD. First Class. — SATURDAY AND SUNDAY TRAINS.

STATIONS	44	46	X48	750	944	X96	752	824	946	754	948
	Bingham-ton	Bingham-ton	Summit	Mont-clair	Dover	Orange	Mont-clair	Glad-stone	Dover	Mont-clair	Dover
	Sat. only	Sun. only	Sat. only	Sat. & Sun.	Sat. & Sun.	Sun. only	Sat. & Sun.	Sat. only	Sat. & Sun.	Sun.&Mon.	Sun. only
	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM
HOBOKEN.....Ar	s 10.25	s 10.25	s 11.25	s 10.27	s 10.55	s 11.10	s 11.27	.....	s 11.55	s 12.26	s 12.55
1.92											
WEST END.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.21											
HARRISON.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
0.66											
NEWARK.....	s 10.12	s 10.12	s 10.55	s 10.14	s 10.41	10.46	s 11.14	.....	s 11.41	s 12.18	s 12.41
1.23											
ROSEVILLE AVENUE..	10.08	10.08	10.44	s 10.11	s 10.38	10.44	s 11.11	.....	s 11.38	s 12.10	s 12.38
0.66											
AMPERE.....	.....	.....	.....	s 10.09	.....	.....	s 11.09	.....	.....	s 12.08	.....
1.23											
WATSESSING AVE....	.....	.....	.....	s 10.06	.....	.....	s 11.06	.....	.....	s 12.05	.....
0.70											
BLOOMFIELD.....	.....	.....	.....	s 10.04	.....	.....	s 11.04	.....	.....	s 12.03	.....
0.59											
GLEN RIDGE.....	.....	.....	.....	s 10.02	.....	.....	s 11.02	.....	.....	s 12.01	.....
0.92											
MONTCLAIR.....	.....	.....	.....	10.00	.....	.....	11.00	.....	.....	11.59	.....
0.54											
GROVE STREET.....	.....	.....	.....	.....	s 10.36	.....	.....	.....	s 11.36	.....	s 12.36
0.45											
EAST ORANGE.....	.....	.....	.....	.....	s 10.35	.....	.....	.....	s 11.35	.....	s 12.35
0.59											
BRICK CHURCH.....	.....	.....	.....	.....	s 10.33	.....	.....	.....	s 11.33	.....	s 12.33
0.86											
ORANGE.....	s 10.05	s 10.05	s 10.40 / 10.07	.....	s 10.31	10.40	.....	.....	s 11.31	.....	s 12.31
0.70											
HIGHLAND AVENUE..	.....	.....	.....	.....	s 10.29	.....	.....	.....	s 11.29	.....	s 12.29
0.94											
MOUNTAIN STATION.	.....	.....	.....	.....	s 10.27	.....	.....	.....	s 11.27	.....	s 12.27
0 75											
SOUTH ORANGE....	9.50	9.50	9.53	.....	s 10.25	.....	.....	.....	s 11.25	.....	s 12.25
1.30											
MAPLEWOOD.....	.....	.....	.....	.....	s 10.22	.....	.....	.....	s 11.22	.....	s 12.22
1.61											
MILLBURN.....	9.47	9.47	9.50	.....	s 10.19	.....	.....	.....	s 11.19	.....	s 12.19
1.08											
SHORT HILLS.....	.....	.....	.....	.....	s 10.17	.....	.....	.....	s 11.17	.....	s 12.17
2.27											
SUMMIT.....	ss 9.42	s 9.42	9.45	.....	s 10.13	.....	.....	s 11.10	s 11.13	.....	s 12.13
1.12											
WEST SUMMIT SIDING		.....		.....	.....		.....	.....			
0.56											
NEW PROVIDENCE...		.....		.....	.....		.....	s 11.07			
1.59											
MURRAY HILL.....		.....		.....	.....		.....	s 11.04			
2.38											
BERKELEY HEIGHTS.		.....		.....	.....		.....	s 11.00			
1.38											
GILLETTE.....		.....		.....	.....		.....	s 10.57			
1.36											
STIRLING.....		.....		.....	.....		.....	s 10.54			
1.62											
MILLINGTON.....		.....		.....	.....		.....	s 10.51			
1.65											
LYONS.....		.....		.....	.....		.....	s 10.48			
1.87											
BASKING RIDGE.....		.....		.....	.....		.....	s 10.45			
1.16											
BERNARDSVILLE.....		.....		.....	.....		.....	s 10.43			
2.65											
MINE BROOK.....		.....		.....	.....		.....	.....			
1.50											
FAR HILLS.....		.....		.....	.....		.....	s 10.36			
2.39											
PEAPACK.....		.....		.....	.....		.....	s 10.32			
0.92											
GLADSTONE.....		.....		.....	.....		.....	**10.30**			
3.42											
CHATHAM.....	.....	.....	.....		s 10.07	.....			s 11.07	.....	s 12.07
2.00											
MADISON.....	.....	.....	.....		s 10.04	.....			s 11.04	.....	s 12.04
2.16											
CONVENT.....	.....	.....	.....		s 10.01	.....			s 11.01	.....	s 12.01
2.10											
MORRISTOWN.....	9.31	9.31	.....		s 9.58	.....			s 10.58	.....	s 11.58
2.21											
MORRIS PLAINS.....	.....	.....	.....		s 9.54	.....			s 10.54	.....	s 11.54
3.71											
MOUNT TABOR.....	.....	.....	.....		f 9.48	.....			f 10.48	.....	f 11.48
0.59											
DENVILLE.....Lv	9.23	9.23	.....		s 9.46	.....			s 10.46	.....	s 11.46
Roseville Ave. and Newark.	2	2	2	2	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	PM	PM	PM	PM	PM
	Sat. only	Sun. only	Sat. only	Sat. & Sun.	Sat. & Sun	Sun. only	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. & Sun.	Sat. only
	44	46	X48	750	944	X96	752	824	946	754	948

See Notes page 101 — No Passengers — No Passengers — See Local Instruction 130 — See Local Instruction 130 — See Local Instruction 101

MORRISTOWN LINE

WESTWARD. First Class.

Car Capacity Siding in addition to Engine and Caboose	Station Numbers	Distance from Hoboken	STATIONS	371	193	901
				Summit	Mont-clair	Dover
				Sat. & Sun.	Sat. only	Sat. only
				AM	AM	AM
			Lv			
.....	N-0	.....	HOBOKEN.....N	12.08	12.17	12.22
			1.92			
.....	.....	1.92	WEST END.....N	.....	.....	.....
			5.21			
.....	N-7	7.13	HARRISON.....	s 12.15	s 12.28	.....
			0.66			
.....	N-8	7.79	NEWARK.....N	s 12.17	s 12.30	12.34
			1.23			
.....	N-9	9.02	ROSEVILLE AVENUE.N	s 12.20	s 12.33	12.36
			0.66			
.....	M-1	9.68	AMPERE.....	.....	s 12.35	.....
			1.23			
.....	M-2	10.91	WATSESSING AVE....	.....	s 12.37	.....
			0.70			
.....	M-3	11.61	BLOOMFIELD.....	.....	s 12.39	.....
			0.59			
.....	MX-3	12.20	GLEN RIDGE.....	.....	s 12.41	.....
			0.92			
.....	M-4	13.12	MONTCLAIR.....D	.....	s 12.44	.....
			0.54			
.....	N-10	9.56	GROVE STREET.....	s 12.21	.....	.....
			0.45			
	NX-10	10.01	EAST ORANGE.....	s 12.23	.....	.....
			0.59			
.....	N-11	10.60	BRICK CHURCH.....	s 12.25	.....	.....
			0.86			
.....	NX-11	11.46	ORANGE.....D	s 12.27	.....	12.39
			0.70			
.....	N-12	12.16	HIGHLAND AVENUE..	s 12.29	.....	.....
			0.94			
.....	N-13	13.10	MOUNTAIN STATION .	s 12.31	.....	.....
			0.75			
.....	N-14	13.85	SOUTH ORANGE....D	s 12.33	.....	12.42
			1.30			
.....	N-15	15.15	MAPLEWOOD.....	s 12.35	.....	.....
			1.61			
.....	N-17	16.76	MILLBURN.....D	s 12.38	.....	12.45
			1.08			
.....	N-18	17.84	SHORT HILLS.....	s 12.40	.....	.....
			2.27			
.....	N-20	20.11	SUMMIT.....N	s 12.44	.....	s 12.50
			1.12			
48	.....	21.23	WEST SUMMIT SIDING	.....	.....	.....
			0.56			
.....	P-2	21.79	NEW PROVIDENCE...	.....	.....	.....
			1.59			
17	P-3	23.38	MURRAY HILL.....D	.....	.....	.....
			2.38			
7	P-6	25.76	BERKELEY HEIGHTS..	.....	.....	.....
			1.38			
.....	P-7	27.14	GILLETTE.....	.....	.....	.....
			1.36			
20	P-8	28.50	STIRLING.....D	.....	.....	.....
			1.62			
.....	P-10	30.12	MILLINGTON.....D	.....	.....	.....
			1.65			
20	P-12	31.77	LYONS.....	.....	.....	.....
			1.87			
.....	P-14	33.64	BASKING RIDGE....D	.....	.....	.....
			1.16			
11	P-15	34.80	BERNARDSVILLE....D	.....	.....	.....
			2.65			
.....	P-17	37.45	MINE BROOK.....	.....	.....	.....
			1.50			
10	P-19	38.95	FAR HILLS.....D	.....	.....	.....
			2.39			
.....	P-21	41.34	PEAPACK.....	.....	.....	.....
			0.92			
.....	P-22	42.26	GLADSTONE.....D	.....	.....	.....
			3.42			
.....	N-24	23.53	CHATHAM.....	See Local Instruction 139	.....	s 12.55
			2.00			
.....	N-26	25.53	MADISON.....		.....	s 12.59
			2.16			
.....	N-28	27.69	CONVENT.....		.....	s 1.02
			2.10			
.....	N-30	29.79	MORRISTOWN.....D		.....	s 1.06
			2.21			
.....	N-32	32.00	MORRIS PLAINS		.....	s 1.10
			3.71			
.....	N-36	35.71	MOUNT TABOR.....		.....	f 1.15
			0.59			
.....	NX-36	36.30	DENVILLE.....N		.....	s 1.17
			Ar			
			Newark and Roseville Ave.			
			Roseville Ave. and Orange.			
			Orange and Millburn.....			
				AM	AM	AM
				Sat. & Sun.	Sat. only	Sat. only
				371	193	901

MONTCLAIR AND GLADSTONE BRANCHES.

SATURDAY AND SUNDAY TRAINS.

WESTWARD. First Class.

903	373	701	801	703	15	905	907	705
Dover	Summit	Mont-clair	Glad-stone	Mont-clair	Buffalo	Dover	Dover	Mont-clair
Sun. only	Sat. only	Sun. only	Sun. only	Sat. only	Sat. & Sun	Sat. only	Sun. only	Sun. only
AM	AM	AM	AM	AM	AM	AM	AM	AM
12.32	12.32	12.35	.....	12.47	1.00	1.05	1.30	1.35
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	s 12.46	.....	.....	.....	s 1.16	.....	.....
12.44	s 12.45	s 12.48	.....	s 1.00	1.13	s 1.18	s 1.43	s 1.48
12.46	s 12.48	s 12.51	.....	s 1.03	1.15	s 1.21	s 1.46	s 1.51
.....	.....	s 12.53	.....	s 1.05	.....	.....	.....	s 1.53
.....	.....	s 12.55	.....	s 1.07	.....	.....	.....	s 1.55
.....	.....	s 12.57	.....	s 1.09	.....	.....	.....	s 1.57
.....	.....	s 12.59	.....	s 1.11	.....	.....	.....	s 1.59
.....	.....	s 1.02	.....	s 1.14	.....	.....	.....	s 2.02
.....	s 12.49	.....	.....	.....	.....	s 1.22	s 1.47	.....
.....	s 12.51	.....	.....	.....	.....	s 1.24	s 1.49	.....
.....	s 12.53	.....	.....	.....	.....	s 1.26	s 1.51	.....
12.49	s 12.55	.....	.....	.....	1.18	s 1.28	s 1.53	.....
.....	s 12.57	.....	.....	.....	.....	s 1.30	s 1.55	.....
.....	s 12.59	.....	.....	.....	.....	s 1.32	s 1.57	.....
12.52	s 1.01	.....	.....	.....	1.22	s 1.34	s 1.59	.....
.....	s 1.03	.....	.....	.....	.....	s 1.36	s 2.01	.....
12.55	s 1.06	.....	.....	.....	1.25	s 1.39	s 2.04	.....
.....	s 1.08	.....	.....	.....	.....	s 1.41	s 2.06	.....
s 1.00	s 1.12	.....	1.03	.....	1.31	s 1.45	s 2.10	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	s 1.06	.....	.....	.....	.....	.....
.....	.....	.....	s 1.09	.....	.....	.....	.....	.....
.....	.....	.....	s 1.13	.....	.....	.....	.....	.....
.....	.....	.....	s 1.16	.....	.....	.....	.....	.....
.....	.....	.....	s 1.18	.....	.....	.....	.....	.....
.....	.....	.....	s 1.21	.....	.....	.....	.....	.....
.....	.....	.....	s 1.24	.....	.....	.....	.....	.....
.....	.....	.....	s 1.27	.....	.....	.....	.....	.....
.....	.....	.....	s 1.30	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	s 1.37	.....	.....	.....	.....	.....
.....	.....	.....	s 1.41	.....	.....	.....	.....	.....
.....	.....	.....	s 1.43	.....	.....	.....	.....	.....
s 1.05	.....	.....	.....	.....	.....	s 1.51	s 2.15	.....
s 1.08	.....	.....	.....	.....	.....	s 1.55	s 2.18	.....
s 1.12	.....	.....	.....	.....	.....	s 1.58	s 2.22	.....
s 1.16	.....	.....	.....	.....	1.43	s 2.02	s 2.26	.....
s 1.20	.....	.....	.....	.....	.....	s 2.06	s 2.30	.....
f 1.25	.....	.....	.....	.....	.....	f 2.12	f 2.35	.....
s 1.27	.....	.....	.....	.....	1.51	s 2.14	s 2.37	.....
See Local Instruction 139								
AM	AM	AM	AM	AM	AM	AM	AM	AM
Sun. only	Sat. only	Sun. only	Sun. only	Sat. only	Sat. & Sun.	Sat. only	Sun. only	Sun. only
903	373	701	801	703	15	905	907	705

MORRISTOWN LINE, MONTCLAIR AND GLADSTONE BRANCHES.

WESTWARD. First Class. SATURDAY AND SUNDAY TRAINS.

STATIONS	707	571	1103	X41	1105	X71	909	803	375	709	X73	911	805	49
	Montclair	Morris Plains	Branchville	Gladstone	Branchville	Montclair	Dover	Gladstone	Summit	Montclair	Montclair	Dover	Gladstone	Binghamton
	Sat. only	Sat. & Sun.	Sat. only	Sat. only	Sun. only	Sat. only	Sat. only	Sat. only	Sat. only	Sat. & Sun.	Sun. only	Sat. & Sun.	Sat. & Sun.	Sun. only
HOBOKEN.....Lv	AM 1.50	AM 2.30	AM 3.35	AM 3.50	AM 4.30	AM 6.15	AM 6.30	.....	AM 7.30	AM 7.35	AM 7.45	AM 8.00	.....	AM 8.30
1.92														
WEST END.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.21														
HARRISON.....	.....	.....	.....	.....	.....	.....	f 6.41	.....	.....	.....	.....	.....	.....	.....
0.66														
NEWARK.....	s 2.03	s 2.43	s 4.00	s 4.15	s 4.44	s 6.35	s 6.45	.....	s 7.43	s 7.48	s 8.05	s 8.13	.....	s 8.44
1.23														
ROSEVILLE AVENUE..	s 2.06	s 2.46	s 4.03	4.17	s 4.49	6.37	s 6.48	.....	s 7.46	s 7.51	8.07	s 8.16	.....	8.46
0.66														
AMPERE.....	s 2.08	.....	.....		.....	.....	.....		.....	s 7.53	.....	.....	.....	.....
1.23														
WATSESSING AVE....	s 2.10	.....	.....		.....	.....	.....		.....	s 7.55	.....	.....	.....	.....
0.70														
BLOOMFIELD.....	s 2.12	.....	.....	No Passengers	.....	s 6.48	.....	Meeting point Nos. 803-806 Lyons Siding	.....	s 7.57	s 8.18	.....	.....	.....
0.59														
GLEN RIDGE.....	s 2.14	.....	.....		.....	.....	.....		.....	s 7.59	.....	.....	.....	.....
0.92														
MONTCLAIR.....	s 2.17	.....	.....		.....	s 6.55	.....		.....	s 8.02	s 8.25	.....	.....	.....
0.54														
GROVE STREET.....	.....	s 2.47	.....	.....	.....	.....	s 6.50	.....	s 7.47	.....	.....	s 8.17	.....	.....
0.45														
EAST ORANGE.....	.....	s 2.49	s 4.16	.....	s 4.53	.....	s 6.53	.....	s 7.49	.....	.....	s 8.19	.....	.....
0.69														
BRICK CHURCH.....	.....	s 2.51	.....	.....	.....	.....	s 6.55	.....	s 7.51	.....	.....	s 8.21	.....	s 8.51
0.86														
ORANGE.....	.....	s 2.53	s 4.22	s {4.24 4.45	s 4.58	.....	s 6.58	.....	s 7.53	.....	.....	s 8.23	.....	8.52
0.70														
HIGHLAND AVENUE..	.....	s 2.55	.....	.....	.....	.....	s 7.00	.....	s 7.55	.....	.....	s 8.25	.....	.....
0.94														
MOUNTAIN STATION.	.....	s 2.57	.....	.....	.....	.....	s 7.02	.....	s 7.57	.....	.....	s 8.27	.....	.....
0.75														
SOUTH ORANGE.....	.....	s 2.59	s 4.29	s 4.51	s 5.03	.....	s 7.04	.....	s 7.59	.....	.....	s 8.29	.....	8.56
1.30														
MAPLEWOOD.....	.....	s 3.01	s 4.35	s 4.57	s 5.07	.....	s 7.06	.....	s 8.01	.....	.....	s 8.31	.....	.....
1.61														
MILLBURN.....	.....	s 3.04	4.38	5.00	5.10	.....	s 7.10	.....	s 8.04	.....	.....	s 8.34	.....	9.00
1.08														
SHORT HILLS.....	.....	s 3.06	.....	.....	.....	.....	s 7.14	.....	s 8.06	.....	.....	s 8.36	.....	.....
2.27														
SUMMIT.....	.....	s 3.10	s 4.57	s {5.07 5.25	s 5.16	.....	s 7.20	7.25	s 8.10	.....	.....	s 8.40	8.45	s 9.07
1.12														
WESTSUMMITSIDING	.....	.....		.....			.....		.....			.....	.....	.....
0.66														
NEW PROVIDENCE...	.....	.....		.....			.....		s 7.28	.....			s 8.48	.....
1.69														
MURRAY HILL.....	.....	.....		s 5.33			See Local Instruction 130		s 7.31	.....			s 8.51	.....
2.38														
BERKELEY HEIGHTS.	.....	.....		s 5.37					s 7.35	.....			s **9.00**	.....
1.38														
GILLETTE.....	.....	.....		f 5.40					s 7.38	.....			s 9.03	.....
1.36														
STIRLING.....	.....	.....		f 5.42					s 7.40	.....			s 9.05	.....
1.62														
MILLINGTON.....	.....	.....		f 5.45					s **7.43**	.....			s 9.08	.....
1.65														
LYONS.....	.....	.....		f 5.48					s **7.53**	.....			s 9.11	.....
1.87														
BASKING RIDGE.....	.....	.....		s 5.52					s 7.57	.....			s 9.15	.....
1.16														
BERNARDSVILLE.....	.....	.....		s 5.56					s 8.00	.....			s 9.18	.....
2.65														
MINE BROOK.....	.....	.....		.....					.....	.....			.....	.....
1.50														
FAR HILLS.....	.....	.....		s 6.03					s 8.07	.....			s 9.25	.....
2.39														
PEAPACK.....	.....	.....		f 6.07					s 8.11	.....			s 9.29	.....
0.92														
GLADSTONE.....	.....	.....		s **6.10**					s 8.13	.....			s 9.31	.....
3.42														
CHATHAM.....	.....	s 3.15	s 5.04		s 5.22	.....	s 7.26		.....		.....	s 8.46	.....	.....
2.00														
MADISON.....	.....	s 3.18	s 5.12		s 5.27	.....	s 7.30		.....		.....	s 8.50	.....	.....
2.16														
CONVENT.....	.....	s 3.21	.....		.....	.....	s 7.34		.....		.....	s 8.53	.....	.....
2.10														
MORRISTOWN.....	.....	s 3.24	s 5.35		s 5.35	.....	s 7.40		.....		.....	s 8.57	.....	9.19
2.21														
MORRIS PLAINS.....	.....	s 3.28	s 5.42		s 5.40	.....	s 7.45		.....		.....	s 9.01	.....	.....
3.71														
MOUNT TABOR.....	.....	.....	f 5.49		f 5.46	.....	f 7.51		.....		.....	f 9.07	.....	.....
0.59														
DENVILLE.....Ar	.....	.....	s 5.54		s 5.48	.....	s 7.54		.....		.....	s 9.09	.....	9.27
Newark and Roseville Ave.	S			See Local Instruction 101		S								
Roseville Ave. and Orange.	.....					.....								
Orange and Millburn.....	.....					.....								
	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
	Sat. only	Sat. & Sun.	Sat. only	Sat. only	Sun. only	Sat. only	Sat. only	Sat. only	Sat. only	Sat. & Sun.	Sun. only	Sat. & Sun.	Sat. & Sun.	Sun. only
	707	571	1103	X41	1105	X71	909	803	375	709	X73	911	805	49

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

Will not 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	711 Mont-clair	913 Dover	X43 Summit	713 Mont-clair	915 Dover	3 Buffalo
	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
HOBOKEN Lv	AM 8.35	AM 9.00	AM 9.10	AM 9.35	AM 10.00	AM 10.35
1.92						
WEST END	.....	.....	.....	.....	.....	.....
5.21						
HARRISON	f 8.46	.....	.....	.....	.....	.....
0.66						
NEWARK	s 8.48	s 9.13	s 9.30	s 9.48	s 10.18	s 10.48
1.23						
ROSEVILLE AVENUE	s 8.51	s 9.16	9.32	s 9.51	s 10.16	10.50
0.66						
AMPERE	s 8.53	.....	.....	s 9.53	.....	.....
1.23						
WATSESSING AVE.	s 8.55	.....	.....	s 9.55	.....	.....
0.70						
BLOOMFIELD	s 8.57	.....	.....	s 9.57	.....	.....
0.59						
GLEN RIDGE	s 8.59	.....	.....	s 9.59	.....	.....
0.92						
MONTCLAIR	s 9.02	.....	.....	s 10.02	.....	.....
0.54						
GROVE STREET	.....	s 9.17	.....	.....	s 10.17	.....
0.45						
EAST ORANGE	.....	s 9.19	s 9.44	.....	s 10.19	.....
0.59						
BRICK CHURCH	.....	s 9.21	.....	.....	s 10.21	s 10.55
0.86						
ORANGE	.....	s 9.23	s 9.55	.....	s 10.23	10.56
0.70						
HIGHLAND AVENUE	.....	s 9.25	.....	.....	s 10.25	.....
0.94						
MOUNTAIN STATION	.....	s 9.27	.....	.....	s 10.27	.....
0.75						
SOUTH ORANGE	.....	s 9.29	s 10.05	.....	s 10.29	10.59
1.30						
MAPLEWOOD	.....	s 9.31	s 10.10	.....	s 10.31	.....
1.61						
MILLBURN	.....	s 9.34	s 10.14	.....	s 10.34	11.02
1.08						
SHORT HILLS	.....	s 9.36	s 10.17	.....	s 10.36	.....
2.27						
SUMMIT	.....	s 9.40	s 10.25	.....	s 10.40	s 11.08
1.12						
WESTSUMMITSIDING	.....	.....	No Passengers	.....	.....	.....
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	.....	s 9.46	.....	.....	s 10.46	.....
2.00						
MADISON	.....	s 9.49	.....	.....	s 10.49	.....
2.16						
CONVENT	.....	s 9.53	.....	.....	s 10.53	.....
2.10						
MORRISTOWN	.....	s 9.57	.....	.....	s 10.57	11.19
2.21						
MORRIS PLAINS	.....	s 10.01	.....	.....	s 11.01	.....
3.71						
MOUNT TABOR	.....	f 10.07	.....	.....	s 11.07	.....
0.59						
DENVILLE Ar	.....	s 10.09	.....	.....	s 11.09	11.27
Newark and Roseville Ave.	3	3	3	3	3	3
Roseville Ave. and Orange	.....	.....	.....	.....	.....	.....
Orange and Millburn	.....	.....	.....	.....	.....	.....
	AM	AM	AM	AM	AM	AM
	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
	711	913	X43	713	915	3

AND GLADSTONE BRANCHES.

SATURDAY AND SUNDAY TRAINS.

WESTWARD. — First Class.

715 Mont-clair	917 Dover	919 Dover	807 Glad-stone	717 Mont-clair	921 Dover	719 Mont-clair		
Sat. & Sun.	Sat. only	Sun. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.		
AM 10.37	AM 11.00	AM 11.00	AM	AM 11.35	NOON 12.00	PM 12.35	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	f 12.46	.....	.....
s 10.50	s 11.13	s 11.13	.....	s 11.48	s 12.13	s 12.48	.....	.....
s 10.53	s 11.16	s 11.16	.....	s 11.51	s 12.16	s 12.51	.....	.....
s 10.55	.....	.....	.....	s 11.53	.....	s 12.53	.....	.....
s 10.57	.....	.....	.....	s 11.55	.....	s 12.55	.....	.....
s 10.59	.....	.....	.....	s 11.57	.....	s 12.57	.....	.....
s 11.01	.....	.....	.....	s 11.59	.....	s 12.59	.....	.....
s 11.04	.....	.....	.....	s 12.02	.....	s 1.02	.....	.....
.....	s 11.17	s 11.17	.....	.....	s 12.17	.....	.....	.....
.....	s 11.19	s 11.19	.....	.....	s 12.19	.....	.....	.....
.....	s 11.21	s 11.21	.....	.....	s 12.21	.....	.....	.....
.....	s 11.23	s 11.23	.....	.....	s 12.23	.....	.....	.....
.....	s 11.25	s 11.25	.....	.....	s 12.25	.....	.....	.....
.....	s 11.27	s 11.27	.....	.....	s 12.27	.....	.....	.....
.....	s 11.29	s 11.29	.....	.....	s 12.29	.....	.....	.....
.....	s 11.31	s 11.31	.....	.....	s 12.31	.....	.....	.....
.....	s 11.34	s 11.34	.....	.....	s 12.34	.....	.....	.....
.....	s 11.36	s 11.36	.....	.....	s 12.36	.....	.....	.....
.....	s 11.40	s 11.40	11.43	.....	s 12.40	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	s 11.46	.....	.....	.....	.....	.....
.....	.....	.....	s 11.49	.....	.....	.....	.....	.....
.....	.....	.....	s 11.53	.....	.....	.....	.....	.....
.....	.....	.....	s 11.56	.....	.....	.....	.....	.....
.....	.....	.....	s 11.58	.....	.....	.....	.....	.....
.....	.....	.....	s 12.01	.....	.....	.....	.....	.....
.....	.....	.....	s 12.04	.....	.....	.....	.....	.....
.....	.....	.....	s 12.07	.....	.....	.....	.....	.....
.....	.....	.....	s 12.10	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	s 12.17	.....	.....	.....	.....	.....
.....	.....	.....	s 12.21	.....	.....	.....	.....	.....
.....	.....	.....	s 12.23	.....	.....	.....	.....	.....
.....	s 11.46	s 11.46	See Local Instruction 101	.....	s 12.46	.....	.....	.....
.....	s 11.49	s 11.49		.....	s 12.49	.....	.....	.....
.....	s 11.53	s 11.53		.....	s 12.53	.....	.....	.....
.....	s 12.00	s 11.57		.....	s 12.57	.....	.....	.....
.....	s 12.05	s 12.01		.....	s 1.01	.....	.....	.....
.....	f 12.11	f 12.07		.....	f 1.07	.....	.....	.....
.....	s 12.18	s 12.09		.....	s 1.09	.....	.....	.....
3	3	3	.....	3	3	3	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
AM	PM	PM	PM	PM	PM	PM		
Sat. & Sun.	Sat. only	Sun. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.		
715	917	919	807	717	921	719		

MORRISTOWN LINE, MONTCLAIR

WESTWARD. First Class.

STATIONS	923	811	X45	925	725	927
	Dover	Gladstone	Summit	Dover	Montclair	Dover
	Sat. & Sun.	Sat. & Sun.	Sat. only	Sat. only	Sat. & Sun.	Sat. & Sun.
	PM	PM	PM	PM	PM	PM
HOBOKEN.....Lv	1.00	.....	1.20	1.30	1.35	2.00
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
5.21						
HARRISON.....	f 1.11	.....	.....	.....	.....	.....
0.66						
NEWARK.....	s 1.13	.....	s 1.36	s 1.43	s 1.48	s 2.13
1.28			1.40			
ROSEVILLE AVENUE..	s 1.16	.....	1.48	s 1.46	s 1.51	s 2.16
0.66						
AMPERE.....	.....	.....	.....	.....	s 1.53	.....
1.23						
WATSESSING AVE....	.....	.....	.....	.....	s 1.55	.....
0.70						
BLOOMFIELD.....	.....	.....	.....	.....	s 1.57	.....
0.59						
GLEN RIDGE.....	.....	.....	.....	.....	s 1.59	.....
0.92						
MONTCLAIR.....	.....	.....	.....	.....	s 2.02	.....
0.54						
GROVE STREET.....	s 1.17	.....	.....	s 1.47	.....	s 2.17
0.45						
EAST ORANGE.....	s 1.19	.....	s 1.58	s 1.49	.....	s 2.19
0.59						
BRICK CHURCH.....	s 1.21	.....	.....	s 1.51	.....	s 2.21
0.86						
ORANGE.....	s 1.23	.....	s 2.03	s 1.53	.....	s 2.23
0.70						
HIGHLAND AVENUE..	s 1.25	.....	.....	s 1.55	.....	s 2.25
0.94						
MOUNTAIN STATION.	s 1.27	.....	.....	s 1.57	.....	s 2.27
0.75						
SOUTH ORANGE.....	s 1.29	.....	s 2.08	s 1.59	.....	s 2.29
1.30						
MAPLEWOOD.....	s 1.31	.....	s 2.11	s 2.01	.....	s 2.31
1.61						
MILLBURN.....	s 1.34	.....	s 2.15	s 2.04	.....	s 2.34
1.05						
SHORT HILLS.....	s 1.36	.....	s 2.18	s 2.06	.....	s 2.36
2.27						
SUMMIT.....	s 1.40	1.43	s 2.25	s 2.10	.....	s 2.40
1.12						
WESTSUMMITSIDING	.....	.....		.....	.....	.....
0.56						
NEW PROVIDENCE...	.....	s 1.46		.....	.....	.....
1.59						
MURRAY HILL.....	.....	s 1.49		.....	.....	.....
2.38						
BERKELEY HEIGHTS.	.....	s 1.53		.....	.....	.....
1.38						
GILLETTE.....	.....	s 1.56		.....	.....	.....
1.36						
STIRLING.....	.....	s 1.58		.....	.....	.....
1.62						
MILLINGTON.....	.....	s 2.01		.....	.....	.....
1.65						
LYONS.....	.....	s 2.04		.....	.....	.....
1.37						
BASKING RIDGE.....	.....	s 2.07		.....	.....	.....
1.16						
BERNARDSVILLE.....	.....	s 2.10		.....	.....	.....
2.65						
MINE BROOK.....	.....	.....		.....	.....	.....
1.60						
FAR HILLS.....	.....	s 2.17		.....	.....	.....
2.39						
PEAPACK.....	.....	s 2.21		.....	.....	.....
0.92						
GLADSTONE.....	.....	s 2.23		.....	.....	.....
3.42						
CHATHAM.....	s 1.46			s 2.16	.....	s 2.46
2.00						
MADISON.....	s 1.49			s 2.19	.....	s 2.49
2.16						
CONVENT.....	s 1.53			s 2.23	.....	s 2.53
2.10						
MORRISTOWN.....	s 1.57			s 2.27	.....	s 2.57
2.21						
MORRIS PLAINS.....	s 2.01			s 2.31	.....	s 3.01
3.71						
MOUNT TABOR.....	s 2.07			f 2.37	.....	f 3.07
0.59						
DENVILLE.....Ar	s 2.09			s 2.39	.....	s 3.09
Newark and Roseville Ave.	3	.....		3	3	3
Roseville Ave. and Orange.		.....			.....	
Orange and Millburn.....		.....			.....	
	PM	PM	PM	PM	PM	PM
	Sat. & Sun.	Sat. & Sun.	Sat. only	Sat. only	Sat. & Sun.	Sat. & Sun.
	923	811	X45	925	725	927

No Passengers

See Local Instruction 101

AND GLADSTONE BRANCHES.

SATURDAY AND SUNDAY TRAINS.

WESTWARD. First Class.

813	729	929	731	931	933	735	815	
Gladstone	Montclair	Dover	Montclair	Dover	Dover	Montclair	Gladstone	
Sat. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. only	
PM	PM	PM	PM	PM	PM	PM	PM	
2.32	2.35	3.00	3.35	4.00	4.30	4.35	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	s 3.11	s 3.46	.....	.....	s 4.46	.....	.....
s 2.45	s 2.48	s 3.13	s 3.48	s 4.14	s 4.43	s 4.48	.....	.....
s 2.48	s 2.51	s 3.16	s 3.51	s 4.17	s 4.46	s 4.51	.....	.....
.....	s 2.53	.....	s 3.53	.....	.....	s 4.53	.....	.....
.....	s 2.55	.....	s 3.55	.....	.....	s 4.55	.....	.....
.....	s 2.57	.....	s 3.57	.....	.....	s 4.57	.....	.....
.....	s 2.59	.....	s 3.59	.....	.....	s 4.59	.....	.....
.....	s 3.02	.....	s 4.02	.....	.....	s 5.02	.....	.....
s 2.49	.....	s 3.17	.....	s 4.18	s 4.47	.....	.....	.....
s 2.51	.....	s 3.19	.....	s 4.20	s 4.49	.....	.....	.....
s 2.53	.....	s 3.21	.....	s 4.22	s 4.51	.....	.....	.....
s 2.55	.....	s 3.24	.....	s 4.25	s 4.53	.....	.....	.....
s 2.57	.....	s 3.26	.....	s 4.27	s 4.55	.....	.....	.....
s 2.59	.....	s 3.28	.....	s 4.29	s 4.57	.....	.....	.....
s 3.01	.....	s 3.30	.....	s 4.31	s 4.59	.....	.....	.....
s 3.03	.....	s 3.32	.....	s 4.33	s 5.01	.....	.....	.....
s 3.06	.....	s 3.35	.....	s 4.36	s 5.04	.....	.....	.....
s 3.08	.....	s 3.37	.....	s 4.38	s 5.06	.....	.....	.....
s 3.13	.....	s 3.42	.....	s 4.43	s 5.10	.....	5.13	.....
.....	.....	.....			.....	.....	.....	.....
s 3.16	.....	.....			.....	.....	s 5.16	.....
s 3.19	.....	.....			.....	.....	s 5.19	.....
s 3.23	.....	.....			.....	.....	s 5.23	.....
s 3.26	.....	.....			.....	.....	s 5.26	.....
s 3.28	.....	.....			.....	.....	s 5.28	.....
s 3.31	.....	.....			.....	.....	s 5.31	.....
s 3.34	.....	.....			.....	.....	s 5.34	.....
s 3.37	.....	.....			.....	.....	s 5.37	.....
s 3.40	.....	.....			.....	.....	s 5.40	.....
.....	.....	.....			.....	.....	s 5.44	.....
s 3.47	.....	.....			.....	.....	s 5.47	.....
s 3.51	.....	.....			.....	.....	s 5.51	.....
s 3.53	.....	.....			.....	.....	s 5.53	.....
	.....	s 3.47	.....	s 4.49	s 5.15	.....	.....	.....
	.....	s 3.50	.....	s 4.52	s 5.18	.....	.....	.....
	.....	s 3.54	.....	s 4.56	s 5.22	.....	.....	.....
	.....	s 3.58	.....	s 5.01	s 5.26	.....	.....	.....
	.....	s 4.02	.....	s 5.05	s 5.30	.....	.....	.....
	.....	f 4.07	.....	f 5.11	f 5.35	.....	.....	.....
	.....	s 4.09	.....	s 5.13	s 5.37	.....	.....	.....
3	3	3	3	3	3	3	.....	.....
	.....		.....				.....	.....
	.....		.....				.....	.....
PM	PM	PM	PM	PM	PM	PM	PM	
Sat. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. only	
813	729	929	731	931	933	735	815	

See Local Instruction 101

See Local Instruction 130

See Local Instruction 130

MORRISTOWN LINE, MONTCLAIR AND GLADSTONE BRANCHES.

SATURDAY AND SUNDAY TRAINS.

WESTWARD. First Class.

STATIONS	25	5	935	937	739	939	817	743	941	745	943	X49	7	747
	Buffalo	Buffalo	Dover	Dover	Montclair	Dover	Gladstone	Montclair	Dover	Montclair	Dover	Summit	Buffalo	Montclair
	Sat. only	Sun. only	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. & Sun.
HOBOKEN.....Lv	PM 4.50	PM 4.50	PM 5.00	PM 5.30	PM 5.35	PM 6.00	PM	PM 6.35	PM 7.00	PM 7.35	PM 7.45	PM 7.50	PM 8.15	PM 8.35
1.92														
WEST END.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.21														
HARRISON.....	.....	.....	.....	.....	s 5.46	.....	.....	.....	.....	.....	.....	.....	.....	.....
0.66														
NEWARK.....	s 5.03	s 5.03	s 5.13	s 5.43	s 5.48	s 6.13	.....	s 6.48	s 7.13	s 7.48	s 7.58	s 8.10	s 8.28	s 8.48
1.28														
ROSEVILLE AVENUE..	5.05	5.05	s 5.16	s 5.46	s 5.51	s 6.16	.....	s 6.51	s 7.16	s 7.51	s 8.01	8.12	8.30	s 8.51
0.66														
AMPERE.....	.....	.....	.....	.....	s 5.53	.....	.....	s 6.53	.....	s 7.53	.....	.....	.....	s 8.53
1.23														
WATSESSING AVE....	.....	.....	.....	.....	s 5.55	.....	.....	s 6.55	.....	s 7.55	.....	.....	.....	s 8.55
0.70														
BLOOMFIELD.....	.....	.....	.....	.....	s 5.57	.....	.....	s 6.57	.....	s 7.57	.....	.....	.....	s 8.57
0.59														
GLEN RIDGE.....	.....	.....	.....	.....	s 5.59	.....	.....	s 6.59	.....	s 7.59	.....	.....	.....	s 8.59
0.92														
MONTCLAIR.....	.....	.....	.....	.....	s 6.02	.....	.....	s 7.02	.....	s 8.02	.....	.....	.....	s 9.02
0.64														
GROVE STREET.....	.....	.....	s 5.17	s 5.47	.....	s 6.17	.....	.....	s 7.17	.....	s 8.02	.....	.....	.....
0.45														
EAST ORANGE.....	.....	.....	s 5.19	s 5.49	.....	s 6.19	.....	.....	s 7.19	.....	s 8.04	s 8.20	.....	.....
0.59														
BRICK CHURCH.....	s 5.10	s 5.10	s 5.21	s 5.51	.....	s 6.21	.....	.....	s 7.21	.....	s 8.06	.....	s 8.35	.....
0.86														
ORANGE.....	5.11	5.11	s 5.23	s 5.53	.....	s 6.23	.....	.....	s 7.23	.....	s 8.08	s 8.24, 8.40	8.36	.....
0.70														
HIGHLAND AVENUE..	.....	.....	s 5.25	s 5.55	.....	s 6.25	.....	.....	s 7.25	.....	s 8.10	.....	.....	.....
0.94														
MOUNTAIN STATION.	.....	.....	s 5.27	s 5.57	.....	s 6.27	.....	.....	s 7.27	.....	s 8.12	.....	.....	.....
0.75														
SOUTH ORANGE.....	5.14	5.14	s 5.29	s 5.59	.....	s 6.29	.....	.....	s 7.29	.....	s 8.14	s 8.48	8.39	.....
1.80														
MAPLEWOOD.....	.....	.....	s 5.31	s 6.01	.....	s 6.31	.....	.....	s 7.31	.....	s 8.16	.....	.....	.....
1.61														
MILLBURN.....	5.17	5.17	s 5.34	s 6.04	.....	s 6.34	.....	.....	s 7.34	.....	s 8.19	8.52	8.42	.....
1.08														
SHORT HILLS.....	.....	.....	s 5.36	s 6.06	.....	s 6.36	.....	.....	s 7.36	.....	s 8.21	.....	.....	.....
2.27														
SUMMIT.....	s 5.24	s 5.24	s 5.40	s 6.10	.....	s 6.40	6.43	.....	s 7.40	.....	s 8.25	s 9.00	s 8.49	.....
1.12														
WESTSUMMITSIDING	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
0.56														
NEW PROVIDENCE...	.....	.....	.....	.....	.....	.....	s 6.46	.....	.....	.....	.....	.....	.....	.....
1.59														
MURRAY HILL.....	.....	.....	.....	.....	.....	.....	s 6.49	.....	.....	.....	.....	.....	.....	.....
2.38														
BERKELEY HEIGHTS.	.....	.....	.....	.....	.....	.....	s 6.53	.....	.....	.....	.....	.....	.....	.....
1.38														
GILLETTE.....	.....	.....	.....	.....	.....	.....	s 6.56	.....	.....	.....	.....	.....	.....	.....
1.36														
STIRLING.....	.....	.....	.....	.....	.....	.....	s 6.58	.....	.....	.....	.....	.....	.....	.....
1.62														
MILLINGTON.....	.....	.....	.....	.....	.....	.....	s 7.01	.....	.....	.....	.....	.....	.....	.....
1.65														
LYONS.....	.....	.....	.....	.....	.....	.....	s 7.04	.....	.....	.....	.....	.....	.....	.....
1.87														
BASKING RIDGE.....	.....	.....	.....	.....	.....	.....	s 7.07	.....	.....	.....	.....	.....	.....	.....
1.16														
BERNARDSVILLE.....	.....	.....	.....	.....	.....	.....	s 7.10	.....	.....	.....	.....	.....	.....	.....
2.65														
MINE BROOK.....	.....	.....	.....	.....	.....	.....	f 7.14	.....	.....	.....	.....	.....	.....	.....
1.50														
FAR HILLS.....	.....	.....	.....	.....	.....	.....	s 7.17	.....	.....	.....	.....	.....	.....	.....
2.39														
PEAPACK.....	.....	.....	.....	.....	.....	.....	s 7.21	.....	.....	.....	.....	.....	.....	.....
0.92														
GLADSTONE.....	.....	.....	.....	.....	.....	.....	s 7.23	.....	.....	.....	.....	.....	.....	.....
3.42														
CHATHAM.....	.....	.....	s 5.46	s 6.16	.....	s 6.46	.....	.....	s 7.46	.....	s 8.31	.....	.....	.....
2.00														
MADISON.....	.....	.....	s 5.49	s 6.19	.....	s 6.49	.....	.....	s 7.49	.....	s 8.34	.....	.....	.....
2.16														
CONVENT.....	.....	.....	s 5.53	s 6.23	.....	s 6.53	.....	.....	s 7.53	.....	s 8.38	.....	.....	.....
2.10														
MORRISTOWN.....	5.36	5.36	s 5.57	s 6.27	.....	s 6.57	.....	.....	s 7.57	.....	s 8.42	.....	9.00	.....
2.21														
MORRIS PLAINS.....	.....	.....	s 6.01	s 6.31	.....	s 7.01	.....	.....	s 8.01	.....	s 8.46	.....	.....	.....
3.71														
MOUNT TABOR.....	.....	.....	f 6.07	f 6.37	.....	f 7.07	.....	.....	f 8.07	.....	f 8.52	.....	.....	.....
0.59														
DENVILLE.....Ar	5.45	5.45	s 6.09	s 6.39	.....	s 7.09	.....	.....	s 8.09	.....	s 8.54	.....	9.08	.....
Newark and Roseville Ave.	Change	Change	Change	Change	3	Change	.....	3	Change	3	Change	Change	Change	3
Roseville Ave. and Orange.					.....		.....	.....		.....				.....
Orange and Millburn.....					.....		.....	.....		.....				.....
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
	Sat. only	Sun. only	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. only	Sat. & Sun.	Sat. & Sun.
	25	5	935	937	739	939	817	743	941	745	943	X49	7	747

No Passengers

MORRISTOWN LINE, MONTCLAIR

WESTWARD. First Class.

STATIONS	945 Dover Sat. & Sun.	819 Gladstone Sat. & Sun.	749 Montclair Sat. & Sun.	947 Dover Sat. & Sun.	9 Buffalo Sat. only	751 Montclair Sat. & Sun.
	PM	PM	PM	PM	PM	PM
HOBOKEN.....Lv	9.02	.....	9.35	10.02	10.25	10.35
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
5.21						
HARRISON.....	.....	.....	s 9.46	.....	.....	.....
0.66						
NEWARK.....	s 9.15	.....	s 9.48	s 10.15	10.38	s 10.48
1.23						
ROSEVILLE AVENUE..	s 9.18	.....	s 9.51	s 10.18	10.40	s 10.51
0.66						
AMPERE.....	.....	.....	s 9.53	.....	.....	s 10.53
1.23						
WATESSING AVE.....	.....	.....	s 9.55	.....	.....	s 10.55
0.70						
BLOOMFIELD.....	.....	.....	s 9.57	.....	.....	s 10.57
0.69						
GLEN RIDGE.....	.....	.....	s 9.59	.....	.....	s 10.59
0.92						
MONTCLAIR.....	.....	.....	s 10.02	.....	.....	s 11.02
0.54						
GROVE STREET.....	s 9.19	.....	.....	s 10.19	.....	.....
0.45						
EAST ORANGE.....	s 9.21	.....	.....	s 10.21	.....	.....
0.59						
BRICK CHURCH.....	s 9.23	.....	.....	s 10.23	.....	.....
0.86						
ORANGE.....	s 9.25	.....	.....	s 10.25	10.43	.....
0.70						
HIGHLAND AVENUE..	s 9.27	.....	.....	s 10.27	.....	.....
0.94						
MOUNTAIN STATION.	s 9.29	.....	.....	s 10.29	.....	.....
0.75						
SOUTH ORANGE.....	s 9.31	.....	.....	s 10.31	10.47	.....
1.30						
MAPLEWOOD.....	s 9.33	.....	.....	s 10.33	.....	.....
1.61						
MILLBURN.....	s 9.36	.....	.....	s 10.36	10.50	.....
1.08						
SHORT HILLS.....	s 9.38	.....	.....	s 10.38	.....	.....
2.27						
SUMMIT.....	s 9.42	9.45	.....	s 10.42	10.55	.....
1.12						
WESTSUMMITSIDING	.....	.....	.....	.....	.....	
0.56						
NEW PROVIDENCE...	.....	s 9.48	.....	.....	.....	
1.59						
MURRAY HILL.....	.....	s 9.51	.....	.....	.....	
2.38						
BERKELEY HEIGHTS.	.....	s 9.55	.....	.....	.....	
1.38						
GILLETTE.....	.....	s 9.58	.....	.....	.....	
1.36						
STIRLING.....	.....	s 10.00	.....	.....	.....	
1.62						
MILLINGTON.....	.....	s 10.03	.....	.....	.....	
1.65						
LYONS.....	.....	s 10.06	.....	.....	.....	
1.87						
BASKING RIDGE.....	.....	s 10.09	.....	.....	.....	
1.16						
BERNARDSVILLE.....	.....	s 10.12	.....	.....	.....	
2.65						
MINE BROOK.....	.....	.....	.....	.....	.....	
1.50						
FAR HILLS.....	.....	s 10.19	.....	.....	.....	
2.39						
PEAPACK.....	.....	s 10.23	.....	.....	.....	
0.92						
GLADSTONE.....	.....	s**10.25**	.....	.....	.....	
3.42						
CHATHAM.....	s 9.48			s 10.48	.....	.....
2.00						
MADISON.....	s 9.51			s 10.51	.....	.....
2.16						
CONVENT.....	s 9.55			s 10.55	.....	.....
2.10						
MORRISTOWN.....	s 9.59			s 10.59	11.06	.....
2.21						
MORRIS PLAINS.....	s 10.03			s 11.03	.....	.....
3.71						
MOUNT TABOR.....	f 10.09			f 11.09	.....	.....
0.59						
DENVILLE.....Ar	s 10.11			s 11.11	11.14	.....
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. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. only	Sat. & Sun.
	945	819	749	947	9	751

See Local Instruction 130

See Local Instruction 101

See Local Instruction 130

AND GLADSTONE BRANCHES.

SATURDAY AND SUNDAY TRAINS.

WESTWARD. First Class.

949 Dover Sat. & Sun.	753 Montclair Sat. & Sun.	821 Gladstone Sun. only
PM	PM	PM
11.02	11.35	11.59
.....	.....	.....
.....	.....	.....
s 11.15	s 11.48	s 12.12
s 11.18	s 11.51	s 12.15
.....	s 11.53	.....
.....	s 11.55	.....
.....	s 11.57	.....
.....	s 11.59	.....
.....	s 12.02	.....
s 11.19	.....	s 12.16
s 11.21	.....	s 12.18
s 11.23	.....	s 12.20
s 11.25	.....	s 12.22
s 11.27	.....	s 12.24
s 11.29	.....	s 12.26
s 11.31	.....	s 12.28
s 11.33	.....	s 12.30
s 11.36	.....	s 12.33
s 11.38	.....	s 12.35
s 11.42	.....	s 12.39
.....	.....	.....
.....	.....	f 12.42
.....	.....	f 12.45
.....	.....	f 12.49
.....	.....	f 12.52
.....	.....	f 12.54
.....	.....	f 12.57
.....	.....	f 1.00
.....	.....	f 1.03
.....	.....	f 1.06
.....	.....	.....
.....	.....	f 1.13
.....	.....	f 1.17
.....	.....	s 1.19
s 11.48		
s 11.51		
s 11.55		
s 11.59		
s 12.03		
f 12.09		
s 12.11		
3	3	3
AM	AM	AM
Sun.&Mon.	Sun.&Mon.	Mon. only
949	753	821

See Local Instruction 120

MORRIS AND ESSEX DIVISION

WEEK DAY TRAINS — EASTWARD — First Class

1050	1028	1024	1022	Car Capacity Siding in addition to Engine and Caboose	Distance from Branchville	STATIONS	Distance from Hoboken	Station Numbers	X101	1009	1047	1061
Pass'ger Ex.Sa.&Su.	Pass'ger Ex.Sa.&Su.	Pass'ger Ex.Sa.&Su.	Pass'ger Ex.Sa.&Su.						Ex.Sa.&Su.	Pass'ger Ex.Sa.&Su.	Pass'ger Ex.Sa.&Su.	Pass'ger Ex.Sa.&Su.
PM	AM	AM	AM						AM	AM	PM	PM
.....	.....	.....	.....	.....	22.93	Ar PORT MORRIS Lv	46.54	X-1	.....	.....	.....	.....
						0.83						
9.21	10.31	7.28	.....	.....	22.10	SUSSEX BRANCH JCT.	47.37	.....	5.14	6.40	6.30	.....
						0.62						
s 9.14	s 10.26	7.23	s **7.03**	22	21.48	NETCONG ..... D	47.99	X-2	5.19	s **7.03**	s 6.33	6.49
						4.82						
f 9.03	f 10.12	.....	s 6.54	42	16.66	CRANBERRY LAKE ...	52.81	F-5	5.29	f 7.13	.....	f 6.57
						2.37						
f 8.59	s 10.07	.....	s 6.49	.....	14.29	ANDOVER	55.18	F-7	5.33	s 7.18	.....	s 7.02
						0.71						
8.57	10.04	.....	6.47	.....	13.58	ANDOVER JUNCTION N	55.89	F-8	5.35	7.21	.....	7.04
						4.16						
s 8.50	s 9.55	.....	6.40	9	9.42	NEWTON ..... D	60.05	F-12	s 5.45	s 7.36	.....	s 7.12
						3.59						
.....	.....	.....	.....	.....	5.83	NYS&W CROSSING ...	63.64	.....	.....	.....	.....	.....
						1.08						
f 8.39	s 9.40	.....	.....	7	4.75	LAFAYETTE	64.72	R-1	.....	f 7.46	.....	f 7.22
						2.00						
.....	.....	.....	.....	.....	2.75	STRADERS	66.72	.....	.....	.....	.....	.....
						1.08 (L&NE Crossing)						
8.24	9.34	.....	.....	.....	1.67	AUGUSTA ..	67.80	R-5	.....	8.02	.....	7.27
						1.67						
8.20	9.30	.....	.....	.....	.....	Lv BRANCHVILLE ..... D Ar	69.47	R-6	.....	s 8.30	.....	s 7.45
PM	AM	AM	AM						AM	AM	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.
1050	**1028**	**1024**	**1022**						**X101**	**1009**	**1047**	**1061**

See Notes page 101 and Local Instruction 101 — See Local Instructions 101 and 130 — See Local Instruction 101 — Equipment for No. 1022 See Local Instruction 101 — See Local Instruction 101 — See Local Instruction 101 — See Local Instruction 101

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

SUSSEX BRANCH.

WEEK-DAY TRAINS — WESTWARD — First Class.

MORRIS AND ESSEX DIVISION

SATURDAY AND SUNDAY TRAINS. — EASTWARD — First Class.

1124	1120	1112	STATIONS	1103	1105	1111	1113
Pass'ger Sun. only	Pass'ger Sat. only	Pass'ger Sat. & Sun.		Pass'ger Sat. only	Pass'ger Sun. only	Pass'ger Sun. only	Pass'ger Sat. only
PM	PM	AM		AM	AM	PM	PM
.....	.....	.....	Ar PORT MORRIS Lv	.....	.....	.....	.....
			0.83				
5.13	5.13	10.11	SUSSEX BRANCH JCT.	6.40	6.16	12.57	2.10
			0.62				
s 5.08	s 5.08	s 10.06	NETCONG ..... D	s 6.51	s 6.26	s 1.00	s 2.15
			4.82				
s 4.56	s 4.56	f 9.52	CRANBERRY LAKE	f 7.01	f 6.36	f 1.10	f 2.25
			2.37				
s 4.50	s 4.50	s 9.47	ANDOVER	s 7.06	s 6.41	s 1.15	s 2.30
			0.71				
4.47	4.47	9.44	ANDOVER JUNCTION N	7.09	6.44	1.17	2.32
			4.16				
s 4.39	s 4.39	s 9.37	NEWTON ..... D	s 7.28	s 6.53	s 1.26	s 2.43
			3.59				
.....	.....	.....	NYS&W CROSSING	.....	.....	.....	.....
			1.08				
s 4.25	s 4.25	s 9.25	LAFAYETTE	f 7.37	f 7.02	f 1.36	f 2.53
			2.00				
.....	.....	.....	STRADERS	.....	.....	.....	.....
			1.08 (L&NE Crossing)				
4.09	4.09	9.19	AUGUSTA	7.52	7.18	1.50	3.08
			1.67				
4.05	4.05	9.15	Lv BRANCHVILLE ..... D Ar	s 8.15	s 7.35	s 2.10	s 3.25
PM	PM	AM		AM	AM	PM	PM
Sun. only	Sat. only	Sat. & Sun.		Sat. only	Sun. only	Sun. only	Sat. only
1124	**1120**	**1112**		**1103**	**1105**	**1111**	**1113**

See Local Instruction 101 — See Local Instruction 101 — See Local Instruction 101 — See Local Instruction 101 Will operate Holidays — See Local Instruction 101 Will not operate Holidays — See Local Instruction 101 — See Local Instruction 101

SUSSEX BRANCH.

SATURDAY AND SUNDAY TRAINS. — WESTWARD — First Class.

Bangor & Portland Branch

WESTWARD		Distance from Hoboken	STATIONS	Distance from Portland	EASTWARD	
	Station Numbers					
	W-0	82.57	PORTLAND			
			0.71			
		83.28	HILL YARD	0.71		
			2.91			
	W-4	86.19	STIER	3.62		
			1.90			
	W-6	88.09	EAST BANGOR	5.52		
			1.55			
	W-8	89.64	BANGOR	7.07		
			0.20			
		89.84	SHOPS	7.27		
			1.37			
	W-9	91.21	FLICKSVILLE	8.64		
			1.17			
	W-10	92.38	MARTINS CREEK JCT.	9.81		
			3.70			
	BB-4	96.08	MARTINS CREEK, PA.	13.51		
			0.90			
	BB-5	96.98	MARTINS CREEK, N. J.	14.41		
			4.36			
		96.74	PEN ARGYL JCT.	14.17		
			0.50			
	W-15	97.24	PEN ARGYL	14.67		
			0.50			
		96.74	PEN ARGYL JCT.	14.17		
			0.46			
	W-16	97.20	WIND GAP JUNCTION	14.63		
			2.69			
	Wx-17	99.89	MILLER	17.32		
			1.55			
	W-19	101.44	EDELMAN	18.87		
			2.14			
	W-21	103.58	BELFAST JUNCTION	21.01		
			0.22			
	Wx-21	103.80	HERCULES JCT.	21.23		
			2.94			
	W-25	106.74	NAZARETH	24.17		
			3.75			
	W-28	110.49	BATH JUNCTION.	27.92		

HARRISON BRANCH

NORTHWARD		Distance from Hoboken	STATIONS	SOUTHWARD		
				Station Numbers		
		6.11	Lv. HARRISON JCT. Ar	H-5		
			8.47			
		9.58	Ar. KINGSLAND JCT. Lv	H-0		

CHESTER BRANCH.

WESTWARD.		Distance from Chester Junction	STATIONS	Station Numbers	EASTWARD.	
			Lv. CHESTER JCT. Ar	D-0		
			2.14			
		2.14	KENVIL	D-2		
			1 24			
		3.38	Ar. SUCCASUNNA. Lv	D-3		

HAMPTON BRANCH.

WESTWARD			STATIONS	EASTWARD		
	Station Numbers	Distance from Hoboken		Distance from Wash'gton		
	J-0	66.56	Lv. WASHINGTON D Ar			
			2.19			
	J-2	68.75	CHANGEWATER	2.19		
			2.94			
	J-5	71.69	Ar. HAMPTON Lv	5.13		

PHILLIPSBURG BRANCH

WESTWARD.				EASTWARD.		
		Distance from Hoboken	STATIONS	Station Numbers		
		66.56	Lv. WASHINGTON Ar D	X-21		
			4.87			
		71.43	BROADWAY	L-5		
			1.52			
		72.95	NEW VILLAGE	L-6		
			2.64			
		75.59	STEWARTSVILLE	L-9		
			4.65			
		80.24	Ar. PHILLIPSBURG D Lv	L-14		

NOTES

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

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

No. 4: Stop on signal at Morristown and Summit, to discharge passengers from points West of Dover.

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

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

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
				Psgr.	Psgr.	Psgr.	Psgr.
				Daily	Daily	Daily	Ex.Su&Hol
				AM	AM	AM	AM
	313.59	STROUDSBURG	N	s 3.30	.....	s 5.22	s 8.47
		1.55					
	312.04	GRAVEL PLACE		.....	.....	.....	.....
		2.69					
	309.35	ANALOMINK		3.12	.....	5.13	8.33
		3.43					
	305.92	HENRYVILLE		3.04	.....	5.09	s 8.28
		5.38					
	300.54	CRESCO	N	2.55	.....	s 5.03	s 8.20
		3.31					
	297.23	PARADISE		.....	.....	.....	.....
		2.38					
	294.85	MOUNT POCONO	D	2.45	.....	4.54	s 8.08
		2.29					
	292.56	POCONO SUMMIT	D	2.41	.....	4.51	s 8.03
		5.08					
	287.48	TOBYHANNA	N	2.33	.....	4.45	s 7.54
		5.26					
	282.22	GOULDSBORO	D	2.25	.....	4.38	ss 7.48
		1.77					
	280.45	LEHIGH		2.23	.....	4.36	7.46
		5.88					
	274.57	MOSCOW	D	2.11	.....	4.27	7.37
		3.17					
	271.40	ELMHURST		2.05	.....	4.22	7.32
		4.00					
	267.40	NAY AUG		2.00	.....	4.17	7.27
		5.42		s{ 1.45		s{ 4.04	
	261.98	SCRANTON	N	{ 1.20	12.59	{ 3.54	7.15
		3.11					
	258.87	CAYUGA	D	1.14	12.54	3.48	.....
		4.27					
	254.60	CLARKS SUMMIT	N	1.08	12.48	3.42	.....
		3.53					
	251.07	DALTON	D	1.03	12.44	3.38	.....
	249.10	LA PLUME		.....	.....	.....	.....
		2.24					
	246.86	FACTORYVILLE		12.57	12.39	3.32	.....
		3.83					
	243.03	NICHOLSON	D	12.52	12.34	3.28	.....
		5.48					
	237.55	FOSTER	D	12.46	12.28	3.23	.....
		4.29					
	233.26	KINGSLEY		.....	.....	.....	.....
		3.55					
	229.71	ALFORD		12.38	12.22	3.17	.....
		6.22					
190	223.49	NEW MILFORD	N	12.31	12.15	3.11	.....
		5.92					
	217.57	HALLSTEAD	D	12.23	12.10	3.05	.....
		14.14					
	203.43	BINGHAMTON	N	{12.05	11.55	s{ 2.51	.....
		2.70		s{11.30		{ 2.41	
	200.73	JOHNSON CITY	D	11.24	.....	2.37	.....
				PM	PM	AM	AM
				Daily	Daily	Daily	Ex. Sun. & Hol.
				10	1306	8	26

See notes on page 106.

JOHNSON CITY TO STROUDSBURG

EASTWARD — First Class

2	4	6	44	46			
Psgr.	Psgr.	Psgr.	Milk&Psgr.	Milk&Psgr.			
Daily ex. Sun. & Hol.	Sun. & Hol. only	Daily	ExSu&Hol	Sun. & Hol. only			
PM	PM	PM	PM	PM			
s 12.47	s 1.47	s 4.35	s 8.25	s 8.27	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
12.21	1.38	4.23	8.09	8.19	.....	.....	.....
12.17	ss 1.33	4.19	8.04	8.14	.....	.....	.....
s 12.10	s 1.26	s 4.12	7.56	s 8.06	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
s 11.58	s 1.14	4.02	7.47	s 7.54	.....	.....	.....
s 11.51	s 1.09	f 3.58	s 7.44	s 7.48	.....	.....	.....
s 11.41	ss 1.01	3.52	7.38	s 7.40	.....	.....	.....
s 11.32	s 12.54	3.46	7.32	s 7.33	.....	.....	.....
11.28	12.51	3.44	7.30	7.30	.....	.....	.....
s 11.18	s 12.40	3.36	7.21	7.21	.....	.....	.....
11.12	12.35	3.32	7.17	7.17	.....	.....	.....
11.07	12.30	3.27	7.12	7.12	.....	.....	.....
s{10.55	s{12.18		s{ 7.00	s{ 7.00			
{10.40	{12.08	s 3.15	{ 6.50	{ 6.50	.....	.....	.....
10.34	12.02	3.04	6.44	6.44	.....	.....	.....
s 10.29	ss 11.57	2.59	6.39	6.39	.....	.....	.....
10.23	11.51	2.55	6.35	6.35	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
10.19	11.49	2.50	6.30	6.30	.....	.....	.....
10.15	11.43	2.46	6.26	6.26	.....	.....	.....
10.09	11.37	2.40	6.20	6.20	.....	.....	.....
10.04	11.33	.....	.....	.....	.....	.....	.....
10.00	11.30	2.34	6.12	6.12	.....	.....	.....
s 9.53	s 11.23	2.28	6.06	6.06	.....	.....	.....
s 9.42	ss 11.14	2.22	6.00	6.00	.....	.....	.....
s{ 9.28	s{11.00	s 2.08	5.45	5.45	.....	.....	.....
{ 9.16	{10.48						
9.12	10.44	1.54	.....	.....	.....	.....	.....
AM	AM	PM	PM	PM			
Daily ex. Sun. & Hol.	Sun. & Hol. only	Daily	Ex.Su&Hol	Sun. & Hol. only			
2	4	6	44	46			

See notes on page 106.

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	Ex.Su&Hol
			AM	AM	AM	AM
.....	81.56	STROUDSBURG ..... N	s 12.20	s 2.52	.....	s 10.02
		1.55				
.....	83.11	GRAVEL PLACE	.....	.....	.....	.....
		2.69				
.....	85.80	ANALOMINK	12.25	2.57	.....	10.07
		3.43				
.....	89.28	HENRYVILLE	12.32	3.02	.....	10.12
		5.38				
.....	94.61	CRESCO ..... N	12.42	3.15	.....	s 10.27
		3.31				
.....	97.92	PARADISE	.....	.....	.....	.....
		2.88				
.....	100.80	MOUNT POCONO ..... D	12.54	3.30	.....	s 10.41
		2.29				
.....	102.59	POCONO SUMMIT ..... D	1.01	3.35	.....	s 10.47
		5.08				
.....	107.67	TOBYHANNA ..... N	1.08	ss 3.43	.....	s 10.55
		5.26				
185	112.93	GOULDSBORO ..... D	1.15	3.51	.....	s 11.02
		1.77				
.....	114.70	LEHIGH	1.17	3.53	.....	11.05
		5.88				
.....	120.58	MOSCOW ..... D	1.23	3.59	.....	s 11.14
		3.17				
.....	123.75	ELMHURST	1.28	4.05	.....	11.20
		4.00				
.....	127.75	NAY AUG	1.32	4.09	.....	11.24
		5.42				
.....	133.17	SCRANTON ..... N	s { 1.43 / 1.50	s { 4.20 / 4.40	5.01	s { 11.35 / 11.50
		3.11				
.....	136.28	CAYUGA ..... D	1.57	4.46	5.07	11.56
		4.27				
129	140.55	CLARKS SUMMIT ..... N	2.07	4.56	5.17	s 12.11
		3.53				
.....	144.08	DALTON ..... D	2.12	5.00	5.21	s 12.17
		1.97				
.....	146.05	LA PLUME	.....	.....	.....	s 12.22
		2.24				
.....	148.29	FACTORYVILLE	2.17	5.05	5.25	12.27
		3.83				
.....	152.12	NICHOLSON ..... D	2.23	5.09	5.29	s 12.32
		5.48				
.....	157.60	FOSTER ..... D	2.29	5.15	5.35	s 12.40
		4.29				
.....	161.89	KINGSLEY	.....	.....	.....	s 12.46
		3.55				
143	165.44	ALFORD	2.37	5.25	5.42	12.53
		6.22				
117	171.66	NEW MILFORD ..... N	2.44	s 5.35	5.49	s 1.05
		5.92				
.....	177.58	HALLSTEAD ..... D	2.50	s 5.42	5.54	s 1.14
		14.14				
.....	191.72	BINGHAMTON ..... N	s { 3.05 / 3.15	s { 6.02 / 6.50	6.12	1.45
		2.70				
.....	194.42	JOHNSON CITY ..... D	3.19	6.54	.....	.....
			AM	AM	AM	PM
			Sun. Only	Daily	Daily	Ex.Su&Hol
			9	15	1301	47

See notes on page 107.

STROUDSBURG TO JOHNSON CITY

WESTWARD — First Class

49	3	11	5	25	7		
Milk&Pagr	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.		
Sun. & Hol.	Daily	Ex. Sa., Su. & Holidays	Ex. Sat.	Sat. only	Daily		
AM	PM	PM	PM	PM	PM		
s 10.35	s 12.26	s 5.43	s 6.42	s 6.54	s 10.08	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
10.40	12.31	5.48	6.47	6.59	10.13	.....	.....
10.45	12.37	5.53	6.52	7.04	10.18	.....	.....
f 10.56	s 12.48	s 6.06	ss 7.02	s 7.17	s 10.29	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
11.07	1.01	s 6.18	7.14	s 7.29	10.40	.....	.....
f 11.11	f 1.06	s 6.25	ss 7.18	s 7.36	ss 10.45	.....	.....
11.18	1.12	s 6.35	ss 7.24	s 7.46	10.50	.....	.....
f 11.25	1.17	s 6.44	ss 7.30	s 7.55	10.56	.....	.....
11.27	1.19	6.47	7.32	7.58	10.58	.....	.....
f 11.37	1.25	s 6.55	ss 7.38	s 8.06	11.04	.....	.....
11.42	1.30	7.00	7.43	8.11	11.09	.....	.....
11.46	1.34	7.04	7.47	8.15	11.13	.....	.....
s { 11.57 / 12.07	s 1.50	7.15	s { 7.58 / 8.10	s { 8.26 / 8.46	s { 11.24 / 11.39	.....	.....
12.13	1.56	.....	8.15	8.51	11.44	.....	.....
f 12.23	2.05	.....	8.23	8.59	11.52	.....	.....
12.27	2.08	.....	8.26	9.02	11.55	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
12.31	2.12	.....	8.30	9.06	11.59	.....	.....
12.35	2.16	.....	8.34	9.10	12.03	.....	.....
12.41	2.21	.....	8.40	9.16	12.09	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
12.49	2.27	.....	8.46	9.22	12.16	.....	.....
f 12.56	2.33	.....	s 8.53	s 9.29	12.22	.....	.....
f 1.04	2.38	.....	8.59	9.35	12.27	.....	.....
1.35	s 3.02	.....	s { 9.14 / 9.29	s { 9.50 / 10.05	s { 12.41 / 12.53	.....	.....
.....	3.06	.....	9.33	10.09	12.57	.....	.....
PM	PM	PM	PM	PM	AM		
Sun. & Hol.	Daily	Ex. Sa. Su. & Holidays	Ex. Sat.	Sat. only	Daily		
49	3	11	5	25	7		

See notes on page 107.

NOTES

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

"Holidays" referred to in Scranton Division schedules are the following legal holidays: New Year's Day, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

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

No. 8—will reduce speed passing Tobyhanna Monday thru Friday for delivery of U. S. Mail. Train using No. 4 track must not block Tobyhanna station when No. 8 is approaching.

No. 26—Stops Gouldsboro for Newark and New York passengers.

No. 26—Stops at Henryville for handling U. S. Mail.

Kingsley Ex. Sunday

Trains must not occupy stub track in front of station when No. 2 or No. 6 is due.

No. 4 stops on signal at Hallstead, Clarks Summit, Tobyhanna.

No. 4 stops at Henryville for delivery of mail on following days: Memorial, Independence, Labor Day, Thanksgiving, Christmas, New Years and Washington's Birthday.

No. 6—East Siding at New Milford and Track No. 4 at Moscow, Gouldsboro and Tobyhanna must not be occupied when No. 6 is approaching these stations.

Times shown on eastward trains at Elmhurst apply to switch from track 2 to track 4.

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.)

"Holidays" referred to in Scranton Division schedules are the following legal holidays: New Year's Day, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

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

No. 15—STOP at Tobyhanna Monday thru Friday for delivery of U. S. Mail.

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

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. 5 will stop at Cresco Monday through Friday on notice to conductor to discharge passengers from Dover and east and to receive passengers for Binghamton and west.

No. 5 Friday will stop at 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 Washington's Birthday, 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 TO SCRANTON							SCRANTON TO NORTHUMBERLAND			
				EASTWARD							WESTWARD			
				First Class		Second Class	Second Class				First Class		Second Class	
Distance from Hoboken Via Cut Off	STATIONS	Distance from Northumberland	Car Capacity of Sidings in Addition to Two Engines and Caboose.	1316		1734	1736	1738			1327		1735	1737
				P sgr.		Frt.	Frt.	Frt.			Psgr.		Frt.	Frt.
				Daily		Ex. Sun. & Hol.	Ex. Sun. & Hol.	Sat., Sun. & Hol.			Daily		Ex. Sun. & Hol.	Ex. Sun. & Hol.
				AM		AM (Last trip December 31, 1955)	AM (First trip January 3, 1956)	PM			AM		AM (First trip January 3, 1956)	AM (Last trip December 31, 1955)
133.17	SCRANTON N	80.35		5.01							12.59			
	3.58													
136.75	TAYLOR	76.77		4.52							1.08			
	0.05													
136.80	MINOOKA JCT.	76.72		4.50							1.10			
	3.27													
140.07	OLD FORGE D	73.45												
	0.97													
141.04	DURYEA	72.48												
	1.70													
142.74	PITTSTON	70.78												
	1.32													
144.06	WEST PITTSTON D	69.46												
	2.00													
146.06	WYOMING D	67.46												
	3.54													
149.60	LUZERNE	63.92												
	1.15													
150.75	KINGSTON D	62.77												
	2.07													
152.82	PLYMOUTH JCT. D	60.70												
	1.11													
153.93	PLYMOUTH D	59.59												
	1.49													
155.42	HANOVER YARD	58.10				8.50		6.15						9.30
	2.06													
157.48	WEST NANTICOKE D	56.04				8.45		6.10						9.45
	3.42													
160.90	HUNLOCK CREEK	52.62				8.30								10.05
	5.61													
166.51	SHICKSHINNY D	47.01				8.20								10.20
	10.97													
177.48	BERWICK D	36.04				8.00		5.45						10.40
	6.60													
184.08	LIME RIDGE	29.44												
	3.44													
187.52	ESPY	26.00												
	2.51													
190.03	BLOOMSBURG D	23.49	33			7.00	8.00	5.00					9.30	11.10
	1.72													
191.75	RUPERT	21.77	29			6.50		4.30						
	1.58													
193.33	CATAWISSA	20.19												
	8.44													
201.77	DANVILLE D	11.75	28			6.20	7.30	3.25					12.30	
	11.75													
213.52	NORTHUMBERL'D D					6.00	7.00	3.00					1.30	12.30
				AM		AM	AM	PM			AM		PM	PM
				Daily		Ex. Sun. & Hol.	Ex. Sun. & Hol.	Sat., Sun. & Hol.			Daily		Ex. Sun. & Hol.	Ex. Sun. & Hol.
				1316		1734	1736	1738			1327		1735	1737

Extra trains may run ahead of second-class trains.

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

A.M.	STATIONS	P.M.
Lv. 6:10	Scranton	Ar. 4:20
Lv. s6:13	Scranton St.	Lv. s4:17
Lv. s6:16	Bellevue	Lv. s4:14
6:22	Jct. Bloomsburg Branch and Keyser Valley	4:08
Lv. s6:33	Hampton Yard	Lv. s3:57
Ar. 6:50	Keyser Valley Shops	Lv. 3:40
A.M.		P.M.

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.

Note: Trains 1735 and 1737 are superior to Train 1738.

SYRACUSE TO BINGHAMTON

SOUTHWARD — First Class

Distance from Hoboken Via Cut Off	STATIONS	Distance from Syracuse	Car Capacity of Sidings in addition to Two Engines and Caboose.	1902 Pegr. Sun. & Hol.	1906 Pegr. Ex.Su-Hol.	1910 Pegr. Daily
				PM	PM	PM
191.72	BINGHAMTON.....N	79.44	.....	1.33	1.35	11.18
	5.18					
196.90	CHENANGO BRIDGE D	74.26	.....	1.21	1.22	11.05
	5.88					
202.78	CHENANGO FORKS..	68.38	120	1.14	1.15	10.57
	9.33					
212.11	WHITNEY POINT...D	59.05	103	f 1.03	s 1.03	10.45
	2.24					
214.35	LISLE.....	56.81	.....	12.59	12.58	10.42
	3.64					
217.99	KILLAWOG.....	53.17	.....	12.55	12.54	10.38
	2.96					
220.95	MARATHON.....D	50.21	106	f 12.52	s 12.50	f 10.35
	10.20					
231.15	BLODGETT MILLS....	40.01	84	12.41	12.39	10.24
	3.03					
234.18	CORTLAND JCT.....	36.98	.....	12.37	12.35	10.20
	0.54					
234.72	CORTLAND.....D	36.44	.....	s 12.35	s 12.33	s 10.18
	2.67					
237.39	HOMER.....D	33.77	96	f 12.29	s 12.19	10.05
	4.27					
241.66	LITTLE YORK.....	29.50	.....	12.24	12.13	10.00
	2.78					
244.44	PREBLE.....	26.72	20	12.21	12.10	9.57
	4.66					
249.10	TULLY.....D	22.06	.....	f 12.16	s 12.04	f 9.52
	2.59					
251.69	APULIA.....D	19.47	109	12.13	12.00	f 9.49
	5.14					
256.83	ONATIVIA.....	14.33	70	12.06	11.52	9.42
	7.67					
264.50	JAMESVILLE.....D	6.66	68	f 11.57	11.43	9.31
	4.33					
268.83	BRIGHTON AVE.....	2.33	.....	11.51	11.36	9.25
	2.33					
271.16	SYRACUSE.....N	.....	.....	11.45	11.30	9.20
				AM	AM	PM
				Sun. & Hol.	Ex.Su-Hol.	Daily
				1902	1906	1910

NOTE: Train 1906 will stop at Onativia to discharge mail on request of R P O Clerk.

Train 1910 flag stop at Apulia, Tully and Marathon to pick up passengers upon advance notification to Agent.

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	34.98	.....
	3.85		
275.01	FAIR GROUND.....	31.13	.....
	3.81		
278.82	STILES.....	27.32	.....
	4.37		
283.19	BALDWINSVILLE....D	22.95	33
	11.85		
295.04	FULTON.....	11.10	.....
	6.54		
301.58	MINETTO.....	4.56	.....
	4.56		
306.14	OSWEGO.....D	.....	.....

BINGHAMTON TO SYRACUSE

NORTHWARD — First Class

STATIONS	1915 Pegr. Daily	1901 Pegr. Sun. & Hol.	1903 Pegr. Ex.Su-Hol.
	AM	PM	PM
BINGHAMTON.....N	7.25	3.05	3.05
5.18			
CHENANGO BRIDGE D	7.35	3.14	3.14
5.88			
CHENANGO FORKS...	7.42	3.21	3.21
9.33			
WHITNEY POINT....D	s 7.55	f 3.31	s 3.33
2.24			
LISLE.....	7.58	3.34	3.36
3.64			
KILLAWOG.....	8.02	3.38	3.40
2.96			
MARATHON.....D	s 8.07	f 3.41	s 3.45
10.20			
BLODGETT MILLS....	8.18	3.52	3.56
3.03			
CORTLAND JCT.....	8.22	3.56	4.00
0.54			
CORTLAND.....D	s 8.36	s 4.00	s 4.14
2.67			
HOMER.....D	s 8.41	f 4.04	s 4.19
4.27			
LITTLE YORK.....	8.48	4.09	4.25
2.78			
PREBLE.....	8.51	4.12	4.28
4.66			
TULLY.....D	s 8.57	f 4.17	s 4.34
2.59			
APULIA.....D	s 9.02	4.20	4.38
5.14			
ONATIVIA.....	9.09	4.27	4.45
7.67			
JAMESVILLE.....D	s 9.23	f 4.37	4.55
4.33			
BRIGHTON AVE.....	9.30	4.43	5.01
2.33			
SYRACUSE.....N	9.40	4.50	5.08
	AM	PM	PM
	Daily	Sun. & Hol.	Ex. Su-Hol
	1915	1901	1903

NOTE:—Nos. 1915, 1903 and 1901 stop at any station to discharge passengers holding tickets from Elmira or Scranton or beyond.

SYRACUSE TO OSWEGO

NORTHWARD

STATIONS	
SYRACUSE.....N	.....
3.85	
FAIR GROUND.....	.....
3.81	
STILES.....	.....
4.37	
BALDWINSVILLE....D	.....
11.85	
FULTON.....	.....
6.54	
MINETTO.....	.....
4.56	
OSWEGO.....D	.....

CINCINNATUS BRANCH

CINCINNATUS TO CORTLAND JCT.

SOUTHWARD

Distance from Cincinnatus	STATIONS
0.00	CINCINNATUS D
6.88	
12.72	EAST FRETTOWN
14.38	MAYBURY'S
	1.66
	McGRAW D
	3.69
18.07	CORTLAND JCT.

CORTLAND JCT. TO CINCINNATUS

NORTHWARD

Distance from Hoboken Via Cut Off
252.25
245.37
239.53
237.87
234.18

CHENANGO FORKS TO UTICA — UTICA TO CHENANGO FORKS

NORTHWARD — SOUTHWARD — Second Class

Car Capacity of Sidings in addition to Two Engines and Caboose	Distance from Hoboken Via Cut Off	STATIONS	Distance from Utica	1820 Frt. Sun. & Hol.	1822 Frt. Sun.
	191.72	BINGHAMTON	95.14	PM 1.00	PM 10.20
	202.78	CHENANGO FORKS	84.08	12.35	10.00
		7.99			
	210.77	GREENE D	76.09	12.15	
		5.88			
	216.65	BRISBEN	70.21		
		8.13			
45	224.78	OXFORD D	62.08	11.45	
		8.15			
33	232.93	NORWICH D	53.93	11.20	9.20
		5.69			
	238.62	GALENA	48.24		
		5.43			
73	244.05	SHERBURNE D	42.81	10.50	8.50
		5.16			
	249.21	EARLVILLE	37.65		
		2.44			
	251.65	POOLVILLE	35.21		
		4.24			
	255.89	HUBBARDSVILLE	30.97		
		3.88			
	259.72	N. BROOKFIELD D	27.14		
		5.66			
20	265.38	WATERVILLE D	21.48	10.20	8.30
		4.25			
46	269.63	PARIS	17.23	10.10	8.20
		3.69			
22	273.32	RICHFIELD JCT	13.54	9.55	8.05
		2.30			
	275.62	CLAYVILLE D	11.24		
		2.00			
	277.62	SAUQUOIT	9.24		
		1.41			
50	279.03	CHADWICKS D	7.83	9.35	6.40
		2.16			
	281.19	WASHINGTON MILLS	5.68		
		1.56			
	282.75	NEW HARTFORD D	4.11		
		1.60			
62	284.35	CANAL BRANCH	2.51	9.15	6.15
		2.51			
	286.86	UTICA D		9.00 AM	6.00 PM
				Sun. & Hol.	Sun.
				Frt.	Frt.
				1820	1822

RICHFIELD JCT. TO RICHFIELD SPRINGS

NORTHWARD — SOUTHWARD

Distance from Richfield Springs	STATIONS	Distance from Hoboken	Car Capacity Sidings
21.76	RICHFIELD JCT	273.32	
	4.75		
17.01	BRIDGEWATER	278.07	10
	2.85		
14.16	WEST WINFIELD D	280.92	30
	4.05		
10.11	CEDARVILLE	284.97	
	6.40		
3.71	SOUTH COLUMBIA	291.37	
	3.71		
0.00	RICHFIELD SPRINGS D	295.08	

BUFFALO TO JOHNSON CITY

EASTWARD — First Class

STATIONS	Distance from Buffalo	Car Capacity of Sidings in Addition to Engine and Caboose.	2 Psgr. Ex. Su-Hol.	4 Psgr. Su&Ho.only	7 N. K. P. Daily	6 Psgr. Daily
			AM	AM	AM	PM
BINGHAMTON.....N	208.48	.....	s 9.28	s 11.00	.....	s 2.08
2.70			9.16	10.48		
JOHNSON CITY.....	200.78	.....	9.12	10.44	.....	1.54
5.35						
VESTAL.....D	195.38	.....	s 9.05	s 10.38	.....	s 1.48
5.91						
APALACHIN.....	189.47	.....	s 8.53	10.29	.....	.....
6.76						
OWEGO.....D	182.71	135	s 8.43	s 10.22	.....	s 1.32
8.27						
NICHOLS.....D	174.44	.....	s 8.23	s 10.05	.....	.....
10.35						
WAVERLY.....D	164.09	.....	s 8.11	s 9.52	.....	s 1.09
10.93						
LOWMAN.....	153.16	.....	7.56	.....	.....	.....
6.73				s 9.30		
ELMIRA.....N	146.43	.....	s 7.50	9.18	.....	s 12.49
2.17						
ELMIRA HEIGHTS	144.26	.....	.....	.....	.....	.....
7.70						
BIG FLATS.....D	136.56	.....	7.20	9.07	.....	12.32
6.11						
EAST CORNING	130.45	111	7.15	.....	.....	.....
2.23						
CORNING.....N	128.22	.....	s 7.12	s 9.00	.....	s 12.25
1.82						
PAINTED POST	126.90	.....	.....	.....	.....	.....
1.80						
ERWINS CROSSING ...	125.60	.....	.....	.....	.....	.....
1.42						
COOPERS	124.18	.....	6.50	8.48	.....	12.18
4.82						
CAMPBELL	119.36	.....	.....	.....	.....	.....
9.85						
BATH.....N	109.51	160	s 6.37	s 8.35	.....	s 12.05
7.57						
AVOCA.....D	101.94	.....	6.21	8.23	.....	11.57
7.79						
COHOCTON.....D	94.15	.....	s 6.13	8.17	.....	11.51
4.42						
ATLANTA	89.73	.....	.....	.....	.....	.....
5.95						
WAYLAND.....D	83.78	158	6.03	8.05	.....	11.43
1.92						
PERKINSVILLE	81.86	.....	6.01	.....	.....	.....
5.28						
DANSVILLE.....D	76.58	.....	s 5.51	s 7.53	.....	s 11.32
7.27						
GROVELAND.....D	69.31	174	5.39	7.41	.....	11.22
6.93						
MOUNT MORRIS.....D	62.38	.....	s 5.32	s 7.34	.....	s 11.15
1.03						
PENN'A R. R. JCT....N	61.35	.....	5.22	7.31	.....	11.11
5.53						
GREIGSVILLE.....D	55.82	.....	5.16	7.21	.....	11.05
3.26						
CRAIGS	52.56	.....	.....	.....	.....	.....
2.77						
LINWOOD.....	49.79	.....	.....	.....	.....	.....
4.81						
B. & O. JCT.....N	44.98	.....	5.08	7.12	.....	10.56
3.89						
EAST BETHANY.....D	41.09	92	5.05	7.09	.....	10.53
7.36						
NORTH ALEXANDER..	33.73	.....	4.59	7.03	.....	10.47
9.98						
FARGO	23.75	.....	4.50	6.54	.....	10.39
11.89						
LANCASTER.....D	11.86	.....	4.41	6.45	.....	10.30
6.44						
E. BUFFALO.....N	5.42	.....	4.34	6.39	.....	10.24
3.20						
ABBOTT ROAD.....	2.22	.....	.....	.....	.....	.....
0.48						
N. Y. C. & ST. L. JCT..	1.74	.....	.....	.....	5.30	.....
1.74						
BUFFALO.....Lv.	.....	.....	4.25	6.30	5.25	10.15
			AM	AM	AM	AM
			Ex Su-Hol.	Su&Ho.only	Daily	Daily
			2	4	7	6

See Notes Page 119

BUFFALO TO JOHNSON CITY

EASTWARD — First Class

10 Psgr. Daily	5 N. K. P. Daily	8 Psgr. Daily
AM	PM	AM
s 12.05	.....	s 2.51
11.30	.....	2.41
11.24	.....	2.37
s 11.15	.....	2.32
11.00	.....	.....
s 10.51	.....	2.20
s 10.35	.....	2.11
s 10.23	.....	s 2.01
10.07	.....	1.47
s 9.59	.....	s 1.41
9.28	.....	.....
.....	.....	.....
9.17	.....	1.23
9.12	.....	.....
s 9.09	.....	s 1.16
.....	.....	.....
.....	.....	.....
8.49	.....	1.09
.....	.....	.....
s 8.35	.....	s 12.56
s 8.10	.....	12.46
s 7.59	.....	12.40
f 7.49	.....	.....
s 7.43	.....	12.32
7.38	.....	.....
s 7.28	.....	f 12.20
s 7.00	.....	12.10
s 6.50	.....	f 12.03
6.37	.....	11.59
6.31	.....	11.53
6.28	.....	.....
6.25	.....	11.47
6.20	.....	11.43
f 6.14	.....	11.39
6.07	.....	11.33
5.58	.....	11.24
f 5.48	.....	11.15
5.40	.....	11.09
.....	.....	.....
.....	7.35	.....
5.30	7.30	11.00
PM	PM	PM
Daily	Daily	Daily
10	5	8

JOHNSON CITY TO BUFFALO

WESTWARD — First Class

STATIONS	Distance from Hoboken Via Cut Off	Car Capacity of Sidings in Addition to Engine and Caboose.	7	9	15	6
			Pagr. Daily	Mail&Exp. Sun. Only	Pagr. Daily	N. K. P. Daily
			AM	AM	AM	PM
BINGHAMTON.....N	191.72	.....	12.53	3.15	6.50	.....
2.70						
JOHNSON CITY.....	194.42	.....	12.57	3.19	6.54	.....
5.35						
VESTAL.....D	199.77	182	1.02	3.25 s	7.05	.....
5.91						
APALACHIN.....	205.68	.....	.....	3.31 f	7.11	.....
6.76						
OWEGO.....D	212.44	150 f	1.17	3.40 s	7.27	.....
8.27						
NICHOLS.....D	220.71	.....	.....	3.50 s	7.40	.....
10.35						
WAVERLY.....D	231.06	94 s	1.38 s	4.01 s	7.55	
10.98						
LOWMAN.....	241.99	.....	1.48	4.11	8.06	.....
6.73						
ELMIRA.....N	248.72	..... s	2.09 s	4.35 s	8.13 / 8.40	.....
2.17						
ELMIRA HEIGHTS	250.89	.....	.....	.....	.....	.....
7.70						
BIG FLATS.....D	258.59	.....	2.18	4.47	8.52	.....
6.11						
EAST CORNING	264.70	118	2.23	4.54	8.58	.....
2.23						
CORNING.....N	266.93	..... s	2.31 s	5.02 s	9.13	.....
1.82						
PAINTED POST	268.25	.....	.....	.....	.....	.....
1.30						
ERWINS CROSSING ...	269.55	.....	.....	.....	.....	.....
1.42						
COOPERS.....	270.97	.....	2.36	5.07	9.19	.....
4.82						
CAMPBELL.....	275.79	.....	.....	5.12	9.23	.....
9.85						
BATH.....N	285.64	140 ss	2.48 s	5.28 s	9.43	.....
7.57						
AVOCA.....D	293.21	.....	2.54	5.35 s	9.53	.....
7.79						
COHOCTON.....D	301.00	.....	3.00	5.43 s	10.06	.....
4.42						
ATLANTA.....	305.42	.....	.....	5.48 f	10.11	.....
5.95						
WAYLAND.....D	311.37	144	3.09	5.55 s	10.21	.....
1.92						
PERKINSVILLE	313.29	.....	.....	5.57	10.23	.....
5.28						
DANSVILLE.....D	318.57	.....	3.18 s	6.06 s	10.38	.....
7.27						
GROVELAND.....D	325.84	(Trk1-59 / Trk2-59)	3.26	6.16	10.48	.....
6.93						
MOUNT MORRIS.....D	332.77	67 s	3.39 s	6.27 s	11.08	.....
1.03						
PENN'A R. R. JCT.....N	333.80	.....	3.41	6.29	11.10	.....
5.53						
GREIGSVILLE.....D	339.33	.....	3.47	6.36 f	11.20	.....
3.26						
CRAIGS.....	342.59	.....	.....	6.40	11.26	.....
2.77						
LINWOOD.....	345.36	100	3.54	6.43	11.30	.....
4.81						
B. & O. JCT.....N	350.17	48	3.58	6.48	11.35	.....
3.89						
EAST BETHANY.....D	354.06	93	4.02	6.53 f	11.40	.....
7.36						
NORTH ALEXANDER..	361.42	.....	4.10	7.01	11.48	.....
9.98						
FARGO.....	371.40	.....	4.19	7.13	11.59	.....
11.89						
LANCASTER.....D	383.29	.....	4.28	7.24	12.08	.....
6.44						
E. BUFFALO.....N	389.73	.....	4.35	7.32	12.16	.....
3.20						
ABBOTT ROAD.....	392.93	.....	.....	.....	.....	.....
0.48						
N. Y. C. & ST. L. JCT.N	393.41	.....	.....	.....	.....	12.30
1.74						
BUFFALO.....Ar.	395.15	.....	4.55	7.45	12.35	12.40
			AM	AM	PM	PM
			Daily	Sun. Only	Daily	Daily
See Notes Page 119			7	9	15	6

JOHNSON CITY TO BUFFALO

WESTWARD — First Class

3	8	5	25
Pagr. Daily	N. K. P. Daily	Pagr. Ex Sat.	Pagr. Sat. Only
PM	PM	PM	PM
3.02	.....	9.29	10.05
3.06	.....	9.33	10.09
s 3.13	.....	s 9.41	s 10.16
....	.....	9.47	10.22
s 3.30	.....	s 10.04	s 10.33
3.38	.....	10.12	10.41
s 3.51	.....	s 10.28	s 10.56
4.01	.....	10.38	11.06
s 4.14	.....	s 10.45 / 11.05	s 11.13 / 11.28
....	.....	.....	.....
4.24	.....	11.15	11.38
....	.....	11.20	11.43
s 4.34	.....	s 11.30	s 11.53
....	.....	.....	.....
....	.....	.....	.....
4.39	.....	11.35	11.58
....	.....	11.39	12.02
s 4.54	.....	s 11.57	s 12.20
5.01	.....	12.04	12.27
5.08	.....	12.11	12.34
....	.....	.....	.....
5.17	.....	12.20	12.43
....	.....	12.22	12.45
s 5.27	.....	s 12.32	s 12.55
5.35	.....	12.41	1.03
s 5.46	.....	s 12.52	s 1.14
5.48	.....	12.54	1.16
5.54	.....	1.00	1.22
....	.....	1.04	.....
6.01	.....	1.07	1.29
6.05	.....	1.11	1.33
6.09	.....	1.15	1.37
6.16	.....	1.22	1.44
6.25	.....	1.32	1.54
6.34	.....	1.41	2.03
6.40	.....	1.47	2.09
....	.....	.....	.....
.....	10.25	s 1.55	.....
6.50	10.35	2.05	2.20
PM	PM	AM	AM
Daily	Daily	Ex Sun.	Sun only
3	8	5	25

ITHACA BRANCH

WESTWARD					EASTWARD
		Distance from Hoboken Via Cut Off	STATIONS	Distance from Ithaca	
		212.44	OWEGO D	34.05	
		5.37			
		217.81	CATATONK	28.68	
		5.33			
		223.14	CANDOR	23.35	
		5.31			
		228.45	WILLSEYVILLE	18.04	
		5.92			
		234.37	CAROLINE	12.12	
		2.39			
		236.76	SUMMIT	9.73	
		4.11			
		240.87	UPPER SWITCH	5.62	
		1.11			
		241.98	LOWER SWITCH	4.51	
		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	
			N		
		389.73	EAST BUFFALO	9.00	
		1.38			
24		391.11	WALDEN AVE	7.62	
		2.11			
		393.22	KENSINGTON AVE	5.51	
		0.98			
		394.20	NORTH MAIN ST	4.53	
		2.31			
		396.51	DELAWARE AVE	2.22	
		1.03			
		397.54	MILITARY ROAD	1.19	
		1.19			
		398.73	BLACK ROCK	0.00	

THINK

NOTES

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

"Holidays" referred to in Buffalo Division schedules are the following legal holidays: New Year's Day, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

No. 7 will stop at Bath to discharge passengers from points east of Binghamton.

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 stop at East Bethany when necessary to discharge bulk mail in volume.

Nos. 2, 5, 10 15 and 25 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 and Avoca for delivery of U. S. Mail.

No. 4 will reduce speed at Ray (MP 364.21) and Avoca, for delivery of papers.

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.

THINK

GENERAL INSTRUCTIONS

(In effect on all Divisions.)

(See Book of Rules of the Operating Department effective April 27, 1952 for Rules referred to in these Instructions.)

Changes in Operating Rules

"Stickers" for insertion in the Book of Rules have been issued covering the revision of the following Rules:

Rule 670(a) — (Revised August 1, 1952)

When a train or engine, having accepted an interlocking signal indication permitting it to proceed, stops so close to the signal that the indication cannot be distinctly determined, or cab of Diesel engine having passed the signal and stops less than thirty feet beyond the signal, it must not again proceed without permission of the operator.

Rule 913 (e)—(Revised September 26, 1954).

Enginemen are responsible for the proper handling and performance of engines in their charge. In yard service, they may permit firemen to operate engines under their supervision and responsibility. In road service, they may permit firemen to operate engines under their supervision and responsibility only when the fireman is a qualified engineman.

Rule—19 (Revised February 4, 1955).

All trains and light engines will display lighted markers, showing red to the rear at all times.

Yard engines using main tracks to transfer cars from point to point within switching limits of Hoboken, Scranton, Binghamton, Elmira and East Buffalo not equipped to display the prescribed signals will display a red flag by day and red light by night, to indicate the rear of the train.

Hours of Service Law

1. When it becomes apparent that a trip cannot be completed within 16 hours, it is the duty of conductor and engineman to notify Superintendent promptly, giving at least two hours advance notice when possible. (See Rule 751.)

(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

2. 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

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

Security

4. Every railroad employee should realize the importance of protection against overt acts. Everyone should develop an alertness which will make him a part-time plant protector along with his daily work. To this end, the following are of the greatest importance:

(a) Report any suspicious act or circumstance immediately to your supervisor, foreman, department head, or railroad police officer.

(b) Ask strangers what their purpose is in and around railroad property. If the reasons given are not sufficient or if they have no passes or other identification, the Police Department should be notified at once.

(c) Be constantly on the alert for suspicious remarks or acts of others that may lead to serious consequences.

(d) Report all cases of repeated or deliberate carelessness.

(e) Be suspicious of and report strangers asking for information in which they have no apparent interest. This is particularly true of questions concerning yard capacities, track capacities, fuel storage capacities, vulnerable bridges and tunnels, etc.

(f) Do not attempt to evaluate information. A report of the smallest detail may lead to discoveries of vital importance.

Miscellaneous Instructions

6. 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.

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

(b) Enginemen in freight service, called for a trip over territory which they have not been over in the preceding six (6) months, must also report the fact to the Superintendent, and must be examined to ascertain that they are qualified on the physical characteristics of the road over which they will operate.

(c) Qualified firemen who are permitted by the engineman to operate engines under the engineman's supervision and responsibility in accordance with Operating Rule 913 (e), revised, are likewise subject to the above regulations.

(d) When complying with Operating Rule 126, conductor will use paragraphs (a) and (b) above as a guide in ascertaining before the start of a trip whether the engineman assigned to the train has recently handled such trains on the section of road over which they are to run and is familiar with the requirements.

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

(b) When off duty more than thirty (30) days because of sickness or injury, employe must also pass a physical examination given by a company doctor before resuming work.

Instructions To Rules 101(b) and 101(c)

9. When defects are observed by crew members or they are so notified by signal from passing employes or otherwise, the train must be stopped at once to safeguard their own and other movements and not attempt to continue to terminal or convenient clearing or switching location without a standing inspection to determine the exact nature of defect and action required.

On FREIGHT trains manned by crew consisting of conductor and three trainmen, handled by locomotive with more than one operating cab, the head trainman will ride in leading unit and the middle trainman in unit next to train.

Handling of Locomotives and Freight Cars in Trains

10. (a) 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.

(b) Dead locomotives, steam or Diesel, 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 locomotive.

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

(d) 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.

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

11. 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.

12. 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.

13. (a) Caboose cars of 850-class may be pushed on regardless of the number of units.

(b) Not more than two units of diesel power (3000 H.P.) or one unit 850-class (2400 H.P.) may push behind eight-wheel steel frame caboose cars in series 600-700-800 to 849 inclusive. (See Scranton Divison Local Instruction No. 304.)

(c) 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.

15. When two or more cars used for loading long materials are coupled together, as prescribed in Rules Governing Loading On Open Cars, adopted by the Association of American Railroads, brake staff may be removed from the idler car to permit curving; the staff, however, must be attached to the car from which removed and reapplied as soon as cars are released of lading. A group of cars so handled must have at least one accessible and operative hand brake for each multiple of three cars or fraction thereof.

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

17. On trains consisting of fifteen or more heavy loads (ore, coal, grain, stone, steel, cement, etc.) and empties, if less than twenty-five empties they may be handled in any location in the train. If more than twenty-five empties, fifteen empties or light loads must be placed next to the engine and the balance of the empties towards the rear. Notify engineman as to consist of train as between loads and empties.

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

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

Inspection and Braking

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

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

Handling Freight Trains on Heavy Grades

21. (a) Retainers will be used as indicated by local instructions.

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

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

(d) 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 the D. L. & W. 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.

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

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

(g) 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.

23. 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.

24. 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.

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

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

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

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

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

26. (a) On locomotives equipped with No-8-EL or No-24-RL brake equipments, 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) Locomotives equipped with No-8-EL brake equipment when braking trains of more than 60 cars, must have the delayed emergency cock at brake valve in "open" position to obtain delayed emergency application of engine brake in case of train parting or trainline bursting. In passenger service, pusher service or when operating light, engines must have delayed emergency cock in "closed" position.

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

27. 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.

28. When making a running air brake test, or slow down on reasonably level track, brakes must not be released on freight trains of from 60 to 80 cars when speed is less than 20 m.p.h., and on trains of 80 or more cars at speed of less than 30 m.p.h.

When releasing brakes on freight trains on descending grades and retainers are not turned up, the engineman must use good judgment, taking into consideration makeup of train, amount of brake pipe reduction, train line leakage, and the amount of braking power on the locomotive.

Dynamic brake or locomotive brake must be held applied to prevent run out of slack. When doubleheading, engineman on second engine will hold dynamic brake or engine brake applied when engineman on lead engine releases train brakes.

29. 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.

To Guard Against Buckling of Trains

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

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

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

Clearance Restrictions

(Overhead and Side Obstruction)

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

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

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

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

(b) On account of the width of the Diesel engines of the 500-600-800 and 900-class, trainmen and enginemen must at all times look out for close clearances, especially passing dwarf signals, switch stands, through bridges and when two engines of these classes are passing each other.

Display of Headlights

38. In addition to displaying the headlight to the front and rear by night as required by Operating Rule 18, yard engines during foggy or stormy weather will display the headlight to the front and rear by day. (See also M & E Local Instruction 190 (b)).

General Speed Restrictions

39. (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 810-820 class locomotives:	
Between Hoboken and Port Morris Junction	70
Between Port Morris Junction and Delaware River Bridge, east of Slateford Junction	79
Between Delaware River Bridge, east of Slateford Junction, and Hallstead	70
Between Hallstead and Yard Limit Board at East Buffalo	80
Between Yard Limit Board at East Buffalo and Buffalo Passenger Station	50
(a) When handled by 601-606, 611, 631-636, 655-660, 661B, 662B, 801-805, 850-859 and 901 to 970 class engines	65
(b) When handled by 621, 651-654, 661A and 662A class engines	48
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) NE-2, BH-4 (Sun., Mon., Tues. and Wed.) No. 20, NE-4, HB-3 and 2/HB-3 between East Buffalo and Clarks Summit and between Slateford Junction and Port Morris	60
(2) Train Limitations:	
(a) Trains handling loaded DL&W dump cars series 95700 to 95784, inclusive	40
(b) Trains handling ore or ten cars or more of coal	40
(c) Relief trains handling wrecking derricks:	
On straight track	40
On curves	30

	Miles Per Hour
(d) Work and other trains handling snow plows (in service), locomotive cranes and flangers	40
Exception: Snow plow in service over highway crossing, or when being pulled backwards in snow	10
(e) Trains handling scale test cars, and snow plows (when pulled with Johnson bar coupler or moved backwards in train)	30
(f) Trains handling dead steam engines	20
(3) Power Limitations:	
(a) 621, 651-654, 661A, 662A class engines	48
(b) 401-455, 461-491, 501-511 and 551-560 class engines	35
(c) 51 class engines	30
(e) Unequipped switch engines on main tracks in cab signal territory must be operated at a speed which will permit stopping short of another train or obstruction but not to exceed	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
E—Other Passenger and Freight Restrictions:	
(1) Trains proceeding through sidings (Subject to Rule 105).	15
(2) Trains crossing from one track to another, entering or leaving main tracks or sidings, or taking diverging routes other than those controlled by interlocking signals or specifically provided for in "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) Engines running forward light	40
Exceptions:	
601-606, 611, 631-636, 655-660, 661B, 662B, 801-805, 810-820, 850-859 and 901-970 class	50
621, 651-654, 661A, 662A class	48
801-805, 810-820, 901 to 904, 930 to 935 and 966 to 970 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
(5) Engines running backward, with or without cars:	
(a) Diesel road engines operated from cab at rear.	30
(b) Diesel switchers and diesel road switchers (51-53, 401-455, 461-491, 501-511, 551-560, 850-859, 901 to 970 classes) may be operated backward at same speeds as forward.	
(6) Engines shoving cars	20

SPEED TABLE

Time per Mile Min.	Time per Mile Sec.	MILES PER HOUR	Time per Mile Min.	Time per Mile Sec.	MILES PER HOUR	Time per Mile Min.	Time per Mile Sec.	MILES PER HOUR
0	39	92.31	1	16	47.37	1	53	31.86	2	30	24.00
0	40	90.00	1	17	46.75	1	54	31.58	2	31	23.84
0	41	87.80	1	18	46.15	1	55	31.30	2	32	23.68
0	42	85.71	1	19	45.57	1	56	31.03	2	33	23.53
0	43	83.72	1	20	45.00	1	57	30.77	2	34	23.38
0	44	81.82	1	21	44.44	1	58	30.51	2	35	23.23
0	45	80.00	1	22	43.90	1	59	30.26	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	28.35	2	44	21.95
0	54	66.67	1	31	39.56	2	08	28.13	2	45	21.82
0	55	65.45	1	32	39.13	2	09	27.91	2	46	21.69
0	56	64.29	1	33	38.71	2	10	27.69	2	47	21.56
0	57	63.16	1	34	38.30	2	11	27.48	2	48	21.43
0	58	62.07	1	35	37.89	2	12	27.27	2	49	21.30
0	59	61.02	1	36	37.50	2	13	27.07	2	50	21.18
1	00	60.00	1	37	37.11	2	14	26.87	2	51	21.05
1	01	59.02	1	38	36.73	2	15	26.67	2	52	20.93
1	02	58.06	1	39	36.36	2	16	26.47	2	53	20.81
1	03	57.14	1	40	36.00	2	17	26.28	2	54	20.69
1	04	56.25	1	41	35.64	2	18	26.09	2	55	20.57
1	05	55.38	1	42	35.29	2	19	25.90	2	56	20.45
1	06	54.55	1	43	34.95	2	20	25.71	2	57	20.34
1	07	53.73	1	44	34.62	2	21	25.53	2	58	20.22
1	08	52.94	1	45	34.29	2	22	25.35	2	59	20.11
1	09	52.17	1	46	33.96	2	23	25.17	3	00	20.00
1	10	51.43	1	47	33.64	2	24	25.00	3	15	18.46
1	11	50.70	1	48	33.33	2	25	24.83	3	30	17.14
1	12	50.00	1	49	33.03	2	26	24.66	3	45	16.00
1	13	49.32	1	50	32.73	2	27	24.49	4	00	15.00
1	14	48.65	1	51	32.43	2	28	24.32	5	00	12.00
1	15	48.00	1	52	32.14	2	29	24.16	6	00	10.00

High Voltage Wires

40. 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.

GENERAL SAFETY PRECAUTIONS AND SPECIAL INSTRUCTIONS CONCERNING THE AVOIDANCE AND TREATMENT OF ELECTRICAL ACCIDENTS

The establishment of safe working conditions and practices is an objective of management, and the assistance of every employee is necessary to insure success. Every employee must exercise constant care to guard against injury, loss of life or damage to property of any accidental cause.

Employees should report at once to their supervisors any condition which they consider unsafe. All tools and appliances must be kept in safe condition for use.

No work should be performed in a careless or dangerous manner. Any employee who engages in a careless or dangerous practice should have his attention called to the danger involved, and, if the warning is not heeded, immediate report should be made to the proper authority.

Employees must familiarize themselves with the rules for the treatment of electric shock as outlined below.

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

STANDARD TECHNIQUE FOR EXECUTING THE BACK PRESSURE—ARM LIFT METHOD OF ARTIFICIAL RESPIRATION

Follow These Instructions Even if the Patient Appears Dead

The victim must be freed from contact with the live conductor as promptly as possible. Use a dry stick, dry rope, dry coat, or other non-conductor. Extreme care must be exercised in releasing the victim to avoid receiving a shock yourself. Many persons, by their carelessness in such matters, have been severely shocked or burned.

If alone with the victim, do not neglect immediate and continued resuscitation in order to call a doctor. START AT ONCE—THE FIRST FEW MINUTES ARE VALUABLE. If other persons are present, send one of them for a doctor without a moment's delay.

The later treatment, given through medical assistance, requires first of all a live patient; therefore, delay in employing artificial respiration may lose the fight at the very outset.

As soon as possible feel with your fingers in the patient's mouth and throat and remove any foreign body (tobacco, false teeth, etc.). If the mouth is tight shut, pay no more attention to it until later. Do not stop to loosen the patient's clothing, but immediately begin actual resuscitation. Every moment of delay is serious. Proceed as follows with:



Position of the Subject

1. Place the subject in the face down, prone position. Bend his elbows and place the hands one upon the other. Turn his face to one side, placing the cheek upon his hands.

Position of the Operator



2. Kneel on either the right or left knee at the head of the subject, facing him. Place the knee at the side of the subject's head close to the forearm. Place the opposite foot near the elbow. If it is more comfortable, kneel on both knees, one on either side of the subject's head. Place your hands upon the flat of the subject's back in such a way that the heels lie just below a line running between the armpits. With the tips of the thumbs just touching, spread the fingers downward and outward.

Compression Phase



3. Rock forward until the arms are approximately vertical and allow the weight of the upper part of your body to exert slow, steady, even pressure downward upon the hands. This forces air out of the lungs. Your elbows should be kept straight and the pressure exerted almost directly downward on the back.

Position for Expansion Phase



4. Release the pressure, avoiding a final thrust, and commence to rock slowly backward. Place your hands upon the subject's arms just above his elbows.

Expansion Phase



5. Draw his arms upward and toward you. Apply just enough lift to feel resistance and tension at the subject's shoulders. Do not bend your elbows, and as you rock backward the subject's arms will be drawn toward you. Then drop the arms to the ground. This completes the full cycle. The arm lift expands the chest by pulling on the chest muscles, arching the back, and relieving the weight on the chest.

The cycle should be repeated 12 times per minute at a steady, uniform rate. The compression and expansion phases should occupy about equal time; the release periods being of minimum duration.

Additional Related Directions

It is all important that artificial respiration, when needed, be started quickly. There should be a slight inclination of the body in such a way that fluid drains better from the respiratory passage. The head of the subject should be extended, not flexed forward, and the chin should not sag lest obstruction of the respiratory passages occur. A check should be made to ascertain that the tongue or foreign objects are not obstructing the passages. These aspects can be cared for when placing the subject into position or shortly thereafter, between cycles. A smooth rhythm in performing artificial respiration is desirable, but split-second timing is not essential. Shock should receive adequate attention, and the subject should remain recumbent after resuscitation until seen by a physician or until recovery seems assured.

The above described method covering the new Standard Technique for executing the Back Pressure-Arm Lift Method of Artificial Respiration has been approved by the American Red Cross and supersedes the Schafer Prone-Pressure Method formerly exhibited in the Time Tables; however, if you have not been instructed in the new Back Pressure-Arm Lift Method and the emergency arises necessitating the need for use of Artificial Respiration, then use any known method.

(6). Continue artificial respiration without interruption until natural breathing is restored, if necessary, four hours or longer, or until a physician declares the patient is dead.

(7). As soon as this artificial respiration has been started and while it is being continued, an assistant should loosen any tight clothing about the patient's neck, chest or waist. Keep the patient warm. Do not give any liquids whatever by mouth until the patient is fully conscious.

(8). To avoid strain on the heart when the patient revives, he should be kept lying down and not allowed to stand or sit up. If the doctor has not arrived by the time the patient is revived, he should be given some stimulant, such as one teaspoonful of aromatic spirits of ammonia in a small glass of water, or a hot drink of coffee or tea, etc. The patient should be kept warm.

(9). Resuscitation should be carried on at the nearest possible point to where the patient received his injuries. He should not be moved from this point until he is breathing normally, of his own volition, and then moved only in a lying position. Should it be necessary, due to extreme weather conditions, etc., to move the patient before he is breathing normally, resuscitation should be carried on during the time that he is being moved.

(10). A brief return of natural respiration is not a certain indication for stopping the resuscitation. Not infrequently the patient after a temporary recovery of respiration, stops breathing again. The patient must be watched, and, if natural breathing stops, artificial respiration should be resumed at once.

General Points to Be Observed in All Cases Requiring Resuscitation

(11). Take care of the patient. An unconscious person becomes cold very rapidly, and chilling means a further strain on a vitality already weakened. Experience has shown that the cold to which the victims of electric shock are often carelessly exposed is probably the most important cause of pneumonia, and this disease is the most dangerous after-effect of the accident. As far as possible keep the patient covered and warm both during and after resuscitation. Use hot pads, hot water bottles, hot bricks, radiant heaters or other similar means, but remember that an unconscious man has no way of telling you when he is being burned.

Do not permit the patient to exert himself. If it should be necessary to move him, keep him lying down.

Medicines and Medical Help

Never give an unconscious man anything to drink. It may choke him. Medical science knows no drug which of itself will start the breathing in a patient whose breathing has ceased.

There is great danger of prematurely ceasing resuscitation. Breathing has been re-established after eight hours of resuscitation in cases of electric shock. Therefore, the ordinary and general tests for death should not be accepted, and any doctor should make several very careful examinations and be sure specific evidence, such as the onset of rigor mortis, is present before the patient is pronounced dead and resuscitation is stopped.

The Action of the Electric Current

In electric shock the current may pass through the breathing center at the base of the brain and cause this center to stop sending out the nervous impulses which act upon the muscles responsible for breathing. As a consequence, breathing stops abruptly. If the shock has not been severe, after a time the breathing center recovers and resumes the vitally necessary duty of sending impulses to the muscles of breathing. In such cases the immediate use of the back pressure arm lift method substitutes this artificial breathing for the natural respiration of the patient. As has been pointed out, the current may so paralyze the breathing center as to require eight hours for recovery and the back pressure arm lift method must be used unceasingly through this entire time.

Victims of electric shock of this sort are unconscious, but in them the heart and blood circulation continue. Their treatment demands artificial respiration with the greatest possible promptness.

In some cases the electric current affects the heart. Under these circumstances the heart suddenly ceases to pump blood. Many cases of electric shock escape this heart effect, and even an experienced examiner requires time to assure himself it has occurred. Consequently it is the duty of those first reaching the shocked person to give artificial respiration by the back pressure arm lift method at once and to continue until natural breathing is restored or until the onset of rigor mortis.

First Care of Burns

When natural respiration has been restored, burns, if serious, should be immediately attended to while waiting for the doctor to arrive.

A raw or blistered surface should be protected from the air. If clothing sticks, do not peel it off—cut around it. The adherent cloth, or a dressing of cotton, or other soft material applied to the burned surface, should be saturated with picric acid (0.5 per cent). If this is not at hand, use a solution of baking soda (one teaspoonful to a pint of water), or the wound may be coated with a paste of flour and water, or it may be protected with vaseline, carron oil, olive oil, castor oil or machine oil, if clean. Cover the dressing with cotton, gauze, lint, clean waste, clean handkerchief or other soft cloth held lightly in place by a bandage.

The same covering should be lightly bandaged over a dry, charred burn, but without wetting the burned region or applying oil to it.

44. LOCOMOTIVE TONNAGE RATINGS IN "GRADE SIGNAL" TERRITORIES

Single Unit Tonnage Ratings

for use in connection with grade signals Rule 509 (c). These ratings do not supersede the detailed tonnage ratings on file at Yard Offices, Dispatchers' Offices, etc.

Single Unit Tonnage Ratings

Eastward

Loco. Nos.	*Type*	*Groveland to Wayland*	*Factoryville to Clarks Summit*	*Scranton to Lehigh*
461 to 491....	SW.	730	1200	600
501 to 511....	SW.	650	1100	500
551 to 560....	SW.	950	1500	750

Single Unit Tonnage Ratings

Eastward

Loco. Nos.	*Type*	*Groveland to Wayland*	*Factoryville to Clarks Summit*	*Scranton to Lehigh*
601 to 604....	FT	1030	1725	780
605 to 606....	F7	1350	2250	1090
611.....	F7	1350	2250	1090
621 (12T).....	F3	1350	2250	1090
631 to 636....	F7	1350	2250	1090
651 to 654....	FT	1350	2250	1090
655 to 660....	F7	1350	2250	1090
661A (12T)...	F3	1350	2250	1090
661B.....	F7	1350	2250	1090
662A (12T)...	F3	1350	2250	1090
662B.....	F7	1350	2250	1090
801 to 802....	F7	1350	2250	1090
803.....	F3	1030	1725	780
804.....	F7	1350	2250	1090
805A.....	F3	1030	1725	780
805B, 805C...	F7	1350	2250	1090
810 to 820....	E8	785	1250	580
850 to 859....	FM-TM	2130	3550	1660
901 to 918....	Alco	1350	2250	1090
930 to 935....	FM-RS	1350	2250	1090
951 to 970....	F3	1030	1725	780

Single Unit Tonnage Ratings

Westward

Loco. Nos.	*Type*	*Millburn to Summit*	*Dover to Port Morris*	*Gravel Pl. to Pocono Summit*	*Scranton to Clarks Summit*
461 to 491....	SW.	600	800	550	600
501 to 510....	SW.	500	700	450	500
551 to 560....	SW.	750	1050	700	750
601 to 604....	FT.	835	1135	730	780
605 to 606....	F7	1100	1465	975	1090
611.....	F7	1100	1465	975	1090
621 (12T).....	F3	1100	1465	975	1090
631 to 636....	F7	1100	1465	975	1090
651 to 654....	FT	1100	1370	975	1090

Single Unit Tonnage Ratings

Westward

Loco. Nos.	*Type*	*Millburn to Summit*	*Dover to Port Morris*	*Gravel Pl. to Pocono Summit*	*Scranton to Clarks Summit*
655 to 660	F7	1100	1465	975	1090
660A (12T)	F3	1100	1465	975	1090
661B	F7	1100	1465	975	1090
662A (12T)	F3	1100	1465	975	1090
662B	F7	1100	1465	975	1090
801 to 802	F7	1100	1465	975	1090
803	F3	835	1135	730	780
804	F7	1100	1465	975	1090
805A	F3	835	1135	730	780
805B, 805C	F7	1100	1465	975	1090
810 to 820	E8	600	825	540	580
850 to 859	FM-TM	1800	2280	1530	1660
901 to 918	Alco-RS	1125	1465	975	1090
930 to 935	FM-RS	1125	1465	975	1090
951 to 970	F3	850	1135	730	780

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

MEDICAL DEPARTMENT

J. O. MacLean
Chief Surgeon, Scranton, Pa.

MOSES TAYLOR HOSPITAL STAFF

Telephone Diamond 4-7251

NAME	TITLE	OFFICE PHONE	RESIDENCE PHONE
J. O. MacLean	Surgeon in Chief	Diamond 2-9924	Diamond 3-6224
Walter Redel	Assistant Surgeon	Diamond 4-6797	Clk. Smt. 6-0191
Wm. M. Howell	Assistant	Diamond 3-2860	
Wm. T. Davis	Chief Medical Officer		Diamond 4-4329
John E. Swift	Assistant	Diamond 3-1623	
Albert J. Cross	Assistant	Diamond 7-3479	Diamond 7-1616
P. F. Kerstetter	Urologist	Diamond 3-0397	Diamond 2-7439
T. J. Strunk	Assistant	Diamond 4-3011	Diamond 7-0396
Wesley White	Ear, Nose and Throat	Diamond 7-5453	Diamond 4-0696
M. M. Williams	Ophthalmologist	Diamond 2-9813	
C. Henry Jones	Assistant	Diamond 2-5264	Diamond 2-8267
Clyde L. Mattas	Pathologist	Diamond 2-9416	Diamond 2-9512
Nicholas V. DeLeo	Assistant	Diamond 3-7246	
David P. Thomas	Orthopedist	Diamond 7-8170	
Francis Ginley	Neurologist	Diamond 3-2432	
Wm. J. Corcoran	Radiologist	Diamond 4-3412	Diamond 4-5847
James G. Morgan	Dental Surgeon	Diamond 2-6452	Diamond 3-6707

OTHER COMPANY SURGEONS

NAME	LOCATION	OFFICE	TELEPHONE
G. F. O'Brien	New York City	58 E. 66th St.	Butterfield 8-0300
C. E. Woltmann	Hoboken, N. J.	805 Garden St.	Hoboken 3-6532 Union 7-0786 Home
L. A. Amdur (Eye Specialist)	Jersey City, N. J.	15 Exchange Place	HE 4-1068
William W. Maver (Roentgenologist)	Jersey City, N. J.	921 Bergen Ave.	JO 3-5050
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
C. Hartley Berry	Summit, N. J.	129 Summit Ave.	Summit 6-4300
Guy H. Laudig	Morris Plains, N. J.	361 Speedwell Ave.	Mrstown 8-3183
Laurence M. Collins (Psychiatrist)	Morris Plains, N. J.	Greystone Park	JE 4-1800
A. L. Baker, Jr.	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 FA 6-5133 Home
Angelo Gianni	Netcong, N. J.	37 Main Street	Netcong 2-0683
Arthur C. Zuck	Washington, N. J.	22 Broad St.	172
J. Earle Brackbill	Bangor, Pa.	28 South First St.	Bangor 355
E. A. Krause	Portland, Pa.	Main Street	TW 7-6131
R. Frederick Jones	E. Stroudsburg, Pa.	116 Washington St.	2657
F. J. Munson	E. Stroudsburg, Pa.	245 So. Courtland St.	4179
E. O. Headrick	Mt. Pocono, Pa.		Mt. Poc. 3451
S. M. Davenport	Kingston, Pa.	137 Maple St.	7-6524
L. S. Reese (Eye Specialist)	Kingston, Pa.	300 Rutter Ave.	7-4713
B. L. Matthews	Binghamton, N. Y.	41 Main St.	4-3174 and Vestal 9-2370
Geo. J. Marvin	Binghamton, N. Y.	140 Main St.	2-1505
Robert H. Kerr	Cortland, N. Y.	84 N. Main St.	Skyline 6-2112 Office Skyline 6-8523Home
Marcus S. Richards	Tully, N. Y.		Tully 4911
B. O. Murphy	Syracuse, N. Y.	1917 W. Genesee St.	6-2423
Jos. G. Reidell	Syracuse, N. Y.	300 W. Onondaga St.	5-1059
John F. Burden	Oswego, N. Y.	37 W. Bridge St.	302 & 626—Home
Geo. L. Manley	Norwich, N. Y.	42 S. Broad St.	4-6735
Thos. F. Manley	Norwich, N. Y.	42 S. Broad St.	4-6735
G. A. Holden	Utica, N. Y.	286 Genesee St.	4-5315
J. Lee Kinner	Elmira, N. Y.	243 Lake St.	2-3624
F. W. Chamberlain	Elmira, N. Y.	963 Walnut St.	5478
W. T. Boland (Opthalmologist)	Elmira, N. Y.	378 W. Church St.	2-3233
T. L. McNamara	Corning, N. Y.	175 E. 1st St.	2-1114
J. J. Sanford	Bath, N. Y.	115 E. Steuben	PR 6-2832
N. W. Kuch	Wayland, N. Y.	13 S. Main St.	365-1
Harold F. Hulbert	Dansville, N. Y.	92 Main St.	46
G. E. Murphy	Mt. Morris, N. Y.	115 Main St.	252
A. L. Bennett (Oculist)	Buffalo, N. Y.	147 Linwood Ave.	Grant 0617
J. V. Carr	Buffalo, N. Y.	367 Linwood Ave.	Grant 7850
J. J. Creighton	Buffalo, N. Y.	287 Lafayette Ave.	Garfield 8639

PHYSICIANS FOR PHYSICAL EXAMINATIONS ONLY

NAME	LOCATION	OFFICE	TELEPHONE
E. C. Brinning, Jr.	Glen Ridge, N. J.	11 Highland Ave.	Glen Ridge 2-6313
S. V. Collins	Elmira, N. Y.	930 West Water St.	Elmira 4-9818
D. R. Tronolone	Buffalo, N. Y.	139 Ogden St.	Taylor 0280

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.	100 Madison Ave.	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.**	**Diamond 4-7251**
Geisinger Memorial	Danville, Pa.	P. O. Box 152	300 Bell
Binghamton City	Binghamton, N. Y.	25 Park Ave.	2-2311
Cortland	Cortland, N. Y.	Homer Ave. & W. Main St.	Skyline 6-7525
St. Joseph's	Syracuse, N. Y.	301 Prospect St.	3-6128
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-Ogden	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-Netcong, N. J.
Theodore G. Plate, Jr.	Hackettstown, N. J., 193 Main St.
Oscar Fliegauf	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.
Albert G. Norcross	Kingston, Pa., 291 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., 9 Main St.
Robert D. McNeil	Norwich, N. Y., 35 S. Broad St.
Maltby-Campbell Co.	Oswego, N. Y., 20 W. Bridge St.
Thomas A. Davis	Utica, N. Y., 327½ Columbia 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.
William T. Marden	Mount Morris, N. Y., 59 Main St.
Bert A. Bush, Inc.	Buffalo, N. Y., 258 Main St.
Striker & Huetter, Inc.	Buffalo, 780 Tonawanda St.
J. Burnham's, Inc.	Buffalo, 578 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 408	No. 417 to 422	No. 439 to 432
No. 405 to 412	No. 421 to 422	No. X41 to X40
No. 407 to 414	No. 421 to 424	No. 803 to 808
No. X47 to X46	No. 427 to 426	No. 807 to 812
No. 409 to X46	No. 435 to 428	No. 807 to 814
No. 409 to 416	No. 435 to 430	No. 811 to 816
No. 411 to X46	No. 437 to 430	No. 813 to 818
No. 411 to 420		No. 819 to 824

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. X101 to 1022	No. 1103 to 1112	No. 1113 to 1120
No. 1009 to 1028	No. 1105 to 1112	
No. 1061 to 1050	No. 1111 to 1124	

No. 1047 is superior to all eastward trains between Port Morris Junction and Netcong.

WASHINGTON LINE

Following westward trains are superior to designated eastward trains:

No. 1041 to X-106	No. X-111 to 1108	No. 1129 to X-120
No. 1053 to X-106	No. 1109 to X-116	
No. 1071 to X-110	No. 1127 to X-118	

102. Except where otherwise provided all extra trains must clear Nos. 3, 6, 7 and 8 at least 10 minutes. (See local instruction 144.)

Miscellaneous

103. Schedule time of trains at Lyons, Far Hills, Cranberry Lake and Newton will apply at the station instead of the switch where the opposing train clears as per Rule No. 5. Lyons Siding is located opposite crusher. Spur track, Lyons Station, must not be used for meeting or passing point.

104. 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.

105. BERGEN TUNNEL: Trains or Yard engines handling trailers loaded on flat cars must not use tracks 1 and 3 account height of trailers.

106. 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.

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

108. 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.

109. 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.

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

111. *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.

112. 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.

113. 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.

114. 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.

115. In 3-track territory between Lyndhurst Drawbridge and Paterson Jct. and at Lincoln Park and Mountain Lakes when necessary to operate passenger trains on track 1 and discharge passengers over outside track precautions must be taken to avoid accident to passengers crossing such track.

Trains on adjacent tracks will be notified. Rules 107, 107 (a) will govern.

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

(a) Use clips on the signal and/or switch levers until track car has completed movement.

(b) Keep record on Form 32-a showing time track car enters block and time clearance on the track being used is obtained.

117. 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

305	1006	709	904	209 (Fri. Only)	736
629	110	753	1104	158 (Ex. Mon.)	928
211	114			524 (Ex. Fri.)	946 (Sun. Only)
191	622	1135	752	731 (Sat. Only)	
1075	642				

Harrison Yard

113	187	112	709 (Sat. Only)	753
119	189	158	909	906 (Sun. Only)
139	191	186	911	716
145		190	931	736 (Sun. Only)
211			749 (Sat. Only)	750
			751 (Sun. Only)	752

Morristown Passenger Yard

639 641

Secaucus (County Road)

Nos. X103, 1029, 1031, 1049, 1113, 1117: Will stop just west of County Road Crossing, Secaucus.

West Secaucus

X105	1006	1117
1031		1119
		1121
		1135

Port Morris

1009	1016	1103	1121	1106	1120
1029	1028	1105	1127	1112	1124
1041	1030	1113			

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.

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 600 feet east of Mile Post 52.

When rocks or slide material come in contact with fence, automatic signal 509, located 4580 feet east of fence, and automatic signal 530, located 5100 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.

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 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 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 flagmen 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 below the mine 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 and D261–D264)

Between Hoboken and Grove Street Tower—

Track 3—Reversible.
Track 1—Reversible.
Track 2—Reversible.
Track 4—Reversible.
Track 6—Reversible.

Between Grove Street Tower and East End Hackensack Bridge—

Track 3—Reversible.
Track 1—Reversible.
Track 2—Reversible.
Track 4—Reversible.

Between East End of Hackensack Bridge and Newark Interlocking—

Track 3—Reversible between east end of Hackensack Bridge and Newark Interlocking.
Track 1—Reversible between east end of Hackensack Bridge and Newark Tower.
Track 2—Eastward, reversible between Harrison Station and Newark Tower.

Between Newark and Millburn—

Track 3—Westward.
Track 1—Reversible.
Track 2—Eastward.

Between Lyndhurst Drawbridge and Paterson Junction—

Track 3—Westward.
Track 1—Reversible.
Track 2—Eastward.

Between Pompton River Bridge and Jackson's Crossing—

Track 3—Westward.
Track 1—Reversible.
Track 2—Eastward.

Between Jackson's Crossing and West Boonton—

Track 1—Westward.
Track 2—Reversible.

Between West Boonton and Denville Interlocking—

Track 3—Westward. Track 1—Reversible.
Track 2—Eastward.

Between Denville Interlocking and Dover—

Track 1—Reversible.
Track 2—Reversible.

Between Mt. Arlington and Port Morris Junction Interlocking—

Track 3—Westward. Track 2—Eastward.
Track 1—Westward. 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 #39)

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.

Passenger Trains when handled by 810-820 class engines:

	Miles Per Hour
Between Hoboken and Port Morris Junction	70
Between Port Morris Junction and Delware River Bridge, east of Slateford Junction	79
Between Delaware River Bridge, east of Slateford Junction and Stroudsburg	70
(a) When handled by 601-606, 611, 631-636, 655-660, 661-B, 662-B, 801-805, 850-859 and 901 to 970 class engines	65
(b) When handled by 621, 651-654, 661-A, 662-A class engines	48

MORRISTOWN LINE (HOBOKEN-DENVILLE)

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Hoboken—			
Between station and West End of M. U. Shed.			15
Between West End M. U. Shed and East End Bergen Tunnel			40
Through Bergen Tunnel			45
Bergen Tunnel to Sub-station (straight route)			30 Tracks 3-1-2 20 Track 4
Sub-station to and including Hackensack River Bridge (straight route)			45

MORRISTOWN LINE (HOBOKEN-DENVILLE)

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
West End Interlocking: On "Clear-Medium" signal:—Turn out track 2 to track 4 opposite Tower	....	....	30
West of Tower—first crossover, track 1 to track 3	....	....	25
Other crossovers—West of Tower	....	....	30
Crossovers east of tower, Rule 283 governs			
Kearny Jct.—			
Curve through Kearny Jct., interlocking	5.2	5.3	60 Track 3
Harrison—			
On "Clear-Medium" signal at Harrison Station	....	....	30
1st curve east of Harrison Station	6.6	6.9	55
West end Harrison Station to west end Newark Passenger Station (3 curves and drawbridge)	7.2	7.8	35
Newark Interlocking—			
On "Clear-Medium" signal	....	....	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 east end of Roseville Ave. Station platforms	8.9	9.0	20 Track 1-3 30 Track 2
On "Clear-Medium" signal east of Roseville Ave. Tracks 2 and 3 to Track 1	....	....	30
On "Clear-Medium" signal west of Roseville Ave. Station	....	....	30
Grove Street—			
East Orange—			
Curve at east end of Station	9.9	10.0	60
Curve at west end of Station	10.1	10.2	60 Tracks 1-3
Brick Church—			
Curves (4) east and west of Station	10.4	10.8	60 Tracks 1-3
Orange—			
Orange interlocking (straight route)	11.1	11.9	50
On "Clear-Medium" signal	....	....	25
South Orange—			
Curves at east end of Station (2 curves)	13.7	13.8	40 Track 3
Curves at west end of Station (2 curves)	13.9	14.0	40 Track 3
South Orange Interlocking—			
On "Clear-Medium" signal	....	....	30
Maplewood—			
Curve at station	15.0	15.2	65 Track 2
Curve at station (7 AM to 9 AM)	15.0	15.2	10 Track 3 50 Track 3
(9 AM to 7 AM)			
Curve west of station	15.3	15.4	40 Track 3
1st curve east of Millburn	16.1	16.4	65
Millburn—			
On "Clear-Medium" signal	....	....	30
1st curve west of	16.8	17.0	50 Track 1 55 Track 2
2nd curve west of	17.1	17.3	55 Track 1 65 Track 2
Short Hills—			
Curve at east end of station	17.6	17.8	50 Track 1 60 Track 2
1st curve west of	18.1	18.8	50 Track 1 65 Track 2
2nd curve west of	18.9	19.1	50 Track 1 60 Track 2
2nd curve east of Summit	19.4	19.7	45 Track 1 50 Track 2
1st curve east of Summit	19.8	19.9	45 Track 1 50 Track 2
Summit—			
Within Interlocking Limits: Main tracks #1-#2 (straight route)	....	....	40
1st curve west of	20.5	20.6	55 Track 1 50 Track 2
2nd curve west of	20.9	21.0	60
3rd curve west of	21.4	22.2	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

MORRISTOWN LINE (HOBOKEN-DENVILLE)

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
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	36.0	36.2	40
Through Denville Station	36.2	36.4	25
On "Clear-Medium" signal—Turn out track 1 Morristown Line to track 2, Boonton Line	....	....	25

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

West End—			
Curve at West End	2.0	2.1	30
West Secaucus-Hackensack Drawbridge:			
Entire Bridge all trains	....	....	30
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	40
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	35
Lyndhurst Drawbridge—all trains	....	....	35
Note:—Except under emergency circumstances brakes must not be applied on engines and when possible to avoid on trains, on any part of this bridge.			
1st curve west of Lyndhurst Drawbridge	9.1	9.2	65
Lyndhurst Drawbridge Interlocking—			
On "Clear-Medium" signal	....	....	30
Delawanna—			
Passaic—			
Curve through Passaic station	10.6	10.9	65 Track 1 55 Tracks 2-3
Athenia—			
Curve through Athenia station	12.1	12.3	65

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

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Paterson Jct.—			
Interlocking Limits (straight route)	13.4	13.5	50
On "Clear-Medium" signal	....	....	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—			
Mountain View Interlocking—			
On "Clear-Medium" signal	....	....	30
Westward trains, Track 1, Pompton River Bridge to Jacksons Crossing	....	....	30
Lincoln Park—			
Towaco—			
Curve at Towaco station	24.8	25.2	65 Track 1 60 Track 2
1st curve west of	25.7	26.1	55
2nd curve west of	26.3	26.5	60 Track 2
3rd curve west of	26.5	26.7	60
1st curve east of Montville	26.8	27.3	60
Montville—			
2nd curve east of Boonton	28.7	28.8	50 Track 1 60 Track 2
1st curve east of Boonton	28.9	29.0	55
Boonton—			
Curve through Boonton station	29.2	29.3	50 Track 1 55 Track 2
1st curve west of	29.5	29.7	50 Track 1 55 Track 2
West Boonton—			
On "Clear-Medium" signal	30.3	....	30
2nd curve east of Denville	33.1	33.4	55 Track 3 50 Tracks 1-2
Denville Interlocking—			
On "Clear-Medium" signal	....	....	30
Denville—			
1st curve west of	34.4	34.9	55 Track 2 65 Track 1
2nd curve west of	35.3	35.7	55 Track 1 45 Track 2
3rd curve west of	35.7	36.1	55
East Dover—			
1st curve west of	36.5	36.9	55
1st curve east of Dover	37.2	37.5	55
Dover Interlocking—			
On "Clear-Medium" signal east of Tower Track 2 to Track 1	....	....	30
Dover—			
Through Dover Station	....	....	25
Over Highway Crossings west of Dover Station	....	....	25
1st curve west of	38.3	38.5	40 Track 1 35 Track 2
2nd curve west of	38.7	38.9	50 Track 1 55 Track 2
1st curve east of Wharton	39.3	39.6	60
Wharton—			
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
Chester Jct.—			
1st curve west of	41.5	41.7	60 Track 1

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

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Mount Arlington—			
On "Clear-Medium" signal	....	....	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.—			
Interlocking switches east of Tower, on "Clear-Medium" signal	....	....	20
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	75 Track 1 70 Track 2
3rd curve west of	48.3	48.5	75 Track 1 70 Track 2
4th curve west of	49.3	50.1	75 Track 1 70 Track 2
Roseville Tunnel	51.5	51.8	70 Track 2
Roseville Tunnel and Cut at west end of tunnel	51.5	52.0	50 Track 1
1st curve west of	52.5	53.0	75 Track 1 70 Track 2
Greendell—			
1st curve west of	59.8	60.1	75
Johnsonburg—			
1st curve west of	63.1	63.4	75 Track 1 70 Track 2
1st curve east of Blairstown	64.1	64.3	75 Track 1 70 Track 2
Blairstown—			
1st curve west of	65.5	65.7	75 Track 1 70 Track 2
2nd curve west of	68.3	68.6	75 Track 1 70 Track 2
3rd curve west of	69.4	69.6	75 Track 1 70 Track 2
4th curve west of	70.7	70.9	75 Track 1 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
Slateford Jct.—Curve	74.1	74.3	50 Track 1 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

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

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Tinkertown Crossing to Stroudsburg	78.2	81.0	45
Tinkertown Crossing—			
Movement over spring switch	78.2		
Eastward trains			30
Westward trains			30
Stroudsburg—			
Movement over spring switch	81.0		
Eastward trains			30

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

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Port Morris Jct. to Washington			50
Washington to Slateford Jct			40
Port Morris Jct.—			
Interlocking junction switches			20
Port Morris—			
Sussex Branch Jct.—			
Movements over spring switches.			
Westward trains, Washington Line to Sussex Branch			15
Eastward trains, Sussex Branch to Washington Line			15
Netcong—			
Between "End of Highway Circuit" sign and Main Street crossing			25
Hackettstown—			
EASTWARD trains between Main and High Streets			35
Washington—			
Curve through Washington Station	66.5	66.7	30
Oxford Tunnel—			
Curve east end 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—			
Pequest River—	74.0		
Buttzville—			
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 crossing 100 feet west of Station			10

HARRISON BRANCH

Harrison Branch			30

GLADSTONE BRANCH

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Gladstone Branch			55
Summit—			
1st curve west of	20.5	20.6	50
West Summit—			
1st curve west of	20.9	21.0	50
New Providence—			
1st curve west of	22.4	22.7	45
2nd curve west of	22.7	22.8	45
Murray Hill—			
2nd curve west of	24.7	25.0	35
Berkeley Heights—			
Curve through Berkeley Heights Station	25.5	25.8	40
1st curve west of	26.0	26.2	50
Millington—			
Curve through Millington station	29.9	30.3	45
1st curve west of	30.3	30.4	45
Over Stone Crusher Crossing west of Millington (Eastward trains)	30.5	30.6	20
2nd curve west of	30.9	31.1	50
Lyons—			
Curve through Lyons station	31.5	32.0	45
Basking Ridge—			
1st curve west of	33.8	34.5	50
Bernardsville—			
Freight House Crossing			10
2nd curve west of	35.4	35.6	50
3rd curve west of	35.7	35.9	45
4th curve west of	36.1	36.4	50
Mine Brook—			
2nd curve west of	38.6	38.9	50
Far Hills—			
EASTWARD trains between WEST end of siding and Mine Brook Road			35
EASTWARD trains pulling out of siding; between EAST end of siding and Mine Brook Road			8
1st curve west of	39.1	39.7	50
2nd curve west of	39.9	40.2	45
3rd curve west of	40.3	40.9	45
4th curve west of	41.1	41.3	50
Peapack—			
2nd curve west of	42.1	42.2	25
Gladstone—			
Highway crossing, 300 ft. east of Gladstone station	42.2	42.3	5

MONTCLAIR BRANCH

Roseville Ave.—			
Curve through Roseville Avenue station	8.9	9.0	20
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 From	Mile Post To	Speed Restricted To Miles Per Hour
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 westward			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 Newton Station			10
Augusta—			
Over L. & N. E. Crossing			15
Branchville—			
First highway crossing east of station	69.2		5

CHESTER BRANCH

Chester Branch			20

PHILLIPSBURG BRANCH

Phillipsburg Branch			35
Phillipsburg—			
Stockton Street Bridge, one-half mile east of station	79.7		15

HAMPTON BRANCH

Hampton Branch			25
Changewater—			
Musconetcong River Bridge	68.95	Over Bridge	10

BANGOR AND PORTLAND BRANCH

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Bangor and Portland Branch			40
Portland Wye			25
1st curve west of	82.6	82.8	25
2nd curve west of	82.8	83.0	35
Mt. Bethel—			
1st curve west of	84.5	84.6	30
2nd curve west of	84.6	84.7	30
Stier—			
3rd curve west of	87.5	87.7	30
East Bangor—			
1st curve west of	88.3	88.4	30
5th curve west of	88.9	89.1	30
6th curve west of	89.2	89.3	30
7th curve west of	89.3	89.5	35
8th curve west of	89.5	89.6	30
Bangor—			
Washington St. and South Main St. Crossings			6
1st curve west of	89.6	89.7	30
2nd curve west of	89.8	90.0	25
3rd curve west of	90.0	90.1	30
Martins Creek Jct.—			
Curve through Martins Creek Jct.	92.3	92.5	15
2nd curve west of	93.7	94.0	35
4th curve west of	94.3	94.4	30
Pen Argyl Jct.—			
Curve through Pen Argyl Jct.	96.5	96.8	30
1st curve west of	96.8	96.9	25
Edelman—			
6th curve west of	102.9	103.1	30
Hercules Jct.—			
2nd curve east of Nazareth	106.3	106.5	35
Rock Cut, 0.2 mile east of Nazareth	106.5		10
1st curve east of Nazareth	106.6	106.7	35
Nazareth—			
Main Street Crossing at west end of Station			10
1st curve west of	106.8	106.9	25
2nd curve west of	106.9	107.0	35
3rd curve west of	107.2	107.3	30
Bath Jct.—			
Road Crossing over N&B tracks west of Station			15
Martins Creek Jct. to Martins Creek	92.4	96.1	30
Martins Creek—			
Trains handling loaded cars of 140,000 pounds capacity, over bridge 94.75, 1.33 miles east of station	94.75		15
Pennsylvania R. R. bridge over Delaware River	96.63	96.74	20

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: 8:00A.M. to 11:15 A.M., 12:15 P.M. to 5:00 P.M., week days, Saturdays and Holidays.

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 208.

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

	Bulletin Boards	Standard Clocks	Train Registers See note	Red Bulletin Watch Comparison Registers
Hoboken—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			
JerseyCity 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 Jct. Tower (All Washington Line trains by Card)			x	
Port Morris—Yard Office (Register for trains starting or terminating at Port Morris)	x	x	x	x
Port Morris—Engine House	x	x		x
Netcong Pass. Station (Washington Line trains starting and terminating at Netcong.)				
Sussex Branch trains. (Eastward extra trains on Sussex Branch register by Card.)			x	
Newton			x	
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	
D. L. & W. Frt. House	x			x
Bangor—Dispatchers Office		x	x	
Engine House	x	x		x
Martins Creek Jct.—Staff Cabin			x	
Hercules Jct.—Telephone Cabin			x	
Portland—Pass. Station. (Washington Line Trains)			x	

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

Signals

141 (a). Automatic Block Signals Are in Use Protecting Main Tracks, as follows:

Hoboken to Denville via Morristown Line.
West End to Stroudsburg via Boonton Line and New Jersey Cut-off.
Port Morris Jct. to Washington.
Portland to Slateford Jct.
Roseville Avenue to Montclair.
Summit to Gladstone.
Sussex Branch—Sussex Branch Jct. to N. Y. S. & W. R. R. crossing.
Bangor and Portland Branch at..... {Portland Wye (Rule 509 (g))
{Bangor Shops (Rule 509 (g))

(b) Absolute Permissive Block System. (Rules 509(f)-509(g))

Gladstone Branch—Summit to Gladstone.
Washington Line—Port Morris Jct. to Washington.
Portland to Slateford Jct.

(c) Preliminary—Overlap Block System. (Rule 509(h))

1. Sussex Branch Jct., to N.Y.S.&W.R.R. crossing.
2. Freight track, leading from track No. 3 at Harrison Station to lower deck, Passaic River Drawbridge, (to Broad Street Freight Yard.)

(d) Telephone Train Order signal (Rule 509(i)) is located as follows

Greendell:

On signal 576 located 1800 feet west of west end of eastward siding.

(e) Sussex Branch Junction:

Automatic signal F-473 located on signal bridge at Sussex Branch Junction and governing westward movements on Sussex Branch is also controlled by operator at Netcong station.

When signal F-473 indicates "Stop and Proceed", a member of train or engine crew will communicate with operator at Netcong station, during open hours, before proceeding.

In case of failure of communication, train or engine will proceed in accordance with Rule 509 (h).

(f) Secaucus:

Automatic color light signals (not numbered) govern EASTWARD and WESTWARD movements on main tracks Nos. 2 and 1 at location of hand thrown, electrically locked, crossovers east of Station; most restrictive aspect indicates "STOP"—Rule 292.

(g) Washington:

Automatic one-arm 3-position upper quadrant semaphore signals (not numbered) govern EASTWARD movements on Washington line and from Phillipsburg Branch to Washington line over junction switch; most restrictive aspect indicates "STOP"—Rule 292.

(h) Slateford Junction:

Automatic color light signals (not numbered) govern movements on main tracks at the location of hand thrown, electrically locked, switches; most restrictive aspect indicates "STOP"—Rule 292.

Automatic color light signal (not numbered) 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.

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

(i) Andover Junction:

Interlocking signals are inter-connected with block signals and when it cannot be cleared, flagman must precede train to next "Clear" signal.

142. **Centralized Traffic Control** in effect between Tinkertown Crossing (M.P. 78.2) and Stroudsburg (M.P. 81.0). (See Rules 265 to 278, inclusive.)

143. **Station Signal** governs eastward trains approaching Wharton station. (See Rule 107)

144. **Train Operation by Signal Indication.**

(a) Between Port Morris and Secaucus via Boonton Line and between Hoboken and Millburn on Morristown Line trains and engines running on main track with the current of traffic will be governed by Rules D-251 to D-254 and D-261 to D-264, inclusive. This does not relieve enginemen from observing provisions of Rule 107.

(b) **Eastward first class through line passenger** trains may operate in advance of schedule time Millburn to Hoboken upon proper signal indication as provided by Rules D-251 and D-261—and Local Instruction 144 (a), strictly observing Rule 107.

Train Operation, Washington Line.

145. Not more than one (1) train is permitted to occupy the track at one time between M.P. 67.3, west of Washington, and M.P. 81.2, east of Portland.

146. (a) INTERLOCKING TOWERS NOT OPEN 24 HOURS DAILY.

Montclair.....*Open* Mondays to Saturdays—
6:00 A.M. to 10:00 P.M.
Sundays 8:15 A.M. to 11:15 A.M.

Orange.....*Open* Mondays to Fridays—
6:00 A.M. to 2:00 P.M.
3:00 P.M. to 11:00 P.M.
Saturdays and Sundays—
3:00 P.M. to 11:00 P.M.

South Orange.....*Open* Mondays to Fridays—
5:45 A.M. to 9:45 P.M.
Saturdays and Sundays—Closed.

Millburn.....*Open* Mondays to Fridays—
6:00 A.M. to 10:00 P.M.
Saturdays and Sundays—Closed.

Paterson Jct.....*Open* Mondays to Fridays—All hours.
Saturday 12:01 A.M. to 7:30 A.M.
Sundays 11:30 P.M. to 11:59 P.M.

Nazareth-
Dexter Hill Tower..*Open* Weekdays—8:00 A.M. to 12:00 Mn.
Sundays and Holidays—Closed.

SPECIAL INSTRUCTIONS IN CONNECTION CLOSED HOURS:

Orange:—Main Track 1, traffic levers left set for Eastward movements.

South Orange:—Main Track 1, traffic levers left set for Eastward movements.

Millburn.—Main Track 1, traffic levers left set for Eastward movements.

Paterson Jct.—Main Track 1, traffic levers left set for Eastward movements.

Designated Points for Train Inspection Under Rule 101(a)

Station or Tower:	*Station or Tower:*	*Station or Tower:*
Blairstown	Mountain View Station	Passaic Ticket Office
Port Morris Jct.	Little Falls	Morristown Ticket Office
Wharton	Paterson Jct. Tower	
Towaco		
Lincoln Park		
Mountain View Tower		

146. (b) TRAIN ORDER OFFICES NOT OPEN 24 HOURS DAILY

Basking Ridge—
Open.....Mondays to Fridays..... 7:12 A.M.-10:40 A.M.
11:10 A.M.- 3:42 P.M.
Saturday, Sunday and Holidays.....Closed.

Bernardsville—
Open.....Mondays to Fridays..... 6:00 A.M.- 6:20 P.M.
Saturday, Sunday and Holidays.....Closed.

Blairstown—
Open.....Mondays to Fridays..... 8:30 A.M.-12:10 P.M.
12:40 P.M.- 5:00 P.M.
Saturdays.....10:30 A.M.- 1:30 P.M.
Sundays and Holidays.....Closed.

Boonton—
Open.....Mondays to Fridays..... 6:00 A.M.- 8:00 P.M.
Saturday, Sunday and Holidays.....Closed.

Branchville—
Open.....Mondays to Fridays..... 8:00 A.M.-11:30 A.M.
12:00 Noon-4:30 P.M.
Saturday, Sunday and Holidays.....Closed.

Far Hills—
Open.....Mondays to Fridays..... 7:00 A.M.-11:55 A.M.
12:55 P.M.- 4:00 P.M.
Sunday and Holidays..... 4:00 P.M.- 6:00 P.M.
Saturdays.....Closed.

Gladstone—
Open.....Mondays to Fridays.....12:01 A.M.- 3:30 P.M.
Saturday, Sunday and Holidays.....Closed.

Hackettstown—
Open.....Mondays to Fridays..... 6:30 A.M.-10:30 A.M.
11:30 A.M.- 3:30 P.M.
Saturday, Sunday and Holidays.....Closed.

Millington—
Open.....Mondays to Fridays..... 7:00 A.M.-12:15 P.M.
1:15 P.M.- 4:00 P.M.
Saturday, Sunday and Holidays.....Closed.

Morristown—
Open.....Mondays to Fridays.....12:01 A.M.-11:59 P.M.
Saturdays.....12:01 A.M.-11:55 P.M.
Sundays..... 7:55 A.M.-11:59 P.M.
Holidays.....12:01 A.M.-11:59 P.M.

Murray Hill—
Open.....Mondays to Fridays..... 7:17 A.M.-11:10 A.M.
12:10 P.M.- 4:17 P.M.
Saturday, Sunday and Holidays.....Closed.

Netcong—
Open.....Mondays to Fridays..... 6:35 A.M.- 5:30 P.M.
Saturdays..... 9:30 A.M.- 5:30 P.M.
Holidays..... 9:30 A.M.- 5:30 P.M.
Sundays .....Closed.

Newton—
Open.....Mondays to Fridays..... 8:00 A.M.-12:00 Noon
1:00 P.M.-5:00 P.M.
Saturday, Sunday and Holidays.....Closed.

Portland—

Open.....Mondays to Saturdays.... 8:00 A.M.- 4:00 P.M.
7:30 P.M.- 3:30 A.M.
Sundays and Holidays.....Closed.

Stirling—

Open.....Mondays to Fridays..... 8:40 A.M.-12:20 P.M.
1:20 P.M.- 5:40 P.M.
Saturday, Sunday and Holidays.....Closed.

Washington—

Open.....Mondays to Saturdays... 8:00 A.M.-11:15 A.M.
12:15 P.M.- 5:00 P.M.
Holidays..... 8:00 A.M.-11:15 A.M.
12:15 P.M.- 5:00 P.M.
Sundays.....Closed.

147. 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.

148. Dual Control Switches (Rules 551-552-553)

1. Dual Control Spring Switch at west end of interlocked crossover between tracks #1 and #2 east end platform Montclair Station is automatically controlled through track circuits during hours when Montclair interlocking tower is not open.

Westward trains arriving Montclair during hours when Tower *is not open* will trail through this switch under signal indication. After entire train has cleared track circuit switch will automatically return to normal position causing dwarf signal governing eastward movements from track #1 in train shed to display restricting indication.

During hours interlocking Tower *is open* westward trains entering station track #1 must not pass through this switch unless properly lined for move or instructed by competent authority to trail through same.

If necessary to operate Dual Control switch by hand proceed as follows:—Unlock and remove switch lock to release hand-throw lever; if switch is lined for main track #2, throw lever to extreme right; lever will spring outward, engaging same for throwing switchpoints; throw lever to extreme left *but do not lock switch with switch lock until desired train movement has been made.* When through with switch, throw lever to extreme right; push toward movement at fulcrum point and throw to extreme left and lock with switch lock. Interlocking signals governing movements through Dual Control switch will display *"STOP"* indication while switch is being thrown by hand.

2. Crossover switches connecting tracks 1 and 2 and connecting tracks 3 and 1 at Harrison Station, controlled from Newark Interlocking Tower.

If necessary to operate these Dual Control switches by hand proceed as follows:

(a) Obtain permission by telephone from towerman.
(b) Unlock switch locks on dual control selector red "T" handle lever on end of machine, and on hand-throw lever on side of machine.
(c) Pull red "T" handle lever out as far as it will move, and lock with switch lock.

(d) Operate switch by hand 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 locking the hand-throw lever with switch lock or by spiking the points. When the points have been examined to see that they fit properly, desired movement may be made.
(e) After movements over switch have been completed, restore switch by hand to normal position, then push red "T" handle lever in and replace and lock switch locks on both levers. Do not use force. Notify towerman when switches have been restored to power operation.

3. Switch at junction of tracks 1 and 3 and derail on track 3, located 500 feet west of Millburn station, controlled from Millburn Interlocking Tower.

4. All interlocked switches and derails located east and west of Hackensack Drawbridge, Boonton Line, controlled from Train Dispatcher's office, Hoboken.

5. Crossover switches connecting tracks 1 and 2, located 1600 feet east of Paterson Junction Interlocking tower, controlled from Paterson Junction Interlocking Tower.

6. East end of Nos. 1, 2 and 3 tracks west of Pompton River Bridge, controlled from Mountain View Interlocking Tower.

7. Switches, connecting tracks Nos. 1, 2 and 3 located 2000 feet west of Lincoln Park Station, controlled from Mountain View Interlocking Tower.

8. Switch at junction of tracks 2 and 1 and derail on track 2 at West Boonton, (M.P. 30.3), controlled from Mountain View Interlocking Tower.

9. All switches Dover Interlocking.

10. Switches at junction of tracks 1 and 3 and tracks 2 and 4 and derail on track 4 at Mt. Arlington located 2200 feet west of mile post 43, controlled from Port Morris Junction Interlocking Tower.

11. 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.

149. (a) Electrically Locked Hand Operated Switches Remotely Controlled

(Rules 555-556)

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

West End—

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

Koppers—

Switch from track 3 west of Hackensack Drawbridge, controlled from Newark 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.

Kingsland—

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

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

Delawanna—

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

Montville—

Switch and pipe connected derail to Penick Company side track, from track 2, east of Montville Station, controlled from Mountain View Interlocking Tower.

Switch and pipe connected derail to Kaminsky Company side track, from track 2, west of Montville Station, controlled from Mountain View Interlocking Tower.

Boonton—

Switch and pipe connected derail to Boonton Supply Company side track, from track 2, controlled from Mountain View Interlocking Tower.

West Boonton—

Switch and pipe connected derail to Norda Chemical Company side track, from track 2, controlled from Mountain View Interlocking Tower.

Crossover between main tracks 1 and 2, controlled from Mountain View Interlocking Tower.

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 Tail track, controlled from Dover Interlocking Tower.

149-(b) Electrically Locked Hand Operated Switches Automatically Controlled

Secaucus— (Rules 555-556)

Crossover between main tracks 1 and 2, located 750 feet east of Station; crossover between main track 1 and Front lead, West Yard, located 550 feet east of Station and crossover leading from East Klondyke to main track 2, located 1350 feet east of Station. Protection as prescribed by Rule D-152 need not be observed.

Chester Jct.—

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

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 pipe connected derail on Washington Line Main track. Protection as prescribed by Rule D-152 need not be observed.

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 clock 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 (c). Mechanical Switch Lock:

(Instructions for operation located inside front cover of lock.)

Tinkertown Crossing: Mechanical clock-work time release switch lock on main track switch to side track west of Crossing.

150 (a). Switch Indicator

Washington

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

At west end of siding located just east of Phillipsburg Branch junction switch to indicate approach of EASTWARD trains between M.P. 68.2 (1.6 miles west of station) and Home signal at junction switch.

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

150 (b). Signal Indicator

Port Morris

Two flashing lunar white signal indicators back to back located on elevator housing adjacent to track #4 at Lake Hopatcong Station are for the following purpose:

When drilling operations are to be made on track #4 and into the yard, when route is lined and all signals are cleared for westward movement on track #4, these lunar white signal indicators will be illuminated and flashing, indicating that the westward movement on track #4 can be made.

151. Location of Spring Switches

Port Morris (Rule 153)

1. East End, Engine Receiving track, set for Receiving track.
2. East End, North Side Delivery track, set for Receiving track.
3. West End, Engine Receiving track, set for North Side Delivery tra ck.
4. East End, South Side Delivery track, set for lead.
5. Spring Point Derail at west end of yard on lead to Sussex Branch main track. Set to derail westward movements.

Sussex Branch Jct.

Both switches of crossover between Washington Line main track and Sussex Branch main track.

Normal position of these switches is for straightaway movement.

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

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

1. Secure permission from dispatcher by telephone.
2. Receive clear indication from semaphore indicator located in telephone booth. The purpose of this indicator is to show that points of hand thrown switch at west end of crossover from Washington Line to Port Morris Yard are set for straightaway movement. (If indicator is not clear, dispatcher should be notified and switch examined to be sure properly set for straightaway movement.)
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.

Andover Jct.

Main track connection with L. & H. R. R.—set for Sussex Branch main.

Greendell

East end, Eastward siding, set for main track.

Automatic signal 562 located 250 feet west of spring switch governs movement on eastward main track over this switch.

Automatic color light signal (not numbered) located 250 feet west of spring switch governs eastward movement from siding over spring switch. This signal is controlled from approach indicator box located in telephone booth adjacent to signal. Normal position of signal is "STOP".

Movement out of siding over spring switch will be governed as follows:

1. Observe if approach indicator is lighted.
2. Call Dispatcher by telephone for permission to enter main track.
3. If permission is granted and approach section is unoccupied, indicated by lighted GREEN lamp, insert SWITCH KEY at bottom of cabinet and turn to right.
4. Turning of switch key will set automatic signal 562 to the "STOP AND PROCEED" position. This will be indicated by lighted RED lamp in indicator box, and color light signal (not numbered) governing movements from siding will change from "STOP" to "RESTRICTING" or "CLEAR MEDIUM" indication. Train may then proceed out of siding.
5. If approach indicator shows track occupied, (approach indicator dark), notify Dispatcher and if permission is given to move from siding, proceed in accordance with paragraphs 3 and 4. However, there will be a time interval of three (3) minutes and fifty (50) seconds before signal governing movements from siding will clear after inserting switch key and turning same to right.

Reverse movements on eastward main track are governed by a Spring Switch Indicator located between main tracks four feet east of the spring switch, displaying following indications:

1. RED, Stop and examine spring switch point to see that it is in proper position, against stock rail, Rule 300A.
2. GREEN, Proceed, spring switch points in proper position, Rule 300B.

Also by Approach Spring Switch Indicator located between main tracks, 2000 feet east of spring switch, displaying following indications:

1. YELLOW, prepare to stop at spring switch, Rule 301A.
2. GREEN, Proceed, Rule 301B.

Tinkertown Crossing

East end of single track, (M.P. 78.2), Set for straightaway movement single track to track 2.

Stroudsburg

West end of single track, (M.P. 81.0), Set for straightaway movement single track to track 1.

152. **Railroad Crossings Protected by Interlocking.**
(Rules 98-98 (a))

(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 cabin, 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 cabin, 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) **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.
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.

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

153. **Railroad Crossings Protected by Other Signals.**

(Rules 98-98 (a))

(a) Susquehanna crossing (Trainmen operate)—N. Y. S. & W. R. R.
(b) Nazareth (Penn-Dixie No. 4) (Trainmen operate)—L. & N. E R. R.
(c) Bath Junction (Penn-Dixie No. 6) (Trainmen operate)—L. & N. E. R. R.

SPECIAL PROTECTION OF HIGHWAY CROSSINGS

(Rules 795, 795 (a)-(b)-(c)-(d))

154. (a) Automatic Gates and Automatic Flashers

At the following highway grade crossings automatic flashing light signals with automatic short arm crossing gates or automatic flashing light signals only are in service and protect train movements on main tracks in both directions. "Z" boxes are located at each crossing except as shown. Where reference is made to "flashing lunar white light or lights" it refers to such light or lights mounted on the mast of automatic gates; and, when flashing, indicates gate arms are in the DOWN position.

Main Line:

Delaware Water Gap:

Tinkertown Crossing. 1.10 miles west of station at M. P. 78.25.

Port Morris to Slateford Junction via Washington Line and Sussex Branch:

Netcong:

Main Street. 200 feet east of station at M.P. 47.96.

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

Westward trains terminating at Netcong Station must stop clear or west of "End of Highway Circuit" sign located 100 feet west of crossing before making reverse or eastward movement over the crossing, and must observe the flashing lunar white light.

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

Hackettstown:

High Street. 2,400 feet east of Station at M.P. 56.31.

Eastward train movements must use not less than 30 seconds (approximately 37 mph) between Main Street (east of passenger station) and crossing—1,650 feet to permit sufficient time for gates to operate properly.

Main Street. 600 feet east of Station at M.P. 56.65.

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

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

WESTWARD trains terminating at Hackettstown Station must stop clear or west of "End of Highway Circuit" sign located 300 feet west of crossing before making reverse or eastward movement over crossing, and must observe the flashing lunar white light and know that gates are in the DOWN position before passing over crossing.

Portland:

Station Crossing. 100 feet west of station at M.P. 82.61
No "Z" Box.

Trains approaching this Crossing from either direction must not exceed speed of 10 miles per hour from "End of Highway Circuit" signs (located 440 feet east and west of crossing) to crossing.

Netcong:

Furnace Street. 720 feet west of Station at M.P. 48.12.
No "Z" Box.

Westward trains making station stop remain east of "Flasher Clearance" sign until ready to proceed. Trains switching or delayed within flasher circuit must strictly observe Rule 795(a).

Cranberry Lake:

Rose Crossing. 1,100 feet west of Station at M.P. 53.04.
No "Z" Box.

The flashing light signals do not afford proper highway protection when a train is approaching the crossing on the siding or may not afford proper highway protection when there is a combination of one train entering and proceeding on siding as another train approaches on main track. Under the circumstances Rule 795(a) must be strictly observed.

Newton:

Highway Crossing. West of Station at M.P. 60.04.
No "Z" Box.

Eastward trains approaching this crossing on other than a "clear" automatic block signal must stop before going over crossing.

Phillipsburg Branch:

Phillipsburg:

Roseberry Avenue. 1½ miles east of Freight House at M.P. 78.75.

Trains on Main track must approach at reduced speed prepared to stop if flashing lights are not working properly or if road crossing is occupied.

Eastward trains leaving High Line Yard must stop at "STOP" sign located just west of crossing and know that crossing flasher signals are working properly before passing over crossing.

Gladstone Branch:

Berkeley Heights:

Plainfield Road. Station crossing at M.P. 25.71.

Westward trains consuming more than two minutes between "End of Highway Circuit" signs located at M.P. 25.2 and M.P. 25.6 must use not less than 35 seconds (approximately 10 mph) between M.P. 25.6 and the crossing and observe the flashing lunar white light before passing over the crossing.

Eastward trains must observe the flashing lunar white light before passing over the crossing.

Stirling:

Main Street. 400 feet west of Station at M.P. 28.58.

All trains moving towards crossing on siding must stop and know that gates are in DOWN position before passing over the crossing.

Millington:

Highway crossings (two crossings). East and west of Station at M.P. 30.08 and 30.16. No "Z" Boxes.

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

Note: When switching is being performed at Millington either before or after these hours (9:00 A.M. to 2:30 P.M.) strictly observe Rule 795(a).

Far Hills:

Mine Brook Road. Station crossing at M.P. 38.90.

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

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

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

Paterson Spur:

No "Z" Boxes.

Main Street
Straight Street
Washington Street
Plum and Peach Streets Intersection
21st Avenue
Taylor Street

"STOP" signs at both sides of each crossing. Strictly observe Rule 795(a).

Jersey City:

Jersey Avenue Crossing at M.P. 0.84.

All train movements over crossing must stop at "STOP" signs located 10 feet from highway, wait 20 seconds and proceed over crossing when lunar white lights are flashing and traffic is clear of crossing.

154. (b) Reduction in Speed at Highway Grade Crossings

All trains must approach at reduced speed the following grade crossings which are protected by crossing signals and be prepared to stop if flashing lights or bell are not working properly or if road crossing is occupied.

Between Washington and Portland:

	At M.P.	*Street or Road*
Oxford Furnace	71.00	Station Crossing
Buttzville	74.34	Station Crossing
Bridgeville	75.50	Station Crossing
Delaware	79.84	Station Crossing

Phillipsburg Branch:

Stewartsville	75.60	Station Crossing
Washington	67.17	Broad Street
Washington	67.23	Lincoln Avenue*

* At Lincoln Avenue train crews when switching at east end of Porcelain Company's switch must protect crossing as flasher light signals do not operate under such conditions.

154. (c) A train should not be allowed to stand on a crossing protected with automatic flasher light signals without the full protection of such automatic equipment.

ON SINGLE TRACK: The "cut section" generally is on but one side of the crossing and care should be used to see that signals are operating if the train is stopped on crossing in making station stops or otherwise. Special attention should be given this matter at Murray Hill, Gillette, Millington, Basking Ridge and Mine Brook.

154. (D) Manual Controlled Flashing Light Highway Signals.

Kenvil:

Federal Highway #46.

"Z" boxes located on each side of crossing. Train crews must follow instructions as posted in "Z" boxes.

Oxford Furnace:

State Highway Crossing, Allan Wood Steel Company track. "Z" boxes located on each side of crossing. Train crews must follow instructions as posted in "Z" boxes.

154. (E) Movements over the following Highway Crossings MUST Be Protected By Train Crew.

Kingsland:

Valley Brook Avenue
New Jersey Avenue
Orient Way
Kingsland Shop Crossing
Track serving Frasse Company at Orient Way and Lewandowski Street
Track Serving Economics Company at Schuyler Avenue.

Little Falls:

Lackawanna Avenue on "Water Track"
Federal Highway #46 on "Water Track"
River View Drive on "Water Track"

Washington:

Railroad Avenue

Branchville:

Highway Crossing just east of Station.

Chester Junction:

Lower Berkshire Valley Crossing

Succasunna:

Main Street, east of station
Highway #10, west of station

155. Yard Limits—Rules 93, 93(a), 93(b).

(a) Yard Limits are located as follows:

Gladstone
Harrison Branch
Kingsland—(Harrison Branch north of Kingsland Junction, yard tracks and Harrison Branch Extension to Hackensack Draw)
Chester Branch
Port Morris—Netcong
Branchville
Washington
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 Harrison Branch Extension can be made only on authority of towerman at West End Tower. Towerman must not authorize the movement of more than one train or engine at a time on Harrison Branch or Harrison Branch Extension.

2. Crews authorized to operate over Harrison Branch or Harrison Branch Extension must report to Towerman at West End Tower when clear of Harrison Branch or Harrison Branch Extension.

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

156. Yard Running Tracks

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

Secaucus—West End:

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.

Secaucus—East Yard:

No. 1 assigned eastward West Secaucus to County Road. Hand throw switches at west end of yard leading from Track No. 1 to yard tracks, must be left *lined and locked* for straight-away movement on Track No. 1.

Harrison:

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.

157. 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 877 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) Port Morris.

Along track No. 1 reading "50-75-100" indicate car lengths from wye switch.

(f) Greendell.

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).

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

EXCEPTION:

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

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

158(a). 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.

159. Employees are prohibited from climbing (or riding) on top of moving box cars, engines, or other high equipment in the vicinity of overhead structures over the main tracks at Passaic freight yard and in the vicinity of the highway bridge over the Washington Line at MP 63.21 west of Port Murray. Employees are also prohibited from climbing (or riding) on top of moving box cars, engines or other high equipment in the vicinity of overhead structures over all main tracks and sidings between Port Morris and Slateford Junction on the New Jersey Cut-Off.

160. 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, overhead wire lines less than 27 feet above top of rail and cable lines less than 25 feet above top of rail:

HOBOKEN-DOVER (Via Morristown)

Location	Description	Track Nos.
Entire 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 depressed tracks between High Street and 15th St. Roseville	All Tracks
Roseville Ave.—		
Station	Platform canopy	Tracks #2 & #3
Grove Street—		
.28 mile east of M.P. 10	Maple Ave. Bridge	All Tracks
Orange—		
.40 mile east of M.P. 12	Scotland Road Bridge	All Tracks
Mountain Station—		
.08 mile west of M.P. 13	Montrose Ave. Bridge	All Tracks
Maplewood—		
Station	Platform canopy	All Tracks
Millburn—		
.38 mile west of M.P. 16	Wyoming Ave. Bridge	All Tracks
Summit—		
From .03 mile west of M.P. 20 to .49 mile east of M.P. 21	All bridges over depressed tracks	All Tracks
.20 mile east of M.P. 21	High St. Bridge	All Tracks

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—		
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
Lyndhurst—		
Delawanna—		
Passaic—		
.47 mile west of M.P. 11	Foot Bridge	All Tracks
Athenia—		
.45 mile east of M.P. 13	Overhead cable	Side Track
.70 mile west of M.P. 14	Overhead wires	2-1-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—		
Mountain View—		
.42 mile east of M.P. 21	Highway Bridge—West of Mountain View	1-2

THINK

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	1-2
Towaco—		
Montville—		
.24 mile east of M.P. 29	Highway Bridge—East of Boonton station	1-2
Boonton—		
.33 mile west of M.P. 29	Main St. Bridge—Boonton	1-2-Yard Lead
.40 mile east of M.P. 30	Bridge in Boonton Freight Yard	Yard Track
Mountain Lakes—		
250 feet west of M.P. 33	Overhead wires and cables	3-1-2

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		
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.—		
.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
.24 mile west of M.P. 52	Highway Bridge	1-2
Greendell—		
.37 mile east of M.P. 58	Highway Bridge	1-2
Johnsonburg—		
.19 mile west of M.P. 62	Highway Bridge	1-2
.24 mile west of M.P. 63	Highway Bridge	1-2
.28 mile west of M.P. 64	Highway Bridge	1-2
Blairstown—		
.21 mile west of M.P. 72	Highway Bridge	1-2
.10 mile west of M.P. 74	Highway Bridge	All Tracks
Slateford Jct.—		
.29 miles west of M.P. 81	Highway Bridge	1-2-Side Track
Stroudsburg—		

PORT MORRIS-WASHINGTON

Location	Description	Track Nos.
Port Morris Jct.—		
Netcong—		
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 west of M.P. 62	Highway Bridge	Main Track
Port Murray—		
.21 mile west of M.P. 63	Highway Bridge	Main Track
.39 mile east of M.P. 65	Highway Bridge	Main Track
.18 mile east of M.P. 66	Highway Bridge	Main Track
Washington—		

WASHINGTON-SLATEFORD JCT.

Washington—		
.27 mile west of station	Overhead wires	Main Track & Side Track
.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
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—		
Stewartsville—		
.29 mile east of M.P. 76	Highway Bridge	Main Track
.42 mile west of M.P. 79	Foot Bridge, Wilson Ave.	Side Track
.23 mile west of M.P. 80	Main St. Bridge—Phillipsburg	Main Track
Phillipsburg—		

THINK

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
Watsessing— From .46 mile east of M.P. 11 to .04 mile east of M.P. 11	All overhead bridges	All Tracks
Glen Ridge— .19 mile west of M.P. 12	Bridge at Glen Ridge	All Tracks
Montclair— .32 mile east of M.P. 13 (3 bridges at Montclair)	Bloomfield Ave. Bridge	All Tracks
.12 mile east of M.P. 13 (3 bridges at Montclair)	Pine St. Foot Bridge	All Tracks
.05 mile west of M.P. 13 (3 bridges at Montclair)	Grove St. Bridge	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— .03 mile west of M.P. 53	Overhead wires	Main Track
.12 mile west of M.P. 55—300 feet east of Andover Station	Overhead wires	Main Track
Andover— .20 mile west of M.P. 55—250 feet west of Andover Station	Overhead wires	Main Track & Side Track
Newton— At station	Overhead cable	Main Track
.36 mile west of M.P. 63	Overhead wires	Main Track
Lafayette— .20 mile east of M.P. 65—450 feet west of Lafayette Station	Overhead wires	Side Track

PATERSON SPUR

Location	Description	Track Nos.
Paterson Jct.	Two bridges between Paterson Jct. and Getty Ave. Yard	Yard Lead

PORTLAND—BATH JCT. (See Note Below)

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—Hercules Cement Co.	Bulk cement pipe	Bulk Cement Track
.45 mile west of M.P. 106—Nazareth Cement Co.	Structures over tracks	10-11-12
.36 mile east of M.P. 107	Highway—S. Broad St.	Main & Side Track
Nazareth— .20mile west of M.P. 107—Lone Star Cement Co.	Structures	Mill Track No. 1
.30mile 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—.33mi. west of Martins Creek	Rock conveyor	Track—Alpha Cement Co. Mill

Bangor—Steel structure supporting sand tower adjacent to ash pit track at engine house will not clear man on side of car or engine nor side clear-vision wind shield of diesel locomotive.

Train and engine crews must use every precaution when working on this track to prevent personal injury.

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—

LOCATIONS	HT-2 51-53	401-455	461-491	501-560	601-662	801-820	850-859	901-955	956-970	Permissible Max. Gross Weight of Car and Lading
Main Line Main Tracks and Sidings*:										
Hoboken to Denville via Newark	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hoboken to Stroudsburg via Cut-Off	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Upper Hackensack Drawbridge	A	A	A	A	A	A	A	A	A	.....
Lyndhurst Drawbridge	E	E	E	E	E	E	E	E	E	.....
Branch Line Main Tracks and Sidings*:										
Harrison to Kingsland	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Roseville Avenue to Montclair	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Summit to Far Hills	.....	.....	.....	.....	.....	.....	No	.....	.....	210,000
Far Hills to Gladstone:										
Bridge #40.21, 1.75 mi. west of Far Hills	C	C	C	C	C	C	No	C	C	210,000
Chester Jct. to Succasunna	.....	.....	.....	.....	.....	.....	No	.....	.....	210,000
Port Morris to Slateford Jct. via Washington	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Netcong to Branchville	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Washington to Hampton	.....	.....	No	No	No	No	No	.....	No	210,000
Bridge #68.93 over Musconetcong River	B	B	No	No	No	No	No	B	No	210,000
Washington to Phillipsburg	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Portland to Bath	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Martin's Creek Jct. to Martins Creek, N. J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bridge #96.50 opposite Cement Plant at M. Creek	D	D	D	D	D	D	D	D	D	210,000
Side Tracks*:										
Boonton: Bridge on Spur to Boonton Iron Works	B	B	No	No	No	No	No	B	B	210,000
Bangor: Company Coal Trestle	.....	.....	No	No	No	No	No	.....	.....	210,000
Bridge #89.66 on Wise's Switch	No	No	No	No	No	No	No	No	No	210,000
Nazareth: Town Coal Dump	.....	.....	No	No	No	No	No	.....	.....	210,000
Penn Dixie Cement Mill Coal Dump #4	.....	.....	No	No	No	No	No	.....	.....	210,000

Where restrictions apply, the symbols refer to the notes below:
*=Refers to "sidings" and "side tracks" as defined in Book of Rules.
No=Equipment NOT permitted.
A=Equipment permitted. Engines must not brake or start on this bridge except under emergency conditions. Speed restricted to 30 mph.
B=Equipment permitted. Engines must not be doubleheaded; loaded cars of maximum capacity must not be coupled together or handled next to engine. Speed restricted to 5 mph.
C=Equipment permitted. Engines must not be doubleheaded. Speed restricted to 15 mph.
D=Equipment permitted. Speed restricted to 10 mph.
E=Equipment permitted. Engines must not brake or start on this bridge except under emergency conditions. Speed restricted to 35 mph.

RULES GOVERNING MOVEMENT OF TRAINS THROUGH TUNNELS

Bergen Tunnel

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

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

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

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

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

(f) 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 on either leg of Wye at Portland. When portion of train is left on east leg of Wye to facilitate switching, a full service brake pipe reduction must be made, and in addition sufficient hand brakes applied on cars in that portion of train left on grade commencing at bottom of grade.

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

167. 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.

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.

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 Rules 93, 93 (a), 93 (b).

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.

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

177. Staff stations are located at Martins Creek Junction and Bangor 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. (a) 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.

(b) Train Dispatcher will not issue train order annulling staff system until the electric lever in Train Dispatcher's office has been placed in locked position.

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 Dispatcher's Office, Bangor. Conductors, and engineers of helper engines, will sign this register book, showing time of their release.

Special Protection of Highway Crossings—Bangor and Portland Branch.

(Rules 795, 795 (a)-(b)-(c)-(d))

186. (A) At the following grade crossings automatic flashing light signals are in service and protect train movements on main tracks *only* in both directions.

Nazareth:

Main Street. Station Crossing at M.P. 106.76.

Watchman on duty 2:00 P.M. to 10:00 P.M. daily. Trains must not exceed a speed of 10 miles per hour from "End of Highway Circuit" sign to crossing in either direction.

Train crews when moving over crossing on side track must protect crossing as flasher light signals do not operate under such conditions.

Bangor:

South Main Street. 300 feet west of Dispatcher's Office at M.P. 89.70.

Trains must not exceed speed of 10 miles per hour from "End of Highway Circuit" sign to crossing in either direction.

186. (B) Crossings Protected by Watchman.

Bangor:

Washington Street. Crossing east of Dispatcher's Office at M.P. 89.61.

Watchman on duty 7:00 A.M. to 1:00 A.M. daily except Sundays and Holidays. When no watchman on duty, train crews must protect crossing.

ELECTRIC OPERATION ELECTRIC ZONE

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

190 (a) In M. U. service, the display of white classification lights in addition to white flags, as shown in Figure 6, Rule 21, is not required. In this service extra passenger trains operating at night will display white flags, and in addition lighted identification numbers on the side, as the case may be, to indicate the point to which extra train is being operated.

(b) M. U. trains will display headlight when running by day as well as at night. This requirement will be met under good weather conditions by having the headlight on "dim."

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

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

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

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

The head end flagging equipment is to be carried in the motorman's compartment.

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

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

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

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

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

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

197. In coupling up M. U. equipment enginemen must in all cases after coupling, reverse their controller so as to stretch unit or units coupled to in order to insure that the coupling has been properly made. This must be done before jumpers are connected to the units being coupled to. (Rule 116)

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

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. Employes (excepting qualified electric service employes in the discharge of their duties) are prohibited from going on top of box cars, locomotives, tenders or other high equipment, while on tracks electrified with high voltage overhead wires, or while movements are being made to such tracks from sidings, yards, or other tracks which are not electrified. See Local Instructions 158.

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

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

Handling Work Near Overhead Wires

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

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

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

Locomotive Operation

205. The master controller handle must in no case be blocked, fastened or otherwise tampered with in such a manner as to prevent the spring tension returning it to the "Emergency Position" if the engineman's hand is removed.

206. When necessary for engineman to leave his compartment due to trouble while on the road, the brake valve and reverser handles must be removed and kept in his possession.

207. If emergency feature of Master Controller on M. U. car is inoperative and car cannot be cut out, employe must be assigned to ride with engineman.

208. Multiple Unit trains must not assist in starting diesel passenger trains except that the multiple unit train may move against the rear of diesel train, make a full service application of brakes, and hold rear end of diesel train while slack is taken by engine. Power must not be applied to multiple unit train to assist in taking slack or in moving the train. The cutting lever at head end of multiple unit train must be raised so that diesel train can move away if engine is able to start train. Multiple unit trains must render no assistance whatever in starting freight trains.

Use of Derricks or Cranes

209. When derricks or cranes are used in electrified territory the foreman in charge of the equipment must take special care to safeguard the workmen and himself from the electrified overhead wires. The operation of the equipment must be conducted under the personal supervision of the foreman, and he must not allow any portion of the equipment or material to come within six (6) feet of any of the overhead wires. He must not allow any unqualified employe to work within six (6) feet of any of the overhead wires.

Whenever the work cannot be handled in the manner above outlined the foreman must request the services of a qualified employe.

Fires Within Electrified Territory

210. When fire occurs near high voltage overhead wires or when fire apparatus is tested within the electrified zone, special nozzles with grounding jumpers securely attached should be used, unless it is known that power has been removed and the wires grounded. The other end of the grounding 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 exercized in handling the fire hose to prevent streams striking the overhead wires until it is known that power has been removed and the wires grounded.

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

Conditions Affecting Power System to be Reported to Superintendent

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

Employes must report to the Superintendent any attachments of the overhead wire system which are out of place and state whether or not they are in such position that they can foul the pantograph of an electric car or locomotive, or any part of a diesel locomotive. In describing such conditions, the proper names of the parts involved should be used.

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

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

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

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

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

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.

THINK

TELEPHONES LOCATED AT OTHER THAN REGULAR STATIONS

L-Di—Athenia, east of station.
L-Di—Athenia, east of station, opposite crossovers (Westward side).
L-Di—Athenia Magor Car Switch.
L-Di—Athenia—west of station opposite steel plant.
Di —Augusta, switch cabin.
Di —Basking Ridge, east and west end of siding, location.
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, set out switch.
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, east of station.
Di —Branchville, at station.
L —Brick Church, signal locations.
Di —Broadway, opposite station location.
Di-E—Bridgeville, east 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-Di—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 of 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.
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.
Di —Greendel train order signal 1000 feet west of station.
L-E —Hackensack Bridge, lower.
L —Hackensack Bridge, lower, signal locations.
L-Di-E—Hackensack Bridge, upper.
L-Di—Hackensack Bridge, upper, ¼ mile west of Bridge.
Di-E—Hackettstown Freight House
Di-E—Hackettstown, east and west end of siding.
Di —Hainesburg, Crossover.
L —Harrison, station platform and all signal locations.
L —Harrison, east end yard.
L —Harrison, east of Yard Office.
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.
L —Hoboken, NYC Interchange.
Di —Hopatcong, one mile east of station.
Di —Johnsonburg, crossovers.
L —Kearny Jct., all signal locations.
L —Kearney Jct. Interchange.
L-Di—Kingsland, car shop entrance
L-Di—Kingsland, crossovers.
L-Di—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-E—Lyndhurst Draw.
L-Di—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, PRR connection.
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-Di—Montclair, east end yard.
Di-L—Montclair, east of Bloomfield Ave.
Di-E—Montclair Baggage Room.
Di —Montville, Signal Bridge 270.
L-Di—Montville, ¼ mile east of station at electric lock switch.
L-Di—Montville, Fulton St. at electric lock switch.
L-Di—Montville, at Signal 285.
Di —Morris Plains Crossovers.
L-Di—Morristown, electric lock locations.
L-Di—Mount Arlington, east end of tracks 3 and 4.
Di —Mountain View, east of sta.

TELEPHONES LOCATED AT OTHER THAN REGULAR STATIONS-Con.

L-Di—Mountain View, signal east of tower.
Di —Murray Hill, east and west end of siding.
L-E —Newark Drawbridge.
L —Newark Drawbridge, Lower level.
L —Newark, east end of station platform and Orange St. yard.
L —Newark, Public Service crossing ¾ 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 yard.
Di-E—Oxford Furnace, east end of yard.
Di-E—Oxford Tunnel, west end.
Di-E—Oxford Tunnel, east end.
L-Di —Passaic, signal locations.
L-Di—Paterson, Signal 132
Di —Paterson Coal Pockets.
Di —Paterson High Bridge, West end.
L-Di—Paterson Jct., Westward Home Signal.
L-Di—Paterson Jct., Eastward Home Signal.
L-Di—Paterson Jct., Yard.
Di —Peapack, west end station.
L —Phillipsburg, new yard.
L-Di—Phillipsburg, Ingersol Rand.
L —Pompton Bridge, east & west.
Di-E—Portland west end of yard.
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 Morris, Sussex Jct.
Di-E—Port Murray, opposite sta.
Di-E—Rockport.
L —Roseville Ave., signal locations.
Di —Roseville Tunnel, Crossover.
Di —Roseville Tunnel, cabin, west end.
L —Sanfords Crossing, signal locations.
L-Di —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 Extension.
L-Di—¼ 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.
L-Di—South Orange, signal locations.
Di —Stewartsville Station location.
Di —Stirling, east and west end of siding.
Di —Stone Quarry, Sussex Branch.
Di-L—Stroudsburg, freight crossover.
L-Di—Stroudsburg, eastward home signal M. P. 81.0.
Di-E—Stroudsburg, east of Forge Cut.
L-Di—Sussex Branch Jct., signal F-473
Di —Sussex Branch Jct., signal O-471.
L —Summit, signal locations.
Di —Summit, P & D Jct.
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, 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.
L-Di—Water Gap, westward home signal M. P. 78.1.
Di-E—Water Gap, crossovers.
Di-E—Waterloo, east end eastward siding location.
Di —Watsessing Ave., east of.
L —West End, all signal locations.
Di —West Paterson.
L-Di—West Secaucus, Westward Home Signal.
L-Di—West Secaucus, Eastward Home Signal.
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 Bldg.
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.

TELEPHONES LOCATED AT OTHER THAN REGULAR STATIONS-Con.

Di —Hercules Junction.
Di-E—Hill Yard, cabin.
Di —Martins Creek Junction, sta.
E —Martins Creek.
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, West end of yard.
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

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″

LOCATION OF REPLACERS ON THE M&E DIVISION

West End
Harrison Yard Office
Montclair
South Orange Tower
Stirling
Gladstone
Paterson Jct.
Lincoln Park
Denville
Dover
Newton
Johnsonburg
Blairstown, hot box spur
Washington
Phillipsburg
Bangor
Nazareth
Slateford Jct.
Hackettstown

THINK

SCRANTON DIVISION

LOCAL INSTRUCTIONS

Miscellaneous

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 switchtender, 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.

304. Exception to General Instruction 13 (b).

On west trains from Analomink, Scranton or Taylor and east trains from Kingston, Taylor, Hampton or Scranton when pushing on cabooses of series 600-700-800 to 849, inclusive, crew should ride diesel helper.

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

306. Westward extra trains will call on phone before entering siding at Alford.

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

308. (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.

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).

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) Stop signs have been placed at the west end of UP and DOWN tracks (apex of Taylor Wye), Taylor Tank. All crews must stop and call Taylor station for instructions as to use of either track before proceeding.

(c) Rule 99 applies to Keyser Valley Branch main tracks.

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 crews 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) Single track movement for westward trains between Signal V-1357 and east end of double track are governed by Operating Rule 509 (h).

(d) Single track movements between Signals V-1362 and V-1357 are governed by Operating Rule 509 (h). 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.

(e) All Eastward trains must stop short of or pull to clear the spring switch when adding pushers or caboose.

(f) Telephone connection with Taylor crossovers is located in booth at east end of double track.

(g) Telephone connected with Scranton is located in booth between signal indicator at Dodge's Crossovers. Telephone between Dodge's crossovers and Taylor crossovers is in shanty.

(h) 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.

317. Extra trains may run ahead of second class trains.

Syracuse Branch

318. 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 train dispatcher at Binghamton.

HANDLING FREIGHT TRAINS ON HEAVY GRADES

(See General Instructions 21-33)

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.

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. 23.

Road and yard crew members will co-ordinate their efforts fully to insure safety and minimize delay.

RETAINERS—DIESEL POWER WITH DYNAMIC BRAKE OPERATING ON ALL UNITS.

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

	4 Units	3 Units or 2 Units 850 Class	2 Units
331. (a) Trains may be handled at 25 m.p.h. without retainers when tonnage is less than.....	4,800	4,000	3,500
Turn up retainers on 2nd to 16th head cars consecutively when tonnage is over and speed 25 m.p.h.....	4,800	4,000	3,500
Solid trains of heavy commodities turn up retainers on all cars in train except on the first car and the last six when tonnage is over and speed 18 m.p.h.....	4,800	4,000	3,500

Eastward Trains Pocono Summit to Analomink

	4 Units	3 Units or 2 Units 850 Class	2 Units
(b) Trains with less than 30 cars of coal or other heavy commodities and less than 100 cars in train will be operated at 25 m.p.h. and without retainers where tonnage is.....	Under 4,300 tons	Under 3,500 tons	Under 3,000 tons
Trains with less than 35 cars of coal or other heavy commodities and less than 100 cars in train will be operated at 25 m.p.h. and with retainers turned up on 2nd to 26th head cars consecutively, then alternately on next 20 cars (10 retainers) where tonnage is.....	Over 4,300 tons	Over 3,500 tons	Over 3,000 tons
Freight trains with more than 100 cars but less than 35 cars of coal or heavy commodities will be operated at 25 m.p.h. with all retainers turned up in forward half of train, except on first car, and alternate retainers on balance of train where tonnage is.....	Over 4,300 tons	Over 3,500 tons	Over 3,000 tons
Solid trains of heavy commodities or mixed trains with 35 or more cars of coal or 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 4,300 tons	Over 3,500 tons	Over 3,000 tons

Westward Trains Lehigh to Scranton

	4 Units	3 Units or 2 Units 850 Class	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 the 2nd to 16th head cars consecutively when tonnage is over.....	4,300	3,500	3,000
Solids trains of heavy commodities (18 m.p.h.) will stop at Throops Tank and turn up retainers on all cars in train, except on the first car and last 6 cars when tonnage is over.....	4,300	3,500	3,000
Trains consisting of more than 75 empties will stop at Throops Tank and turn up retainers on 2nd to 16th head cars consecutively regardless of tonnage or class of Diesel locomotives.			

RETAINERS—DIESEL POWER WITHOUT DYNAMIC BRAKE OR DIESEL POWER WITHOUT DYNAMIC BRAKE OPERATING ON 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.

Heavy commodity trains with 18 M.P.H. speed limit, turn up retainers on each car, except the first and four rear cars.

Trains consisting of more than 75 empty cars, turn up retainers on 2nd to 16th head cars.

(b) 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) POCONO SUMMIT TO ANALOMINK: 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

(d) 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 mainfest 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.)

(e) 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.)

(f) 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.

Notes: (Referring to Instructions 331 and 332)

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

Symbol Trains include BH-2, BH-4, BH-8, BH-12, #20, NE-2, NE-4, NE-6, BS-2, SB-3, HB-1, HB-3, 2/HB-3, HB-5, HB-7 and HB-9 when these trains have less than 15 cars of heavy commodities. Also includes extra trains of loads handling primarily freight with less than 15 cars of heavy commodities and with tonnage not exceeding 3,400 tons.

OPERATION OF THREE OR MORE TRACKS

333. (a) No. 1 track, westward
No. 3 track, westward
Stroudsburg to Analomink
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
Elmhurst to Tobyhanna
Gravel Place 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 39)

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 and 4	30
Passenger Trains when handled by 810-820 class engines:	
Between Stroudsburg and Hallstead	70
Between Hallstead and Johnson City	80
(a) When handled by 601-606, 611, 631-636, 655-660, 661B, 662B, 801-805, 850-859 and 901 to 970 class engines	65
(b) When handled by 621, 651-654, 661A and 662A class engines	48
Exceptions:	
(1) Train #44 and Train #46 between Pocono Summit and Analomink	50
(2) Lehigh to Moscow (use not less than 6 mins.)	60
Moscow to Nay Aug (use not less than 9 mins.)	50
Nay Aug to Scranton (use not less than 11 mins.).	40

	Miles Per Hour
Freight Trains:	
Pocono Summit to Analomink	25
Solid trains of coal or heavy commodities or mixed trains with 35 or more cars of coal or heavy commodities	18
Lehigh to Nay Aug	40
Trains with heavy commodities	30
Nay Aug to Scranton	25
Heavy commodity trains	18
Clarks Summit to Scranton	25
Heavy commodity trains	18

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

THINK

Location	Mile Post From	Mile Post To	Speed Restricted to Miles Per Hour
Stroudsburg—			
Westward trains entering Track 3 east of station	.....	.....	20
Passenger station	.....	.....	40 Track 1 30 Track 2
1st curve west of	82.0	82.1	40 Tracks 1-2
2nd curve west of	82.2	82.3	40 Track 1 45 Track 2
Milford Crossing curve	82.4	82.5	45 Track 1 60 Track 2
Gravel Place—			
From Track 2 to Track 4 (Clear Medium)	.....	.....	30
Analomink—			
From Track 3 to Track 1 (Clear Medium)	.....	.....	20
Analomink curve	85.8	86.1	55 Tracks 1-2
2nd curve west of	86.3	86.9	55 Track 1 60 Track 2
High Bridge—Curve	87.2	87.5	55 Track 1 60 Track 2
2nd curve west of	87.5	87.6	55 Track 1 60 Track 2
3rd curve west of	87.9	88.0	55 Track 1 60 Track 2
4th curve west of	88.5	88.7	50 Track 1 60 Track 2
5th curve west of	88.9	89.0	50 Track 1 55 Track 2
Henryville—			
Curve at station	89.0	89.3	50 Track 1 55 Track 2
1st curve west of	89.3	89.5	50 Track 1 55 Track 2
2nd curve west of	89.7	89.8	50 Tracks 1-2
3rd curve west of	90.3	90.4	50 Track 1 60 Track 2
West Henryville—			
1st curve west of	91.4	91.6	50
2nd curve west of	91.7	91.9	45
3rd curve west of	92.0	92.3	45 Track 1 50 Track 2
4th curve west of	92.5	93.0	45 Track 1 50 Track 2
5th curve west of	93.1	93.6	45
6th curve west of	93.9	94.1	45
Cresco—			
Curve at station	94.2	94.7	35 Track 1 40 Track 2
1st curve west of	96.8	96.9	45 Track 1 55 Track 2
2nd curve west of	97.2	97.4	45 Track 1 50 Track 2
Devils Hole curve	97.4	97.6	45 Track 1 50 Track 2
1st curve west of	97.8	98.2	45 Track 1 50 Track 2
2nd curve west of	98.2	98.5	45
Paradise Cut curve	98.7	99.1	35
1st curve west of	99.1	99.2	40
2nd curve west of	99.2	99.3	40 Track 1 45 Track 2
3rd curve west of	99.4	99.7	45
4th curve west of	99.8	100.0	45
5th curve west of	100.0	100.2	45 Track 1 50 Track 2

Location	Mile Post From	Mile Post To	Speed Restricted to Miles Per Hour
Mt. Pocono			
Track 1 to Track 3 (Clear Medium)	.....	.....	30
1st curve west of	100.4	100.6	45 Track 1 50 Track 2
Mammy Heaters curve	101.8	102.2	45 Track 1 50 Track 2
Pocono Summit—			
From Track 3 to Track 1 (Clear Medium)	.....	.....	30
Steam Shovel curve	106.4	106.7	60 Track 1 65 Track 2
Tobyhanna—			
Track 4 to Track 2 (Clear Medium)	.....	.....	25
Cross Keys curve	108.8	109.1	60
Lehigh Summit—			
Lehigh Cut curve	114.7	115.3	55 Track 2
2nd curve west of	115.9	116.3	50 Track 2
3rd curve west of	116.8	117.2	50 Track 2
4th curve west of	118.6	118.7	50 Track 2
5th curve west of	119.3	119.4	50 Track 2
6th curve west of	119.6	119.9	50 Track 2
7th curve west of	120.1	120.3	55 Track 1 50 Track 2
Moscow—			
Curve at station	120.4	120.6	50 Track 2
1st curve west of	121.0	121.1	50 Track 2
2nd curve west of	121.6	121.7	50 Track 2
3rd curve west of	121.9	122.1	50 Track 2
Gardners Cut curve	122.2	122.3	50 Track 2
1st curve west of	122.5	122.7	50 Track 2
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

Location	Mile Post From	Mile Post To	Speed Restricted to Miles Per Hour
Nay Aug Tunnel—			
First class trains and passenger extras	.....	.....	30
Other trains	.....	.....	20
Curve west Portal	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
Diamond Branch—			
Bridge over Lackawanna River	.....	.....	20
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—			
Track 4 to Track 2 (Clear Medium)	.....	.....	20
2nd curve west of	142.2	142.5	65 Track 2
Glenburn—			
1st curve west of	143.3	143.6	65 Track 2
Dalton—			
Track 2 to Track 4 (Clear Medium)	.....	.....	20
1st curve west of	144.7	145.2	65 Track 2
2nd curve west of	146.7	147.0	65 Track 2
Factoryville—			
1st curve west of	148.3	148.5	60 Track 2

Location	Mile Post From	Mile Post To	Speed Restricted to Miles Per Hour
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
Nicholson-Foster, Old Line	.....	.....	20
Alford—			
1st curve west of	165.6	165.7	65
2nd curve west of	165.8	166.1	65
3rd curve west of	166.2	166.5	65
4th curve west of	166.9	167.3	65
5th curve west of	167.5	167.8	65
6th curve west of	167.9	168.1	65
New Milford—			
Skinner's Cut curve	174.9	175.1	65 Track 1
Hallstead—			
1st curve west of	177.8	178.2	75 Tracks 1-2
2nd curve west of	178.4	178.7	75 Tracks 1-2
3rd curve west of	179.4	179.8	75 Tracks 1-2
4th curve west of	179.9	180.1	75 Tracks 1-2
5th curve west of	180.3	180.9	75 Tracks 1-2
6th curve west of	181.6	182.2	75 Tracks 1-2
7th curve west of	182.4	182.9	75 Tracks 1-2
Conklin—			
1st curve west of	183.6	183.7	75 Tracks 1-2
2nd curve west of	183.8	184.2	75 Tracks 1-2
Conklin Center—			
Conklin Center curve	185.5	185.7	65
1st curve west of	188.0	189.0	75 Tracks 1-2
2nd curve west of	189.3	189.4	75 Tracks 1-2
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
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
Exceptions—Between Bridge 60 and Scranton St. Crossing	10
Between Taylor and Kingston	25
Hanover and Newport Branch except as otherwise specified	25
KEYSER VALLEY BRANCH	15
Exceptions:	
From east end of Hampton Yard to Taylor Tank	10
Hampton-Dodge's Cut-off	10

BLOOMSBURG BRANCH

Location	Mile Post From	Mile Post To	Speed Restricted to Miles Per Hour
SCRANTON—BRIDGE 60			
West leg Hyde Park Wye to Scranton St. Crossing			10
4th curve west of	135.6	135.9	30
5th curve west of		135.9	30 Track 1
Taylor—			
Curve at station	136.7	137.1	25 Track 1 30 Track 2
Pittston Junction—			
Susquehanna Avenue to West Pittston			15
Kingston—Union Street Crossing	149.7	149.9	10
Division St. Crossing	150.1		15
Main Street crossing			10
9th curve west of	152.8	152.9	40
Plymouth, Ferry St.	153.2	153.5	15
Plymouth station to Flat Road crossing, Track 1			30
Hanover Yard office to Flat Road crossing, Track 2			30
Hanover-Newport Branch Over br. 155.85-156.51, Engines—901 and 951 class			15
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	Miles Per Hour
Passenger Trains:	
Between Binghamton and Apulia	60
Between Apulia and Brighton Ave., Syracuse	50
Between Syracuse and Oswego	45
Between Binghamton and Syracuse—Freight Trains:	
901 to 970 class engines	50
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:	
901 to 970 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 From	Mile Post To	Speed Restricted to Miles Per Hour
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—			
Track #1 to single track (clear medium)			30
4th curve south of station	194.1	194.2	50
Chenango Forks—			
Curve at station	202.7	203.0	25
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 From	Mile Post To	Speed Restricted to Miles Per Hour
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 southbound signal #2698	.....	.....	30
Adams Street crossover to Fayette Street	.....	.....	15
Approaching and passing through Magnolia St. Interlocking	.....	.....	20
Through N. Y. C. Tunnel	.....	.....	20
All movements over bridges 272.17 and 272.62, north of station	.....	.....	15
Salt Land Spur	.....	.....	10
Baldwinsville—			
East Genesee Street crossing	.....	.....	10
North and South 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—	.....	.....	35

UTICA BRANCH	Miles Per Hour
Passenger trains	45
Freight trains with:	
901 to 970 class engines	45
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	35
Exception—If handling more than 15 cars of heavy commodities	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 PER HOUR			
		20	25	30	35
	Miles	Mins.	Mins.	Mins.	Mins.
Paris to Waterville	4.2	13	11	9	8
Paris to Richfield Jct.	3.8	12	10	8	7
Richfield Jct. to Chadwicks	5.7	18	15	12	10

UTICA BRANCH—Continued

Location	Mile Post From	Mile Post To	Speed Restricted to Miles Per Hour
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
Sherburne—			
First curve south of Sherburne station	243.6	243.7	40
Poolville—			
4th curve north of	254.0	254.1	40
5th curve north of	254.2	254.4	40
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 and engines, approaching and passing bridges 280.51, 281.67 and 294.75	.....	.....	20
All trains, Richfield Jct. to Bridgewater	.....	.....	30
Derricks 95915 and 95916, over all bridges	.....	.....	10
Bridgewater—			
Stop sign, 250 ft. south of station, protecting highway crossing U. S. Route 20, all southward trains before proceeding over crossing	.....	.....	Stop
All trains, between highway circuit signs, same crossing	.....	.....	20
Gano's crossing, north of Richfield Springs	.....	.....	Stop

Clearance Stations

335. Passenger trains will not leave Binghamton or Scranton Passenger Stations, 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	Red Bulletin Watch Compari-Registers
Stroudsburg Tower	x	x	x	
Scranton, East End Tower, eastward freight trains			x	
Scranton, Yard Office, westward freight trains	x	x	x	x
Scranton, Passenger Station, all passenger trains	x	x	x	x
Scranton, Dispatchers' Office		x		
Scranton, Conductor's Room	x			
Scranton, Enginehouse	x	x		x
Hampton Yard Office, east end	x			
Taylor Station	x	x	x	x
Kingston, Yard Office	x	x	x	x
Kingston Enginehouse	x	x		x
Hanover Yard			x	
Northumberland, Freight House	x	x	x	x
Northumberland, Enginehouse	x			
Binghamton, Station, all passenger 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, Magnolia Street	x	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.

Designated Points For Train Inspection Under Rule 101 (a).

Station or Tower	*Station or Tower*	*Station or Tower*
Stroudsburg	Clarks Summit	Cortland
Cresco	Dalton	Apulia
Mount Pocono	Foster	Jamesville
Tobyhanna	New Milford	Norwich
Gouldsboro	Plymouth Junction	Waterville
Moscow	Berwick	Chadwicks
Cayuga	Bloomsburg	Utica
	Whitney Point	

Train Order Offices Not Open Twenty-four Hours Daily

Station	*Monday to Friday*	*Saturdays, Sundays and Holidays*
MAIN LINE		
Mt. Pocono	9:30 A.M.- 1:30 P.M. 2:30 P.M.- 6:30 P.M.	Closed
Pocono Summit	8:00 A.M.-12:00 N 1:00 P.M.- 5:00 P.M.	Closed
Gouldsboro	7:00 A.M.-12:00 N 1:00 P.M.- 4:00 P.M.	Closed
Moscow	7:00 A.M.-10:00 A.M. 11:00 A.M.- 4:00 P.M.	Closed
Cayuga Tower	10:00 P.M.- 2:00 P.M.	10:00 P.M.- 2:00 P.M.
Dalton	7:00 A.M.-11:15 A.M. 12:15 P.M.- 4:15 P.M.	Closed

Station	*Monday to Friday*	*Saturdays, Sundays and Holidays*
Nicholson	7:00 A.M.-11:30 A.M. 12:30 P.M.- 4:00 P.M.	Closed
Foster	7:00 A.M.-11:00 A.M. 12:00 N - 4:00 P.M.	Closed
Hallstead	7:00 A.M.-11:00 A.M. 12:00 N - 4:00 P.M.	Closed
Johnson City	7:00 A.M.-11:30 A.M. 12:30 P.M.- 4:00 P.M.	Closed
BLOOMSBURG BRANCH		
Old Forge	7:00 A.M.-11:00 A.M. 12:00 N - 4:00 P.M.	Closed
West Pittston	7:00 A.M.-11:00 A.M. 12:00 N - 4:00 P.M.	Closed
Wyoming	8:00 A.M.-12:00 N 1:00 P.M.- 5:00 P.M.	Closed
Kingston	1:00 P.M.- 4:00 P.M. 5:00 P.M.-10:00 P.M.	Closed
Plymouth	7:00 A.M.-11:00 A.M. 12:00 N - 4:00 P.M.	Closed
Plymouth Jct. Tower	6:00 A.M.-10:00 P.M.	Sat. (when mines working) 6:00 A.M.- 2:00 P.M. Sun.-Hol. closed
West Nanticoke	7:00 A.M.-12:00 N. 1:00 P.M.- 4:00 P.M.	Closed
Shickshinny	7:00 A.M.-10:45 A.M. 11:45 A.M.- 4:00 P.M.	Closed
Berwick	12:00 N - 3:00 P.M. 4:00 P.M.- 9:00 P.M.	Closed
Bloomsburg	7:00 A.M.-11:00 P.M.	Closed
Danville	7:00 A.M.-11:00 A.M. 12:00 N - 4:00 P.M.	Closed
Northumberland	9:00 A.M.-12:00 N 1:00 P.M.- 6:00 P.M.	Closed
SYRACUSE BRANCH		
Chenango Bridge	8:00 A.M.-12:00 N 12:30 P.M.- 4:30 P.M.	Closed
Whitney Point	7:30 A.M.-11:30 A.M. 12:30 P.M.- 4:30 P.M.	Closed
Marathon	7:30 A.M.-11:30 A.M. 12:30 P.M.- 4:30 P.M.	Closed
Cortland	7:00 A.M.-11:00 P.M. (daily)	
McGraw	7:00 A.M.-11:00 A.M. 12:00 N - 4:00 P.M.	Closed
Cincinnatus	7:30 A.M.-11:30 A.M. 12:30 P.M.- 4:30 P.M.	Closed
Homer	8:00 A.M.-11.00 A.M. 12:00 N - 5:00 P.M.	Closed
Tully	7:30 A.M.-12:30 P.M. 1:30 P.M.- 4:30 P.M.	Closed
Apulia	8:30 A.M.-12:30 P.M. 1:30 P.M.- 5:30 P.M.	Closed
Jamesville	Open 24 hours	Sat. 7:45 A.M.- 11:45 P.M. Sun. 7:45 A.M.- 3:45 P.M.
Baldwinsville	8:00 A.M.-12:00 N 1:00 P.M.- 5:00 P.M.	Closed
Oswego	7:00 A.M.-11:00 A.M. 12:00 N - 4:00 P.M.	Closed
UTICA BRANCH		
Greene	7:30 A.M.-11:30 A.M. 12:30 P.M.- 4:30 P.M.	Closed
Oxford	8:00 A.M.-12:00 N 1:00 P.M.- 5:00 P.M.	Closed
Norwich	8:00 A.M.-12:00 N 1:00 P.M.- 5:00 P.M.	Closed
Sherburne	7:30 A.M.-11:30 A.M. 12:30 P.M.- 4:30 P.M.	Closed
Waterville	8:00 A.M.-12:00 N 1:00 P.M.- 5:00 P.M.	Closed
West Winfield	7:30 A.M.-11:30 A.M. 12:30 P.M.- 4:30 P.M.	Closed

Station	*Monday to Friday*	*Saturdays, Sundays and Holidays*
Richfield Springs....	8:00 A.M.-12:00 Noon 1:00 P.M.- 5:00 P.M.	Closed
Clayville	8:00 A.M.-12:00 Noon 1:00 P.M.- 5:00 P.M.	Closed
Chadwicks.....	8:00 A.M.-12:00 Noon 1:00 P.M.- 5:00 P.M.	Closed
New Hartford.....	9:00 A.M.- 1:00 P.M. 2:00 P.M.- 6:00 P.M.	Closed
Utica.....	7:00 A.M.-11:00 P.M.	Closed

Signals

336. **Automatic Block Signals** (Rule 509(d)) governing main tracks are in use between:

MAIN LINE—Stroudsburg and Johnson City.

BLOOMSBURG BRANCH—Scranton and East 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 509(h)) 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.
East end of Hanover Yard and M. P. 212—1½ miles east of Northumberland.

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 0.6 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 509(f) and 509(g)) 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 Rules 265 to 278, inc.)

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.

Signals—Continued

Train Operation by Signal Indication.

340. Eastward extra trains between Binghamton and New Milford; 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. (See Rules 540 (a) to 540 (m) inc.)

342. **Drag Detector Indicators** are attached to color light signals #924 west of West Henryville at MP 92.25; #1473 west of La Plume at MP 147.25 and #1532 east of Foster at MP 153.16. When indicator is illuminated, the letter "D" is shown to indicate that train should be stopped and inspected to locate dragging equipment. (Rule 295)

Trainman should notify dispatcher and extinguish light in drag detector indicator 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. Dual Control Switches

(See Rules 551, 552 and 553)

Remote control switches are located as follows:

Stroudsburg—East end No. 3 track, (MP 81.50) controlled from Stroudsburg interlocking station.

Gravel Place—West end No. 4 track (MP 84.50) controlled from Stroudsburg interlocking station.

Mount Pocono—East end of No. 3 track west of station, controlled from Tobyhanna interlocking station.

Cayuga—Crossover switches from Track 2 to Track 4, Track 2 to Track 1, Track 4 to Keyser Valley Main and Divider Switch.

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 Rules 555-556)

Scranton—
Mattes Street—
Boiler Plant Switch.

Bridge 60

Repair Track—Derail, Yard Track 1.
Finches Foundry Track.
Industrial side Track.
Sanker and Williams Switch.
Luther Keller Switch.
#8 Switch—Repair Track.

Binghamton—

Court St. Siding (East End).

Robinson St.

Old caboose track.
Binghamton Construction Co. switch.
D&H interchange.
Acme switch.
Note—At Robinson Street the switches mentioned can be unlocked only from Court Street Tower.

Chenango Bridge—

Gravel Bed.
East Switch.
West Switch.

Chenango Forks—

South End of West Switch.

(a) Electrically Locked Hand Operated Switches Automatically Controlled

(See Rules 555-556)

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.

West Henryville—

Crossover between Tracks 1 and 2.

(b) Mechanical Switch Locks:

(Instructions for operation located inside front cover of the lock).

Cortland Junction—

Mechanical clock work time release switch lock on Cincinnatus Branch Switch.

Mechanical clock work time release switch lock on Round House switch.

Location of Spring Switches

(See Rule 153)

MAIN LINE

345. (a) Analomink—At Mile Post 85.3 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.

(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.

(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—move ments 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 extention 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) New Milford—At Mile Post 170.4 East end of eastward siding lined normally for main track.

Automatic color light signal (not numbered) located 300 feet west of spring switch governs eastward movements from siding over spring switch. This signal is controlled from approach indicator box located in telephone booth adjacent to signal. Normal position of signal is "STOP".

Movement out of siding over spring switch will be governed as follows:

1. Observe if approach indicator is lighted.
2. Call Dispatcher by telephone for permission to enter main track.
3. If permission is granted and approach section is unoccupied, indicated by lighted green lamp, insert switch key at bottom of cabinet and turn to the right.
4. Turning of switch key will set automatic signal 1702 protecting turnout switch to the "STOP AND PROCEED" position. This will be indicated by lighted red lamp in indicator box, and color light signal (not numbered) governing movements from siding will change from "STOP" to "RESTRICTING" or "CLEAR MEDIUM" indication. Train may then proceed out of siding.
5. If approach indicator shows track occupied (approach indicator dark), notify Dispatcher and if permission is given to move from siding, proceed in accordance with paragraphs 3 and 4. However, there will be a time interval of four (4) minutes before signal governing

movements from siding will clear after inserting switch key and turning same to right.

Reverse movements on eastward main track are governed by a spring switch indicator located between main tracks adjacent to spring switch, displaying following indications:

1. RED, stop and examine spring switch point to see that it is in proper position, against stock rail, Rule 300A.
2. GREEN, Proceed, spring switch points in proper position, Rule 300B.

Also by Approach Spring Switch indicator located between main tracks, 2000 feet east of spring-switch, displaying following indications:

1. YELLOW, prepare to stop at spring switch, Rule 301A.
2. GREEN, Proceed, Rule 301B.

(p) 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.

(q) 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.

(r) 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.

(s) 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 train 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 509(h)).

(b) Hanover Yard—Spring switch at end of double track 200 feet east of M.P. 155. The switch is normally lined for eastward main track. Westward trains may trail through switch. Eastward automatic signal N-1550 located 38 feet west of spring switch will indicate "STOP" when points of switch are not lined for eastward main track.

(c) Cortland Junction—Spring switch at end of double track is lined normally for northward main track. Southward trains may trail through the switch. Northward automatic signal S2343 located 50 feet south of the switch will indicate "STOP" when points of switch are not lined for northward track.

(d) 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.

(e) 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.

(f) 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.

(g) Syracuse, West Adams Street—Spring switch in main track at South end of crossover, 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.

RAILROAD CROSSINGS

(See Rules 98-98(a))

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) Binghamton—Erie R. R.
(f) Binghamton—D. & H. R. R.
(g) Syracuse—N. Y. C. R. R., Magnolia Street.
(h) 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) Keyser Valley Branch—N. Y. O. & W. Ry.

LUZERNE:

(b) 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:

(c) Cortland Junction—L. V. R. R.

(d) 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.

(e) 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.

(f) 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.

SPECIAL PROTECTION OF HIGHWAY CROSSINGS

(Rules 795, 795(a)-(b)-(c)-(d))

349. (A) At the following highway grade crossings, automatic flashing light signals with automatic short arm crossing gates or automatic flashing light signals only are in service and protect train movements on main tracks for both directions. "Z" boxes are located at each crossing, except as shown. Where reference is made to "flashing lunar white light or lights," it refers to such light or lights mounted on mast of automatic gates; and when flashing, indicates gate arms are in the DOWN position.

MAIN LINE:

Stroudsburg:

Broad Street. 1700 feet west of Passenger Station at MP 81.90.
Watchman on duty 8:15 A.M. to 4:15 P.M. daily, local time.
Courtland Street (Milford Crossing). 4000 feet west of Passenger Station at MP 82.30.
Watchman on duty 8:15 A.M. to 4:15 P.M. daily.
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 10 mph from Signal 824 to crossing in order to activate flashers and lower gates.
No train or engine moving east on Track #4 will pass over crossing unless lunar white light located on track side of flasher poles is illuminated and flashing.

Gouldsboro:

Station crossing at MP 112.88.
On westward siding all trains moving toward the crossing must stop at "STOP" sign 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:

Highway crossing west of station at MP 194.40.
Watchmen on duty 7:30 A.M. to 11:30P.M. daily except Sunday.
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:

Scranton Street, MP 134.12.
Trains must not exceed speed of 10 M.P.H. from "End of Highway Circuit" sign to crossing.
Westward movements to Track #2 and Independent Track must stop at "STOP" signs located 10 feet from crossing.
Movement must not be made over crossing unless the lunar white lights on gate masts are flashing and gates are in down position.

Duryea:

Stephenson Street. 1000 feet west of Station at MP 141.20.
Everhart's Crossing 1¼ miles west of Station at MP 142.25.
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 Street. 1800 feet east of Station at MP 143.66.
Montgomery Avenue. 1100 feet east of Station at MP 143.80.
Delaware Avenue. 600 feet east of Station at MP 143.90.
Exeter Street. 2500 feet east of Station at MP 143.55.

"Z" boxes are located at each of the above crossings and control the operation of protection as follows:

Box at	*Controls Protection at*
Luzerne Street	Luzerne Street, Exeter Street and Montgomery Avenue.
Montgomery Avenue	Montgomery Avenue, Luzerne Street and Delaware Avenue.
Delaware Avenue	Delaware Avenue and Montgomery Avenue.
Exeter Street	Exeter Street and Luzerne Street.

Wyoming:

Eighth Street. Station Crossing at MP 146.10.
For all movements against the current of traffic on main tracks, there are 100-foot approaches to crossing with "STOP" signs located 10 feet from crossing. All trains must stop and not proceed until lunar white light is flashing.
On westward Track #1, if trains or engines stop at station to switch in siding, special timing circuit is provided, and crossing gates will automatically raise. Trains must not proceed over the crossing until lunar white light is flashing.
On side track off westbound main into Shovel Works there are 50-foot approaches in both directions. Cars must not be placed on this circuit. All movements on side track must stop at "STOP" signs located 10 feet from crossing, and must not proceed over crossing until lunar white light is flashing.

Luzerne:

West Bennett Street. Station Crossing at MP 149.61.
Watchman on duty 8:30 A.M. to 4:30 P.M. Mondays to Fridays inclusive except holidays.
Union Street. 1500 feet west of Station at MP 149.85.
Trains must not exceed a speed of 10 mph from "End of Highway Circuit" signs to crossing.

On Mill Hollow Branch, trains must come to a complete stop at "STOP" sign and derails must be lined before proceeding over crossing.

Gate on southwest side of crossing will not clear a man on side of car.

Kingston:

Main Street. 1500 feet west of Freight Station MP 150.94.

Watchmen on duty
8:00 A.M. to 12:00 midnight Mondays to Fridays.
8:00 A.M. to 4:00 P.M. Saturdays.

Trains must not exceed speed of 10 M.P.H. from "End of Highway Circuit" sign to crossing in either direction.

Pringle Street. 1350 feet east of Freight Station MP 150.40.

Trains on main tracks #1 and #2 must not exceed speed of 10 M.P.H. from "End of Highway Circuit" sign to crossing in either direction.

All movements on side tracks must stop at "STOP" signs located 10 feet from the crossing and after 15 seconds proceed.

Movement must not be made over crossing unless the lunar white lights on gate masts are flashing and gates are in down position.

Plymouth:

Ferry Street. 2900 feet east of Station at MP 153.34.

Trains must not exceed speed of 15 mph from "End of Highway Circuit" signs located 550 feet from crossing.

For all movements against the current of traffic on both main tracks, there are 200-foot approaches to crossing with "STOP" signs located 10 feet from crossing. All trains must stop at these signs before proceeding.

On side track there are clearance signs located 150 feet from crossing. Cars must not be placed between these signs and the crossing. All movements on side track must stop at "STOP" signs located 10 feet from the crossing and after 15 seconds proceed.

Flat Road. 3600 feet west of Station at MP 154.57.

Watchman on duty 7:30 A.M. to 4:30 P.M. school days only.

Bloomsburg:

East Street. 2100 feet east of Station at MP 189.60.

Catherine Street. 1300 feet east of Station at MP 189.75.

Iron Street. 850 feet east of Station at MP 189.83.

Watchman on duty protecting these crossings 7:00 A.M. to 3:00 P.M. daily except Sundays and holidays.

On side tracks all trains moving toward these crossings must stop at "STOP" signs located 20 feet east and west of crossings, and must observe that crossing signals are operating properly before movement is made over crossing.

Danville:

Railroad Street. 1000 feet east of Station at MP 201.50.

Church Street. 350 feet west of Station at MP 201.79.

Ferry Street. 950 feet west of Station at MP 201.90.

Mill Street.* 1300 feet west of Station at MP 201.96.

Watchman on duty protecting these crossings 7:00 A.M. to 3:00 P.M. daily except Sundays and holidays.

*All trains must stop at "STOP" signs located 10 feet east and west of Mill Street crossing, and must observe that the flashing lunar white lights mounted on gate masts are flashing and that gates are in the DOWN position before passing over crossing.

Gates will not clear man on side of car.

SYRACUSE BRANCH:

Lisle:

Main Street. Station Crossing at MP 214.32.

Hubbard Street. 300 feet north of Station at MP 214.35.

Marathon:

West Main Street. Station Crossing at MP 220.87.

Watchman on duty 7:00 A.M. to 3:00 P.M. Monday to Friday, inclusive.

Cortland:

No "Z" boxes.

Port Watson Street. 1100 feet south of Station at MP 234.44.

Central Avenue. Station Crossing at MP 234.63.

Elm Street. 500 feet north of Station at MP 234.76.

Clinton Avenue. 1100 feet north of Station at MP 234.83.

Grant Street. 2100 feet north of Station at MP 234.95.

Watchmen on duty 24 hours daily.

No gatemen are on duty in Clinton Avenue Cabin 12:01 A.M. to 8:01 A.M. Mondays to Fridays and all day Saturdays, Sundays and Holidays. During these periods, gates at Grant Street, Clinton Avenue and Elm Street will be controlled from Central Avenue Cabin.

Trains and engines must approach these crossings prepared to STOP and will not proceed unless gates are in DOWN position.

Homer:

Copeland Avenue. 2800 feet south of Station at MP 236.80.

South Center Street. 2000 feet south of Station at MP 236.89.

Cayuga Street. 1000 feet south of Station at MP 237.14.

James Street. Station Crossing at MP 237.30.

Clinton Street. 1500 feet north of Station at MP 237.60.

Warren Street. 1650 feet north of Station at MP 237.62.

Watchmen on duty in cabin at James Street 8:30 A.M. to 4:30 P.M., local time daily, except Sundays and the following holidays: New Year's, Washington's Birthday, Memorial, Independence, Labor, Thanksgiving and Christmas. Controls automatic gates at Cayuga Street, James Street, Clinton Street and Warren Street. Movements must *not* be made over Cayuga Street, James Street, Clinton Street or Warren Street unless the lunar white lights on gate masts are flashing and gates are in the DOWN position.

Flashers at South Centre Street operate for train movements in normal direction of traffic only.

Apulia:

Station Crossing at MP 252.66.

Jamesville:

Seneca Street, 1000 feet south of Station at MP 264.24.

Train movements must *not* be made over crossing unless lunar white lights on gate masts are flashing.

Baldwinsville:

Station Crossing at MP 283.09.

Oswego:

West Cayuga Street. 600 feet north of Freight House at MP 306.50.

Watchman on duty 7:00 A.M. to 3:00 P.M. daily except Sunday and Holidays and only during Navigation Season.

For all southward movements there is an 80-foot approach section to crossing with a "STOP" sign located 10 feet from crossing. All trains must stop at this sign before proceeding.

UTICA BRANCH:

Greene:

Washington Street. Station Crossing at MP 210.73.

Oxford:

Water Street. 600 feet south of Station at MP 224.60.
Merchants Row. 250 feet north of Station at MP 224.77.

Norwich:

No "Z" boxes at Lackawanna Avenue and Mechanic Street.
Hale Street. 2500 feet south of Freight House at MP 232.26.
Division Street. 2050 feet south of Freight House at MP 232.35.
Brown Street. 1100 feet south of Freight House at MP 232.50.
Front Street. 500 feet south of Freight House at MP 232.63.
East Main Street. 450 feet north of Freight House at MP 232.82.
Lackawanna Avenue. 850 feet north of Freight House at MP 232.90.
Mechanic Street. 1040 feet north of Freight House at MP 232.94.
Gateman on duty at East Main Street Cabin:
9:00 A.M. to 5:00 P.M. Monday through Saturday.
9:00 P.M. to 5:00 A.M. Sunday through Friday.
Trains and engines must approach these crossings prepared to STOP and will not pass unless gates are in DOWN position.
Rexford Street. 2400 feet north of Freight House at MP 233.21.
No "Z" boxes.
Train movements must not be made over crossing unless lunar lights on flasher masts are flashing.
Watchman on duty 7:00 A.M. to 3:00 P.M.—School days only.

Sherburne:

Station Crossing at MP 244.00.
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 Street. 450 feet south of Freight House at MP 265.18.
Trains must not exceed speed of 10 MPH from "End of Highway Circuit" sign to crossing in either direction.
All movements on side track must stop at "STOP" signs located 10 feet from crossing and after 15 seconds, proceed. Movement must not be made over crossing unless the lunar white lights on flasher masts are flashing.
Putnam Street. Station Crossing at MP265.30.

Clayville:

Upper Main Street. 1700 feet south of Station at MP 276.23.
Station Crossing. At MP 276.55.
Lower Main Street. 200 feet north of Station at MP 276.60.

Chadwicks:

Elm Street. Station Crossing at MP 278.97.
Watchman on duty 8:30 A.M. to 4:30 P.M., local time, school days only.

New Hartford:

Genesee Street. Station Crossing at MP 282.70.
Trains must not exceed speed of 8 mph from "End of Highway Circuit" sign to crossing in either direction.

Utica:

Seward Avenue. 2600 feet north of New Hartford Station at MP 283.16.

Oswego Street. 200 feet south of NYO&W RR crossing at MP 284.80.
Oriskany Street. 400 feet south of Engine House at MP 285.70.
Watchmen on duty 5:00 A.M. to 9:00 P.M. daily.

RICHFIELD SPRINGS BRANCH:

	At M.P.	*Street or Road*
Richfield Junction	274.23	Browns Crossing
North Bridgewater	274.72	State Route No. 8
Bridgewater	277.54	State Route No. 8
Bridgewater	278.07	U. S. Highway No. 20

Southward trains stop at "STOP" sign.
Trains must not exceed speed of 20 MPH between "END OF HIGHWAY CIRCUIT" signs.

West Windfield	280.88	South Street
East Windfield	282.85	U. S. Highway No. 20
East Windfield	283.96	Highway Crossing
Cedarville	284.91	Station Crossing
Miller's Mills	286.59	Highway Crossing
Youngs	287.32	Young's Crossing
South Columbia	291.32	Station Crossing
Richfield Springs	293.38	Gano's Crossing

"STOP" signs located on each side of crossing.

Richfield Springs	294.17	State Route No. 28

349. (B) REDUCTION IN SPEED AT HIGHWAY GRADE CROSSINGS.

All trains must approach at reduced speed the following grade crossings which are protected by crossing signals and be prepared to stop if flashing lights or bells are not working properly or if road crossing is occupied.

BLOOMSBURG BRANCH:

	At M.P.	*Street or Road*
Hunlock Creek	162.5	Retreat Street
Shickshinny	166.87	Butler Street
Beach Haven	174.4	Schuyler Street
Bloomsburg	189.3	Locust Street
Bloomsburg	189.6	East Street
Bloomsburg	189.75	Catherine Street
Bloomsburg	189.83	Iron Street
Bloomsburg	190.0	Market Street
Catawissa	193.35	River Bridge Road
Danville	199.5	Lock Road
Danville	200.28	Power House #1
Danville	200.52	State Hospital

HANOVER and NEWPORT BRANCH:

Loomis Colliery	157.7	Askam Road
Truesdale Breaker	159.67	Truesdale Crossing

SYRACUSE BRANCH:

Syracuse	275.60	Nine Mile Road
Salt Land Branch	276.32	Hiawatha Avenue
Stiles	278.07	Van Vleck Road
Baldwinsville Station Crossing	283.09	Genesee Street
North Fulton	295.84	Hannibal Street
Minetto	298.72	Stuart Road
Minetto	300.52	Luftus Road
Minetto	301.48	Benson Avenue
Oswego	304.15	West Fifth Street

349. (C) OTHER SPECIAL PROTECTION:

DIAMOND BRANCH:

Scranton:

Lackawanna Avenue Traffic Lights.

All trains and engines operating over crossing will proceed as follows:

1. Stop at "STOP" signs located 10 feet east and west of crossing (equipment must occupy track section approximately 33 feet long between clearance sign "C" and "STOP" sign).
2. After stopping, if traffic light indicator located on right side of equipment 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 Superintendent from nearest telephone (Railroad YMCA or Yard Office).

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, crossing will be protected by a member of the train crew.

Utica:

Noyes Street. Blinker Light Signals.
Warren Street. Blinker Light Signals.
Court Street. Traffic Signals.
Columbia Street. Traffic Signals.
Whitesboro Street. Traffic Signals.
Oriskany Street. Automatic gates.

Traffic and blinker light signals are manually controlled from elevated cabin located 100 feet north of Whitesboro Street.

Watchman on duty 5:00 A.M. to 9:00 P.M. daily at Whitesboro St. Cabin.

On Sunday Watchman will start on duty at 3:00 A.M. instead of 5:00 A.M. Between 9:00 P.M. and 5:00 A.M. no crossing protection is afforded at Whitesboro, Columbia, Court, Warren and Noyes Streets and no train or yard movements will be operated over these crossings unless special protection is arranged.

349. (D) MOVEMENTS OVER THE FOLLOWING HIGHWAYS MUST BE PROTECTED BY TRAIN CREW:

Scranton:

Cedar Avenue (Laurel Line Connection).
South Washington Avenue.

Green Ridge and Diamond Branch:

All crossings except Lackawanna Avenue.

Clarks Summit:

Depot Street.

Kingston-Pettibone Branch:

Mercer Avenue. Wyoming Avenue.
Schuyler Avenue. Rutter Avenue.
Zerby Avenue (Kingston Coal Company Yard).

STORRS BRANCH:

Dickson City.

Main Avenue.
Boulevard Avenue.

CINCINNATUS BRANCH:

Polkville:

State Highway Route U. S. 11 at MP 235.72.

McGraw:

South Street.
Center Street.

SYRACUSE BRANCH:

Oswego:

Water Street.

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
Storrs Branch
Diamond Branch
Green Ridge Branch
South Side Branch

(b) MAIN LINE—

Stroudsburg—Analomink (Track 3)
Analomink—East of (Track 4)
Gouldsboro—West of (Track 4)—To East of Ice House, Gouldsboro.
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
Old Forge—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 information 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; overhead wire lines less than 27 feet above top of rail and overhead cable lines less than 25 feet above top of rail.

STROUDSBURG TO JOHNSON CITY

353. (a) Employees are prohibited from climbing (or riding) on top of moving box cars, engines or other high equipment in the vicinity of overhead structures over all main tracks and sidings between Stroudsburg and Nay Aug tunnel and between Cayuga and Binghamton.

Location	Description	Track Nos.
Stroudsburg—		
.29 mile west of M.P. 81	Highway bridge	Tracks 2-4
.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
.26 mile west of M.P. 106	Highway bridge	Tracks 1-2
.96 mile west of M.P. 114	Highway bridge	Tracks 1-2-4
Lehigh—		
.52 mile west of M.P. 120	Highway bridge	Tracks 1-2-4
Elmhurst—		
.37 mile west of M.P. 127	Erie R. R. Overhead Bridge	Tracks 1-2
Nay Aug—		
.63 mile west of M.P. 130	Overhead bridge—Highway	Tracks 1-2
.05 mile east of M.P. 131	Erie R. R. Overhead Bridge	Tracks 1-2
.08 mile to .22 mile east of M.P. 132	Nay Aug Tunnel	Tracks 1-2
Scranton—		
.09 mile west of M.P. 133	Highway bridge	Tracks 1-2-4
.09 mile west of M.P. 133	Train shed	Tracks 1-2-3-5
Scranton Diesel Service Track.	Sand bins	
All tracks under Lackawanna Ave.	Bridge	Tracks 1-2-4-wye
.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
.30 mile west of MP 135	Overhead wires	Tracks 1-2-4
Opposite M.P. 140	Undercrossing	Track 3
.78 mile west of M.P. 140	Highway bridge	Tracks 1-2-3-4
Clarks Summit—		
.21 mile west of M.P. 141	Overhead bridge—Highway	Tracks 1-2-4
.90 mile west of MP 141	Overhead wires	Tracks 1-2-4 and Siding
.79 mile west of M.P. 142	Highway bridge	Tracks 1-2
.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
Dalton—		
170 feet west of MP 144	Overhead wires	Station Track
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 and Track 2

STROUDSBURG TO JOHNSON CITY (Continued)

Location	Description	Track Nos.
Kingsley—		
.79 mile west of M.P. 164	Highway bridge	Tracks 1-2 and 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
New Milford—		Tracks 1-2
.83 mile west of M.P. 172	Highway bridge	Track 1
Hallstead—		
.70 mile west of MP 178	Overhead wires	Side track
Conklin—		
.72 mile east of station	Br. 182.02—Big Snake Creek	All Tracks
.05 mile west of M.P. 184	Overhead bridge—Highway	All Tracks
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
.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

353. (b) In the vicinity of overhead structures over main tracks and sidings, employes are prohibited from climbing (or riding) on top of moving box cars, engines or other high equipment between Taylor and Northumberland on the Bloomsburg Branch, except within the Yard Limits of Kingston, Plymouth Junction to west of West Nanticoke and Bloomsburg-Rupert. Employes are also prohibited from climbing (or riding) on top of moving box cars, engines or other high equipment in the vicinity of overhead structures on the Hanover and Newport Branch.

Scranton—		
.01 mile west of M.P. 135	Mine Track Bridge	All Tracks
.21 mile east of M.P. 135	Overhead bridge—Highway	Main & Independent Tracks
.13 mile east of M.P. 135	Overhead wires	Baker Light Yard
.05 mile east of M.P. 135	Overhead pipe	Main & Independent Tracks
.18 mile east of M.P. 136	Overhead wires	Steel Mill Switch
Taylor—		
.10 mile east of M.P. 137	Overhead wires	C. N. J. Interchange
.20 mile west of M.P. 137	Overhead wires	C. N. J. Interchange
.20 mile west of M.P. 139	Overhead wires	Tracks 1-2

SCRANTON—NORTHUMBERLAND (Continued)

Location	Description	Track Nos.
Old Forge—		
.26 mile west of M.P. 140	Overhead wires	Tracks 1-2
.15 mile west of M.P. 140	River bridge	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	River bridge	Main Track
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
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
.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
.81 mile west of M.P. 181	Highway bridge	Main 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 Rdg. R. R. 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

353. (c) In the vicinity of overhead structures over main tracks and sidings, employes are prohibited from climbing (or riding) on top of moving box cars, engines or other high equipment between Cayuga and Taylor, Keyser Valley Branch.

.10 mile west of M.P. 136	Overhead bridge—Main Ave.	Hampton-Dodge's Cut-off
.24 mile west of M.P. 136	Highway bridge	Track 1
.50 mile west of M.P. 138	Washburn St. Bridge	Main Tracks
.49 mile west of M.P. 140	Theodore St.	Main Tracks

DIAMOND BRANCH

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

GREEN RIDGE BRANCH

Glenn St.	Overhead wires	Main Track
Glenn St.	Bridge—Lace Works	Main Track

HANOVER & NEWPORT BRANCH

On bridge over P. R. R.	Overhead wires	Main Track
.85 mile west of M.P. 155	River bridge	Main Track

SYRACUSE AND UTICA BRANCHES
BINGHAMTON TO OSWEGO

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—		
.77 mile north of M.P. 202	Overhead bridge—Highway	All Tracks
.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
.68 mile north of M.P. 210	Overhead bridge—Highway	Main Track
.06 mile south of station—Whitney Point	Overhead wires	House Track

SYRACUSE AND UTICA BRANCHES
BINGHAMTON TO OSWEGO (Continued)

Location	Description	Track Nos.
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
Cortland Junction—		
.12 mile south of station— Cortland	Overhead wires	Cortland Line Co. Track
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 Interchange
.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
.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

* Employes 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 TRESTLE—OSWEGO

Location	Description	Track Nos.
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

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—		
.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 Storage Track
.19 mile south of station— Norwich	Overhead wires	Hickok Coal Co. Track
.04 mile south of station— Norwich	Overhead wires	Maydole Hammer 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
.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

CHENANGO FORKS TO UTICA (Continued)

Location	Description	Track Nos.
Sherburne—		
.53 mile north of station.....	Overhead wires.....	Knitting Mill Track
.25 mile north of M.P. 247...	Overhead bridge—Highway.....	Main Track
Hubbardsville—		
.03 mile north of station.....	Overhead wires.....	Siding Switch
No. Brookfield—		
.04 mile north of station.....	Overhead wires.....	South end of Passing Siding
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

RICHFIELD SPRINGS BRANCH

Richfield Jct.—		
.08 mile south of station.....	Overhead wires.....	Main Track

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.

Slide Detector Fence—West Portal of Nicholson Tunnel.

Slide Detector fence is located over west portal, 300 feet along north side of track #1 and 180 feet along south side of track #2 in cut from west portal of tunnel.

When rocks or slide material come in contact with fence, eastward home signal located 1800 feet west of west portal of tunnel and westward home signal located 1850 feet east of east portal will indicate stop.

If stop indication is due to slide detector and permission is received from operator at Clarks Summit Tower to proceed, engine and train crew must watch carefully for obstruction on or near their own track or adjacent track and provide protection as may be necessary. Conditions observed must be reported to Clarks Summit Tower by telephone from booth located at eastward or westward home signal.

Nay Aug Tunnel

356. Trains passing grade Signal 1322, west of tunnel, track 2 (Rules 291 and 509(c)) 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.

BRIDGE RESTRICTIONS—

LOCATIONS / LOCOMOTIVE NUMBERS	HT-2 51-53	401-456	461-491	501-560	601-662	801-820	850-859	901-955	956-970	Permissible Max. Gross Weight of Car and Lading
Main Line Main Tracks and Sidings*:										
Stroudsburg to Binghamton										
Branch Line Main Tracks and Sidings*:										
Scranton to Northumberland										
Br. #143.19 at Pittston, Pa.	A	A	A	A	A	A	A	A	A	
Diamond Branch:										
Br. #134.90 over Lackawanna River	B	B	B	B	B	B	B	B	B	
Hanover—Newport Branch:										
Br. #155.85	A	A	A	A	A	A	A	A	A	
Br. #156.51	A	A	A	A	A	A	A	A	A	
Binghamton to Oswego					C	C	C			
Cortland to Cincinnatus			No	No	No	No	No	No	No	210,000
Chenango Forks to Utica										
Richfield Jct. to Richfield Springs:										
Br. #280.51	B	B	B	B	B	B	B	B	B	
Br. 281.67	B	B	B	B	B	B	B	B	B	
Br. 294.75	B	B	B	B	B	B	B	B	B	
Side Tracks*:										
Hallstead, Pa.: Bridge on Slaughter Hse. Trk.		No	No	No	No	No	No			
Syracuse: Salt Land Spur					No	No	No			210,000
Br. #277.23	D	D	D	D	No	No	No	D	D	210,000
Kingston, Pa.: Atlantic Refining Co.	No	No	No	No	No	No	No	No	No	No

Where restrictions apply, the symbols refer to the notes below:

*=Refers to "sidings" and "side tracks" as defined in Book of Rules

No=Equipment NOT permitted.

A=Equipment permitted. Speed restricted to 15 mph.

THINK

SCRANTON DIVISION

B=Equipment permitted. Speed restricted to 20 mph.

C=Equipment NOT permitted through Oswego Tunnel.

D=Equipment permitted. Speed restricted to 10 mph.

TELEPHONES AT OTHER THAN REGULAR STATIONS

MAIN LINE

E-Di—Johnson City, crossover east of Station.
Di —Binghamton, Oak Street.
Di-E—Binghamton, Robesons lumber switch.
Di —Binghamton, Emma Street.
Di-E—Binghamton, west end Susquehanna River bridge.
L —Binghamton, east yard, east end eastward siding.
L —Binghamton, east of Susquehanna River bridge.
Di-E—E. Bingh. Crossovers.
L —E. Bingh. Pullout track near Repair Track.
Di-L—E. Bingh. 2000 feet east of Pullout.
Di-E—Conklin Center.
Di-E—Conklin, crossover.
Di-E—Hallstead, slaughter house siding.
Di-E—Hallstead, crossovers.
L —New Milford, Pull-in to eastward siding at concrete cabin.
Di-E—New Milford, crossover, lumber yard east of station.
Di-E—New Milford, east spring switch.
L —New Milford, Pull-in to westward siding at concrete cabin.
Di-E—Two miles west of Alford.
Di-E—Alford, west end westward siding.
Di-E—Alford, east of spur track.
Di-E—Alford, east end westward siding.
Di-E—Kingsley, east end station track.
Di-E—Old line junction, crossovers.
Di-E—Nicholson, west spur.
Di-E—Drag detector signal west of Nicholson.
Di-L—Nicholson, eastward track west of tunnel.
Di-L—Nicholson Tunnel—West end westward track.
Di-E—Nicholson Tunnel—Eastward track East End.
Di-L—Factoryville, first signal east of tunnel.
Di-E—Factoryville, east of station.
Di-E—LaPlume, west of station.
Di-L—Dalton, entrance track 4.
Di-E—Clarks Summit, west end westward siding.
L —Clarks Summit, east home signal.
L —Clarks Summit, west home signal.
Di-L—2000 ft. west of Cayuga Tower.
Di-L—Jct. K. V. Branch.
Di-L—Cayuga Mine Switch.
Di-L—Signal 1355
Di-L—Diamond Mine Switch.
Di-L—Signal 1348
Di-L—Signal 6—East End Tower.
Di-E—Nay Aug Tunnel, watchman's cabin.
Di-E—No. 6 Junction.
Di-L—Nay Aug.
Di-E—Elmhurst.
Di-E—Moscow crossover.
Di-E—Hollisters.
Di-E—Lehigh Tower.
Di-E—Gouldsboro, west end west yard.
Di-E—Tobyhanna, Signal Depot Switch.
Di-E—Warnertown.
Di-E—Tobyhanna, switch to camp.
Di-L—Pocono Summit, west end track 3.
Di-E—Pocono Summit, east of station.
Di-L—Mount Pocono, concrete cabin.
Di-E—Paradise Crossovers.
Di-E—Paradise, west spur.
Di-E—Cresco, station crossing.
Di-E—Cresco Crossover.
Di-E—Henry Crossing, at Drag detector signal.
Di-L—W. Henryville crossover.
Di-E—Henryville, Station site.
Di-L—Analomink, west end of yard.
Di-L—Analomink, Coleman Lumber Co. Switch, M. P. 85.7
Di-L—Analomink, at entrance to track 4.
Di-E—West Gravel Place. Opposite switch on track 4.
Di-E—West Gravel Place.
Di-L—Gravel Place electric lock switches.
Di-L—Gravel Place, old roundhouse site.
Di-E—Stroudsburg, Milford crossing.
Di-L—Stroudsburg, at Electric Lock Switch.

BLOOMSBURG BRANCH

Di-E—Luzerne St., Section cabin.
Di-L—Baker Colliery, Independent track.
Di-L—Dodges Crossovers.
L —Taylor—Hampton Junction.
L —Taylor Tank.
Di-E—Taylor Old Yard.
Di-E—Duryea.
Di-E—Everhard Crossing, Pittston.
Di-E—U. P. Yard, Pittston Junction.
Di-E—W. P. & E. connection east of West Pittston.
Di-E—Wyoming, Dial Rock Switch.
Di-E—Wyoming, Mt. Lookout crossover.
Di-E—Wyoming Storage, inside Foreman's office.
Di-E—Wyoming Storage, west end.
Di-E—Luzerne, Harry E. Colliery Switch.
Di-E—Luzerne, Pettibone Branch Switch.
L —Kingston, Pringle St.
L —Kingston Yard, west end yard.

TELEPHONES AT OTHER THAN REGULAR STATIONS—Cont'd.

BLOOMSBURG BRANCH (Continued)

Di-E—Carey Ave. bridge, Lance Breaker.
Di-E—Plymouth.
Di-E—Plymouth, Gaylord crossover.
Di-E—Plymouth, Nottingham crossover.
Di —Hanover Yard Office.
L —Hanover Yard Office, east end.
L —Hanover Yard Office, west end.
Di-E—Hanover Yard, west end of yard.
L —Loomis Junction.
L —Bliss Water Tank.
Di-E—Hunlock Creek at Power House Switch.
Di-E—Beach Haven, opposite station site.
Di-E—Berwick freight house.
Di-E—Berwick Yard.
Di-E—Berwick Yard Warren St. crossovers.
Di-E—Briar Creek.
Di-E—Lime Ridge.
Di-E—Espy.
Di-E—Bloomsburg, Market Street.
Di-E—Rupert Station.
Di-E—Northumberland entrance to P. R. R. Interchange Tracks.

SYRACUSE & UTICA BRANCHES

L —Binghamton Signal R-2: East leg of wye.
L —Binghamton Signal R-4: North end of East leg of wye.
L —Binghamton #7 crossovers: North of Robinson Street.
L —Binghamton #9 crossovers: Signal L-8, between Robinson St. and D&H Tower.
Di-E—Binghamton, north end YO yard.
Di-E—Binghamton, Hiresville crossover.
Di-E—Binghamton, Medical Center.
Di-E—Chenango Bridge at Concrete house North end of double track.
Di-E—Chenango Bridge at Electric Lock station switch.
Di-E—Between MP 197 and 198 at Electric Lock to Gravel Pit.
Di-E—Opposite signals S-1997 and 1996.
Di-E—South End Chenango Forks siding at Concrete house.
Di-E—Chen. Forks. Electric Lock Switch.
Di-E—Chenango Forks at Concrete House 700 ft. south of
Di-E—North of point of separation of S&U tracks.
Di-E—Itaska, road crossing.
Di-E—Whitney Point, south end of station.
Di-E—Whitney Point, north end of siding.
Di-E—Lisle, opposite station.
Di-E—Killawog, near station.
Di-E—Messengerville, station booth.
Di-E—Marathon, north end ot station.
Di-E—Blodgett Mills, south end of siding.
Di-E—Blodgett Mills, north end of siding.
Di-L—Cortland, Clinton St.
Di-L—Cortland, Port Watson Street.
Di-L—Cortland Jct., spring switch.
Di-L—Cortland Jct., switch at Cincinnatus.
Di-E—Homer, N.E. of station.
Di-E—Homer Sheffield Creamery.
Di-E—Homer, end of double track and north end of siding.
Di-E—Little York, highway crossing at station.
Di-E—Preble, both ends of siding.
Di-E—Apulia, south end of siding.
Di-E—Onativia, at south end siding.
Di-E—Onativia, at north end siding.
Di-E—Jamesville, crossing at Signal S2642.
Di-E—Jamesville, north end Solvay Yard.
Di-E—Jamesville, Rock Cut scale house.
Di-E—Loblaw Switch.
Di-E—Syracuse, Brighton Avenue.
Di —Syracuse, Oakwood Street.
L —Syracuse—Adams Street.
Di-E—Syracuse, Raynor Ave.
L —Syracuse, Geddes Street (N. Y. C. Crossing).
L —Syracuse, Salt Land Spur connection.
Di —Syracuse, north end Solvay Yard and Fair Grounds.
Di —Baldwinsville Freight, north end of platform.
Di-E—Lamson.
Di-E—Fulton, M.P. 295—North of station.
Di-E—Minetto, Station site.
Di-E—Brisbin—opposite station.
Di-E—Norwich, south end of lower yard.
Di-L—Norwich, Brown St.
Di-L—Norwich, Front St.
Di-E—Galena.
Di-E—Earlville.
Di-E—Poolville.
Di-E—Hubbardsville.
Di-E—N. Brookfield.
Di-E—Paris.
Di-E—Richfield Junction, Register Cabin.
E —Bridgewater, opposite station.
Di-E—Sauquoit, siding booth.
Di-E—Chadwicks, at Bleachery.
L —Utica, Oriskany Street cabin, west end of freight house; Washington Street; Court St.; and scale house cabin, Whitesboro St.
L —West End Brewery Switch.
L —Walnut Street.

LOCATION OF WATER STATIONS

STATIONS	TRACKS
Binghamton.....	Station—Main Tracks 1-2.

TRACK SCALES

LOCATION	CAPACITY	LENGTH
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′

LOCATION OF REPLACERS ON THE SCRANTON DIVISION

Northumberland—low
Kingston—block car
Nay Aug
Moscow
Lehigh
Gouldsboro—two sets
Cresco
Gravel Place
Clarks Summit
Kingsley
New Milford
Cortland
Binghamton Station
Utica—block car
E. Binghamton—block car
Oswego—block car
Syracuse—block car

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. Rules 93, 93(a), 93(b).

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 employes.

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 12(g) to head engineman to release brakes. (If in foggy weather and signals cannot be seen, flagman will notify pusher engineman to give signal 14(b) 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.

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.

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. 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)

429. 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.*

430. 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 21 to 33, inclusive.)

Perkinsville to Groveland

431. Trains handled by Diesel locomotives with dynamic brake operative on all units will be governed as follows in the use of retainers:

	4 Units or 3 Units 850-Cl.	3 Units or 2 Units 850-Cl.	2 Units
(a) Trains may be handled without retainers when tonnage is less than.....	6000 Tons	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 6000 Tons	Over 5000 Tons	Over 4500 Tons

Other trains including trains handled with steam power or 801, 810, 850 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.

432. 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.

433. Freight trains must make service test of brakes before entering descending grade at Summit (Ithaca Branch).

434. 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.

435. SPEED RESTRICTIONS—LOCAL

(See General Instruction 39.)

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 when handled by 810-820 class engines:	
Between Johnson City and East Buffalo	80
(a) When handled by 601-606, 611, 631-636, 655-660, 661B, 662B, 801-805, 850-859 and 901 to 970 class engines	65
(b) When handled by 621, 651-654 and 661A, 662A class engines	48

Freight Trains:

Perkinsville to Groveland, WESTWARD—	
Symbol trains or trains of empties	40
All freight trains handling over 20 cars of coal or 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
		Mins.	Mins.	Mins.	Mins.	Mins.
Perkinsville to Dansville	5.28	11	9	8	7	6
Dansville to Groveland	7.27	15	13	11	10	9

Location	Mile Post From	Mile Post To	Speed Restricted to Miles Per Hour
Johnson City—			
1st curve west of	195.1	195.2	70
2nd curve west of	195.2	195.3	70
3rd curve west of	195.6	195.9	75
4th curve west of	197.1	197.5	75
5th curve west of	197.6	197.9	75
Vestal—			
1st curve west of	200.0	200.4	75
2nd curve west of	200.5	200.7	75
3rd curve west of	201.1	201.2	75
4th curve west of	201.9	202.2	75
5th curve west of	202.9	203.2	75
6th curve west of	203.5	203.7	75
Apalachin—			
1st curve east of	204.3	205.1	65
Curve at station	205.5	205.7	65
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	75 Track 1 70 Track 2
7th curve west of	210.8	210.9	75 Track 1 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
4th curve west of	216.8	217.0	75
5th curve west of	219.5	221.0	75
Nichols—			
1st curve west of	221.5	221.7	75
2nd curve west of	223.3	224.3	75 Track 1 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
6th curve west of	236.6	236.8	75
7th curve west of	237.7	238.6	75
8th curve west of (9 mile bridge)	239.5	239.7	70
9th curve west of	240.3	240.6	75
10th curve west of	240.6	242.6	75

Location	Mile Post From	Mile Post To	Speed Restricted to Miles Per Hour
Lowman—			
1st curve west of	243.6	243.9	75
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
5th curve west of	245.0	245.5	75
6th curve west of	246.1	246.4	75
7th curve west of	246.9	247.3	75 Track 1 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
Elmira Heights—			
1st curve west of	252.4	254.1	75
Big Flats—			
1st curve west of	258.9	259.0	75
2nd curve west of	262.4	263.0	75
3rd curve west of	263.4	263.8	75
East Corning—			
1st curve west of	265.1	265.4	75
Tangent between 1st & 2nd curves west of	265.5	265.6	60
2nd curve west of	265.7	265.9	75
3rd curve west of	266.3	266.7	75 Track 1 65 Track 2
Corning—			
1st curve west of	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
1st curve west of	269.5	269.6	50
Coopers—			
1st curve west of	271.5	272.4	75
2nd curve west of	273.3	273.7	75
Savona—			
1st curve west of	281.9	282.4	65
2nd curve west of	282.7	283.1	75
Bath Station—			
Eastward freight trains, for inspection, passing, 20 MPH.			20
1st curve west of	286.2	286.6	75
2nd curve west of	288.6	288.8	75
3rd curve west of	295.8	296.5	75
4th curve west of	299.0	299.4	75
Cohocton—			
Curve at station	300.5	301.1	65
1st curve west of	302.2	302.7	65
2nd curve west of	303.7	304.0	75
Atlanta—			
East end of curve at station	304.8	305.7	70
1st curve west of	307.0	307.6	75
2nd curve west of	309.4	310.0	75
Wayland—			
1st curve west of	311.4	311.8	75
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

Location	Mile Post From	Mile Post To	Speed Restricted to Miles Per Hour
Perkinsville—			
1st curve west of	313.5	313.7	45 Track 1 25 Track 2
Tangent between 1st & 2nd curves west of	313.7	314.1	25
2nd curve west of	314.1	314.3	25
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	60 Track 1 55 Track 2
7th curve west of	320.5	320.6	60 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—			
Tangent, West of	327.4	325.8	60 Track 2

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

	Bulletin Boards	Standard Clocks	Train Registers See note	Red Bulletin Watch Comparison Registers
Owego Passenger Station, Ithaca Branch trains			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, 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.

438. Designated Points For Train Inspection Under Rule 101 (a).

Station or Tower	*Station or Tower*	*Station or Tower*
E. Bethany	Dansville	Corning
B&O Junction	Cohocton	Waverly
PRR Junction (Mt. Morris)	Avoca	Owego
	Bath	

439. Train Order Offices Not Open Twenty-four Hours Daily.

STATION	Monday to Friday	Saturdays, Sundays and Holidays
Avoca	8.00 A.M.-12.00 Noon 1.00 P.M.- 5.00 P.M.	Closed.
Big Flats	8.00 A.M.-12.00 Noon 1.00 P.M.- 5.00 P.M.	Closed.
Cohocton	7.00 A.M.-11.00 A.M. 12.00 Noon- 4.00 P.M.	Closed.
Dansville	5.30 A.M.- 1.30 P.M. 5.15 P.M.- 1.15 A.M.	5.30 A.M.- 1.30 P.M. 5.15 P.M.- 1.15 A.M.
East Bethany	8.00 A.M.-12.00 Noon 1.00 P.M.- 5.00 P.M.	Closed.
Elmira Heights	8.00 A.M.-12.00 Noon 1.00 P.M.- 5.00 P.M.	Closed.
Greigsville	8.30 A.M.-12.30 P.M. 1.30 P.M.- 5.30 P.M.	Closed.
Groveland	7.00 A.M.-11.00 A.M. 12.00 Noon- 4.00 P.M.	Closed.
Ithaca	8.30 A.M.-12.30 P.M. 1.30 P.M.- 5.30 P.M.	Closed.
Lancaster	7.00 A.M.-11.00 A.M. 12.00 Noon- 4.00 P.M.	Closed.
Mount Morris	11.30 P.M.- 7.30 A.M.	11.30 P.M.- 7.30 A.M.
Nichols	7.30 A.M.-11.30 A.M. 12.30 P.M.- 4.30 P.M.	Closed.
Owego	7.00 A.M.- 3.00 P.M. 8.00 P.M.-4.00 A.M.	7.00 A.M.- 3.00 P.M. 8.00 P.M.-4.00 A.M.
P. R. R. Jct.	Continuous.	Closed.
Vestal	6.50 A.M.- 11.30 P.M.	6.50 A.M.- 11.30 P.M.
Waverly	7.30 A.M.- 3.30 P.M. 7.00 P.M.- 3.00 A.M.	7.30 A.M.- 3.30 P.M. 7.00 P.M.- 3.00 A.M.
Wayland	8.00 A.M.-12.30 P.M. 1.30 P.M.- 5.00 P.M.	Closed.

SIGNALS

440. **Automatic Block Signals** (Rule 509 (a)) governing main tracks are in use between:

Johnson City and Buffalo.

East Buffalo and Black Rock.

441. **Preliminary Overlap Block System** (Rule 509 (h)) 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.

(See Rules 540 (a) to 540 (m) inc.)

443. **Telephone Train Order Signals** (Rule 509 (i)) 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 Rules 551, 552 and 553)

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 1.38 miles west of Wayland.

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.

446(a). Electrically Locked Hand-Operated Switches

(See Rules 555 and 556)

PRR Jct., 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, 1.41 miles west of Wayland.

Bath:
Crossover between main tracks Nos. 1 and 2, 1325 feet west of station.

446(b). **Mechanical Switch Locks:**
(Instructions for operation located inside front cover of the lock).

Erwins Crossing: Mechanical clock work time release switch lock on Erie R. R. connection switch.

Bath: Mechanical clockwork time release switch lock on main track trailing point crossover located at M. P. 287.6, (Soldier's Home) 2.0 miles west of station.

Atlanta: Mechanical clock work time release switch lock on main track trailing point crossover located at M. P. 305.8, 1500 feet west of station.

447. LOCATION OF SPRING SWITCHES

(See Rule 153)

(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 it is 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 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.

Indications 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.

450. SPECIAL PROTECTION OF HIGHWAY CROSSINGS

(See Rules 795, 795 (a), 795 (b), 795 (c), 795 (d))

Vestal:

Hotaling Road, 2.12 miles east of Vestal, Main Track 2.
"Z" box located adjacent to crossing.

Owego: Ithaca Branch

Crossing gate operators will NOT be on duty at Talcott and Adaline Streets between the hours of 3:00 P.M. Saturdays and 10:00 P.M. Sundays. (Local Time).

In the event of a movement over these highway crossings and the Lehigh Valley Railroad Crossing between the hours specified, trains will come to a STOP and crew will flag train over crossings at slow speed prepared to stop.

Waverly:

Pennsylvania Avenue, Fulton Street } Main Tracks 1 and 2, both directions.
Watchman on duty 7:00 P.M. to 3:00 A.M. daily, local time, except Sundays and Holidays.

Elmira Heights:

14th Street, Main Tracks 1 and 2, both directions.
Watchman on duty 8:00 A.M. to 4:30 P.M. daily, local time, except Sundays and Holidays.
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 Highway Circuit" sign located 4458 feet west of crossing. When a train has consumed more than two minutes on the approach circuit, crew must observe the lunar white light before crossing highway.

Bath:

Lackawanna Avenue, Main Tracks 1 and 2 and Eastward Siding.
Cameron Street, 1500 feet west of Station, Main Tracks 1 and 2, both directions.
Speed Restriction: All westward trains leaving westward siding, or stopping on main track between Station and a point 1350 feet east thereof, must consume 25 seconds time between Station and crossing (approximately 30 mph).
Belfast Street, 1.2 miles west of Station, Main Tracks 1 and 2, both directions.
Watchman on duty 8:00 A.M. to 4:00 P.M., Local Time, daily except Saturdays, Sundays and School Holidays.

Avoca:

Carrington Street, Maple Street, Grant Street, Main Street, River Street } Main Tracks 1 and 2, both directions.
Watchman on duty 8:15 A.M. to 4:15 P.M. daily, local time.
"Z" boxes located as follows:
"Z" box for eastward trains on eastward side directly west of Maple Street.

"Z" box for westward trains on westward side directly east of Grant Street.

Cohocton:

Maple Street, west of station, Main Tracks 1 and 2, both directions.

Atlanta:

Main Street, Beecher Street } Main Tracks 1 and 2, both directions.

Mount Morris:

Geneseo Road, 1600 feet east of station, Main Tracks 1 and 2, both directions.

Eastward trains on Main Track 2, making station stop, must stop west of "End of Highway Circuit" sign located 550 feet east of Mount 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 2 between "End of Highway Circuit" signs located 1000 feet west of station and 550 feet east of station, and crews entering Main Track 2 from side track located 200 feet west of crossing, must observe lunar white light flashing before crossing highway.

Leicester:

State Street, west of station, Main Tracks 1 and 2, both directions.

Manual operation ONLY of crossing gates, flasher signals and warning bells is provided for movements over the crossing on the side track in "Z" box adjacent to the crossing.

Linwood:

Fowler Road, east of station, Main Tracks 1 and 2, both directions.

Fowler Road crossing must be manually protected before helper engines start moving eastward on westward Main Track 1 from Linwood Station to crossover located 400 feet east of Fowler Road crossing to enter eastward Main Track 2.

Helper engines pushing trains on westward Main Track 1 to Linwood must not be uncoupled from train until the entire train has moved over Fowler Road crossing.

Lancaster:

Sheldon Ave., 2000 feet west of station, Main Tracks 1 and 2, both directions.

Watchman on duty 8:00 A.M. to 4:00 P.M. local time daily except Sundays and the following holidays: New Year's Day, Washington's Birthday, Memorial, Independence, Labor, Thanksgiving and Christmas Days.

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 876.

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 (South Park Ave.) except during daylight hours and then only when flag protection is provided against highway traffic moving in both directions on Abbott Road (South Park Ave.).

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, 34 to 37, Inclusive.)

457(a). 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)

459. Employees are prohibited from climbing (or riding) on top of moving box cars, engines or other high equipment in the vicinity of overhead structures over all main tracks and sidings at MP 257.20, overhead highway bridge west of Horseheads and also at MP 261.10, overhead highway bridge west of Big Flats.

Structures less than 22 feet above top of rail which may not clear man standing on top of cars or engine tenders; overhead wire lines less than 27 feet above top of rail and overhead cable lines less than 25 feet above top of rail.

JOHNSON CITY TO BUFFALO

Location	Description	Track Nos.
Vestal—		
.12 mile east of	Br. #199.59	Main Tracks only
Apalachin—		
.78 mile west of Apalachin	Br. #206.40—Highway.	All Tracks
Owego—		
.05 mile west of	Br. #212.44	Westward Track 1 only
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

JOHNSON CITY TO BUFFALO—Continued

Location	Description	Track Nos.
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.
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—		
3.04 miles west of	Br. #256.10	All Tracks
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
Savona—		
.53 mile west of	Br. #280.70	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—Cohocton River	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
Wayland—		
.05 mile west of	Br. #311.36	Eastward Siding
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—		
.02 mile west of	Signal Bridge	All Tracks
Mt. Morris—		
.01 mile west of P. R. R. Jct.	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
Linwood—		
1.55 miles west of	Br. #346.86	All Tracks
East Bethany—		
.03 mile east of E. Bethany	Br. #353.97—Highway	All Tracks
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 SideTrack
.51 mile east of E. Buffalo	Br. #389.22—Harlem Ave	All Tracks

JOHNSON CITY TO BUFFALO—Continued

Location	Description	Track Nos.
East Buffalo—		
.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

ITHACA BRANCH

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.
3.49 miles east of	Br. #242.89	Main Track

TRACK SCALES

Location	Capacity	Length
East Buffalo (Shop track)	125 tons	59 ft.
Elmira	167 tons	65 ft.

THINK

BRIDGE RESTRICTIONS—BUFFALO DIVISION

LOCATIONS / LOCOMOTIVE NUMBERS	HT-2 51-53	401-456	461-491	501-560	601-662	801-820	850-859	901-955	956-970	Permissible Max. Gross Weight of Car and Lading
Main Line Main Track and Sidings*:										
Binghamton to Buffalo										
Branch Line Main Tracks and Sidings*:										
East Buffalo to Black Rock										
Owego to Candor:										
Bridge #221.31	A	A	A	A	A	A	A	A	A	
Bridge #221.66	A	A	A	A	A	A	A	A	A	
Bridge #222.90	B	B	B	B	B	B	B	B	B	210,000
Candor to Ithaca			No	No	No	No	No	No	No	210,000
Bridge #224.81	C	C	No	No	No	No	No	No	No	

Where restrictions apply, the symbols refer to the notes below:

*—Refers to "sidings" and "side tracks" as defined in Book of Rules.
No—Equipment NOT permitted.
A—Equipment permitted. Speed restricted to 15 mph. No braking.
B—Equipment permitted. Speed restricted to 5 mph. No braking.
C—Equipment permitted. Speed restricted to 5 mph.

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.
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, at MP 384.15.
E-Di—Pavement Rd., at MP 380.79.
E-Di—Dellwood, at MP 378.50.
E-Di—West Alden, MP 375.80.
E-Di—Alden, at MP 374.28.
E-Di—Fargo, at MP 371.40.
E-Di—North Darien, booth opposite station switch, at MP 367.10.
E-Di—Ray, booth east of highway crossing, at MP 364.15.
E-Di—North Alexander, booth on east side, MP 361.4.
E-Di—East Alexander, at MP 358.90.
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 east side, MP 342.59.
E-Di—Greigsville, ct crossover.
E-Di—Leicester, booth opposite station, MP 335.87.
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.
E-Di—Dansville, ½ mile west of Culbertson's Glen, MP 321.5.
E-Di—Dansville, 1.97 miles east, MP 316.6.
E-Di—Perkinsville, third overhead bridge west of station, MP 315.5.
E-Di—Perkinsville, station platform.
E-Di—Perkinsville, crossovers.
E-Di—Wayland, west end westward siding.

TELEPHONES AT OTHER THAN REGULAR STATIONS

E-Di—Wayland, east side, 420 feet west of station.
E-Di—Wayland, opposite station.
E-Di—Wayland, crossovers 1000 feet east of station.
E-Di—Atlanta, Station platform.
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, MP 289.54.
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, MP 285.5.
E-Di—Bath, East end Westward siding at Home signal.
E-Di—Bath, east of, at Blair Spur, MP 282.00.
E-Di—Savona, booth, MP 280.2.
E-Di—Campbell, booth east end of station, MP 275.7.
E-Di—Coopers, booth at crossover.
E-Di—Erwins Crossing cabin.
E-Di—Painted Post, Crossover, MP 268.4.
E-Di—Corning Jct., west end yard.
E-Di—Corning Junction, East End Yard.
E-Di—East Corning, west end of tool house.
E-Di—East Corning, east end eastward siding.
E-Di—Corning Curve, MP 262.4.
E-Di—Horseheads, MP 253.11 east side.
E-Di—Horseheads, Koppers Crossover, MP 252.
E-Di—West of Elmira at Thatchers switch.
L-Di—Elmira Heights, near entrance to American Bridge Company's Works.
E—Elmira, Sullivan St.
E-Di—Elmira, Church St. Crossover.
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, at crossovers.
E-Di—Wilawana, bridge 238.66 west of
E-Di—Wilawana at Signal 2380.
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.
E-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, 2.33 miles east of station.
E-Di—Lounsberry, East Side.
E-Di—Owego Narrows, milepost 215.10.
E-Di—Owego, west end eastward siding.
E-Di—Owego, east end eastward siding.
E-Di—Owego, station platform.
E-Di—Owego, 3.50 miles east at MP 208.99.
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 eastward siding.
E-Di—Willow Point, Atlantic Oil Sw.
E-Di—At Signal 1966, Willow Point.
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.

LOCATION OF CAR REPLACERS, BUFFALO DIVISION

Vestal
Owego
Ithaca
Waverly
Elmira
E. Corning
Bath
Avoca
Cohocton
Perkinsville
Dansville
Groveland
Mt. Morris
Greigsville
Linwood
B. & O. Jct.
E. Bethany
N. Alexander
Lancaster

TABLE OF CONTENTS

Page

Explanation of Symbols 1

MORRIS AND ESSEX DIVISION

Schedules

BOONTON LINE
Weekdays—Eastward ..... 2 to 9
Weekdays—Westward ..... 10 to 17
Saturdays and Sundays—Eastward ..... 18 to 25
Saturdays and Sundays—Westward ..... 26 to 33

MORRISTOWN LINE—MONTCLAIR AND GLADSTONE BRANCHES
Weekdays—Eastward ..... 34 to 53
Weekdays—Westward ..... 54 to 73
Saturdays and Sundays—Eastward ..... 74 to 85
Saturdays and Sundays—Westward ..... 86 to 97
SUSSEX BRANCH (Weekdays) 98
SUSSEX BRANCH (Saturday and Sunday) 99
CHESTER BRANCH 100
PHILLIPSBURG BRANCH 101
HARRISON BRANCH 100
HAMPTON BRANCH 101
BANGOR and PORTLAND BRANCH 100
Notes covering special stops for passengers, mail or papers 101

Local Instructions

Bridge Restrictions 172–173
Bulletin Boards—
Location of—Instruction 140 150
Centralized Traffic Control—Instruction 142 152
Clearance—
Stations—Instruction 139 149
Restrictions (overhead and side obstructions) Instructions 158 to 160 ..... 165 to 171
Clocks—Standard—Location of—Instruction 140 150
Draw-bridges—Protected by Interlocking—Instruction 147 154
Dual Control Switches—Instruction 148 154–155
Electrically Locked Hand Operated Switches—Instruction 149(a) 155–156
Electrically Locked Hand Operated Switches Automatically Controlled—Instruction 149 (b) 156-157
Electrified Tracks—Instruction 199 176
Electric Zone—Electric Operation—Instructions 190 to 211 ..... 175 to 179
Highway Crossings—Special Protection of—Instruction 154 ..... 160 to 164
Inspection of Trains, Designated Points For 153
Interlocking Towers Not Open 24 hrs. daily—Instruction 146(a) 152
Holiday Service—Instruction 131 139
Marker Boards—Instruction 157 165
Miscellaneous—Instructions 103 to 116 ..... 137 to 139
Oxford Furnace—Movements to Ore Mine—Instruction 136 140
Railroad Crossings—Location and Protection of—Instruction 152–153 159-160
Registers—Train and Watch—Location of—Instruction 140 150
Replacers, location of 182
Retainers—Instruction 117 139
Scales—Track 182
Signals—Instructions 141-143 151–152
Slide Detector Fence—Instruction 133 139–140
Speed Restrictions—Instruction 138 ..... 141 to 149
Spring Switches—Location of—Instruction 151 ..... 157 to 159
Superiority of Trains—Instructions 101-102 137
Stops—Special, for Employees—Instruction 130 139
Switch Indicator—Instruction 150(a) 157
Telephones—Location at Other than Regular Stations ..... 180 to 182
Tracks—Operation of Three or More—Instruction 137 140–141
Train Operation by Signal Indication—Instruction 144 152
Train Order Offices not open 24 hours daily—Instruction 146 (b). 153–154
Tunnels—Rules Governing Movement of Trains Through—
Bergen Tunnel—Instruction 162 172
Yard Limits and Yard Rules—Instruction 155 164
Yard Running Tracks—Instruction 156 164–165

Local Instructions—(Continued)

BANGOR AND PORTLAND BRANCH

Page

Miscellaneous—Instructions 164 to 175 173–174
Electric Staff System—Rules Governing Use—Instruction 177 to 185 174–175

SCRANTON DIVISION

Schedules

Johnson City to Stroudsburg—Eastward 102–103
Stroudsburg to Johnson City—Westward 104–105
Bloomsburg Branch 108–109
Syracuse Branch—Southward 110
Syracuse Branch—Northward 111
Cincinnatus Branch 112
Utica and Richfield Springs Branches 113
Notes Covering Special Stops for Passengers, Mail or Papers ... 106–107

Local Instructions

Automatic Cab Signals—Instruction 341 201
Bridge Restrictions 222-223
Bulletin Boards—Location of 198
Centralized Traffic Control—Instruction 338 200
Clearance—
Stations—Instruction 335 197
Restrictions (overhead obstructions) Instruction 353 ..... 214 to 220
Clocks—Standard—Location of 198
Drag Detector Indicators—Instruction 342 201
"Dual" Control Switches—Instruction 343 201
Electrically Locked Hand-Operated Switches—Location of—Instruction 344 201-202
Heavy Grades—Handling of Freight Trains—Instructions 323 to 329 185
Highway Crossings—Special Protection of—Instruction 349 ... 206 to 213
Independent Track—Instructions 313 and 314 184
Inspection of Trains, Designated Points For 198
Keyser Valley Branch Main Tracks—Instructions 310 to 312 ... 183-184
Miscellaneous—Instructions 301 to 309 183
Bloomsburg Branch—Instructions 315 to 317 184-185
Syracuse Branch—Instructions 318 to 320 185
Railroad Crossings—
Protected by Interlocking—Instruction 347 205
Protected by Other Signals—Instruction 348 205-206
Registers—Train and Watch—Location of 198
Replacers, location of 226
Retainers—
Diesel Power—Instruction 331–332 ..... 186 to 188
Signals—Instructions 336 to 342 200-201
Scales—Track 226
Speed Restrictions—Instruction 334 ..... 188 to 197
Main Line ..... 188 to 193
Bloomsburg Branch 194
Syracuse Branch 195-196
Utica Branch 196-197
Spring Switches—Location of—Instructions 345–346 ..... 202 to 205
Telephones—Location at Other Than Regular Stations 224-225
Tracks—Operation of Three or More—Instruction 333 188
Train Operation by Signal Indication—Instruction 340 201
Train Order Offices not open 24 hours daily ..... 198 to 200
Tunnels—Rules Governing Movements of Trains Through—
Nicholson Tunnel—Instruction 355 221
Nay Aug Tunnel—Instruction 356 221
Oswego Tunnel—Instruction 357 221-222
Water Stations—Location of 226
Yard Limits and Yard Rules—Instruction 352 213

BUFFALO DIVISION

Schedules

Buffalo to Johnson City—Eastward 114–115
Johnson City to Buffalo—Westward 116–117
Ithaca and Black Rock Branches 118
Notes Covering Special Stops for Passengers, Mail or Papers ... 119

Local Instructions

Automatic Cab Signals—Instruction 442 237
Bridge Restrictions 246
Bulletin Boards—Location of—Instruction 437 236

BUFFALO DIVISION

Local Instructions—(Continued)

Page

Clearance Restrictions—Instructions 457a to 459 ..... 243 to 245
Clearance Stations—Instruction 436 235
Clocks—Standard—Location of—Instruction 437 236
Electrically and Mechanically Locked Hand Operated Switches—Instruction 446(a) and 446 (b) 237–238
Heavy Grades—Handling of Freight Trains—Instructions 431 to 434 229-230
Highway Crossings—Special Protection of—Instructions 450 to 455 ..... 241 to 243
Inspection of Train, Designated Points For—Instruction 438 ... 236
Miscellaneous—Instructions 400 to 430 ..... 227 to 229
Railroad Crossings—Location and Protection of—Instructions 448–449 ..... 239 to 241
Registers—Train and Watch—Location of—Instruction 437 ... 236
Remote Control Switches—Instruction 445 237
Replacers, location of 248
Scales—Track 245
Signals—Instructions 440 to 444 237
Speed Restrictions—Instruction 435 ..... 230 to 235
Spring Switches—Location of—Instruction 447 238–239
Telephones—Location at Other Than Regular Stations 247–248
Train Operation by Signal Indication—Instruction 444 237
Train Order Offices Not Open 24 Hours—Instruction 439 236
Yard Limits and Yard Rules—Instruction 456 243

GENERAL INSTRUCTIONS—In Effect on all Divisions:

Availability of Diesel Locomotives—Instruction 19 123
Buckling of Trains—To Guard Against—Instructions 31 to 33. 125
Clearance Restrictions (overhead and side obstructions)—Instructions 34 to 37(b) 125–126
Doctors—Company—Location and Telephone 135
Electric Shock—Resuscitation ..... 128 to 132
First Aid Treatment for Burns and Scalds 132
Headlights, Display of—Instruction 38 126
Heavy Grades—Handling of Freight Trains—Instructions 21 to 33 ..... 123 to 125
Hospitals—Location and Telephone 136
Hours of Service—Instructions 1-1a 120
Inspection and Braking—Instruction 20 123
Locomotives and Freight Cars—Handling of—Instructions 10 to 19 ..... 121 to 123
Miscellaneous Instructions—Instructions 6 to 8 121
Operating Rules, Changes in 120
Retainers—(See Handling of Freight Trains on Heavy Grades—Instructions 21 to 33) ..... 123 to 125
Security Regulations, Instruction 4 120–121
Speed Restrictions—
General—Instruction 39 ..... 126 to 128
Speed Table 128
Superiority of Trains—Instruction 2 120
Surgeons—Company—Location and Telephone 135
Tonnage—Locomotive tonnage ratings in "Grade Signal" territories—Instruction 44 ..... 132 to 134
Tracks—Operation of Three or More—Instruction 3 120
Watch Inspectors—Location 136
Wires—High Voltage—Instruction 40 128

EASTWARD MANIFEST TRAIN SCHEDULE

THE TIME SHOWN CONVEYS NO TIME TABLE AUTHORITY

	BH-2 Daily	A/BH-4 Daily	NE-2 Ex Fr Sa	BH-4* Daily	BS-2 Daily	A/BH-8 Daily	No. 20 Ex Sa Su Mo	NE-4 Daily	NE-6 Daily	BH-8 Daily	BH-12 Ex Su Mo
EAST BUFFALO.....Lv. R.T. East Buffalo-Elmira	1.00 AM 5'50"	4.30 AM 5'00"	5.15 AM	8.15 AM 4'15"	10.00 AM 5'45"	12.30 PM 5'25"	5.00 PM 3'30"	6.45 PM 3'55"	8.00 PM 4'45"	9.15 PM 4'45"	
ELMIRA.....Ar. T.T. Elmira	6.50 AM 55"	9.30 AM 30"		12.30 PM 30"	3.45 PM 30"	5.55 PM 40"	8.30 PM 10"	10.40 PM 20"	12.45 AM 30"	2.00 AM 30"	
ELMIRA.....Lv. R.T. Elmira-Binghamton	7.45 AM 2'00"	10.00 AM 1'30"		1.00 PM 1'15"	4.15 PM 2'30"	6.35 PM 1'15"	8.40 PM 1'10"	11.00 PM 1'05"	1.15 AM 2'15"	2.30 AM 2'15"	9.00 AM 1'30"
EAST BINGHAMTON.....Ar. T.T. Binghamton **EAST BINGHAMTON.....Lv.**	9.45 AM 45" 10.30 AM	11.30 AM 45" 12.15 PM	9.40 AM 10" 9.50 AM	2.15 PM 15" 2.30 PM	6.45 PM 30" 7.15 PM	7.50 PM 30" 8.20 PM	9.50 PM	12.05 PM 25" 12.30 PM	3.30 AM 30" 4.00 AM	4.45 AM 30" 5.15 AM	10.30 AM 1'00" 11.30 AM
CAYUGA.....Ar. R.T. East Binghamton-Scranton	3'15"	1'30"		1'45"	9.00 PM 2'15"	10.10 PM 2'20"	1'25"	1'25"	5.25 AM 2'00"	2'00"	3'30"
SCRANTON.....Ar. T.T. Scranton **SCRANTON.....Lv.** R.T. Scranton-Stroudsburg	1.45 PM	1.45 PM 45" 2.30 PM 3'10"	11.10 AM 15" 11.25 AM	4.15 PM 30" 4.45 PM 2'45"	9.30 PM	10.40 PM	11.15 PM 25" 11.40 PM	1.55 AM 35" 2.30 AM 2'55"	6.00 AM	7.15 AM 1'30" 8.45 AM 5'15"	3.00 PM 1'30" 4.30 PM 3'40"
STROUDSBURG.....By R.T. Stroudsburg-Port Morris		5.40 PM 1'20"		7.30 PM 1'00"				5.25 AM 1'20"		2.00 PM 2'35"	8.10 PM 1'35"
PORT MORRIS.....Ar. T.T. Port Morris **PORT MORRIS.....Lv.** R.T. Port Morris-Secaucus		7.00 PM 30" 7.30 PM	2.15 PM 15" 2.30 PM	8.30 PM 30" 9.00 PM			3.05 AM 10" 3.15 AM	6.45 AM		4.35 PM 40" 5.15 PM 2'00"	9.45 PM
SECAUCUS.....Ar. R.T. Port Morris-Hoboken		1'30"	1'30"	1'30"						7.15 PM 45"	
HOBOKEN.....Ar. Elapsed Time	12'45"	9.00 PM 16'30"	4.00 PM 10'45"	10.30 PM 14'15"	11'30"	10'10"	5.00 AM 12'00"	9.00 AM 14'15"	10'00"	8.00 PM 22'45"	12'45"

*—On Thursday, Friday and Saturday will operate from East Buffalo to Hoboken, arrive 12:30 A.M.

Revised 10/30/55

23

WESTWARD MANIFEST TRAIN SCHEDULE

THE TIME SHOWN CONVEYS NO TIME TABLE AUTHORITY

	HB-1 Ex Sa & Su	HB-3 Ex Sa & Su	2/HB-3 Ex Fr, Sa & Su	HB-5 Daily	HB-7 Ex Mo	HB-9 Ex Mo	SB-3 Daily	BB-3 Ex Mo
HOBOKEN.....Lv. R.T. Hoboken-Port Morris	7.15 PM 1'45"	9.30 PM 1'30"		11.30 PM 2'30"	4.00 AM 3'15"			
PORT MORRIS.....Ar. T.T. Port Morris **PORT MORRIS.....Lv.** R.T. Port Morris-Stroudsburg	9.00 PM 9.20 PM 1'00"	11.00 PM 1'01"	12.55 AM 55"	12.01 AM 30" 2.30 AM 1'05"	7.15 AM 30" 7.45 AM 1'20"	11.40 AM 1'00"		
STROUDSBURG.....By R.T. Stroudsburg-Scranton	10.20 PM 1'55"	12.01 AM 1'45"	1.50 AM 1'30"	3.35 AM 2'25"	9.05 AM 2'40"	12.40 PM 1'40"		
SCRANTON.....Ar. T.T. Scranton **SCRANTON.....Lv.** R.T. Scranton-Binghamton	12.15 AM 46" 1.01 AM 1'29"	1.45 AM 45" 2.30 AM 1'25"	3.20 AM 15" 3.35 AM 1'10"	6.00 AM 1'00" 7.00 AM 2'00"	11.45 AM 1'30" 1.15 PM 2'15"	2.20 PM 25" 2.45 PM 1'30"	11.30 AM* 2'00"	
EAST BINGHAMTON.....Ar. T. T. East Binghamton **EAST BINGHAMTON.....Lv.** R.T. East Binghamton-Elmira	2.30 AM 30" 3.00 AM 1'25"	3.55 AM 30" 4.25 AM 1'10"	4.45 AM 1'05"	9.00 AM 1'00" 10.00 AM 1'30"	3.30 PM 45" 4.15 PM 1'45"	4.15 PM 30" 4.45 PM 1'15"	1.30 PM 30" 2.00 PM 1'45"	12.30 PM** 1'20"
ELMIRA.....Ar. T. T. Elmira **ELMIRA.....Lv.** R.T. Elmira-Buffalo	4.25 AM 20" 4.45 AM 4'00"	5.35 AM 15" 5.50 AM 3'40"	5.50 AM 10" 6.00 AM 3'35"	11.30 AM 45" 12.15 PM 5'45"	6.00 PM 30" 6.30 PM 5'31"	6.00 PM 20" 6.20 PM 3'55"	3.45 PM 25" 4.10 PM 4'50"	1.50 PM 20" 2.10 PM 5'50"
EAST BUFFALO.....Ar. Elapsed Time	8.45 AM 13'30"	9.30 AM 12'00"	9.35 AM 8'40"	6.00 PM 18'30"	12.01 AM 20'01"	10.15 PM 10'35"	9.00 PM 9'30"	8.00 PM 7'30"

*—Departs from Taylor.
**—Departs from "YO" Yard.
NOTE: HB-1, HB-3, 2/HB-3, HB-5 and HB-9 will operate one hour earlier during D. S. T.

Revised 10/30/55

253

PROMPT HANDLING of ALL Freight Cars in accordance with CAR SERVICE RULES and Effective Special Car Orders is of PRIME IMPORTANCE

REMEMBER: THE PER DIEM RATE IS NOW $2.40

SAVE CAR DAYS, SAVE PER DIEM

ROUGH HANDLING

HOW TO JUDGE IMPACT FORCE AND SPEED OF FREIGHT CARS

For the benefit of those engaged in train or yard service, there is shown below the impact force at various speeds, together with method of calculating speed of 40-foot car. This information should enable switching crews to couple cars at proper speed, thereby reducing damage to lading and subsequent claim payments.

The factor behind damage resulting from rough coupling of cars is: impact delivered by coupled cars increases in proportion to square of the speed. In other words, a car coupled at 8 miles per hour delivers 16 times as much impact force as a car coupled at 2 miles per hour.

The coupling speed of a 40-foot car may be determined by sighting the vertical end of car against some stationary object like a telegraph pole, switch stand or cross tie and noting the seconds it takes to pass. Speed in miles per hour is shown below. (A good way to count seconds without using a stop watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point.)

Figuring Speed Of 40-Foot Car

Seconds	Miles Per-Hour
1	28
2	14
3	9.3
4	7
5	5.6
6	4.7
7	4
8	3.5
9	3.1
10	2.8
11	2.5
12	2.3
13	2.15
14	2

Impact Forces at Striking Speeds

Car Coupled at	Units of Destructive Force
1 mph	1
2 mph	4
3 mph	9
4 mph	16
5 mph	25
6 mph	36
7 mph	49
8 mph	64
9 mph	81
10 mph	100

A safe range of speed is a brisk walk, which is about 4 miles per hour.

THINK

M. & E. DIVISION SCRANTON DIVISION BUFFALO DIVISION

ASSISTANT SUPERINTENDENT

H. B. Hill

TRAINMASTERS

A. F. Hopper, Chief
J. S. Kapenos
I. H. Harris
H. W. Johns, Terminal
P. M. Donovan
J. W. Wolf, Assistant

J. F. O'Connor, Terminal
J. F. Minch
H. E. Cyphers
K. H. Lerz

B. G. Webb
E. J. Whalen

ROAD FOREMEN OF ENGINES

C. B. Creveling
J. J. Reece

T. H. Jones
F. D. Beynon
E. F. Tuttle
L. Olmstead

W. C. Sturm
E. W. Flynn

CHIEF TRAIN DISPATCHERS

J. C. Carroll

B. F. Edwards

D. M. Lawson

ASSISTANT CHIEF TRAIN DISPATCHERS

E. C. Flinton
K. A. Sisco

M. S. Harvey
J. R. Finan, Jr.
A. R. Carpenter, Relief

C. L. Hewey

TRAIN DISPATCHERS

L. T. O'Neil
H. E. Oakley, Jr.
J. M. Conboy
G. W. Wright
R. S. Byrnes
C. Judd
W. J. Warrick
A. J. Vince
J. L. Thomas
H. W. Wilm, Relief
W. A. Lamb, Relief
R. E. Rawls, Relief

W. A. Scanlon
J. J. Gilbride
G. Rushin
H. S. Covey, Relief
W. J. O'Dea
F. J. Roark
E. R. Polly
G. N. Clark, Relief

A. H. McLaughlin
J. B. Logan
A. A. McLaughlin
F. P. Wagner, Relief
W. T. Ryan, Relief