

**ERIE-LACKAWANNA
RAILROAD COMPANY
EASTERN DISTRICT**

TIME 118 TABLE

Schedules, special instructions and other information in this time table apply to that portion of the railroad formerly known as the Delaware Lackawanna and Western Railroad Co.

Reference herein to Erie Railroad Rules, schedules and related instructions apply to that portion of the railroad formerly known as the Erie Railroad Company.

IN EFFECT 2:01 A.M. OCTOBER 30, 1960

EASTERN STANDARD TIME

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

For the Government of Employees Only

A. E. KRIESIEN
Asst. Vice President
and General Manager

T. E. McGINNIS
Asst. General Manager

SUPERINTENDENTS

J. R. EBERT
M & E Division

J. W. CONWAY
Scranton Division

R. W. JONES
Buffalo Division

PER DIEM RATE IS \$2.88

CAR HANDLING IS EVERYONE'S RESPONSIBILITY. YOU CAN HELP BY PROMPT MOVEMENT OF ALL FREIGHT CARS

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		Impact Forces at Striking Speeds	
Seconds	Miles Per Hour	Car Coupled at	Units of Destructive Force
1	28	1 mph	1
2	14	2 mph	4
3	9.3	3 mph	9
4	7	4 mph	16
5	5.6	5 mph	25
6	4.7	6 mph	36
7	4	7 mph	49
8	3.5	8 mph	64
9	3.1	9 mph	81
10	2.8	10 mph	100
11	2.5		
12	2.3		
13	2.15		
14	2		

A safe range of speed is a brisk walk, which is about 4 miles per hour.

THINK

Date, _____ 1960

I hereby acknowledge receipt of _____ copies of

Time Table No. 118

Name _____

Employed as _____

TIME TABLE No. 118

In Effect 2:01 A.M. October 30, 1960

THINK



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

NAME LOCATION OFFICE TELEPHONE

EXPLANATION OF SYMBOLS

- D—Train order office not open 24 hours daily.
(See local instructions for open hours.)
- N—Train order office open 24 hours daily.
- F—Stop on signal.
- s—Stop—regular.
- ss—Stop—as per Notes Pages 45, 69, 87, 88

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

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

“Holidays” referred to are the following legal holidays: New Year’s Day, Washington’s Birthday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

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.....	Chief Surgeon.....	Diamond 2-9924	Diamond 3-6224
William M. Howell.	Assistant Surgeon...	Diamond 3-2860	Clk. Smt. 6-0961
Walter Redel.....	Assistant Surgeon...	Diamond 4-6797	Clk. Smt. 6-0191
Albert J. Cross.....	Assistant in Medicine.	Diamond 7-3479	Diamond 7-1616
John E. Swift.....	Assistant in Medicine.	Diamond 3-1623	Diamond 3-1623
P. F. Kerstetter.....	Urologist.....	Diamond 2-7439	Diamond 2-7439
Bernard D. Rosenfeld	Assistant Urologist..	Diamond 6-1768	Diamond 7-6916
Wesley R. White...	Otorhinolaryngologist.	Diamond 7-5453	Diamond 4-0696
C. Henry Jones.....	Ophthalmologist.....	Diamond 2-5264	Diamond 2-8267
Joseph T. Guzek.....	Assistant Ophthalmologist ..	Diamond 2-4853	Diamond 7-3938
Clyde L. Mattas....	Pathologist.....	Diamond 2-9416	Diamond 2-9512
Nicholas V. DeLeo.	Assistant Pathologist	Diamond 3-7246	Diamond 3-7246
Edward J. McGuire.	Roentgenologist.....	Diamond 7-6028	Jermyn 132
James G. Morgan..	Dental Surgeon.....	Diamond 2-6452	Diamond 3-6707
Ernest G. Shander..	Chief Anesthetist...	Diamond 7-3271	Diamond 7-3271
Samuel Gross.....	Dermatologist.....	Diamond 2-4857	Diamond 2-0509
Herman B. Popky..	Assistant Roentgenologist ..	Diamond 7-5024	Diamond 3-5558
Timothy F. Moran.	Proctologist.....	Diamond 7-2511	Diamond 3-1793
Benjamin S. Konopka	Psychiatrist.....	Diamond 2-4917	Diamond 2-4917

OTHER COMPANY SURGEONS

NAME	LOCATION	OFFICE	TELEPHONE
Gorman J. McVeigh	New York, N. Y....	160 East 74th St....	Trafalgar 9-0482
Henry C. Johnston.	New York, N. Y....	110 William St....	Barclay 7-2880
C. E. Woltmann....	Hoboken, N. J....	805 Garden St....	Oldfield 9-6532
Cecil F. Sabini....	Hoboken, N. J....	257 Fourth St....	Oldfield 9-8177
Marshall Bergen... (Orthopedic)	Jersey City, N. J..	12 Clifton Pl....	HE 3-0462
L. A. Amdur..... (Eye Specialist)	Jersey City, N. J..	15 Exchange Place..	HE 4-1068
Victor B. Seidler...	Montclair, N. J....	16 Plymouth St....	PI 4-0732
Guy H. Laudig.....	Morris Plains, N. J.	361 Speedwell Ave..	JE 8-3183
Laurence M. Collins (Psychiatrist)	Convent, N. J....	Canfield Road.....	JE 9-0052
A. L. Baker, Jr....	Dover, N. J....	389 W. Blackwell St.	FO 6-0333
George F. Simms...	Lyndhurst, N. J..	541 Page Ave.....	WE 9-4296
Joseph Barr.....	Paterson, N. J....	975 Madison Ave...	Lambert 3-7221 Swarthmore 6-5133 Home
Angelo Gianni.....	Netcong, N. J....	37 Main Street.....	Netcong 2-0683
J. Earle Brackbill..	Bangor, Pa.....	28 South First St...	JU-1-3770
Perry Stearns.....	E. Stroudsburg, Pa.	124 Analomink St...	HA 1-8650 Office HA 1-7700 If No Answer
R. Frederick Jones.	E. Stroudsburg, Pa.	116 Washington St..	HA 1-3193
E. O. Headrick....	Mt. Pocono, Pa...	.....	TE 9-6261
S. M. Davenport...	Kingston, Pa....	137 S. Maple Ave...	BU 7-6524
L. S. Reese..... (Eye Specialist)	Kingston, Pa....	300 Rutter Ave....	BU 7-4713
Geo. J. Marvin.....	Binghamton, N. Y.	81 Riverside Dr....	RA 2-1505
Dr. Charles L. Pope	Binghamton, N. Y.	151 Front St....	RA 4-3237
Robert H. Kerr....	Cortland, N. Y....	84 N. Main St....	Skyline 6-2112 Office
Jos. G. Reidel.....	Syracuse, N. Y....	300 W. Onondaga St.	GR 5-4181
John F. Burden....	Oswego, N. Y....	37 W. Bridge St....	{302 & 626—Home 4-6735
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....	RAndolph 4-5315
Paul E. Zoltowski..	Waverly, N. Y....	452 Pennsylvania Ave.	Waverly 45
J. Lee Kinner.....	Elmira, N. Y....	243 Lake St....	REgent 2-3624
F. W. Chamberlain.	Elmira, N. Y....	963 Walnut St....	REgent 4-5478
W. T. Boland..... (Ophthalmologist)	Elmira, N. Y....	378 W. Church St..	REgent 2-3233
S. V. Collins.....	Elmira, N. Y....	930 W. Water St...	REgent 4-9818
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
Joseph A. Wechter..	Lancaster, N. Y...	5533 Broadway....	RE 2727
A. L. Bennett..... (Oculist)	Buffalo, N. Y....	147 Linwood Ave...	Grant 0617
J. J. Creighton....	Buffalo, N. Y....	287 Lafayette Ave..	Garfield 8639
D. R. Tronolone....	Buffalo, N. Y....	139 North Ogden St.	Taylor 0280

PHYSICIANS FOR PHYSICAL EXAMINATIONS ONLY

NAME	LOCATION	OFFICE	TELEPHONE
E. C. Brinning, Jr..	Glen Ridge, N. J.	11 Highland Ave....	Pi 3-6313
Russell B. Stone...	Phillipsburg, N. J.	56 Summit Ave....	Glencourt 43301

LOCAL HOSPITALS

NAME	LOCATION	ADDRESS	TELEPHONE
St. Vincent's.....	New York City...	7th Ave. and 11th St.	Oregon 5-0500
Christ.....	Jersey City, N. J..	176 Palisade Ave...	Oldfield 3-1220
St. Michael's.....	Newark, N. J....	306 High St....	Market 3-8200
N. J. Orthopaedic..	Orange, N. J....	179 Lincoln Ave....	Orange 5-1400
Overlook.....	Summit, N. J....	Morris Ave.	CR 3-8100
Memorial.....	Morristown, N. J..	100 Madison Ave...	JE 8-4500
St. Joseph's.....	Paterson, N. J....	703 Main St....	Mulberry 4-7500
Dover General.....	Dover, N. J....	Jardine St.	FO 6-1600
Easton.....	Easton, Pa.	20th and Lehigh Sts.	BL 8-6221
General.....	E. Stroudsburg, Pa.	206 E. Brown St...	HA 1-4000
Moses Taylor.....	Scranton, Pa. ...	700 Quincy Ave...	Diamond 4-7251
Geisinger Memorial.	Danville, Pa.	P. O. Box 152.....	BR 5-1000
Binghamton City...	Binghamton, N. Y.	25 Park Ave.....	RA 2-2311
Cortland.....	Cortland, N. Y....	Homer Ave. & W. Main St.	Skyline 6-7525
St. Joseph's.....	Syracuse, N. Y....	301 Prospect St....	GR 4-6011
Midtown.....	Syracuse, N. Y....	423 W. Onondaga St.	GR 5-3141
Oswego.....	Oswego, N. Y....	W. 6th & Bridge Sts.	1926
Chenango Memorial	Norwich, N. Y....	176 N. Broad St....	4-3251
Faxton.....	Utica, N. Y....	1678 Sunset Ave...	REdwood 2-3101
Tioga Co., General.	Waverly, N. Y....	N. Chemung St....	660
Arnot-Ogden.....	Elmira, N. Y....	Roe Ave.	REgent 4-5221
St. Joseph's.....	Elmira, N. Y....	559 E. Market St...	REgent 3-6541
Corning.....	Corning, N. Y....	163 E. First St....	6-4611
Ira Davenport Memorial.....	Bath, N. Y....	117 E. Steuben St...	PR 6-2141
Dansville.....	Dansville, N. Y...	236 Main St....	875
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 Washing- ington Ave.
Fulmer's Jewelry.....	Phillipsburg, N. J., 385 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 Washing- ton St.
Rogers Jewelry Co.	Scranton, Pa.
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.
J. W. Skillen.....	Norwich, N. Y., 12 American Ave.
Maltby-Campbell Co.	Oswego, N. Y., 20 W. Bridge St.
Thomas A. Davis.....	Utica, N. Y., 327½ Columbia St.
North Jewelers.....	Waverly, N. Y., 323 Broad St.
Alpert's.....	Elmira, N. Y., 111 E. Water St.
Theodore M. Mattice.....	Avoca, N. Y., 25 Main St.
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.

		WASHINGTON TO				
		EASTWARD.				
		First Class.				
STATIONS	602	1010	112	504	1012	
	Dover	Dover	Montclair	Morris-town	Dover	
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	
	A. M.	A. M.	A. M.	A. M.	A. M.	
HOBOKEN.....	\$ 7.34	\$ 7.41	\$ 7.53	\$ 7.55	\$ 7.57	
WEST END.....						
HARRISON.....	\$ 7.23		\$ 7.40	\$ 7.43		
NEWARK.....	\$ 7.21		\$ 7.38	\$ 7.41		
ROSEVILLE AVENUE.....	\$ 7.18		\$ 7.35	\$ 7.39		
AMPERE.....			\$ 7.33			
WATSESSING AVE.....			\$ 7.31			
BLOOMFIELD.....			\$ 7.29			
GLEN RIDGE.....			\$ 7.27			
MONTCLAIR.....			\$ 7.25			
GROVE STREET.....	\$ 7.16					
EAST ORANGE.....	\$ 7.14					
BRICK CHURCH.....	\$ 7.12					
ORANGE.....	\$ 7.10			\$ 7.36		
HIGHLAND AVENUE.....	\$ 7.08			\$ 7.35		
MOUNTAIN STATION.....	\$ 7.06			\$ 7.33		
SOUTH ORANGE.....	\$ 7.04			\$ 7.31		
MAPLEWOOD.....	\$ 7.02			\$ 7.28		
MILLBURN.....	\$ 6.59			\$ 7.25		
SHORT HILLS.....	\$ 6.57			\$ 7.23		
SUMMIT.....	\$ 6.53			\$ 7.19		
WEST SUMMIT SIDING.....						
NEW PROVIDENCE.....						
MURRAY HILL.....						
BERKELEY HEIGHTS.....						
GILLETTE.....						
STIRLING.....						
MILLINGTON.....						
LYONS.....		See Local Instruction 130				
BASKING RIDGE.....						
BERNARDSVILLE.....						
MINE BROOK.....						
FAR HILLS.....						
PEAPACK.....						
GLADSTONE.....						
CHATHAM.....	\$ 6.44			\$ 7.13		
MADISON.....	\$ 6.40			\$ 7.09		
CONVENT.....	\$ 6.37			\$ 7.05		
MORRISTOWN.....	\$ 6.34			\$ 7.02		
MORRIS PLAINS.....	\$ 6.30					
MOUNT TABOR.....	\$ 6.26					
SECAUCUS.....						
KINGSLAND.....		\$ 7.25		\$ 7.41		
LYNDHURST.....		\$ 7.23		\$ 7.39		
DELAWANNA.....		\$ 7.20		\$ 7.36		
PASSAIC.....		\$ 7.17		\$ 7.33		
ATHENIA.....		\$ 7.14		\$ 7.30		
PATERSON JCT.....		\$ 7.11		\$ 7.27		
PATERSON.....		\$ 7.09		\$ 7.25		
LITTLE FALLS.....						
MOUNTAIN VIEW.....		\$ 7.01		\$ 7.17		
ERIE CROSSING.....		\$ 6.59		\$ 7.15		
LINCOLN PARK.....		\$ 6.56		\$ 7.12		
TOWACO.....		\$ 6.52		\$ 7.08		
MONTVILLE.....				\$ 7.04		
BOONTON.....		\$ 6.46		\$ 7.01		
MOUNTAIN LAKES.....		\$ 6.43		\$ 6.58		
DENVILLE.....	\$ 6.23	\$ 6.39		\$ 6.54		
DOVER.....	\$ 6.17	\$ 6.32		\$ 6.47		
WHARTON.....						
CHESTER JUNCTION.....						
LAKE HOPATCONG.....						
PORT MORRIS JCT.....						
PORT MORRIS.....						
SUSSEX BRANCH JCT.....						
NETCONG.....						
WATERLOO.....						
HACKETTSTOWN.....						
PORT MURRAY.....						
WASHINGTON.....						
Roseville Ave. and Newark.....	2		2	2		
So. Orange and Roseville Ave.....	2		2	2		
Millburn and So. Orange.....	2		2	2		
	A. M.	A. M.	A. M.	A. M.	A. M.	
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	
	602	1010	112	504	1012	

		HOBOKEN. Washington Line, Boonton Line, Morristown Line, Gladstone and Montclair Branches.							
		WEEK-DAY TRAINS.							
		EASTWARD.							
		First Class.							
STATIONS	404	204	604	302	406	1014	408	120	
	Gladstone	South Orange	Dover	Summit	Berkeley Heights	Dover	Gladstone	Montclair	
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
HOBOKEN.....	\$ 7.57	\$ 8.03	\$ 8.03	\$ 8.11	\$ 8.13	\$ 8.15	\$ 8.17	\$ 8.20	
WEST END.....									
HARRISON.....	\$ 7.45							\$ 8.08	
NEWARK.....	\$ 7.43	\$ 7.49	\$ 7.50		\$ 8.00		\$ 8.03	\$ 8.06	
ROSEVILLE AVENUE.....	\$ 7.41	\$ 7.47	\$ 7.48	\$ 7.56	\$ 7.57		\$ 8.00	\$ 8.03	
AMPERE.....								\$ 8.01	
WATSESSING AVE.....								\$ 7.59	
BLOOMFIELD.....								\$ 7.57	
GLEN RIDGE.....								\$ 7.55	
MONTCLAIR.....								\$ 7.53	
GROVE STREET.....		\$ 7.45							
EAST ORANGE.....		\$ 7.43							
BRICK CHURCH.....		\$ 7.41							
ORANGE.....		\$ 7.39	\$ 7.44	\$ 7.53	\$ 7.54		\$ 7.57		
HIGHLAND AVENUE.....		\$ 7.37							
MOUNTAIN STATION.....		\$ 7.35	\$ 7.41	\$ 7.50	\$ 7.51		\$ 7.54		
SOUTH ORANGE.....		\$ 7.33	\$ 7.39	\$ 7.47	\$ 7.48		\$ 7.51		
MAPLEWOOD.....		\$ 7.32	\$ 7.38	\$ 7.43	\$ 7.48		\$ 7.51		
MILLBURN.....		\$ 7.28	\$ 7.34	\$ 7.36	\$ 7.43		\$ 7.46		
SHORT HILLS.....		\$ 7.23			\$ 7.38				
SUMMIT.....		\$ 7.20			\$ 7.34				
WEST SUMMIT SIDING.....		\$ 7.16			\$ 7.30				
NEW PROVIDENCE.....		\$ 7.13						\$ 7.36	
MURRAY HILL.....		\$ 7.11						\$ 7.33	
BERKELEY HEIGHTS.....		\$ 7.08						\$ 7.30	
GILLETTE.....		\$ 7.05						\$ 7.27	
STIRLING.....		\$ 7.02						\$ 7.24	
MILLINGTON.....		\$ 6.59						\$ 7.21	
LYONS.....		\$ 6.51						\$ 7.16	
BASKING RIDGE.....		\$ 6.47						\$ 7.14	
BERNARDSVILLE.....		\$ 6.45						\$ 7.10	
MINE BROOK.....								\$ 7.07	
FAR HILLS.....									
PEAPACK.....									
GLADSTONE.....									
CHATHAM.....				\$ 7.29					
MADISON.....				\$ 7.25					
CONVENT.....				\$ 7.21					
MORRISTOWN.....				\$ 7.18					
MORRIS PLAINS.....				\$ 7.14					
MOUNT TABOR.....				\$ 7.08					
SECAUCUS.....									
KINGSLAND.....									
LYNDHURST.....							\$ 8.01		
DELAWANNA.....									
PASSAIC.....							\$ 7.57		
ATHENIA.....									
PATERSON JCT.....							\$ 7.53		
PATERSON.....							\$ 7.51		
LITTLE FALLS.....									
MOUNTAIN VIEW.....							\$ 7.43		
ERIE CROSSING.....							\$ 7.41		
LINCOLN PARK.....							\$ 7.38		
TOWACO.....							\$ 7.33		
MONTVILLE.....							\$ 7.29		
BOONTON.....							\$ 7.26		
MOUNTAIN LAKES.....							\$ 7.22		
DENVILLE.....			\$ 7.06				\$ 7.17		
DOVER.....			\$ 7.00				\$ 7.10		
WHARTON.....									
CHESTER JUNCTION.....									
LAKE HOPATCONG.....									
PORT MORRIS JCT.....									
PORT MORRIS.....									
SUSSEX BRANCH JCT.....									
NETCONG.....									
WATERLOO.....									
HACKETTSTOWN.....									
PORT MURRAY.....									
WASHINGTON.....									
Roseville Ave. and Newark.....	2	1	2	1	2		2	1	
So. Orange and Roseville Ave.....	1	2	1	1	1		1	1	
Millburn and So. Orange.....	1		1	1	1		1	1	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	
	404	204	604	302	406	1014	408	120	

		WASHINGTON TO				
		EASTWARD.				
		First Class.				
STATIONS	610	222	310	412	128	
	Dover	South Orange	Summit	Gladstone	Montclair	
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	
	A. M.	A. M.	A. M.	A. M.	A. M.	
HOBOKEN..... Ar	\$ 8.53	\$ 8.59	\$ 9.01	\$ 9.02	\$ 9.03	
WEST END.....						
HARRISON.....		\$ 8.47				
NEWARK.....	\$ 8.39	\$ 8.45	\$ 8.47	\$ 8.50	\$ 8.51	
ROSEVILLE AVENUE.....	8.37	8.43	8.45	8.47	8.48	
AMPERE.....				Meeting pt. for Nos. 412-405-Lyons Siding	\$ 8.46	
WATSESSING AVE.....					\$ 8.43	
BLOOMFIELD.....					\$ 8.41	
GLEN RIDGE.....					\$ 8.39	
MONTCLAIR.....					8.37	
GROVE STREET.....		\$ 8.42				
EAST ORANGE.....		\$ 8.40				
BRICK CHURCH.....		\$ 8.38				
ORANGE.....	8.33	\$ 8.35	8.41	8.44		
HIGHLAND AVENUE.....		\$ 8.33				
MOUNTAIN STATION.....		\$ 8.31				
SOUTH ORANGE.....	8.30	8.29	\$ 8.33	8.41		
MAPLEWOOD.....		\$ 8.35				
MILLBURN.....	8.27	\$ 8.32		8.38		
SHORT HILLS.....		\$ 8.29	\$ 8.36			
SUMMIT.....	\$ 8.23		8.25	8.32		
WEST SUMMIT SIDING.....						
NEW PROVIDENCE.....						
MURRAY HILL.....						
BERKELEY HEIGHTS.....				\$ 8.24		
GILLETTE.....						
STIRLING.....				8.21		
MILLINGTON.....				\$ 8.19		
LYONS.....				\$ 8.16		
BASKING RIDGE.....				\$ 8.13		
BERNARDSVILLE.....				\$ 8.10		
MINE BROOK.....						
FAR HILLS.....				\$ 8.02		
PEAPACK.....				\$ 7.57		
GLADSTONE.....				7.55		
CHATHAM.....	\$ 8.17					
MADISON.....	\$ 8.13					
CONVENT.....	\$ 8.09					
MORRISTOWN.....	\$ 8.06					
MORRIS PLAINS.....	\$ 8.02					
MOUNT TABOR.....	\$ 7.56					
SECAUCUS.....						
KINGSLAND.....						
LYNDHURST.....						
DELAWANNA.....						
PASSAIC.....						
ATHENIA.....						
PATERSON JCT.....						
PATERSON.....						
LITTLE FALLS.....						
MOUNTAIN VIEW.....						
ERIE CROSSING.....						
LINCOLN PARK.....						
TOWACO.....						
MONTVILLE.....						
BOONTON.....						
MOUNTAIN LAKES.....						
DENVILLE.....	\$ 7.54					
DOVER.....	7.48					
WHARTON.....						
CHESTER JUNCTION.....						
LAKE HOPATCONG.....						
PORT MORRIS JCT.....						
PORT MORRIS.....						
SUSSEX BRANCH JCT.....						
NETCONG.....						
WATERLOO.....						
HACKETTSTOWN.....						
PORT MURRAY.....						
WASHINGTON.....						
Roseville Ave. and Newark.....	2	2	2	2	2	
So. Orange and Roseville Ave.....	1	2	1	2	2	
Millburn and So. Orange.....	1		1	2		
	A. M.	A. M.	A. M.	A. M.	A. M.	
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	
	610	222	310	412	128	

		HOBOKEN. Washington Line, Boonton Line, Morristown Line, Gladstone and Montclair Branches.						
		WEEK-DAY TRAINS.						
		EASTWARD.						
		First Class.						
STATIONS	612	224	614	132	414	616	1026	
	Dover	South Orange	Dover	Montclair	Gladstone	Dover	Denville	
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
HOBOKEN.....	\$ 9.03	\$ 9.19	\$ 9.27	\$ 9.42	\$ 9.55	\$ 9.57		
WEST END.....								
HARRISON.....				\$ 9.31				
NEWARK.....		\$ 9.06	\$ 9.14	\$ 9.29	\$ 9.42			
ROSEVILLE AVENUE.....	8.50	9.04	9.11	\$ 9.26	9.39			
AMPERE.....				\$ 9.24				
WATSESSING AVE.....				\$ 9.21				
BLOOMFIELD.....				\$ 9.19				
GLEN RIDGE.....				\$ 9.17				
MONTCLAIR.....				9.15				
GROVE STREET.....		\$ 9.03						
EAST ORANGE.....		\$ 9.01						
BRICK CHURCH.....		\$ 8.59						
ORANGE.....	8.47	\$ 8.57	9.07			9.36		
HIGHLAND AVENUE.....		\$ 8.55						
MOUNTAIN STATION.....		\$ 8.53						
SOUTH ORANGE.....	8.44	8.51	9.04			9.33		
MAPLEWOOD.....			\$ 9.02					
MILLBURN.....	8.41		\$ 8.59			9.30		
SHORT HILLS.....			\$ 8.57					
SUMMIT.....	\$ 8.36		\$ 8.53		\$ 9.23	\$ 9.25		
WEST SUMMIT SIDING.....								
NEW PROVIDENCE.....					\$ 9.20			
MURRAY HILL.....					\$ 9.17			
BERKELEY HEIGHTS.....					\$ 9.13			
GILLETTE.....					\$ 9.10			
STIRLING.....					\$ 9.07			
MILLINGTON.....					\$ 9.04			
LYONS.....					\$ 9.01			
BASKING RIDGE.....					\$ 8.58			
BERNARDSVILLE.....					\$ 8.56			
MINE BROOK.....						\$ 8.49		
FAR HILLS.....					\$ 8.45			
PEAPACK.....					\$ 8.43			
GLADSTONE.....								
CHATHAM.....			\$ 8.47			\$ 9.19		
MADISON.....	\$ 8.28		\$ 8.43			\$ 9.15		
CONVENT.....	\$ 8.24		\$ 8.39			\$ 9.11		
MORRISTOWN.....	\$ 8.21		\$ 8.36			\$ 9.08		
MORRIS PLAINS.....	\$ 8.17		\$ 8.32			\$ 9.04		
MOUNT TABOR.....			\$ 8.26			\$ 8.58		
SECAUCUS.....							\$ 9.42	
KINGSLAND.....							\$ 9.40	
LYNDHURST.....							\$ 9.35	
DELAWANNA.....							\$ 9.32	
PASSAIC.....							9.29	
ATHENIA.....							\$ 9.27	
PATERSON JCT.....							\$ 9.19	
PATERSON.....							9.17	
LITTLE FALLS.....							\$ 9.14	
MOUNTAIN VIEW.....							\$ 9.10	
ERIE CROSSING.....							\$ 9.04	
LINCOLN PARK.....							\$ 9.01	
TOWACO.....							\$ 8.56	
MONTVILLE.....							8.50	
BOONTON.....								
MOUNTAIN LAKES.....								
DENVILLE.....	\$ 8.09		\$ 8.24					
DOVER.....	8.03		8.18					
WHARTON.....								
CHESTER JUNCTION.....								
LAKE HOPATCONG.....								
PORT MORRIS JCT.....								
PORT MORRIS.....								
SUSSEX BRANCH JCT.....								
NETCONG.....								
WATERLOO.....								
HACKETTSTOWN.....								
PORT MURRAY.....								
WASHINGTON.....								
Roseville Ave. and Newark.....	1	2	2	2	2	2		
So. Orange and Roseville Ave.....	1	2	2	2	2	2		
Millburn and So. Orange.....	1		2			2		
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	
	612	224	614	132	414	616	1026	

WASHINGTON TO					
STATIONS	EASTWARD.				First Class.
	314	136	512	618	
	Summit	Montclair	Morristown	Dover	
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	
HOBOKEN.....	\$ 10.12	\$ 10.26	\$ 10.41	\$ 11.11	
WEST END.....					
HARRISON.....					
NEWARK.....	\$ 10.00	\$ 10.13	\$ 10.28	\$ 10.58	
ROSEVILLE AVENUE.....	\$ 9.57	\$ 10.10	\$ 10.25	\$ 10.55	
AMPERE.....		\$ 10.08			
WATSESSING AVE.....		\$ 10.06			
BLOOMFIELD.....		\$ 10.04			
GLEN RIDGE.....		\$ 10.02			
MONTCLAIR.....		10.00			
GROVE STREET.....	\$ 9.55		\$ 10.23	\$ 10.53	
EAST ORANGE.....	\$ 9.53		\$ 10.22	\$ 10.52	
BRICK CHURCH.....	\$ 9.51		\$ 10.20	\$ 10.50	
ORANGE.....	\$ 9.49		\$ 10.18	\$ 10.48	
HIGHLAND AVENUE.....	\$ 9.47		\$ 10.16	\$ 10.46	
MOUNTAIN STATION.....	\$ 9.45		\$ 10.14	\$ 10.44	
SOUTH ORANGE.....	\$ 9.43		\$ 10.12	\$ 10.42	
MAPLEWOOD.....	\$ 9.40		\$ 10.09	\$ 10.39	
MILLBURN.....	\$ 9.37		\$ 10.06	\$ 10.36	
SHORT HILLS.....	\$ 9.35		\$ 10.04	\$ 10.34	
SUMMIT.....	9.31		\$ 10.00	\$ 10.30	
WEST SUMMIT SIDING.....					
NEW PROVIDENCE.....					
MURRAY HILL.....					
BERKELEY HEIGHTS.....					
GILLETTE.....					
STIRLING.....					
MILLINGTON.....					
LYONS.....					
BASKING RIDGE.....					
BERNARDSVILLE.....					
MINE BROOK.....					
FAR HILLS.....					
PEAPACK.....					
GLADSTONE.....					
CHATHAM.....			\$ 9.54	\$ 10.24	
MADISON.....			\$ 9.50	\$ 10.20	
CONVENT.....			\$ 9.47	\$ 10.17	
MORRISTOWN.....			9.44	\$ 10.14	
MORRIS PLAINS.....				\$ 10.10	
MOUNT TABOR.....					
SECAUCUS.....					
KINGSLAND.....					
LYNDHURST.....					
DELAWANNA.....					
PASSAIC.....					
ATHENIA.....					
PATERSON JCT.....					
PATERSON.....					
LITTLE FALLS.....					
MOUNTAIN VIEW.....					
ERIE CROSSING.....					
LINCOLN PARK.....					
TOWACO.....					
MONTVILLE.....					
BOONTON.....					
MOUNTAIN LAKES.....					
DENVILLE.....				\$ 10.03	
DOVER.....				9.57	
WHARTON.....					
CHESTER JUNCTION.....					
LAKE HOPATCONG.....					
PORT MORRIS JCT.....					
PORT MORRIS.....					
SUSSEX BRANCH JCT.....					
NETCONG.....					
WATERLOO.....					
HACKETTSTOWN.....					
PORT MURRAY.....					
WASHINGTON.....					
Roseville Ave. and Newark.....	2	2	2	2	
So. Orange and Roseville Ave.....	2		2	2	
Millburn and So. Orange.....	2		2	2	
	A. M.	A. M.	A. M.	A. M.	
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	
	314	136	512	618	

HOBOKEN.									Washington Line, Boonton Line, Morristown Line, Gladstone and Montclair Branches.		WEEK-DAY TRAINS.	
STATIONS	EASTWARD.								First Class.			
	140	416	514	620	144	516	622	150				
	Montclair	Gladstone	Morristown	Dover	Montclair	Morristown	Dover	Montclair				
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.				
HOBOKEN.....	\$ 11.26	A. M.	\$ 11.41	\$ 12.11	\$ 12.26	\$ 12.41	\$ 1.11	\$ 1.26				
WEST END.....												
HARRISON.....					\$ 12.15							
NEWARK.....	\$ 11.13		\$ 11.28	\$ 11.58	\$ 12.13	\$ 12.28	\$ 12.58	\$ 1.13				
ROSEVILLE AVENUE.....	\$ 11.10		\$ 11.25	\$ 11.55	\$ 12.10	\$ 12.25	\$ 12.55	\$ 1.10				
AMPERE.....												
WATSESSING AVE.....	\$ 11.08				\$ 12.08			\$ 1.08				
BLOOMFIELD.....	\$ 11.06				\$ 12.06			\$ 1.06				
GLEN RIDGE.....	\$ 11.04				\$ 12.04			\$ 1.04				
MONTCLAIR.....	\$ 11.02				\$ 12.02			\$ 1.02				
GROVE STREET.....	11.00				12.00			1.00				
EAST ORANGE.....			\$ 11.23	\$ 11.53		\$ 12.23	\$ 12.53					
BRICK CHURCH.....			\$ 11.22	\$ 11.52		\$ 12.22	\$ 12.52					
ORANGE.....			\$ 11.20	\$ 11.50		\$ 12.20	\$ 12.50					
HIGHLAND AVENUE.....			\$ 11.18	\$ 11.48		\$ 12.18	\$ 12.48					
MOUNTAIN STATION.....			\$ 11.16	\$ 11.46		\$ 12.16	\$ 12.46					
SOUTH ORANGE.....			\$ 11.14	\$ 11.44		\$ 12.14	\$ 12.44					
MAPLEWOOD.....			\$ 11.12	\$ 11.42		\$ 12.12	\$ 12.42					
MILLBURN.....			\$ 11.09	\$ 11.39		\$ 12.09	\$ 12.39					
SHORT HILLS.....			\$ 11.08	\$ 11.38		\$ 12.08	\$ 12.38					
SUMMIT.....			\$ 11.04	\$ 11.34		\$ 12.04	\$ 12.34					
WEST SUMMIT SIDING.....		\$ 10.58	\$ 11.00	\$ 11.30		\$ 12.00	\$ 12.30					
NEW PROVIDENCE.....		\$ 10.54										
MURRAY HILL.....		\$ 10.51										
BERKELEY HEIGHTS.....		\$ 10.47										
GILLETTE.....		\$ 10.44										
STIRLING.....		\$ 10.41										
MILLINGTON.....		\$ 10.38										
LYONS.....		\$ 10.35										
BASKING RIDGE.....		\$ 10.32										
BERNARDSVILLE.....		\$ 10.30										
MINE BROOK.....		\$ 10.23										
FAR HILLS.....		\$ 10.19										
PEAPACK.....		10.17										
GLADSTONE.....												
CHATHAM.....			\$ 10.54	\$ 11.24		\$ 11.54	\$ 12.24					
MADISON.....			\$ 10.50	\$ 11.20		\$ 11.50	\$ 12.20					
CONVENT.....			\$ 10.47	\$ 11.17		\$ 11.47	\$ 12.17					
MORRISTOWN.....			10.44	\$ 11.14		11.44	\$ 12.14					
MORRIS PLAINS.....				\$ 11.10			\$ 12.10					
MOUNT TABOR.....												
SECAUCUS.....												
KINGSLAND.....												
LYNDHURST.....												
DELAWANNA.....												
PASSAIC.....												
ATHENIA.....												
PATERSON JCT.....												
PATERSON.....												
LITTLE FALLS.....												
MOUNTAIN VIEW.....												
ERIE CROSSING.....												
LINCOLN PARK.....												
TOWACO.....												
MONTVILLE.....												
BOONTON.....												
MOUNTAIN LAKES.....												
DENVILLE.....				\$ 11.03			\$ 12.03					
DOVER.....				10.57			11.57					
WHARTON.....												
CHESTER JUNCTION.....												
LAKE HOPATCONG.....												
PORT MORRIS JCT.....												
PORT MORRIS.....												
SUSSEX BRANCH JCT.....												
NETCONG.....												
WATERLOO.....												
HACKETTSTOWN.....												
PORT MURRAY.....												
WASHINGTON.....												
Roseville Ave. and Newark.....	2		2	2	2	2	2	2				
So. Orange and Roseville Ave.....	2		2	2	2	2	2	2				
Millburn and So. Orange.....	2		2	2	2	2	2	2				
	A. M.	A. M.	A. M.	A. M.	Noon	A. M.	A. M.	P. M.				
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.				
	140	416	514	620	144	516	622	150				

WASHINGTON TO

STATIONS	EASTWARD.					First Class.
	518	420	624	154	2	
	Morris-town	Gladstone	Dover	Montclair	Buffalo	
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	
	P. M.	P. M.	P. M.	P. M.	P. M.	
HOBOKEN.....Ar	\$ 1.41		\$ 2.11	\$ 2.26	\$ 2.40	
WEST END.....						
HARRISON.....			\$ 1.58	\$ 2.15	\$ 2.24	
NEWARK.....	\$ 1.28		\$ 1.55	\$ 2.10	2.19	
ROSEVILLE AVENUE.....	\$ 1.25					
AMPERE.....				\$ 2.08		
WATSESSING AVE.....				\$ 2.06		
BLOOMFIELD.....				\$ 2.04		
GLEN RIDGE.....				\$ 2.02		
MONTCLAIR.....				2.00		
GROVE STREET.....	\$ 1.23		\$ 1.53			
EAST ORANGE.....	\$ 1.22		\$ 1.52			
BRICK CHURCH.....	\$ 1.20		\$ 1.50		\$ 2.16	
ORANGE.....	\$ 1.18		\$ 1.48		2.15	
HIGHLAND AVENUE.....	\$ 1.16		\$ 1.46			
MOUNTAIN STATION.....	\$ 1.14		\$ 1.44			
SOUTH ORANGE.....	\$ 1.12		\$ 1.42		2.12	
MAPLEWOOD.....	\$ 1.09		\$ 1.39			
MILLBURN.....	\$ 1.06		\$ 1.36		2.09	
SHORT HILLS.....	\$ 1.04		\$ 1.34			
SUMMIT.....	\$ 1.00	\$ 1.28	\$ 1.30		\$ 2.04	
WEST SUMMIT SIDING.....						
NEW PROVIDENCE.....		\$ 1.24				
MURRAY HILL.....		\$ 1.21				
BERKELEY HEIGHTS.....		\$ 1.17				
GILLETTE.....		\$ 1.14				
STIRLING.....		\$ 1.11				
MILLINGTON.....		\$ 1.08				See Notes Page 45
LYONS.....		\$ 1.05				
BASKING RIDGE.....		\$ 1.02				
BERNARDSVILLE.....		\$ 1.00				
MINE BROOK.....						
FAR HILLS.....		\$ 12.53				
PEAPACK.....		\$ 12.49				
GLADSTONE.....		12.47				
CHATHAM.....	\$ 12.54		\$ 1.24			
MADISON.....	\$ 12.50	See Local Instruction 101	\$ 1.20			
CONVENT.....	\$ 12.47		\$ 1.17			
MORRISTOWN.....	12.44		\$ 1.14		1.53	
MORRIS PLAINS.....			\$ 1.10			
MOUNT TABOR.....						
SECAUCUS.....						
KINGSLAND.....						
LYNDHURST.....						
DELAWANNA.....						
PASSAIC.....						
ATHENIA.....						
PATERSON JCT.....						
PATERSON.....						
LITTLE FALLS.....						
MOUNTAIN VIEW.....						
ERIE CROSSING.....						
LINCOLN PARK.....						
TOWACO.....						
MONTVILLE.....						
BOONTON.....						
MOUNTAIN LAKES.....						
DENVILLE.....			\$ 1.03		1.44	
DOVER.....			12.57		\$ 1.38	
WHARTON.....					1.33	
CHESTER JUNCTION.....						
LAKE HOPATCONG.....					1.29	
PORT MORRIS JCT.....						
PORT MORRIS.....						
SUSSEX BRANCH JCT.....						
NETCONG.....						
WATERLOO.....						
HACKETTSTOWN.....						
PORT MURRAY.....						
WASHINGTON.....						
Roseville Ave. and Newark.....	2		2	2	2	
So. Orange and Roseville Ave.....	2		2	2	1	
Millburn and So. Orange.....	2		2	2	1	
	P. M.	P. M.	P. M.	P. M.	P. M.	
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	
	518	420	624	154	2	

HOBOKEN.

Washington Line, Boonton Line, Morristown Line, Gladstone and Montclair Branches.

WEEK-DAY TRAINS.

STATIONS	EASTWARD.								First Class.
	522	626	158	524	160	628	162		
	Morris-town	Dover	Montclair	Morris-town	Montclair	Dover	Montclair		
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.		
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
HOBOKEN.....Ar	\$ 2.41	\$ 3.11	\$ 3.26	\$ 3.41	\$ 3.56	\$ 4.11	\$ 4.26		
WEST END.....									
HARRISON.....		\$ 3.00	\$ 3.15	\$ 3.30	\$ 3.45	\$ 3.58	\$ 4.15		
NEWARK.....	\$ 2.28	\$ 2.58	\$ 3.13	\$ 3.28	\$ 3.43	\$ 3.58	\$ 4.13		
ROSEVILLE AVENUE.....	\$ 2.25	\$ 2.55	\$ 3.10	\$ 3.25	\$ 3.40	\$ 3.55	\$ 4.10		
AMPERE.....			\$ 3.08		\$ 3.38		\$ 4.08		
WATSESSING AVE.....			\$ 3.06		\$ 3.36		\$ 4.06		
BLOOMFIELD.....			\$ 3.04		\$ 3.34		\$ 4.04		
GLEN RIDGE.....			\$ 3.02		\$ 3.32		\$ 4.02		
MONTCLAIR.....			3.00		3.30		4.00		
GROVE STREET.....	\$ 2.23	\$ 2.53		\$ 3.23		\$ 3.53			
EAST ORANGE.....	\$ 2.22	\$ 2.52		\$ 3.22		\$ 3.52			
BRICK CHURCH.....	\$ 2.20	\$ 2.50		\$ 3.20		\$ 3.50			
ORANGE.....	\$ 2.18	\$ 2.48		\$ 3.18		\$ 3.48			
HIGHLAND AVENUE.....	\$ 2.16	\$ 2.46		\$ 3.16		\$ 3.46			
MOUNTAIN STATION.....	\$ 2.14	\$ 2.44		\$ 3.14		\$ 3.44			
SOUTH ORANGE.....	\$ 2.12	\$ 2.42		\$ 3.12		\$ 3.42			
MAPLEWOOD.....	\$ 2.09	\$ 2.39		\$ 3.09		\$ 3.39			
MILLBURN.....	\$ 2.06	\$ 2.36		\$ 3.06		\$ 3.36			
SHORT HILLS.....	\$ 2.04	\$ 2.34		\$ 3.04		\$ 3.34			
SUMMIT.....	\$ 2.00	\$ 2.30		\$ 3.00		\$ 3.30			
WEST SUMMIT SIDING.....									
NEW PROVIDENCE.....									
MURRAY HILL.....									
BERKELEY HEIGHTS.....									
GILLETTE.....									
STIRLING.....									
MILLINGTON.....									
LYONS.....									
BASKING RIDGE.....									
BERNARDSVILLE.....									
MINE BROOK.....									
FAR HILLS.....									
PEAPACK.....									
GLADSTONE.....									
CHATHAM.....	\$ 1.54	\$ 2.24		\$ 2.54		\$ 3.24			
MADISON.....	\$ 1.50	\$ 2.20		\$ 2.50		\$ 3.20			
CONVENT.....	\$ 1.47	\$ 2.17		\$ 2.47		\$ 3.17			
MORRISTOWN.....	1.44	\$ 2.14		2.44		\$ 3.14			
MORRIS PLAINS.....		\$ 2.10				\$ 3.10			
MOUNT TABOR.....									
SECAUCUS.....									
KINGSLAND.....									
LYNDHURST.....									
DELAWANNA.....									
PASSAIC.....									
ATHENIA.....									
PATERSON JCT.....									
PATERSON.....									
LITTLE FALLS.....									
MOUNTAIN VIEW.....									
ERIE CROSSING.....									
LINCOLN PARK.....									
TOWACO.....									
MONTVILLE.....									
BOONTON.....									
MOUNTAIN LAKES.....									
DENVILLE.....		\$ 2.03				\$ 3.03			
DOVER.....		1.57				2.57			
WHARTON.....									
CHESTER JUNCTION.....									
LAKE HOPATCONG.....									
PORT MORRIS JCT.....									
PORT MORRIS.....									
SUSSEX BRANCH JCT.....									
NETCONG.....									
WATERLOO.....									
HACKETTSTOWN.....									
PORT MURRAY.....									
WASHINGTON.....									
Roseville Ave. and Newark.....	2	2	2	2	2	2	2		
So. Orange and Roseville Ave.....	2	2	2	2	2	2	2		
Millburn and So. Orange.....	2	2	2	2	2	2	2		
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.		
	522	626	158	524	160	628	162		

		WASHINGTON TO			
		First Class.			
STATIONS	EASTWARD.				
	526	226	X64	X12	
	Morris- town	South Orange	Dover	South Orange	
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	
HOBOKEN..... Ar	P. M.	P. M.	P. M.	P. M.	
WEST END.....	\$ 4.34	\$ 4.43	\$ 4.44	\$ 4.47	
HARRISON.....					
NEWARK.....	\$ 4.21	\$ 4.30	4.31		
ROSEVILLE AVENUE.....	4.18	\$ 4.27	4.28		
AMPERE.....					
WATSESSING AVE.....					
BLOOMFIELD.....					
GLEN RIDGE.....					
MONTCLAIR.....					
GROVE STREET.....		\$ 4.26			
EAST ORANGE.....		\$ 4.24			
BRICK CHURCH.....		\$ 4.22			
ORANGE.....	4.15	\$ 4.20	\$ 4.22		
HIGHLAND AVENUE.....		\$ 4.18			
MOUNTAIN STATION.....		\$ 4.16			
SOUTH ORANGE.....	\$ 4.12	4.14	\$ 3.53	4.25	
MAPLEWOOD.....	\$ 4.09				
MILLBURN.....	\$ 4.06		3.50		
SHORT HILLS.....	\$ 4.04				
SUMMIT.....	\$ 4.00		3.45		
WEST SUMMIT SIDING.....					
NEW PROVIDENCE.....					
MURRAY HILL.....					
BERKELEY HEIGHTS.....					
GILLETTE.....					
STIRLING.....		Equip- ment for No. 223	No Passengers	Equip- ment for No. 637	
MILLINGTON.....					
LYONS.....					
BASKING RIDGE.....					
BERNARDSVILLE.....					
MINE BROOK.....					
FAR HILLS.....					
PEAPACK.....					
GLADSTONE.....					
CHATHAM.....	\$ 3.54				
MADISON.....	\$ 3.50				
CONVENT.....	\$ 3.47				
MORRISTOWN.....	3.44		3.34		
MORRIS PLAINS.....					
MOUNT TABOR.....					
SECAUCUS.....					
KINGSLAND.....					
LYNDHURST.....					
DELAWANNA.....					
PASSAIC.....					
ATHENIA.....					
PATERSON JCT.....					
PATERSON.....					
LITTLE FALLS.....					
MOUNTAIN VIEW.....					
ERIE CROSSING.....					
LINCOLN PARK.....					
TOWACO.....					
MONTVILLE.....					
BOONTON.....					
MOUNTAIN LAKES.....					
DENVILLE.....			3.26		
DOVER.....			3.12		
WHARTON.....					
CHESTER JUNCTION.....					
LAKE HOPATCONG.....					
PORT MORRIS JCT.....					
PORT MORRIS.....					
SUSSEX BRANCH JCT.....					
NETCONG.....					
WATERLOO.....					
HACKETTSTOWN.....					
PORT MURRAY.....					
WASHINGTON.....					
Roseville Ave. and Newark.....	2	2	2	2	
So. Orange and Roseville Ave.....	2	2	2	2	
Millburn and So. Orange.....	2		2		
	P. M.	P. M.	P. M.	P. M.	
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	
	526	226	X64	X12	

		WASHINGTON Line, Boonton Line, Morristown Line, Gladstone and Montclair Branches.							
		WEEK-DAY TRAINS.							
		First Class.							
STATIONS	EASTWARD.								
	424	632	164	228	166	634	230		
	Glad- stone	Dover	Mont- clair	South Orange	Mont- clair	Dover	South Orange		
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.		
HOBOKEN.....	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
WEST END.....	\$ 5.14	\$ 5.22	\$ 5.25	\$ 5.43	\$ 5.44	\$ 5.55			
HARRISON.....			\$ 5.11		\$ 5.32				
NEWARK.....	\$ 5.01	\$ 5.09	\$ 5.12	\$ 5.30	\$ 5.31	\$ 5.42			
ROSEVILLE AVENUE.....	4.58	\$ 5.06	\$ 5.09	\$ 5.27	5.28	5.39			
AMPERE.....			\$ 5.04		\$ 5.25				
WATSESSING AVE.....			\$ 5.01		\$ 5.22				
BLOOMFIELD.....			\$ 4.59		\$ 5.19				
GLEN RIDGE.....			\$ 4.56		\$ 5.17				
MONTCLAIR.....			4.54		5.15				
GROVE STREET.....				\$ 5.08		\$ 5.38			
EAST ORANGE.....				\$ 5.07		\$ 5.37			
BRICK CHURCH.....				\$ 5.05		\$ 5.35			
ORANGE.....	4.15	4.55		\$ 5.03	5.25	\$ 5.33			
HIGHLAND AVENUE.....				\$ 5.01		\$ 5.31			
MOUNTAIN STATION.....				\$ 4.59		\$ 5.29			
SOUTH ORANGE.....	\$ 4.12		\$ 4.52	4.57		\$ 5.22	5.27		
MAPLEWOOD.....	\$ 4.09		\$ 4.50			\$ 5.20			
MILLBURN.....	\$ 4.06		\$ 4.47			\$ 5.17			
SHORT HILLS.....	\$ 4.04		\$ 4.45			\$ 5.15			
SUMMIT.....	\$ 4.00		\$ 4.41			\$ 5.11			
WEST SUMMIT SIDING.....			\$ 4.38						
NEW PROVIDENCE.....			\$ 4.33						
MURRAY HILL.....			\$ 4.30						
BERKELEY HEIGHTS.....			\$ 4.26						
GILLETTE.....			\$ 4.23						
STIRLING.....			\$ 4.21						
MILLINGTON.....			\$ 4.18		Equip- ment for No. 227				
LYONS.....			\$ 4.15						
BASKING RIDGE.....			\$ 4.12						
BERNARDSVILLE.....			\$ 4.10						
MINE BROOK.....			\$ 4.03						
FAR HILLS.....			\$ 3.59						
PEAPACK.....			3.57						
GLADSTONE.....									
CHATHAM.....	\$ 3.54		\$ 4.33			\$ 5.02			
MADISON.....	\$ 3.50		\$ 4.29			\$ 4.59			
CONVENT.....	\$ 3.47		\$ 4.25			\$ 4.55			
MORRISTOWN.....	3.44		\$ 4.22			\$ 4.52			
MORRIS PLAINS.....			\$ 4.18			\$ 4.48			
MOUNT TABOR.....									
SECAUCUS.....									
KINGSLAND.....									
LYNDHURST.....									
DELAWANNA.....									
PASSAIC.....									
ATHENIA.....									
PATERSON JCT.....									
PATERSON.....									
LITTLE FALLS.....									
MOUNTAIN VIEW.....									
ERIE CROSSING.....									
LINCOLN PARK.....									
TOWACO.....									
MONTVILLE.....									
BOONTON.....									
MOUNTAIN LAKES.....									
DENVILLE.....			\$ 4.11			\$ 4.42			
DOVER.....			4.05			4.36			
WHARTON.....									
CHESTER JUNCTION.....									
LAKE HOPATCONG.....									
PORT MORRIS JCT.....									
PORT MORRIS.....									
SUSSEX BRANCH JCT.....									
NETCONG.....									
WATERLOO.....									
HACKETTSTOWN.....									
PORT MURRAY.....									
WASHINGTON.....									
Roseville Ave. and Newark.....	2	2	2	2	2	2	2		
So. Orange and Roseville Ave.....	2	2	2	2	2	2	2		
Millburn and So. Orange.....	2		2		2		2		
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.		
	424	632	164	228	166	634	230		

		WASHINGTON TO					
		First Class.					
STATIONS	EASTWARD.						
	X36	640	X26	178	X34	430	
	Millburn Ex. Sat. & Sun. P. M.	Dover Ex. Sat. & Sun. P. M.	South Orange Ex. Sat. & Sun. P. M.	Montclair Ex. Sat. & Sun. P. M.	Summit Ex. Sat. & Sun. P. M.	Gladstone Ex. Sat. & Sun. P. M.	
HOBOKEN..... Ar		\$ 8.11	\$ 8.20	\$ 8.39	\$ 8.59		
WEST END.....							
HARRISON.....		F 8.00					
NEWARK.....		\$ 7.59	8.05	\$ 8.25			
ROSEVILLE AVENUE.....		\$ 7.58	8.03	\$ 8.22			
AMPERE.....				\$ 8.20			
WATSESSING AVE.....				\$ 8.18			
BLOOMFIELD.....				\$ 8.16			
GLEN RIDGE.....				\$ 8.14			
MONTCLAIR.....				8.12			
GROVE STREET.....		\$ 7.54					
EAST ORANGE.....		\$ 7.53					
BRICK CHURCH ORANGE.....		\$ 7.51	\$ 8.00				
HIGHLAND AVENUE.....		\$ 7.47					
MOUNTAIN STATION.....		\$ 7.45					
SOUTH ORANGE.....	\$ 7.19	\$ 7.43	7.22				
MAPLEWOOD.....		\$ 7.40					
MILLBURN.....	7.14	\$ 7.37					
SHORT HILLS.....		\$ 7.35					
SUMMIT.....		\$ 7.31			8.32	\$ 8.25	
WEST SUMMIT SIDING.....						\$ 8.21	
NEW PROVIDENCE.....						\$ 8.18	
MURRAY HILL.....						\$ 8.14	
BERKELEY HEIGHTS.....						\$ 8.11	
GILLETTE.....						\$ 8.03	
STIRLING.....	Dead-head Equip-ment		No Pas-sengers			\$ 8.02	
MILLINGTON.....						\$ 7.59	
LYONS.....						\$ 7.56	
BASKING RIDGE.....						\$ 7.53	
BERNARDSVILLE.....						\$ 7.46	
MINE BROOK.....						\$ 7.42	
FAR HILLS.....						7.40	
PEAPACK.....							
GLADSTONE.....							
CHATHAM.....		\$ 7.25					
MADISON.....		\$ 7.21					
CONVENT.....		\$ 7.18				See Local Instruction 101	
MORRISTOWN.....		\$ 7.15					
MORRIS PLAINS.....		\$ 7.11					
MOUNT TABOR.....							
SECAUCUS.....							
KINGSLAND.....							
LYNDHURST.....							
DELAWANNA.....							
PASSAIC.....							
ATHENIA.....							
PATERSON JCT.....							
PATERSON.....							
LITTLE FALLS.....							
MOUNTAIN VIEW.....							
ERIE CROSSING.....							
LINCOLN PARK.....							
TOWACO.....							
MONTVILLE.....							
BOONTON.....							
MOUNTAIN LAKES.....							
DENVILLE.....		\$ 7.05					
DOVER.....		6.59					
WHARTON.....							
CHESTER JUNCTION.....							
LAKE HOPATCONG.....							
PORT MORRIS JCT.....							
PORT MORRIS.....							
SUSSEX BRANCH JCT.....							
NETCONG.....							
WATERLOO.....							
HACKETTSTOWN.....							
PORT MURRAY.....							
WASHINGTON.....							
Roseville Ave. and Newark.....		2	2	2	1		
So. Orange and Roseville Ave.....		2	2	2	1		
Millburn and So. Orange.....	1 P. M.	2 P. M.	2 P. M.	2 P. M.	1 P. M.	1 P. M.	
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	
	X36	640	X26	178	X34	430	

HOBOKEN.		Washington Line, Boonton Line, Morristown Line, Gladstone and Montclair Branches.						WEEK-DAY TRAINS.	
EASTWARD.		First Class.							
		642	X110	180	644	184	320	432	
		Dover	Newton	Mont-clair	Dover	Mont-clair	Summit	Glad-stone	
		Ex. Sat. & Sun. P. M.	Ex. Sat. & Sun. P. M.	Ex. Sat. & Sun. P. M.	Ex. Sat. & Sun. P. M.	Ex. Sat. & Sun. P. M.	Ex. Sat. & Sun. P. M.	Ex. Sat. & Sun. P. M.	
		\$ 9.11		\$ 9.26	\$ 10.11	\$ 10.26	\$ 10.40		
		\$ 8.59		\$ 9.13	\$ 9.59	\$ 10.13	\$ 10.27		
		\$ 8.56		\$ 9.10	\$ 9.56	\$ 10.10	\$ 10.25		
				\$ 9.08		\$ 10.08			
				\$ 9.06		\$ 10.06			
				\$ 9.04		\$ 10.04			
				\$ 9.02		\$ 10.02			
				9.00		10.00			
		\$ 8.54		\$ 9.54		\$ 10.24			
		\$ 8.53		\$ 9.53		\$ 10.23			
		\$ 8.51		\$ 9.51		\$ 10.21			
		\$ 8.49		\$ 9.49		\$ 10.19			
		\$ 8.47		\$ 9.47		\$ 10.17			
		\$ 8.45		\$ 9.45		\$ 10.15			
		\$ 8.43		\$ 9.43		\$ 10.13			
		\$ 8.40		\$ 9.40		\$ 10.10			
		\$ 8.37		\$ 9.37		\$ 10.07			
		\$ 8.35		\$ 9.35		\$ 10.05			
		\$ 8.31		\$ 9.31		10.01	\$ 10.30		
								F 10.28	
								F 10.26	
					See Local Instruction 130			F 10.23	
								F 10.20	
								F 10.18	
								F 10.15	
								F 10.12	
								F 10.09	
								F 10.07	
								F 10.01	
								F 9.58	
								9.56	
		\$ 8.25		\$ 9.25					
		\$ 8.21		\$ 9.21				See Local Instruction 101	
		\$ 8.18	See Local Instruction 101	\$ 9.18					
		\$ 8.15		\$ 9.15					
		\$ 8.11		\$ 9.11					
			Dead-head Equip-ment						
		\$ 8.05		\$ 9.05					
		7.59	\$ 8.07	8.59					
			8.02						
			7.58						
			7.56						
			7.53						
		2		2		2	2		
		2		2		2	2		
		2		2		2	2		
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
		Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	
		642	X110	180	644	184	320	432	

WASHINGTON TO

STATIONS	EASTWARD. First Class.					
	646	188	44	1042	648	650
	Dover	Montclair	Scranton	Branchville	Dover	Dover
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sun. & Mon.	Ex. Sun. & Mon.	Ex. Sun. & Mon.	Ex. Sun. & Mon.
	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.
HOBOKEN..... Ar	\$ 11.11	\$ 11.26	\$ 12.05	\$ 12.10	\$ 12.18	\$ 1.01
WEST END.....						
HARRISON.....	F 11.00					
NEWARK.....	\$ 10.59	\$ 11.13	\$ 11.50		\$ 12.08	\$ 12.49
ROSEVILLE AVENUE.....	\$ 10.56	\$ 11.10	11.42		\$ 12.03	F 12.47
AMPERE.....		\$ 11.08				
WATSESSING AVE.....		\$ 11.06				
BLOOMFIELD.....		\$ 11.04				
GLEN RIDGE.....		\$ 11.02				
MONTCLAIR.....		11.00				
GROVE STREET.....	\$ 10.54				\$ 12.01	F 12.46
EAST ORANGE.....	\$ 10.53				\$ 12.00	\$ 12.45
BRICK CHURCH.....	\$ 10.51		\$ 11.40		\$ 11.58	\$ 12.43
ORANGE.....	\$ 10.49		11.39	\$ 11.50	\$ 11.56	\$ 12.41
HIGHLAND AVENUE.....	\$ 10.47				\$ 11.54	F 12.39
MOUNTAIN STATION.....	\$ 10.45				\$ 11.52	F 12.37
SOUTH ORANGE.....	\$ 10.43		11.36	11.19	\$ 11.50	\$ 12.36
MAPLEWOOD.....	\$ 10.40				\$ 11.47	\$ 12.34
MILLBURN.....	\$ 10.37		11.33	11.16	\$ 11.44	\$ 12.32
SHORT HILLS.....	\$ 10.35				\$ 11.42	\$ 12.30
SUMMIT.....	\$ 10.31		\$ 11.28	\$ 11.11	\$ 11.38	\$ 12.27
WEST SUMMIT SIDING.....						
NEW PROVIDENCE.....						
MURRAY HILL.....						
BERKELEY HEIGHTS.....						
GILLETTE.....						
STIRLING.....	See		See	No		See
MILLINGTON.....	Local		Notes	Passengers		Local
LYONS.....	Instruc-		Page			Instruc-
BASKING RIDGE.....	tion 130		45			tion 101
BERNARDSVILLE.....						
MINE BROOK.....						
FAR HILLS.....						
PEAPACK.....						
GLADSTONE.....						
CHATHAM.....	\$ 10.25				\$ 11.82	\$ 12.22
MADISON.....	\$ 10.21				\$ 11.78	\$ 12.19
CONVENT.....	\$ 10.18				F 11.25	F 12.16
MORRISTOWN.....	\$ 10.15		11.17	10.59	\$ 11.22	\$ 12.14
MORRIS PLAINS.....	\$ 10.11				\$ 11.18	\$ 12.10
MOUNT TABOR.....						
SECAUCUS.....						
KINGSLAND.....						
LYNDHURST.....						
DELAWANNA.....						
PASSAIC.....						
ATHENIA.....						
PATERSON JCT.....						
PATERSON.....						
LITTLE FALLS.....						
MOUNTAIN VIEW.....						
ERIE CROSSING.....						
LINCOLN PARK.....						
TOWACO.....				See		
MONTVILLE.....				Local		
BOONTON.....				Instruc-		
MOUNTAIN LAKES.....				tion 101		
DENVILLE.....	\$ 10.05		11.10	10.51	\$ 11.12	\$ 12.03
DOVER.....	9.59		\$ 11.04	10.45	11.08	11.57
WHARTON.....						
CHESTER JUNCTION.....			10.58	10.40		
LAKE HOPATCONG.....						
PORT MORRIS JCT.....			10.54	10.35		
PORT MORRIS.....				10.33		
SUSSEX BRANCH JCT.....				10.31		
NETCONG.....						
WATERLOO.....						
HACKETTSTOWN.....						
PORT MURRAY.....						
WASHINGTON.....						
Roseville Ave. and Newark.....	2	2	2	2	2	2
So. Orange and Roseville Ave.....	2		2	2	2	2
Millburn and So. Orange.....	2		2	2	2	2
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	646	188	44	1042	648	650

HOBOKEN.

Washington Line, Boonton Line, Morristown Line, Gladstone and Montclair Branches.

WEEK-DAY TRAINS.

STATIONS	EASTWARD. First Class.					
	646	188	44	1042	648	650
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sun. & Mon.	Ex. Sun. & Mon.	Ex. Sun. & Mon.	Ex. Sun. & Mon.
	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.
HOBOKEN.....						
WEST END.....						
HARRISON.....						
NEWARK.....						
ROSEVILLE AVENUE.....						
AMPERE.....						
WATSESSING AVE.....						
BLOOMFIELD.....						
GLEN RIDGE.....						
MONTCLAIR.....						
GROVE STREET.....						
EAST ORANGE.....						
BRICK CHURCH.....						
ORANGE.....						
HIGHLAND AVENUE.....						
MOUNTAIN STATION.....						
SOUTH ORANGE.....						
MAPLEWOOD.....						
MILLBURN.....						
SHORT HILLS.....						
SUMMIT.....						
WEST SUMMIT SIDING.....						
NEW PROVIDENCE.....						
MURRAY HILL.....						
BERKELEY HEIGHTS.....						
GILLETTE.....						
STIRLING.....						
MILLINGTON.....						
LYONS.....						
BASKING RIDGE.....						
BERNARDSVILLE.....						
MINE BROOK.....						
FAR HILLS.....						
PEAPACK.....						
GLADSTONE.....						
CHATHAM.....						
MADISON.....						
CONVENT.....						
MORRISTOWN.....						
MORRIS PLAINS.....						
MOUNT TABOR.....						
SECAUCUS.....						
KINGSLAND.....						
LYNDHURST.....						
DELAWANNA.....						
PASSAIC.....						
ATHENIA.....						
PATERSON JCT.....						
PATERSON.....						
LITTLE FALLS.....						
MOUNTAIN VIEW.....						
ERIE CROSSING.....						
LINCOLN PARK.....						
TOWACO.....						
MONTVILLE.....						
BOONTON.....						
MOUNTAIN LAKES.....						
DENVILLE.....						
DOVER.....						
WHARTON.....						
CHESTER JUNCTION.....						
LAKE HOPATCONG.....						
PORT MORRIS JCT.....						
PORT MORRIS.....						
SUSSEX BRANCH JCT.....						
NETCONG.....						
WATERLOO.....						
HACKETTSTOWN.....						
PORT MURRAY.....						
WASHINGTON.....						
Roseville Ave. and Newark.....						
So. Orange and Roseville Ave.....						
Millburn and So. Orange.....						
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	646	188	44	1042	648	650

Car Capacity Sliding in addition to Engine and Caboose	Distance from Hoboken	Distance Between Stations	HOBOKEN TO		First Class.	
			WESTWARD.		601	15
			STATIONS		Dover	Buffalo
			Ex. Sat. & Sun.	Ex. Sat. & Sun.		
			A. M.	A. M.		
			Lv N	A. M.		
	1.92	1.92	HOBOKEN.....	12.30	12.55	
			WEST END.....			
	7.13	5.21	HARRISON.....	\$ 12.41		
	7.79	0.66	NEWARK.....	\$ 12.43	1.06	
	9.02	1.23	ROSEVILLE AVENUE...D	\$ 12.45	1.08	
	9.68	0.66	AMPERE.....			
	10.91	1.23	WATSESSING AVE.....			
	11.61	0.70	BLOOMFIELD.....			
	12.20	0.59	GLEN RIDGE.....			
	13.12	0.92	MONTCLAIR.....	D		
	9.56	0.54	GROVE STREET.....	\$ 12.46		
	10.01	0.45	EAST ORANGE.....	\$ 12.48		
	10.60	0.59	BRICK CHURCH.....	\$ 12.50		
	11.46	0.86	ORANGE.....	\$ 12.52	1.11	
	12.16	0.70	HIGHLAND AVENUE.....	\$ 12.54		
	13.10	0.94	MOUNTAIN STATION.....	\$ 12.56		
	13.85	0.75	SOUTH ORANGE.....	\$ 12.58	1.14	
	15.15	1.30	MAPLEWOOD.....	\$ 1.00		
	16.76	1.61	MILLBURN.....	\$ 1.03	1.17	
	17.84	1.08	SHORT HILLS.....	F 1.05		
	20.11	2.27	SUMMIT.....	\$ 1.09	1.22	
6	21.23	1.12	WEST SUMMIT SIDING.....			
17	21.79	0.56	NEW PROVIDENCE.....			
7	23.38	1.59	MURRAY HILL.....	D		
20	25.76	2.38	BERKELEY HEIGHTS.....			
20	27.14	1.38	GILLETTE.....			
20	28.50	1.36	STIRLING.....	D		
11	30.12	1.62	MILLINGTON.....	D		
20	31.77	1.65	LYONS.....			
10	33.64	1.87	BASKING RIDGE.....	D		
10	34.80	1.16	BERNARDSVILLE.....	D		
	37.45	2.65	MINE BROOK.....			
	38.95	1.50	FAR HILLS.....	D		
	41.34	2.39	PEAPACK.....			
	42.26	0.92	GLADSTONE.....	D		
	23.53	3.42	CHATHAM.....	\$ 1.15		
	25.53	2.00	MADISON.....	\$ 1.18		
	27.69	2.16	CONVENT.....	\$ 1.22		
	29.79	2.10	MORRISTOWN.....	D \$ 1.26	1.33	
	32.00	2.21	MORRIS PLAINS.....	\$ 1.30		
	35.71	3.71	MOUNT TABOR.....			
	3.70	1.78	SECAUCUS.....			
	7.63	3.93	KINGSLAND.....			
	8.21	0.58	LYNDHURST.....			
	9.31	1.10	DELAWANNA.....			
	10.57	1.26	PASSAIC.....			
	12.20	1.63	ATHENIA.....			
	13.60	1.40	PATERSON JCT.....			
	15.05	1.45	PATERSON.....			
	18.20	3.15	LITTLE FALLS.....			
	20.54	2.34	MOUNTAIN VIEW.....			
	21.10	0.56	ERIE CROSSING.....			
	22.88	1.78	LINCOLN PARK.....			
	25.13	2.25	TOWACO.....			
	27.75	2.62	MONTVILLE.....			
	29.23	1.48	BOONTON.....	D		
	31.18	1.95	MOUNTAIN LAKES.....			
	33.93	2.75	DENVILLE.....	N \$ 1.37	1.41	
	38.12	4.19	DOVER.....	N \$ 1.43	1.47	
	40.08	1.96	WHARTON.....			
	41.27	1.19	CHESTER JUNCTION.....		1.52	
	45.48	4.21	LAKE HOPATCONG.....			
	45.74	0.26	PORT MORRIS JCT.....		1.58	
	46.54	1.06	PORT MORRIS.....			
	47.37	0.83	SUSSEX BRANCH JCT.....			
	47.99	0.62	NETCONG.....			
	51.19	3.20	WATERLOO.....			
53	56.77	5.58	HACKETTSTOWN.....			
12	63.12	6.35	PORT MURRAY.....			
	66.56	3.44	WASHINGTON.....			
			Newark and Roseville Ave....	3	3	
			Roseville Ave. and So. Orange	3	3	
			So. Orange and Millburn.....	3	3	
				A. M.	A. M.	
				Ex. Sat. & Sun.	Ex. Sat. & Sun.	
				601	15	

WASHINGTON.

Morristown Line, Montclair and Gladstone Branches,
Boonton Line and Washington Line. WEEK-DAY TRAINS.

WESTWARD.	First Class.							
	603	X111	X1	505	107	301	X41	605
	Dover	Newton	Mont- clair	Morris- town	Mont- clair	Summit	Berkeley Heights	Dover
	Ex. Sa., Su. & Mon.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	1.30		5.45	6.15	6.30	6.35		7.00
	\$ 1.41			\$ 6.26	\$ 6.41			
	\$ 1.43		5.58	\$ 6.29	\$ 6.43	\$ 6.48		\$ 7.13
	\$ 1.45		6.00	\$ 6.31	\$ 6.46	\$ 6.50		\$ 7.16
					\$ 6.48			
					\$ 6.50			
					\$ 6.52			
			\$ 6.03		\$ 6.54			
					\$ 6.57			
	\$ 1.46			\$ 6.33				\$ 7.17
	\$ 1.48			\$ 6.35				\$ 7.19
	\$ 1.50			\$ 6.37		\$ 6.54		\$ 7.21
	\$ 1.52			\$ 6.39		\$ 6.56		\$ 7.23
	\$ 1.54			\$ 6.41				\$ 7.25
	\$ 1.56			\$ 6.43				\$ 7.27
	\$ 1.58			\$ 6.45		\$ 7.10	6.55	\$ 7.29
	\$ 2.00			\$ 6.48		\$ 7.12		\$ 7.31
	\$ 2.03			\$ 6.51		\$ 7.15		\$ 7.34
	F 2.05			\$ 6.54		\$ 7.17		\$ 7.37
	\$ 2.09			\$ 6.58		\$ 7.21	7.05	\$ 7.42
	Will not operate on Fri. Nov. 25, 1960 Tues. Dec. 27, 1960 Tues. Jan. 3, 1961 Thurs. Feb. 23, 1961				See Local Instruc- tion 130	Equip- ment for No. 304		
			Equip- ment for No. 124					\$ 7.20
								\$ 7.25
	\$ 2.15			\$ 7.04				\$ 7.49
	\$ 2.18			\$ 7.07			See Local Instruc- tion 101	\$ 7.52
	\$ 2.22			\$ 7.11				\$ 7.56
	\$ 2.26			\$ 7.15				\$ 8.00
	\$ 2.30							\$ 8.04
			Equip- ment for No. 1022				No Psgrs.	
	\$ 2.37							\$ 8.11
	\$ 2.43		5.28					\$ 8.17
				5.31				
				5.37				
				5.39				
				5.41				
	3			3				3
	3			3				3
	3			3				3
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Ex. Sa., Su. & Mon.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	603	X111	X1	505	107	X31	X41	605

STATIONS	HOBOKEN TO				
	WESTWARD.				
	241	171	535	X25	1031
	Millburn	Montclair	Morristown	South Orange	Branchville
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.
HOBOKEN.....Lv	6.30	6.45	6.50	7.00	7.00
WEST END.....					
HARRISON.....	\$ 6.41	\$ 6.57			
NEWARK.....	\$ 6.43	\$ 6.59	\$ 7.03		
ROSEVILLE AVENUE.....	\$ 6.46	\$ 7.02	\$ 7.05		
AMPERE.....		\$ 7.04			
WATSESSING AVE.....		\$ 7.06			
BLOOMFIELD.....		\$ 7.08			
GLEN RIDGE.....		\$ 7.10			
MONTCLAIR.....		\$ 7.13			
GROVE STREET.....	\$ 6.48		\$ 7.07		
EAST ORANGE.....	\$ 6.50		\$ 7.09		
BRICK CHURCH.....	\$ 6.52		\$ 7.11		
ORANGE.....	\$ 6.54		\$ 7.13		
HIGHLAND AVENUE.....	\$ 6.56		\$ 7.15		
MOUNTAIN STATION.....	\$ 6.58		\$ 7.17		
SOUTH ORANGE.....	\$ 7.00		\$ 7.19	\$ 7.20	
MAPLEWOOD.....	\$ 7.03		\$ 7.21		
MILLBURN.....	\$ 7.06		\$ 7.24		
SHORT HILLS.....			\$ 7.26		
SUMMIT.....			\$ 7.30		
WEST SUMMIT SIDING.....					No Psgrs.
NEW PROVIDENCE.....					West of Newton.
MURRAY HILL.....					
BERKELEY HEIGHTS.....					
GILLETTE.....					
STIRLING.....					No Psgrs.
MILLINGTON.....					
LYONS.....					
BASKING RIDGE.....					
BERNARDSVILLE.....					
MINE BROOK.....					
FAR HILLS.....					
PEAPACK.....					
GLADSTONE.....					
CHATHAM.....			\$ 7.36		
MADISON.....			\$ 7.39		
CONVENT.....			\$ 7.43		
MORRISTOWN.....			\$ 7.47		
MORRIS PLAINS.....					See Local Instruction 101
MOUNT TABOR.....					
SECAUCUS.....					
KINGSLAND.....					\$ 7.14
LYNDHURST.....					\$ 7.16
DELAWANNA.....					F 7.19
PASSAIC.....					\$ 7.22
ATHENIA.....					F 7.25
PATERSON JCT.....					7.28
PATERSON.....					\$ 7.31
LITTLE FALLS.....					
MOUNTAIN VIEW.....					\$ 7.39
ERIE CROSSING.....					7.40
LINCOLN PARK.....					\$ 7.43
TOWACO.....					\$ 7.47
MONTVILLE.....					F 7.51
BOONTON.....					\$ 7.54
MOUNTAIN LAKES.....					\$ 7.58
DENVILLE.....					\$ 8.05
DOVER.....					\$ 8.11
WHARTON.....					
CHESTER JUNCTION.....					8.14
LAKE HOPATCONG.....					\$ 8.22
PORT MORRIS JCT.....					8.23
PORT MORRIS.....					8.24
SUSSEX BRANCH JCT.....					8.29
NETCONG.....					
WATERLOO.....					
HACKETTSTOWN.....					
PORT MURRAY.....					
WASHINGTON.....					
Newark and Roseville Ave.....	3	3	3	1	
Roseville Ave. and So. Orange.....	3		3	1	
So. Orange and Millburn.....	3		3		
	P. M.	P. M.	P. M.	P. M.	P. M.
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	241	171	535	X25	1031

STATIONS	WASHINGTON.							
	MORRISTOWN LINE, MONTCLAIR AND GLADSTONE BRANCHES, BOONTON LINE AND WASHINGTON LINE.							
	WESTWARD.							
	647	437	173	317	649	7	177	651
	Dover	Gladstone	Montclair	Summit	Dover	Buffalo	Montclair	Dover
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Daily	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
HOBOKEN.....	7.15		7.17	7.30	7.45	8.00	8.20	8.30
WEST END.....								
HARRISON.....			\$ 7.31	\$ 7.41	\$ 7.58	\$ 8.14	\$ 8.31	\$ 8.43
NEWARK.....	\$ 7.28		\$ 7.34	\$ 7.43	\$ 8.00	\$ 8.16	\$ 8.33	\$ 8.43
ROSEVILLE AVENUE.....	7.30			7.45			8.36	8.46
AMPERE.....			\$ 7.36				\$ 8.38	
WATSESSING AVE.....			\$ 7.38				\$ 8.40	
BLOOMFIELD.....			\$ 7.40				\$ 8.42	
GLEN RIDGE.....			\$ 7.42				\$ 8.44	
MONTCLAIR.....			\$ 7.45				\$ 8.47	
GROVE STREET.....				\$ 7.47				\$ 8.47
EAST ORANGE.....				\$ 7.49				\$ 8.49
BRICK CHURCH.....	\$ 7.33			\$ 7.51	\$ 8.03	\$ 8.21		\$ 8.51
ORANGE.....	7.34			\$ 7.53	\$ 8.04	\$ 8.22		\$ 8.53
HIGHLAND AVENUE.....				\$ 7.55				\$ 8.55
MOUNTAIN STATION.....				\$ 7.57				\$ 8.57
SOUTH ORANGE.....	\$ 7.37			\$ 7.59	\$ 8.07	8.25		\$ 8.59
MAPLEWOOD.....	\$ 7.40			\$ 8.01	\$ 8.10			\$ 9.01
MILLBURN.....	\$ 7.43			\$ 8.04	\$ 8.13	8.28		\$ 9.04
SHORT HILLS.....	\$ 7.46			\$ 8.07	\$ 8.16			\$ 9.06
SUMMIT.....	\$ 7.50	7.53		\$ 8.11	\$ 8.20	\$ 8.34		\$ 9.11
WEST SUMMIT SIDING.....		\$ 7.56						
NEW PROVIDENCE.....		\$ 7.59						
MURRAY HILL.....		\$ 8.03						
BERKELEY HEIGHTS.....		\$ 8.06						
GILLETTE.....		\$ 8.08						
STIRLING.....		\$ 8.11						
MILLINGTON.....		\$ 8.14						
LYONS.....		\$ 8.17						
BASKING RIDGE.....		\$ 8.20						
BERNARDSVILLE.....								
MINE BROOK.....		\$ 8.27						
FAR HILLS.....		\$ 8.31						
PEAPACK.....		\$ 8.33						
GLADSTONE.....								
CHATHAM.....	\$ 7.56				\$ 8.26			\$ 9.17
MADISON.....	\$ 7.59				\$ 8.29			\$ 9.20
CONVENT.....	\$ 8.03	See Local Instruction 101			\$ 8.33			\$ 9.24
MORRISTOWN.....	\$ 8.07				\$ 8.37	8.46		\$ 9.28
MORRIS PLAINS.....	\$ 8.11				\$ 8.41			\$ 9.32
MOUNT TABOR.....	F 8.17							
SECAUCUS.....								
KINGSLAND.....								
LYNDHURST.....								
DELAWANNA.....								
PASSAIC.....								
ATHENIA.....								
PATERSON JCT.....								
PATERSON.....								
LITTLE FALLS.....								
MOUNTAIN VIEW.....								
ERIE CROSSING.....								
LINCOLN PARK.....								
TOWACO.....								
MONTVILLE.....								
BOONTON.....								
MOUNTAIN LAKES.....								
DENVILLE.....	\$ 8.19				\$ 8.48	8.54		\$ 9.39
DOVER.....	\$ 8.25				\$ 8.54	\$ 9.01		\$ 9.45
WHARTON.....								
CHESTER JUNCTION.....						9.05		
LAKE HOPATCONG.....								
PORT MORRIS JCT.....						9.13		
PORT MORRIS.....								
SUSSEX BRANCH JCT.....								
NETCONG.....								
WATERLOO.....								
HACKETTSTOWN.....								
PORT MURRAY.....								
WASHINGTON.....								
Newark and Roseville Ave.....	3		3	3	3	3	3	3
Roseville Ave. and So. Orange.....	1			1	1	1		3
So. Orange and Millburn.....	1			3	1	1		3
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Daily	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	647	437	173	317	649	7	177	651

STATIONS	HOBOKEN TO				
	WESTWARD.				
	First Class.				
	439	1033	319	181	653
	Gladstone	Dover	Summit	Montclair	Dover
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.
HOBOKEN					
WEST END		8.35	9.05	9.15	9.30
HARRISON					
NEWARK			\$ 9.18	\$ 9.28	\$ 9.43
ROSEVILLE AVENUE			\$ 9.21	\$ 9.31	\$ 9.45
AMPERE				\$ 9.33	
WATSESSING AVE.				\$ 9.35	
BLOOMFIELD				\$ 9.37	
GLEN RIDGE				\$ 9.39	
MONTCLAIR				\$ 9.42	
GROVE STREET			\$ 9.22		\$ 9.47
EAST ORANGE			\$ 9.24		\$ 9.49
BRICK CHURCH			\$ 9.26		\$ 9.51
ORANGE			\$ 9.28		\$ 9.53
HIGHLAND AVENUE			\$ 9.30		\$ 9.55
MOUNTAIN STATION			\$ 9.32		\$ 9.57
SOUTH ORANGE			\$ 9.34		\$ 9.59
MAPLEWOOD			\$ 9.36		\$ 10.01
MILLBURN			\$ 9.39		\$ 10.04
SHORT HILLS			\$ 9.41		\$ 10.06
SUMMIT	9.14		\$ 9.45		\$ 10.10
WEST SUMMIT SIDING					
NEW PROVIDENCE	\$ 9.17				
MURRAY HILL	\$ 9.20				
BERKELEY HEIGHTS	\$ 9.24				
GILLETTE	\$ 9.27				
STIRLING	\$ 9.29				
MILLINGTON	\$ 9.32				
LYONS	\$ 9.35				
BASKING RIDGE	\$ 9.38				
BERNARDSVILLE	\$ 9.40				
MINE BROOK					
FAR HILLS	\$ 9.46				
PEAPACK	\$ 9.50				
GLADSTONE	\$ 9.52				
CHATHAM				\$ 10.16	
MADISON				\$ 10.19	
CONVENT				\$ 10.23	
MORRISTOWN				\$ 10.27	
MORRIS PLAINS				\$ 10.31	
MOUNT TABOR				\$ 10.37	
SECAUCUS					
KINGSLAND	\$ 8.49				
LYNDHURST	\$ 8.51				
DELAWANNA	\$ 8.54				
PASSAIC	\$ 8.56				
ATHENIA	\$ 8.59				
PATERSON JCT.	9.02				
PATERSON	\$ 9.06				
LITTLE FALLS					
MOUNTAIN VIEW	\$ 9.13				
ERIE CROSSING	9.14				
LINCOLN PARK	\$ 9.17				
TOWACO	\$ 9.21				
MONTVILLE	\$ 9.25				
BOONTON	\$ 9.29				
MOUNTAIN LAKES	\$ 9.32				
DENVILLE	\$ 9.38			\$ 10.39	
DOVER	\$ 9.44			\$ 10.45	
WHARTON					
CHESTER JUNCTION					
LAKE HOPATCONG					
PORT MORRIS JCT.					
PORT MORRIS					
SUSSEX BRANCH JCT.					
NETCONG					
WATERLOO					
HACKETTSTOWN					
PORT MURRAY					
WASHINGTON					
Newark and Roseville Ave.			3	3	3
Roseville Ave. and So. Orange			3	3	3
So. Orange and Millburn			3	3	3
	P. M.	P. M.	P. M.	P. M.	P. M.
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	439	1033	319	181	653

STATIONS	MORRISTOWN LINE, MONTCLAIR AND GLADSTONE BRANCHES, BOONTON LINE AND WASHINGTON LINE.					
	WEEK-DAY TRAINS.					
	WESTWARD.					
	First Class.					
	441	185	655	537	189	657
	Gladstone	Montclair	Dover	Morristown	Montclair	Dover
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
HOBOKEN						
WEST END						
HARRISON						
NEWARK			\$ 10.15	\$ 10.28	\$ 11.13	\$ 11.28
ROSEVILLE AVENUE			\$ 10.18	\$ 10.31	\$ 11.16	\$ 11.46
AMPERE				\$ 10.33		\$ 11.32
WATSESSING AVE.				\$ 10.35		\$ 11.34
BLOOMFIELD				\$ 10.37		\$ 11.36
GLEN RIDGE				\$ 10.39		\$ 11.38
MONTCLAIR				\$ 10.42		\$ 11.41
GROVE STREET			\$ 10.19		\$ 10.47	\$ 11.17
EAST ORANGE			\$ 10.21		\$ 10.49	\$ 11.19
BRICK CHURCH			\$ 10.23		\$ 10.51	\$ 11.21
ORANGE			\$ 10.25		\$ 10.53	\$ 11.23
HIGHLAND AVENUE			\$ 10.27		\$ 10.55	\$ 11.25
MOUNTAIN STATION			\$ 10.29		\$ 10.57	\$ 11.27
SOUTH ORANGE			\$ 10.31		\$ 10.59	\$ 11.29
MAPLEWOOD			\$ 10.33		\$ 11.01	\$ 11.31
MILLBURN			\$ 10.36		\$ 11.04	\$ 11.34
SHORT HILLS			\$ 10.38		\$ 11.06	\$ 11.36
SUMMIT			\$ 10.43		\$ 11.10	\$ 11.40
WEST SUMMIT SIDING						
NEW PROVIDENCE	\$ 10.46					
MURRAY HILL	\$ 10.49					
BERKELEY HEIGHTS	\$ 10.53					
GILLETTE	\$ 10.56					
STIRLING	\$ 10.59	See Local Instruction 130		See Local Instruction 130		
MILLINGTON	\$ 11.02					
LYONS	\$ 11.05					
BASKING RIDGE	\$ 11.08					
BERNARDSVILLE	\$ 11.11					
MINE BROOK	\$ 11.14					
FAR HILLS	\$ 11.17					
PEAPACK	\$ 11.21					
GLADSTONE	\$ 11.23					
CHATHAM			\$ 11.16	\$ 11.46		\$ 12.16
MADISON			\$ 11.19	\$ 11.49		\$ 12.19
CONVENT			\$ 11.23	\$ 11.53		\$ 12.23
MORRISTOWN			\$ 11.27	\$ 11.56		\$ 12.26
MORRIS PLAINS			\$ 11.31			\$ 12.30
MOUNT TABOR			\$ 11.37			
SECAUCUS						
KINGSLAND						
LYNDHURST						
DELAWANNA						
PASSAIC						
ATHENIA						
PATERSON JCT.						
PATERSON						
LITTLE FALLS						
MOUNTAIN VIEW						
ERIE CROSSING						
LINCOLN PARK						
TOWACO						
MONTVILLE						
BOONTON						
MOUNTAIN LAKES						
DENVILLE			\$ 11.39			\$ 12.37
DOVER			\$ 11.45			\$ 12.43
WHARTON						
CHESTER JUNCTION						
LAKE HOPATCONG						
PORT MORRIS JCT.						
PORT MORRIS						
SUSSEX BRANCH JCT.						
NETCONG						
WATERLOO						
HACKETTSTOWN						
PORT MURRAY						
WASHINGTON						
Newark and Roseville Ave.	3	3	3	3	3	3
Roseville Ave. and So. Orange	3	3	3	3	3	3
So. Orange and Millburn	3	3	3	3	3	3
	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sun. & Mon.
	441	185	655	537	189	657

EASTWARD.	WEEK DAY TRAINS						First Class.
	1042	X110	1024	1022	Car Capacity Sliding in addition to Engine and Caboose	Distance from Branchville	
	Ex. Sat. & Sun. P. M.	Ex. Sat. & Sun. P. M.	Ex. Sat. & Sun. A. M.	Ex. Sat. & Sun. A. M.			
	10.31	7.53	7.21			22.98	
	\$ 10.27	\$ 7.49	\$ 7.17	\$ 7.03	22	22.10	
				\$ 6.54		21.48	
				\$ 6.49		16.66	
				6.47		14.29	
				6.40	9	13.58	
						9.42	
						5.83	
				See Local Instruction 101	7	4.75	
						2.75	
						1.67	
	9.39	No Psgrs. See Local Instruction 101					
	P. M.	P. M.	A. M.	A. M.			
	9.35	9.32	7.22	6.40			
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.			
	1042	X110	1024	1022			

WESTWARD.	WEEK-DAY TRAINS.						First Class.
	X111	1015	1031	Distance from Hoboken	Distance Between Stations	STATIONS	
	Ex. Sat. & Sun. A. M.	Ex. Sat. & Sun. P. M.	Ex. Sat. & Sun. P. M.				
	5.41	6.03	8.29	46.54			
	\$ 5.45	\$ 6.05	\$ 8.31	47.87			
	Equipment for No. 1022	\$ 6.49	\$ 8.39	47.99			
		\$ 6.57	\$ 8.42	52.81			
		\$ 7.02	\$ 8.43	55.18			
		7.04	\$ 8.48	55.89			
		\$ 7.12	\$ 8.51	60.05			
	See Local Instruction 101			63.64			
				64.72			
				66.72			
				67.80			
			9.06	69.47			
			\$ 9.22				
			Ex. Sat. & Sun.				
	X111	1015	1031				

NEWARK BRANCH — ERIE R.

Within the limits of Paterson Junction Interlocking M.P. 13.2 to M.P. 13.6 Interlocking signals govern.

EASTWARD.			STATIONS	WESTWARD.		
1300	1302	1304		1301	1303	1305
Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.		Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
A. M.	A. M.	A. M.	Ar	P. M.	P. M.	P. M.
\$ 7.02	\$ 7.51	\$ 8.21	ATHENIA—ERIE.....Lv	\$ 5.39	\$ 6.05	\$ 6.29
7.00	7.49	8.20	PATERSON JCT.—DLW.....	5.40	6.07	6.31
\$ 6.58	\$ 7.47	\$ 8.18	SOUTH PATERSON—ERIE.....	\$ 5.42	\$ 6.09	\$ 6.33
6.56	7.46	8.17	XW TOWER—ERIE.....	5.44	6.11	9.34

HARRISON BRANCH

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

CHESTER BRANCH

EASTWARD.		STATIONS	WESTWARD.	
Distance from Chester Junction	Distance Between Stations		Distance from Chester Junction	Distance Between Stations
		Ar		
		CHESTER JCT.....Lv		
		KENVIL.....	2.14	2.14
		SUCCASUNNA.....	3.38	1.24
		Lv		

PHILLIPSBURG BRANCH

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

NOTES

No. 2: Will stop at Summit to discharge revenue passengers only.

No. 44: Will stop at Summit and Brick Church to discharge revenue passengers only.

NEWARK BRANCH—ERIE R. R.

Within the limits of Paterson Junction Interlocking M.P. 132 to M.P. 130 Interlocking signals govern.

WESTWARD			STATIONS	EASTWARD		
1808	1801	1804		1802	1800	1804
Ex. Sat. & Sun. 8:39 P.M.	Ex. Sat. & Sun. 8:08 P.M.	Ex. Sat. & Sun. 7:51 P.M.	ATLANTA-ERIE	Ex. Sat. & Sun. 7:00 P.M.	Ex. Sat. & Sun. 7:49 P.M.	Ex. Sat. & Sun. 8:21 P.M.
8:31	8:07	8:40	PATERSON JCT.—ERIE	8:31	7:49	8:20
8:33	8:09	8:42	SOUTH PATERSON-ERIE	8:33	7:47	8:18
8:34	8:11	8:44	X'W TOWER-ERIE	8:34	7:48	8:17

HARRISON BRANCH

NORTHWARD		STATIONS	SOUTHWARD	
Distance Between Stations	Distance from Hoboken			
	9.11	HARRISON JCT.		
	8.47	KINGSLAND JCT.		

CHESTER BRANCH

WESTWARD		STATIONS	EASTWARD	
Distance Between Stations	Distance from Chester Junction			
	2.14	CHESTER JCT.		
	1.24	RENTON		
	1.24	FOCUSUNKA		

PHILLIPSBURG BRANCH

WESTWARD		STATIONS	EASTWARD	
Distance Between Stations	Distance from Hoboken			
	88.88	WASHINGTON		
	71.48	BROADWAY		
	70.88	NEW VILLAGE		
	58.64	STEWARTVILLE		
	4.88	PHILLIPSBURG		

NOTES

No. 2: Will stop at Summit to discharge revenue passengers only.
 No. 44: Will stop at Summit and Brick Church to discharge revenue passengers only.

Morris and Essex Division

SATURDAY - SUNDAY

AND

HOLIDAYS

TIME TABLE No. 118

In Effect 2:01 A.M. October 30, 1960

Eastern Standard Time

STATIONS	WASHINGTON TO				
	EASTWARD. First Class.				
	718	8	806	910	914
	Mont-clair	Buffalo	Glad-stone	Dover	Dover
	Sat. & Sun.	Sat. & Hol. Only	Sat. & Sun.	Sat. & Sun.	Sat. Only
HOBOKEN.....Ar	\$ 8.27	\$ 8.45		\$ 8.58	\$ 9.25
WEST END.....					
HARRISON.....	\$ 8.16			\$ 8.46	
NEWARK.....	\$ 8.14			\$ 8.44	\$ 9.11
ROSEVILLE AVENUE.....	\$ 8.11	\$ 8.32		\$ 8.41	\$ 9.08
AMPERE.....	\$ 8.09				
WATSESSING AVE.....	\$ 8.06				
BLOOMFIELD.....	\$ 8.04				
GLEN RIDGE.....	\$ 8.02				
MONTCLAIR.....	8.00		Meeting pt. Nos. 806-X-81 Lyons Siding		
GROVE STREET.....				\$ 8.39	\$ 9.06
EAST ORANGE.....				\$ 8.38	\$ 9.05
BRICK CHURCH.....		\$ 8.23		\$ 8.36	\$ 9.03
ORANGE.....		8.21		\$ 8.34	\$ 9.01
HIGHLAND AVENUE.....				\$ 8.32	\$ 8.59
MOUNTAIN STATION.....				\$ 8.30	\$ 8.57
SOUTH ORANGE.....		8.18	See Local Instruc- tion 101	\$ 8.28	\$ 8.55
MAPLEWOOD.....				\$ 8.26	\$ 8.52
MILLBURN.....		8.14		\$ 8.23	\$ 8.49
SHORT HILLS.....				\$ 8.20	\$ 8.47
SUMMIT.....	\$ 8.09	\$ 8.10		\$ 8.16	\$ 8.43
WEST SUMMIT SIDING.....					
NEW PROVIDENCE.....			\$ 8.07		
MURRAY HILL.....			\$ 8.04		
BERKELEY HEIGHTS.....			\$ 8.00		
GILLETTE.....			\$ 7.57		
STIRLING.....			\$ 7.54		
MILLINGTON.....			\$ 7.51		
LYONS.....			\$ 7.48		
BASKING RIDGE.....			\$ 7.45		
BERNARDSVILLE.....			\$ 7.43		
MINE BROOK.....			\$ 7.39		
FAR HILLS.....			\$ 7.36		
PEAPACK.....			\$ 7.32		
GLADSTONE.....			7.30		
CHATHAM.....				\$ 8.10	\$ 8.37
MADISON.....				\$ 8.07	\$ 8.34
CONVENT.....				\$ 8.04	\$ 8.31
MORRISTOWN.....		7.57		\$ 8.01	\$ 8.28
MORRIS PLAINS.....				\$ 7.57	\$ 8.24
MOUNT TABOR.....					
SECAUCUS.....					
KINGSLAND.....					
LYNDHURST.....					
DELAWANNA.....					
PASSAIC.....					
ATHENIA.....					
PATERSON JCT.....					
PATERSON.....					
LITTLE FALLS.....					
MOUNTAIN VIEW.....					
ERIE CROSSING.....					
LINCOLN PARK.....					
TOWACO.....					
MONTVILLE.....					
BOONTON.....					
MOUNTAIN LAKES.....					
DENVILLE.....		7.50		\$ 7.51	\$ 8.17
DOVER.....	\$ 7.43			7.45	8.11
WHARTON.....					
CHESTER JUNCTION.....		7.35			
LAKE HOPATCONG.....					
PORT MORRIS JCT.....		7.31			
PORT MORRIS.....					
SUSSEX BRANCH JCT.....					
NETCONG.....					
WATERLOO.....					
HACKETTSTOWN.....					
PORT MURRAY.....					
WASHINGTON.....					
Roseville Ave. and Newark... So. Orange and Roseville Ave. Millburn and So. Orange.....	2 A. M. Sat. & Sun.	2 A. M. Sat. & Hol. Only	2 A. M. Sat. & Sun.	2 A. M. Sat. & Sun.	2 A. M. Sat. Only
	718	8	806	910	914

Will operate Thanksgiving Day, Christmas Day, New Year's Day, Washington's Birthday.

STATIONS	HOBOKEN.							
	Washington Line, Boonton Line, Morristown Line, Gladstone and Montclair Branches. SATURDAY AND SUNDAY TRAINS.							
	EASTWARD. First Class.							
	1058	808	916	374	14	918	726	810
	Dover	Glad-stone	Dover	Summit	Buffalo	Dover	Mont-clair	Glad-stone
	Sat. Only	Sat. Only	Sat. & Sun.	Sat. Only	Sun. Only Ex. Hol.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
HOBOKEN.....	\$ 9.47		\$ 9.55	\$ 10.25	\$ 10.35	\$ 10.55	\$ 11.27	
WEST END.....								
HARRISON.....								
NEWARK.....			\$ 9.41	\$ 10.11	\$ 10.20	\$ 10.42	\$ 11.14	
ROSEVILLE AVENUE.....			\$ 9.38	\$ 10.08	10.17	\$ 10.39	\$ 11.11	
AMPERE.....							\$ 11.09	
WATSESSING AVE.....							\$ 11.06	
BLOOMFIELD.....							\$ 11.04	
GLEN RIDGE.....							\$ 11.02	
MONTCLAIR.....							11.00	
GROVE STREET.....			\$ 9.36	\$ 10.06		\$ 10.37		
EAST ORANGE.....			\$ 9.35	\$ 10.05		\$ 10.35		
BRICK CHURCH.....			\$ 9.33	\$ 10.03	\$ 10.15	\$ 10.33		
ORANGE.....			\$ 9.31	\$ 10.01	10.13	\$ 10.31		
HIGHLAND AVENUE.....			\$ 9.29	\$ 9.59		\$ 10.29		
MOUNTAIN STATION.....			\$ 9.27	\$ 9.57		\$ 10.27		
SOUTH ORANGE.....			\$ 9.25	\$ 9.55	10.10	\$ 10.25		
MAPLEWOOD.....			\$ 9.22	\$ 9.52		\$ 10.22		
MILLBURN.....			\$ 9.19	\$ 9.49	10.07	\$ 10.19		
SHORT HILLS.....			\$ 9.17	\$ 9.47		\$ 10.17		
SUMMIT.....		\$ 9.10	\$ 9.13	9.43	\$ 10.02	\$ 10.13		\$ 11.10
WEST SUMMIT SIDING.....								
NEW PROVIDENCE.....		\$ 9.07						\$ 11.07
MURRAY HILL.....		\$ 9.04						\$ 11.04
BERKELEY HEIGHTS.....		\$ 9.00						\$ 11.00
GILLETTE.....		\$ 8.57						\$ 10.57
STIRLING.....		\$ 8.54						\$ 10.54
MILLINGTON.....		\$ 8.51						\$ 10.51
LYONS.....		\$ 8.48						\$ 10.48
BASKING RIDGE.....		\$ 8.45						\$ 10.45
BERNARDSVILLE.....		\$ 8.43						\$ 10.43
MINE BROOK.....		\$ 8.39						\$ 10.36
FAR HILLS.....		\$ 8.36						\$ 10.33
PEAPACK.....		\$ 8.32						\$ 10.32
GLADSTONE.....		8.30						10.30
CHATHAM.....			\$ 9.07			\$ 10.07		
MADISON.....			\$ 9.04			\$ 10.04		
CONVENT.....			\$ 9.01			\$ 10.01		
MORRISTOWN.....		See Local Instruc- tion 101	\$ 8.58		9.50	\$ 9.58		See Local Instruc- tion 101
MORRIS PLAINS.....			\$ 8.54			\$ 9.54		
MOUNT TABOR.....								
SECAUCUS.....								
KINGSLAND.....	\$ 9.31							
LYNDHURST.....	\$ 9.29							
DELAWANNA.....	\$ 9.26							
PASSAIC.....	\$ 9.23							
ATHENIA.....	\$ 9.20							
PATERSON JCT.....	9.17							
PATERSON.....	\$ 9.15							
LITTLE FALLS.....	\$ 9.10							
MOUNTAIN VIEW.....	\$ 9.07							
ERIE CROSSING.....	\$ 9.05							
LINCOLN PARK.....	\$ 9.02							
TOWACO.....	\$ 8.58							
MONTVILLE.....								
BOONTON.....	\$ 8.52							
MOUNTAIN LAKES.....	\$ 8.48							
DENVILLE.....	\$ 8.44		\$ 8.47		\$ 9.42	\$ 9.47		
DOVER.....	8.37		8.41		9.36	9.41		
WHARTON.....								
CHESTER JUNCTION.....					9.30			
LAKE HOPATCONG.....								
PORT MORRIS JCT.....					9.26			
PORT MORRIS.....								
SUSSEX BRANCH JCT.....								
NETCONG.....								
WATERLOO.....								
HACKETTSTOWN.....								
PORT MURRAY.....								
WASHINGTON.....								
Roseville Ave. and Newark... So. Orange and Roseville Ave. Millburn and So. Orange.....	2 A. M. Sat. Only	2 A. M. Sat. & Hol. Only	2 A. M. Sat. & Sun.	2 A. M. Sat. Only	2 A. M. Sun. Only Ex. Hol.	2 A. M. Sat. & Sun.	2 A. M. Sat. & Sun.	2 A. M. Sat. & Sun.
	1058	808	916	374	14	918	726	810

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

WASHINGTON TO

STATIONS	EASTWARD.					First Class.
	944	752	X72	X120	946	
	Dover	Montclair	Montclair	Branchville	Dover	
	Sat. & Sun.	Sat. & Sun.	Sun. Only	Sat. Only	Sat. & Sun.	
	P. M.	P. M.	P. M.	P. M.	P. M.	
	Ar					
HOBOKEN	\$ 10.55	\$ 11.27	\$ 11.50		\$ 11.55	
WEST END						
HARRISON	F 10.43					
NEWARK	\$ 10.41	\$ 11.14	11.38		\$ 11.41	
ROSEVILLE AVENUE	\$ 10.38	\$ 11.11	11.36		\$ 11.38	
AMPERE		\$ 11.09				
WATSESSING AVE.		\$ 11.06				
BLOOMFIELD		\$ 11.04				
GLEN RIDGE		\$ 11.02				
MONTCLAIR		11.00	11.30			
GROVE STREET	\$ 10.36				\$ 11.36	
EAST ORANGE	\$ 10.35				\$ 11.35	
BRICK CHURCH	\$ 10.33				\$ 11.33	
ORANGE	\$ 10.31				\$ 11.31	
HIGHLAND AVENUE	\$ 10.29		Dead-head equip-	No Passen-	\$ 11.29	
MOUNTAIN STATION	\$ 10.27		ment	gers	\$ 11.27	
SOUTH ORANGE	\$ 10.25				\$ 11.25	
MAPLEWOOD	\$ 10.22				\$ 11.22	
MILLBURN	\$ 10.19				\$ 11.19	
SHORT HILLS	\$ 10.17				\$ 11.17	
SUMMIT	\$ 10.13				\$ 11.13	
WEST SUMMIT SIDING						
NEW PROVIDENCE						
MURRAY HILL						
BERKELEY HEIGHTS						
GILLETTE						
STIRLING	See	See	No	See	See	
MILLINGTON	Local Instruc-	Local Instruc-	Passen-	Local Instruc-	Local Instruc-	
LYONS	tion 130	tion 130	gers	tion 101	tion 130	
BASKING RIDGE						
BERNARDSVILLE						
MINE BROOK						
FAR HILLS						
PEAPACK						
GLADSTONE						
CHATHAM	\$ 10.07				\$ 11.07	
MADISON	\$ 10.04				\$ 11.04	
CONVENT	\$ 10.01				F 11.01	
MORRISTOWN	\$ 9.58				\$ 10.58	
MORRIS PLAINS	\$ 9.54				\$ 10.54	
MOUNT TABOR						
SECAUCUS						
KINGSLAND						
LYNDHURST						
DELAWANNA						
PASSAIC						
ATHENIA						
PATERSON JCT.						
PATERSON						
LITTLE FALLS						
MOUNTAIN VIEW						
ERIE CROSSING						
LINCOLN PARK						
TOWACO						
MONTVILLE						
BOONTON						
MOUNTAIN LAKES						
DENVILLE	\$ 9.47				\$ 10.47	
DOVER	9.41			\$ 10.33	10.41	
WHARTON						
CHESTER JUNCTION				10.28		
LAKE HOPATCONG						
PORT MORRIS JCT.				10.23		
PORT MORRIS						
SUSSEX BRANCH JCT.				10.21		
NETCONG				10.19		
WATERLOO						
HACKETTSTOWN						
PORT MURRAY						
WASHINGTON						
Roseville Ave. znd Newark...	2	2	2		2	
So. Orange and Roseville Ave.	2				2	
Millburn and So. Orange.....	2				2	
	P. M.	P. M.	P. M.	P. M.	P. M.	
	Sat. & Sun.	Sat. & Sun.	Sun. Only	Sat. Only	Sat. & Sun.	
	944	752	X72	X120	946	

HOBOKEN.

Washington Line, Boonton Line, Morristown Line,
Gladstone and Montclair Branches.SATURDAY AND
SUNDAY TRAINS.

STATIONS	EASTWARD.		First Class.
	44	948	
	Scranton	Dover	
	Sun. Only	Sun. Only	
	A. M.	A. M.	
	Ar		
HOBOKEN	\$ 12.05	\$ 12.55	
WEST END			
HARRISON			
NEWARK	\$ 11.50	\$ 12.41	
ROSEVILLE AVENUE	11.42	\$ 12.38	
AMPERE			
WATSESSING AVE.			
BLOOMFIELD			
GLEN RIDGE			
MONTCLAIR			
GROVE STREET		\$ 12.36	
EAST ORANGE		\$ 12.35	
BRICK CHURCH	\$ 11.40	\$ 12.33	
ORANGE	11.39	\$ 12.31	
HIGHLAND AVENUE		\$ 12.29	
MOUNTAIN STATION		\$ 12.27	
SOUTH ORANGE		\$ 12.25	
MAPLEWOOD		\$ 12.22	
MILLBURN	11.33	\$ 12.19	
SHORT HILLS		\$ 12.17	
SUMMIT	\$ 11.28	\$ 12.13	
WEST SUMMIT SIDING			
NEW PROVIDENCE			
MURRAY HILL			
BERKELEY HEIGHTS			
GILLETTE			
STIRLING	See		
MILLINGTON	Notes Page 69		
LYONS			
BASKING RIDGE			
BERNARDSVILLE			
MINE BROOK			
FAR HILLS			
PEAPACK			
GLADSTONE			
CHATHAM		\$ 12.07	
MADISON		\$ 12.04	
CONVENT		\$ 12.01	
MORRISTOWN	11.17	\$ 11.58	
MORRIS PLAINS		\$ 11.54	
MOUNT TABOR			
SECAUCUS			
KINGSLAND			
LYNDHURST			
DELAWANNA			
PASSAIC			
ATHENIA			
PATERSON JCT.			
PATERSON			
LITTLE FALLS			
MOUNTAIN VIEW			
ERIE CROSSING			
LINCOLN PARK			
TOWACO			
MONTVILLE			
BOONTON			
MOUNTAIN LAKES			
DENVILLE	11.10	\$ 11.47	
DOVER	\$ 11.04	11.41	
WHARTON			
CHESTER JUNCTION			
LAKE HOPATCONG			
PORT MORRIS JCT.			
PORT MORRIS			
SUSSEX BRANCH JCT.			
NETCONG			
WATERLOO			
HACKETTSTOWN			
PORT MURRAY			
WASHINGTON			
Roseville Ave. znd Newark...	2	2	
So. Orange and Roseville Ave.	2	2	
Millburn and So. Orange.....	2	2	
	P. M.	P. M.	
	Sat. Only	Sat. Only	
	44	948	

HOBOKEN TO

STATIONS	WESTWARD.						First Class.
	923	811	1061	725	927	813	
	Dover	Gladstone	Branchville	Montclair	Dover	Gladstone	
	Sat. & Sun.	Sat. & Sun.	Sat. Only	Sat. & Sun.	Sat. & Sun.	Sat. Only	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
HOBOKEN Lv	1.00		1.15	1.30	2.02	2.32	
WEST END							
HARRISON	\$ 1.11				\$ 2.15	\$ 2.45	
NEWARK	\$ 1.13			\$ 1.43	\$ 2.18	\$ 2.48	
ROSEVILLE AVENUE	\$ 1.16			\$ 1.46	\$ 2.25	\$ 2.55	
AMPERE				\$ 1.48			
WATSESSING AVE.				\$ 1.50			
BLOOMFIELD				\$ 1.52			
GLEN RIDGE				\$ 1.54			
MONTCLAIR				\$ 1.57			
GROVE STREET	\$ 1.17				\$ 2.19	\$ 2.49	
EAST ORANGE	\$ 1.19				\$ 2.21	\$ 2.51	
BRICK CHURCH	\$ 1.21				\$ 2.23	\$ 2.53	
ORANGE	\$ 1.23				\$ 2.25	\$ 2.55	
HIGHLAND AVENUE	\$ 1.25				\$ 2.27	\$ 2.57	
MOUNTAIN STATION	\$ 1.27				\$ 2.29	\$ 2.59	
SOUTH ORANGE	\$ 1.29				\$ 2.31	\$ 3.01	
MAPLEWOOD	\$ 1.31				\$ 2.33	\$ 3.03	
MILLBURN	\$ 1.34				\$ 2.36	\$ 3.06	
SHORT HILLS	\$ 1.36				\$ 2.38	\$ 3.08	
SUMMIT	\$ 1.40	1.43			\$ 2.42	\$ 3.13	
WEST SUMMIT SIDING						\$ 3.16	
NEW PROVIDENCE		\$ 1.46				\$ 3.19	
MURRAY HILL		\$ 1.49				\$ 3.23	
BERKELEY HEIGHTS		\$ 1.53				\$ 3.26	
GILLETTE		\$ 1.56				\$ 3.28	
STIRLING		\$ 1.58				\$ 3.28	
MILLINGTON		\$ 2.01				\$ 3.31	
LYONS		\$ 2.04				\$ 3.34	
BASKING RIDGE		\$ 2.07				\$ 3.37	
BERNARDSVILLE		\$ 2.10				\$ 3.40	
MINE BROOK						\$ 3.47	
FAR HILLS		\$ 2.17				\$ 3.51	
PEAPACK		\$ 2.21				\$ 3.51	
GLADSTONE		\$ 2.23				\$ 3.53	
CHATHAM	\$ 1.46				\$ 2.48		
MADISON	\$ 1.49				\$ 2.51		
CONVENT	\$ 1.53				\$ 2.55		
MORRISTOWN	\$ 1.57				\$ 2.59		
MORRIS PLAINS	\$ 2.01				\$ 3.03		
MOUNT TABOR							
SECAUCUS			\$ 1.29				
KINGSLAND			\$ 1.31				
LYNDHURST			\$ 1.34				
DELAWANNA			\$ 1.37				
PASSAIC			\$ 1.40				
ATHENIA			\$ 1.43				
PATERSON JCT.			\$ 1.46				
PATERSON			\$ 1.54				
LITTLE FALLS			\$ 1.55				
MOUNTAIN VIEW			\$ 1.58				
ERIE CROSSING			\$ 2.02				
LINCOLN PARK			\$ 2.06				
TOWACO			\$ 2.09				
MONTVILLE			\$ 2.12				
BOONTON			\$ 2.19		\$ 3.10		
MOUNTAIN LAKES			\$ 2.25		\$ 3.16		
DENVILLE	\$ 2.08						
DOVER	\$ 2.14						
WHARTON			\$ 2.31				
CHESTER JUNCTION			\$ 2.37				
LAKE HOPATCONG			\$ 2.38				
PORT MORRIS JCT.			\$ 2.40				
PORT MORRIS			\$ 2.42				
SUSSEX BRANCH JCT.							
NETCONG							
WATERLOO							
HACKETTSTOWN							
PORT MURRAY							
WASHINGTON							
Newark and Roseville Ave.	3			3	3	3	
Roseville Ave. and So. Orange	3			3	3	3	
So. Orange and Millburn	3			3	3	3	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	Sat. & Sun.	Sat. & Sun.	Sat. Only	Sat. & Sun.	Sat. & Sun.	Sat. Only	
	923	811	1061	725	927	813	

WASHINGTON.

STATIONS	MORRISTOWN LINE, MONTCLAIR AND GLADSTONE BRANCHES, BOONTON LINE AND WASHINGTON LINE.							SATURDAY AND SUNDAY TRAINS.	
	WESTWARD.								First Class.
	929	931	933	735	815	5	27		
	Dover	Dover	Dover	Montclair	Gladstone	Buffalo	Binghamton		
	Sat. & Sun.	Sat. & Sun.	Sat. Only	Sat. & Sun.	Sat. Only	Sat & Hol. Only	Sun. Only		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.			
HOBOKEN Lv	3.00	4.00	4.30	4.30		4.50	4.50		
WEST END									
HARRISON	\$ 3.11			\$ 4.42					
NEWARK	\$ 3.13	\$ 4.13	\$ 4.43	\$ 4.44		\$ 5.04	\$ 5.04		
ROSEVILLE AVENUE	\$ 3.16	\$ 4.16	\$ 4.45	\$ 4.46		\$ 5.06	\$ 5.06		
AMPERE				\$ 4.48					
WATSESSING AVE.				\$ 4.50					
BLOOMFIELD				\$ 4.52					
GLEN RIDGE				\$ 4.54					
MONTCLAIR				\$ 4.57					
GROVE STREET	\$ 3.17	\$ 4.17	\$ 4.47						
EAST ORANGE	\$ 3.19	\$ 4.19	\$ 4.49						
BRICK CHURCH	\$ 3.21	\$ 4.21	\$ 4.51			\$ 5.11	\$ 5.11		
ORANGE	\$ 3.23	\$ 4.23	\$ 4.53			\$ 5.12	\$ 5.12		
HIGHLAND AVENUE	\$ 3.25	\$ 4.25	\$ 4.55						
MOUNTAIN STATION	\$ 3.27	\$ 4.27	\$ 4.57						
SOUTH ORANGE	\$ 3.29	\$ 4.29	\$ 4.59			5.15	5.15		
MAPLEWOOD	\$ 3.31	\$ 4.31	\$ 5.01						
MILLBURN	\$ 3.34	\$ 4.34	\$ 5.04			5.18	5.18		
SHORT HILLS	\$ 3.36	\$ 4.36	\$ 5.06						
SUMMIT	\$ 3.40	\$ 4.40	\$ 5.11		\$ 5.15	\$ 5.25	\$ 5.25		
WEST SUMMIT SIDING									
NEW PROVIDENCE					\$ 5.18				
MURRAY HILL					\$ 5.21				
BERKELEY HEIGHTS					\$ 5.25				
GILLETTE					\$ 5.28				
STIRLING					\$ 5.30				
MILLINGTON					\$ 5.33				
LYONS					\$ 5.36				
BASKING RIDGE					\$ 5.39				
BERNARDSVILLE					\$ 5.42				
MINE BROOK					\$ 5.46				
FAR HILLS					\$ 5.49				
PEAPACK					\$ 5.52				
GLADSTONE					\$ 5.55				
CHATHAM	\$ 3.46	\$ 4.46	\$ 5.17						
MADISON	\$ 3.49	\$ 4.49	\$ 5.20						
CONVENT	\$ 3.53	\$ 4.53	\$ 5.24						
MORRISTOWN	\$ 3.57	\$ 4.57	\$ 5.28						
MORRIS PLAINS	\$ 4.01	\$ 5.01	\$ 5.32			5.36	5.36		
MOUNT TABOR		\$ 5.07							
SECAUCUS									
KINGSLAND									
LYNDHURST									
DELAWANNA									
PASSAIC									
ATHENIA									
PATERSON JCT.									
PATERSON									
LITTLE FALLS									
MOUNTAIN VIEW									
ERIE CROSSING									
LINCOLN PARK									
TOWACO									
MONTVILLE									
BOONTON									
MOUNTAIN LAKES									
DENVILLE	\$ 4.08	\$ 5.09	\$ 5.38			\$ 5.45	\$ 5.45		
DOVER	\$ 4.14	\$ 5.15	\$ 5.44			\$ 5.52	\$ 5.52		
WHARTON						5.57	5.57		
CHESTER JUNCTION						6.04	6.04		
LAKE HOPATCONG									
PORT MORRIS JCT.									
PORT MORRIS									
SUSSEX BRANCH JCT.									
NETCONG									
WATERLOO									
HACKETTSTOWN									
PORT MURRAY									
WASHINGTON									
Newark and Roseville Ave.	3	3	3	3	3	3	3		
Roseville Ave. and So. Orange	3	3	3	3	3	1	1		
So. Orange and Millburn	3	3	3	3	3	1	1		
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
	Sat. & Sun.	Sat. & Sun.	Sat. Only	Sat. & Sun.	Sat. Only	Sat. & Hol. Only	Sun. Only		
	929	931	933	735	815	5	27		

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.

NOTES

No. 3: Will stop at Summit to discharge revenue passengers only.
 No. 4: Will stop at Summit and Brick Church to discharge revenue passengers only.
 No. 5: Will stop at Lyncourt, Trossie and Trossie on alternate days to Agent or conductor to pick up or discharge revenue passengers only.

SCRANTON-BUFFALO DIVISION

Time shown at Binghamton for information only

Station	Distance to Buffalo	Distance from Buffalo	Day	Time
Buffalo	0	0		12:00
Buffalo	1.30	1.30		12:30
N. Y. C. & S. T. I. Co.	1.74	1.74		1:04
Abbott Road	0.48	0.48		1:02
E. Buffalo	2.30	2.30		1:10
Lancaster	5.48	5.48		1:22
Fargo	11.69	11.69		1:38
North Alexander	9.98	9.98		1:40
East Bethany	7.98	7.98		1:42
B. & O. Jct.	5.98	5.98		1:44
Lizwood	4.81	4.81		1:46
Craig	3.77	3.77		1:48
Chicksville	2.28	2.28		1:50
Penn. R. Jct.	3.91	3.91		1:52
Mount Morris	2.37	2.37		1:54
Groveland	2.44	2.44		1:56
Danville	7.27	7.27		2:03
Perryville	5.28	5.28		2:05
Scranton	100.72	100.72		3:05

See Notes on Page 87, 88

Car Capacity of Sidings in addition to Engine and Caboose	Distance to Hoboken via Cut-off	Distance Between Stations	BUFFALO TO			
			EASTWARD.			
			First Class.			
			14	2	7	
			STATIONS	Psg.	Psg.	N. K. P.
				Sun. Only	Ex. Sun.	Daily
				A. M.	A. M.	A. M.
	190.72	73.92	BD TOWER.....N	6.02	9.25	
			BINGHAMTON.....	\$ {6.00 5.41	\$ {9.23 9.03	

ERIE Railroad Rules, Schedules and related instructions intervene
Time shown at Binghamton for information only

	264.64	1.29	QO GIBSON.....	4.02	7.13	
	266.93	1.32	CORNING.....D	\$ 4.00	\$ 7.10	
	268.25	1.30	PAINTED POST.....			
	269.55	1.42	ERWINS CROSSING.....	3.47	6.51	
	270.97	4.82	COOPERS.....	3.45	6.49	
	275.79	9.85	CAMPBELL.....			
150	285.64	7.57	BATH.....N	\$ 3.32	\$ 6.36	
	293.21	7.79	AVOCA.....			
	301.00	4.42	COHOCTON.....D	3.14	6.12	
	305.42	5.95	ATLANTA.....			
153	311.37	1.92	WAYLAND.....D	3.05	6.03	
	313.29	5.28	PERKINSVILLE.....			
	318.57	7.27	DANSVILLE.....D	F 2.54	\$ 5.50	
174	325.84	6.93	GROVELAND.....D	2.44	5.33	
	332.77	1.03	MOUNT MORRIS.....	\$ 2.37	\$ 5.26	
	333.80	5.53	PENNA. R. R. JCT.....D	2.31	5.15	
	339.33	3.26	GREIGSVILLE.....D	2.25	5.09	
	342.59	2.77	CRAIGS.....			
	345.36	4.81	LINWOOD.....			
	350.17	3.89	B. & O. JCT.....N	2.16	5.00	
	354.06	7.36	EAST BETHANY.....	2.12	4.56	
	361.42	9.98	NORTH ALEXANDER.....	2.05	4.50	
	371.40	11.89	FARGO.....	1.56	4.40	
	383.29	6.44	LANCASTER.....D	1.46	4.30	
	389.73	3.20	E. BUFFALO.....N	1.39	4.24	
	392.93	0.48	ABBOTT ROAD.....			
	393.41	1.74	N. Y. C. & ST. L. JCT.....			5.40
	395.15		BUFFALO.....N	1.30	4.15	5.35
				Lv A. M.	A. M.	A. M.
				Sun. Only	Ex. Sun.	N. K. P. Daily
				14	2	7

See Notes on Page 87, 88

BINGHAMTON.				
EASTWARD.				
First Class.				
6	10	5	1306	8
Psg.	Psg.	N. K. P.	Mail & Express	Psg.
Daily	Ex. Sun.	Daily	Daily	Ex. Sun.
P. M.	P. M.	P. M.	P. M.	A. M.
2.09	11.57		11.48	4.15
\$ {2.07 1.52	\$ {11.55 10.46		11.45	\$ {4.13 3.56

ERIE Railroad Rules, Schedules and related instructions intervene
Time shown at Binghamton for information only

12.21	8.36			2.27
\$ 12.18	\$ 8.33			\$ 2.24
12.13	8.12			2.15
12.11	8.10			2.13
\$ 11.58	\$ 7.57			\$ 2.00
11.42	7.24			1.42
11.33	\$ 7.13			1.33
\$ 11.22	\$ 6.58			F 1.22
11.10	6.29			1.10
\$ 11.03	\$ 6.22			\$ 1.03
10.58	6.14			12.57
10.53	6.10			12.52
10.44	6.01			12.43
10.40	5.57			12.39
10.34	5.50			12.33
10.25	5.41			12.24
10.15	5.31			12.14
10.09	5.24			12.08
		7.50		
10.00	5.15	7.45		11.59
A. M.	P. M.	P. M.	P. M.	P. M.
Daily	Ex. Sun.	N. K. P. Daily	Daily	Ex. Sat.
6	10	5	1306	8

See Notes on Page 87, 88

Car Capacity of Sidings in addition to Two Engines and Caboose	Distance to Hoboken via Cut-off	Distance Between Stations	BINGHAMTON TO			
			EASTWARD.		First Class.	
			STATIONS	Psgr.	Ex. Sun.	A. M.
	45.74	11.87	PORT MORRIS JCT.....N	7.31		
136	57.61	3.08	GREENDELL.....	7.19		
	60.69	4.10	JOHNSONBURG.....			
	64.79	9.48	BLAIRSTOWN.....D	\$ 7.11		
12	66.56	3.44	WASHINGTON.....D			
	70.95	4.39	OXFORD FURNACE.....			
	79.82	8.87	DELAWARE.....			
124	82.57	2.75	PORTLAND.....D			
	74.27	7.29	SLATEFORD JCT.....	6.59		
	81.56	1.55	STROUDSBURG.....N	\$ 6.48		
	83.11	2.69	GRAVEL PLACE.....	6.39		
	85.80	3.43	ANALOMINK.....	6.37		
	89.23	5.38	HENRYVILLE.....			
	94.61	3.31	CRESCO.....D	\$ 6.27		
	97.92	2.38	PARADISE.....			
	100.30	2.29	MOUNT POCONO.....	6.17		
	102.59	5.08	POCONO SUMMIT.....D	6.14		
	107.67	5.26	TOBYHANNA.....D	6.09		
	112.93	1.77	GOULDSBORO.....	6.03		
	114.70	5.88	LEHIGH.....	6.01		
	120.58	2.38	MOSCOW.....D	5.53		
	122.96	10.21	ELMHURST.....			
	133.17	3.11	SCRANTON.....N	\$ {5.32 5.16		
	136.28	4.27	CAYUGA.....	5.10		
	140.55	3.53	CLARKS SUMMIT.....	5.05		
	144.08	1.97	DALTON.....	5.01		
	146.05	2.24	LA PLUME.....			
	148.29	3.83	FACTORYVILLE.....	4.57		
	152.12	5.48	NICHOLSON.....D	4.53		
	157.60	4.29	FOSTER.....D	4.47		
	161.89	3.55	KINGSLEY.....			
	165.44	6.22	ALFORD.....			
190	171.66	5.92	NEW MILFORD.....D	4.35		
	177.58	11.41	HALLSTEAD.....D	4.29		
	188.99	1.73	E. BINGHAMTON.....N	4.18		
	190.72		BD TOWER.....N	4.15		
				A. M.		
				Ex. Sun.		
				8		

See Notes on Page 87, 88

PORT MORRIS JCT.—WASHINGTON						
EASTWARD.				First Class.		
14	2	6	42	44	1306	10
Psgr.	Psgr.	Psgr.	Milk & Psgr.	Milk & Psgr.	Mail & Express	Psgr.
Sun. Only	Ex. Sun.	Daily	Sun. & Hol. Only	Ex. Sun. & Hol.	Daily	Ex. Mon.
A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.
9.26	1.29	5.17	9.07	10.54		4.00
9.14	1.18	5.05	8.55	10.42		3.47
\$ 9.06	\$ 1.10	\$ 4.57	\$ 8.47	10.34		3.38
8.54	12.58	4.46	8.37	10.25		3.27
\$ 8.43	\$ 12.48	\$ 4.35	\$ 8.26	\$ 10.14		\$ 3.16
8.35	12.30	4.25	8.13	10.02		2.48
8.33	12.28	4.23	8.11	10.00		2.46
\$ 8.23	\$ 12.18	\$ 4.14	\$ 8.00	9.50		2.35
8.12	12.05	4.04	7.50	9.43		2.25
\$ 8.08	\$ 12.01	\$ 4.00	\$ 7.46	\$ 9.40		2.21
\$ 8.00	\$ 11.51	3.54	\$ 7.38	\$ 9.32		2.14
7.52	\$ 11.40	3.49	\$ 7.30	9.23		2.07
7.50	11.36	3.47	7.28	9.21		2.05
\$ 7.42	\$ 11.26	3.39	7.20	9.14		1.58
7.37	11.20	3.35	7.16	9.11		1.53
\$ {7.20 7.07	\$ {11.04 10.44	\$ 3.18	7.00	8.55	12.49	\$ {1.36 1.04
7.01	10.38	3.04			12.44	12.58
6.56	\$ 10.32	2.59			12.39	12.53
6.52	10.26	2.55			12.34	12.48
6.47	10.22	2.51			12.29	12.43
6.43	\$ 10.17	2.47			12.24	12.38
6.37	\$ 10.09	2.41			12.19	12.32
	10.03					
\$ 6.24	\$ 9.52	2.29			12.07	12.19
\$ 6.17	\$ 9.40	2.23			12.02	12.12
6.05	9.28	2.12			11.51	11.59
6.02	9.25	2.09			11.48	11.57
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Sun. Only	Ex. Sun.	Daily	Sun. & Hol. Only	Ex. Sun. & Hol.	Daily	Ex. Sun.
14	2	6	42	44	1306	10

See Notes on Page 87, 88

Car Capacity of Sidings in addition to Two Engines and Caboose	Distance from Hoboken via Cut-off	Distance Between Stations	PORT MORRIS JCT.—WASHINGTON			
			WESTWARD.		First Class.	
			STATIONS	15	1301	47
				Psgr.	Mail & Express	Milk & Psgr.
Ex. Sun.	Ex. Mon.	Ex. Sat., Su. & Hol.				
	45.74		PORT MORRIS JCT.....N	1.58		9.27
	57.61	11.87	GREENDELL.....	2.09		SS 9.42
	60.69	3.08	JOHNSONBURG.....			
	64.79	4.10	BLAIRSTOWN.....D	2.16		\$ 9.53
12	66.56	3.44	WASHINGTON.....D			
	70.95	4.39	OXFORD FURNACE.....			
	79.82	8.87	DELAWARE.....			
124	82.57	2.75	PORTLAND.....D			
102	74.27	9.48	SLATEFORD JCT.....	2.26		10.05
	81.56		STROUDSBURG.....N	\$ 2.53		\$ 10.32
	83.11	1.55	GRAVEL PLACE.....	2.55		10.34
	85.80	2.69	ANALOMINK.....	2.58		10.37
	89.23	3.43	HENRYVILLE.....			
	94.61	5.38	CRESCO.....D	3.11		\$ 10.51
	97.92	3.31	PARADISE.....			
	100.30	2.38	MOUNT POCONO.....	3.23		11.05
	102.59	2.29	POCONO SUMMIT.....D	3.27		\$ 11.11
	107.67	5.08	TOBYHANNA.....D	3.31		\$ 11.20
185	112.93	5.26	GOULDSBORO.....	3.38		\$ 11.29
	114.70	1.77	LEHIGH.....	3.40		11.31
	120.58	5.88	MOSCOW.....D	3.46		\$ 11.41
	122.96	2.38	ELMHURST.....	3.49		11.45
	133.17	10.21	SCRANTON.....N	\$ {4.06 4.55	4.45	12.02
	136.28	3.11	CAYUGA.....	5.01	4.51	
129	140.55	4.27	CLARKS SUMMIT.....	5.11	5.01	
	144.08	3.53	DALTON.....	5.15	5.05	
	146.05	1.97	LA PLUME.....			
	148.29	2.24	FACTORYVILLE.....	5.19	5.09	
	152.12	3.83	NICHOLSON.....D	5.23	5.13	
	157.60	5.48	FOSTER.....D	5.29	5.19	
	161.89	4.29	KINGSLEY.....			
	165.44	3.55	ALFORD.....			
117	171.66	6.22	NEW MILFORD.....D	\$ 5.49	5.33	
	177.58	5.92	HALLSTEAD.....D	\$ 6.00	5.38	
	188.99	11.41	E. BINGHAMTON.....N	6.11	5.50	
	190.72	1.73	BD TOWER.....N	6.14	5.53	
				A. M.	A. M.	P. M.
				Ex. Sun.	Ex. Mon.	Ex. Sat., Su. & Hol.
				15	1301	47

See Notes on Page 87, 88

TO BINGHAMTON.						
WESTWARD.				First Class.		
49	3	5	27	7	17	
Milk & Psgr.	Psgr.	Psgr.	Psgr.	Psgr.	Psgr. Mail & Express	
Sat. & Hol. Only	Daily	Ex. Sun.	Sun. Only	Daily	Sun. Only	
A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	
10.30	11.45	6.04	6.04	9.13	12.11	
SS10.43	11.57	6.15	6.15	9.25	12.23	
\$ 10.57	\$ 12.05	\$ 6.24	\$ 6.24	\$ 9.32	12.30	
11.06	12.15	6.34	6.34	9.42	12.40	
\$ 11.28	\$ 12.27	\$ 6.56	\$ 6.47	\$ 9.55	\$ 1.01	
11.30	12.29	6.58	6.49	9.57	1.03	
11.33	12.32	7.01	6.52	10.00	1.06	
\$ 11.48	\$ 12.49	\$ 7.18	\$ 7.08	\$ 10.16	1.22	
11.59	1.02	7.30	7.21	10.28	1.34	
\$ 12.04	\$ 1.06	\$ 7.36	\$ 7.27	\$ 10.32	1.41	
\$ 12.12	1.13	\$ 7.45	\$ 7.34	10.37	1.47	
\$ 12.18	1.18	7.51	7.40	10.42	1.54	
12.20	1.20	7.53	7.42	10.44	1.56	
\$ 12.29		7.59	7.48		2.02	
12.32	1.29	8.03	7.52	10.53	2.05	
12.50	\$ 1.55	\$ {8.19 8.43	\$ {8.08 8.20	\$ {11.10 11.30	\$ {2.23 2.43	
	2.01	8.48	8.26	11.35	2.50	
	2.08	8.56	8.35	11.43	2.59	
	2.12	8.59	8.39	11.46	3.03	
	2.16	9.03	8.43	11.50	3.07	
	2.21	9.07	8.47	11.54	3.11	
	2.27	9.13	8.53	11.59	3.17	
	2.41	SS 9.26	SS 9.08	12.12	\$ 3.32	
	2.47	9.32	9.14	12.17	3.40	
	2.58	9.43	9.25	12.28	3.53	
	3.01	9.46	9.28	12.31	3.56	
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	
Sat. & Hol. Only	Daily	Ex. Sun.	Sun. Only	Daily	Sun. Only	
49	3	5	27	7	17	

See Notes on Page 87, 88

Car Capacity of Sidings in addition to Engine and Caboose	Distance from Hoboken via Cut-off	Distance Between Stations	BINGHAMTON TO			
			WESTWARD. First Class.			
			7	17	1301	
			STATIONS	Psg.	Psg. Mail & Express	Mail & Express
				Daily	Sun. Only	Ex. Mon.
				A. M.	A. M.	A. M.
	190.72		BD TOWER.....N	12.31	3.56	5.53
			BINGHAMTON.....	\$ {12.33 12.50	\$ {3.58 7.05	5.55

ERIE Railroad Rules, Schedules and related instructions intervene
Time shown at Binghamton for information only

	264.64	73.92	QO GIBSON.....	2.22	9.01	
	266.93	2.29	CORNING.....D	\$ 2.30	\$ 9.18	
	268.25	1.32	PAINTED POST.....			
	269.55	1.30	ERWINS CROSSING.....	2.34	9.21	
	270.97	1.42	COOPERS.....	2.36	9.23	
	275.79	4.82	CAMPBELL.....			
140	285.64	9.85	BATH.....N	\$ 2.51	\$ 9.48	
	293.21	7.57	AVOCA.....		\$ 9.58	
	301.00	7.79	COHOCTON.....D	3.04	\$ 10.09	
	305.42	4.42	ATLANTA.....			
144	311.87	5.95	WAYLAND.....D	3.15	\$ 10.23	
	313.29	1.92	PERKINSVILLE.....			
	318.57	5.28	DANSVILLE.....D	3.24	\$ 10.38	
	325.84	7.27	GROVELAND.....D	3.32	10.46	
	332.77	6.93	MOUNT MORRIS.....	\$ 3.45	\$ 11.00	
	333.80	1.03	PENNA. R. R. JCT.....D	3.47	11.02	
	339.33	5.53	GREIGSVILLE.....D	3.53	11.08	
	342.59	3.26	CRAIGS.....			
	345.36	2.77	LINWOOD.....	3.59	11.15	
48	350.17	4.81	B. & O. JCT.....N	4.03	11.19	
93	354.06	3.89	EAST BETHANY.....	4.07	11.23	
	361.42	7.36	NORTH ALEXANDER.....	4.14	11.30	
	371.40	9.98	FARGO.....	4.23	11.39	
	383.29	11.89	LANCASTER.....D	4.34	11.49	
	389.73	6.44	E. BUFFALO.....N	4.41	11.56	
	392.93	3.20	ABBOTT ROAD.....			
	393.41	0.48	N. Y. C. & ST. L. JCT.....		\$ 12.03	
	395.15	1.74	BUFFALO.....N	5.00	12.25	
			Ar	A. M.	P. M.	A. M.
				Daily	Sun. Only	Ex. Mon.
				7	17	1301

See Notes on Page 87, 88

Car Capacity of Sidings in addition to Engine and Caboose	Distance from Hoboken via Cut-off	Distance Between Stations	BUFFALO.						
			WESTWARD. First Class.						
			15	6	3	5	27	8	
			STATIONS	Psg.	N. K. P.	Psg.	Psg.	Psg.	N. K. P.
				Daily	Daily	Daily	Ex. Sun.	Sun. Only	Daily
				A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
				6.14		3.01	9.46	9.28	
				\$ {6.16 7.12		\$ {3.03 3.20	\$ {9.48 10.03	9.30	

ERIE Railroad Rules, Schedules and related instructions intervene
Time shown at Binghamton for information only

	9.18			4.52	11.54				
	\$ 9.31			\$ 4.57	\$ 12.06				
	9.34			5.00	12.09				
	9.36			5.02	12.11				
	\$ 10.04			\$ 5.17	\$ 12.29				
	\$ 10.14								
	\$ 10.27			5.32	12.44				
	\$ 10.41			5.41	12.54				
	\$ 10.59			\$ 5.50	\$ 1.06				
	\$ 11.08			5.57	1.14				
	\$ 11.27			\$ 6.08	\$ 1.26				
	11.29			6.09	1.28				
	11.35			6.14	1.33				
	11.42			6.21	1.40				
	11.46			6.25	1.44				
	F 11.50			6.28	1.48				
	11.58			6.35	1.55				
	12.07			6.43	2.04				
	12.17			6.53	2.14				
	12.25			6.59	2.20				
	\$ 12.32	12.30						11.26	
	12.52	12.40		7.15	2.35			11.35	
	P. M.	P. M.		P. M.	A. M.	P. M.		P. M.	
	Ex. Sun.	N. K. P. Daily		Daily	Ex. Mon.	Sun. Only		N. K. P. Daily	
	15	6		3	5	27		8	

See Notes on Page 87, 88

Car Capacity of Sidings in addition to Two Engines and Caboose	Distance from Hoboken via Cut-off	Distance from Northumberland	Distance Between Stations	NORTHUMBERLAND TO		
				EASTWARD.		First Class.
				STATIONS	1316	
					Mail & Express	
				Daily		
			A. M.			
	133.17	80.35	SCRANTON.....N	4.45		
	136.75	76.77	3.58 TAYLOR.....	4.37		
	136.80	76.72	0.05 MINOOKA JCT.....	4.35		
	140.07	73.45	3.27 OLD FORGE.....D			
	141.04	72.48	0.97 DURYEA.....			
	142.74	70.78	1.70 PITTSTON.....			
	144.06	69.46	1.32 WEST PITTSTON.....D			
	146.06	67.46	2.00 WYOMING.....D			
	149.60	63.92	3.54 LUZERNE.....			
	150.75	62.77	1.15 KINGSTON.....			
	152.82	60.70	2.07 PLYMOUTH JCT.....			
	153.93	59.59	1.11 PLYMOUTH.....D			
	155.42	58.10	1.49 HANOVER YARD.....			
	157.48	56.04	2.06 WEST NANTICOKE.....			
	160.90	52.62	3.42 HUNLOCK CREEK.....			
	166.51	47.01	5.61 SHICKSHINNY.....D			
	177.48	36.04	10.97 BERWICK.....			
	184.08	29.44	6.60 LIME RIDGE.....			
	187.52	26.00	3.44 ESPY.....			
33	190.03	23.49	2.51 BLOOMSBURG.....D			
29	191.75	21.77	1.72 RUPERT.....			
	193.33	20.19	1.58 CATAWISSA.....			
28	201.77	11.75	8.44 DANVILLE.....D			
	213.52		11.75 NORTHUMBERLAND.....			
				A. M.		
				Daily		
				1316		

SCRANTON.				SCRANTON TO NORTHUMBERLAND.			
EASTWARD.		Second Class.		WESTWARD.			
				First Class.	Second Class.		
1738	1734	1736		1327	1737	1733	1735
Freight	Freight	Freight		Mail & Express	Freight	Freight	Freight
Daily	Ex. Sa., Su. & Hol.	Ex. Sa., Su. & Hol.		Daily	Daily	Ex. Sa., Su. & Hol.	Ex. Sa., Su. & Hol.
A. M.	P. M.	P. M.		A. M.	P. M.	A. M.	A. M.
5.00				12.49	5.30		
4.50				12.57	6.00		
4.35				1.01	6.05		
4.25	First trip Jan. 3, 1961	Last trip Dec. 30, 1960			6.15		
4.20				6.19			
4.10				6.25			
4.05					6.31		
3.55					6.36		
3.45					6.45		
3.40	3.50	4.10			6.50	7.15	8.30
3.30	3.40	4.00			6.58	7.20	8.40
3.25	3.35	3.55			7.03	7.25	8.45
3.15	3.25	3.45			7.15	7.35	8.55
3.05	3.15	3.35			7.30	7.50	9.05
2.55	3.05	3.25			7.40	8.00	9.20
2.45	2.55	3.15			7.48	8.08	9.35
2.30	2.35	3.00			8.05	8.30	9.55
1.30	2.00	2.15			8.45	9.50	11.05
1.15	1.55				9.00	10.05	
12.15	1.30				9.30	10.30	
11.45							
P. M.	P. M.	P. M.		A. M.	10.00		
Daily	Ex. Sa., Su. & Hol.	Ex. Sa., Su. & Hol.		Daily	Daily	Ex. Sa., Su. & Hol.	Ex. Sa., Su. & Hol.
1738	1734	1736		1327	1737	1733	1735

Car Capacity of Sidings in addition to Two Engines and Caboose	Distance from Hoboken via Cut-off	Distance from Syracuse	Distance Between Stations	SYRACUSE TO	
				SOUTHWARD.	Second Class.
				STATIONS	
	188.99	82.17		EAST BINGHAMTON.....N	Ar
	196.90	74.26	7.91	CHENANGO BRIDGE.....	
120	202.78	68.38	5.88	CHENANGO FORKS.....	
103	212.11	59.05	9.33	WHITNEY POINT.....D	
	214.35	56.81	2.24	LISLE.....	
	217.99	53.17	3.64	KILLAWOG.....	
35	220.95	50.21	2.96	MARATHON.....D	
	231.15	40.01	10.20	BLODGETT MILLS.....	
	234.18	36.98	3.03	CORTLAND JCT.....	
	234.72	36.44	0.54	CORTLAND.....D	
96	237.39	33.77	2.67	HOMER.....	
	241.66	29.50	4.27	LITTLE YORK.....	
	244.44	26.72	2.78	PREBLE.....	
	249.10	22.06	4.66	TULLY.....D	
109	251.69	19.47	2.59	APULIA.....	
70	256.83	14.33	5.14	ONATIVIA.....	
68	264.50	6.66	7.67	JAMESVILLE.....D	
	263.83	2.33	4.33	BRIGHTON AVE.....	
	271.16		2.33	SYRACUSE.....N	Lv

OSWEGO TO SYRACUSE.		SYRACUSE TO OSWEGO.	
SOUTHWARD.		NORTHWARD.	
Car Capacity of Sidings in addition to Two Engines and Caboose	Distance from Hoboken via Cut-off	Distance from Oswego	Distance Between Stations
STATIONS			
	271.16	34.98	
	275.01	31.13	3.85
	278.82	27.32	3.81
	283.19	22.95	4.37
	295.04	11.10	11.85
	301.58	4.56	6.54
	306.14		4.56

BINGHAMTON.				BINGHAMTON TO SYRACUSE.			
SOUTHWARD.				NORTHWARD.			
Distance from Hoboken via Cut-off	Distance from Binghamton	Distance Between Stations	STATIONS	Distance from Binghamton	Distance Between Stations	Distance from Syracuse	STATIONS
188.99			EAST BINGHAMTON.....N				
196.90		7.91	CHENANGO BRIDGE.....				
202.78		5.88	CHENANGO FORKS.....				
212.11		9.33	WHITNEY POINT.....D				
214.35		2.24	LISLE.....				
217.99		3.64	KILLAWOG.....				
220.95		2.96	MARATHON.....D				
231.15		10.20	BLODGETT MILLS.....				
234.18		3.03	CORTLAND JCT.....				
234.72		0.54	CORTLAND.....D				
237.39		2.67	HOMER.....				
241.66		4.27	LITTLE YORK.....				
244.44		2.78	PREBLE.....				
249.10		4.66	TULLY.....D				
251.69		2.59	APULIA.....				
256.83		5.14	ONATIVIA.....				
264.50		7.67	JAMESVILLE.....D				
263.83		4.33	BRIGHTON AVE.....				
271.16		2.33	SYRACUSE.....N				Lv

CINCINNATUS BRANCH					
CINCINNATUS TO CORTLAND JCT.			CORTLAND JCT. TO CINCINNATUS.		
SOUTHWARD.			NORTHWARD.		
Distance from Hoboken via Cut-off	Distance from Cincinnati	Distance Between Stations	STATIONS	Distance from Cincinnati	Distance Between Stations
234.18	18.07		CORTLAND JCT.....		
237.87	14.38	3.69	McGRAW.....		
239.53	12.72	1.66	MAYBURY'S.....		
245.37	6.88	5.84	EAST FREETOWN.....		
252.25		6.88	CINCINNATUS.....D		

Distance from Hoboken via Cut-off	Distance from Cincinnati	Distance Between Stations	1902		1901	
			Freight Tues. & Friday Only P. M.	STATIONS	Freight Tues. & Friday Only A. M.	STATIONS
234.18	18.07		2.30	CORTLAND JCT.....	11.00	
237.87	14.38	3.69	2.10	McGRAW.....	11.15	
239.53	12.72	1.66	2.05	MAYBURY'S.....	11.25	
245.37	6.88	5.84	1.45	EAST FREETOWN.....	11.55	
252.25		6.88	1.20 P. M.	CINCINNATUS.....D	12.25 P. M.	

BANGOR & PORTLAND BRANCH					
EASTWARD.			WESTWARD.		
	Distance from Portland	STATIONS	Distance from Hoboken	Distance Between Stations	
	0.71	PORTLAND.....	82.57		
	3.62	HILL YARD.....	83.28	0.71	
	5.52	STIER.....	86.19	2.91	
	7.07	EAST BANGOR.....	88.09	1.90	
	7.27	BANGOR.....	89.64	1.55	
	8.64	SHOPS.....	89.84	0.20	
	9.81	FLICKSVILLE.....	91.21	1.37	
	13.51	MARTINS CREEK JCT.....	92.38	1.17	
	14.41	MARTINS CREEK, PA.....	96.08	3.70	
	14.17	MARTINS CREEK, N. J.....	96.98	0.90	
	14.67	PEN ARGYL JCT.....	96.74	4.36	
	14.67	PEN ARGYL.....	97.24	0.50	
	14.17	PEN ARGYL JCT.....	96.74		
	14.63	WIND GAP JUNCTION.....	97.20	0.46	
	17.32	MILLER.....	99.89	2.69	
	18.87	EDELMAN.....	101.44	1.55	
	21.01	BELFAST JUNCTION.....	103.58	2.14	
	21.23	HERCULES JCT.....	103.80	0.22	
	24.17	NAZARETH.....	106.74	2.94	
	27.92	BATH JUNCTION.....	110.49	3.75	

NOTES

Buffalo and Port Morris Jct.-Washington

HALLSTEAD STATION—All Westward scheduled passenger trains will stop to pick up swing trainman. All Eastward scheduled passenger trains will stop to let off swing trainman. (It will not be necessary to make this stop provided that trainman is already aboard the train.)

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

No. 14 will stop at Hallstead, New Milford, Moscow, Tobyhanna, Pocono Summit and Blirstown on advance notice to agent or conductor to pick up or discharge revenue passengers only.

Times shown on eastward and westward trains at Elmhurst apply at crossovers.

Kingsley Ex. Sunday.

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

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

No. 3-6 New Milford—Reduce speed for delivery of U. S. Mail.

Nos. 15 and 17 will reduce speed passing Cresco, Dalton, La Plume and Nicholson daily for delivery of papers.

No. 47 and 49 Stop at Greendell—Pick up and discharge mail.

No. 1306-1327 and 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 U. S. mail.

NOTES

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.

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

No. 2 will reduce speed at Groveland, Wayland and Avoca for delivery of U. S. Mail.

No. 2 will stop at Foster and Nicholson for express as required.

No. 14 will reduce speed at Ray (MP 364.21) and Avoca, for delivery of papers.

No. 5-27 will stop at New Milford to discharge and pick up revenue passengers only.

Freight trains must not Block off Mail Crane at Elmhurst when No. 2 and 6 are due.

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).

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

Rule 19 — (Revised February 4, 1955).

Rule 99 — (Revised October 30, 1955).

Rules 700 to 719 inclusive, are cancelled. (Effective October 28, 1956) (See General Instruction No. 20.)

Hours of Service Law

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

(b) Officers and agents are personally responsible for violations of the Hours of Service Law.

Superiority of Trains

2. On single track, eastward or southward trains are superior to westward or northward trains of the same class, unless otherwise specified. (See 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 in-

formation 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

5A. All employes are responsible for the proper handling of cars placarded explosive and inflammable, and will be governed by existing instructions conspicuously posted in cabooses and yard offices.

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

6. (a) Conductors, Trainmen, Engineers and Firemen in passenger service called for trip over territory in which they have not been over in the preceding ninety (90) days and Enginemen in freight service called for a trip over territory in which they have not been over in the preceding six (6) months, must report the fact to the Superintendent and be examined to ascertain that they are qualified on the physical characteristics of the road over which they will operate.

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

(c) In complying with Operating Rule 126, conductor will use paragraph (a) above as a guide.

(d) Engine crews will avoid working with engine cabs excessively warm in winter weather and will utilize cab windows to assure sufficient fresh air and ventilation, which in turn prevents drowsiness.

7. (a) Conductors, trainmen, Engineers and Firemen in road service who have been absent from duty for thirty (30) days or more must be examined by the proper officer, prior to resuming duty, on any changes in operating rules and the current bulletin orders in effect. If absence has been four months or longer, examination must not be conducted over the telephone.

(b) Employe absent for more than thirty (30) days because of sickness or injury must pass physical examination by company doctor before resuming work.

8. Emergency repair parts and tools will be found in a sealed equipment box under all R. P. O., Buffet, Business, Tavern-Lounge and Dining cars, with exception of Diners 469 and 470.

If seals are broken for any reason, notify the Car Department immediately.

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

9. (a) When defects are observed by crew members or they are so notified by signal from passing employes or otherwise, the train must be stopped at once to safeguard their own

and other movements and not attempt to continue to terminal or convenient clearing or switching location without a standing inspection to determine the exact nature of defect and action required.

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

Automatic Train Stop

10. Automatic Train Stop equipment must be tested before leaving originating service track from which locomotive is dispatched. Open inductors are in service at the following locations:

Hoboken—Tracks No. E, F, H, I and J.

Jersey City (Henderson Street)—Wall, Turntable, Dunnigan, and Sandhouse Tracks.

Port Morris—Delivery Track.

Scranton—Hog Pit, Relay and Roundhouse Lead Tracks.

East Binghamton—Roundhouse Lead.

East Buffalo—No. 1 and No. 2 Outbound Tracks.

Enginemen are required to take a brake application passing over the first of the inductors and to acknowledge passing over the other. This originating test must be made in accordance with "Instructions for Enginemen's Departure Test" circular of August 18, 1959. Enginemen conducting the departure test will so note on work report form. Relieving Engineman enroute will accept this as evidence that originating test has been made.

Handling of Locomotives and Freight Cars in Trains

11. (a) Yard switcher type locomotives moving "dead" in trains, shall be not less than six cars nor more than twelve cars behind the road locomotive. Two or more freight cars must be placed between each locomotive.

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

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

12. Locomotives with power brake inoperative must not be moved light over any portion of the road, but may be handled in freight trains, provided requirements of the United States Safety Appliance Act are met.

13. The handling of a car with inoperative hand brake is considered by the Interstate Commerce Commission a violation of the Safety Appliances Act.

Exception: When crippled and in condition to haul, car may be handled to nearest repair point in direction in which train is moving, provided it is coupled, and in addition securely chained to another car equipped with brakes in good working order.

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

(b) Not more than two units of diesel power (3000

H.P.) or one unit 850-class (2400 H.P.) may push behind eight-wheel steel frame caboose cars in series 600-849 inclusive.

(c) Special service cars in series 95000-99000 (except all steel dump cars 95700-95784, 97000-97031, dump cars 97050-97053, all steel ballast cars 98750-98799, and 98851-98875, side dump cars 02000-02036, all inclusive) must be placed on rear of trains ahead of caboose. Pusher locomotives must be placed ahead of such cars.

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

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

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

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

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

Inspection and Braking

20. (a) At point where train is originally made up, test of train brake system must be made as follows:

After air brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive, but not less than 60 pounds as indicated by the caboose gauge, and on a passenger train when charged to not less than 70 pounds and upon receiving signal to apply brakes for test, a 15 pound brake pipe service reduction must be made in automatic brake operation, then note the number of pounds of brake pipe leakage per minute as indicated by brake pipe gauge; (brake pipe leakage must not exceed 5 pounds per minute) after this the brake pipe reduction must be increased to full service. Inspection of train brakes must be made to determine if brakes are applied on each car, that piston travel is correct, that brake rigging does not bind or foul, and that all parts of brake equipment are properly secured.

When this inspection has been completed, release signal must be given and brakes released and each brake inspected to see that all have properly released.

(b) Engineman and conductor must be notified when test is completed and in no case will the train leave until so notified.

(c) 1. At intermediate points where the locomotive is changed, puller locomotives are attached or detached, or pusher locomotives attached, cars added to train, or where train line is cut or angle cock closed (Except as per Instruction No. (f)), train brake test will be made by applying and releasing the train brake. The engineer must make a full service application of train brakes, noting the discharge of air from brake valve exhaust, so as to know that the train brake pipe is free of obstructions. It will be the responsibility of the conductor to know that the brake applies and releases on the last car and that train line pressure is being restored. He will communicate with or signal the engineer before proceeding.

2. Where engine crews are changed, incoming engineer will make a 15 pound brake pipe service reduction after stopping. Outgoing engineer will observe air pressure and if it is evident that leakage is not excessive as indicated by brake pipe gauge, train brakes will be released and train will proceed upon receipt of signal or communication from rear that the train line pressure is being restored.

(d) Before a train is started from a point where train is originally made up, train crew must know that all hand brakes are released and retainers are in released position.

(e) Before motive power is detached or angle cocks are closed on a train, brakes must be applied with not less than a 20 pound reduction. When one or more cars are added to a train at any point subsequent to the point where the train was originally made up and tested, the cars added, after placed in position where they are to be hauled in the train, must have the brakes on such cars examined to know that they are in operation, and retaining valves are in release position, when making brake tests as per Instruction ((c)1.) before proceeding.

(f) Where one or more cars or a pusher locomotive is cut off from the rear of a train, and no cars added, train brake pipe test as described in Instruction (c) is not required.

(g) Condensation must be blown from the pipe from which air is taken before connecting yard line or locomotive to train.

(h) When cutting in air, after coupling air hose between cars, or cars and locomotive, open angle cock slowly on rear portion of train, then slightly open angle cock of forward portion of train until air goes through. Leave in this position 6 to 8 seconds, then slowly open wide.

(i) When more than one locomotive is used, brakes must be operated from the leading locomotive, automatic brake valves on all except the leading locomotive cut out, handles of the brake valves kept in running position and, when practicable, air compressors kept running.

(j) When brakes cannot be released from the locomotive, the engineman must warn the trainmen as provided in Rule 14(o).

(k) In all cases of brakes sticking, conductors will, at the first practicable point of communication, send to the

dispatcher a complete report of the condition found, including car number, initial, location in train, and type of triple valve. If air brakes on the last car in train become inoperative, its position must be changed so that an operative air brake is on the rear. Orange air brake card should be firmly attached to the crossover pipe for information of the car inspectors.

(1) 1. On a passenger train, after locomotive or train crews have changed, or an angle cock closed (except for cutting off cars from the rear), a running test of brakes must be made as soon as speed of train permits. Such tests should be made by applying the train brakes with sufficient force to ascertain that they are in proper operation. Power should not be shut off on locomotive unless conditions require it. In case the brakes do not operate properly in this test, the signal for brakes (Rule 14(a) must be given and repeated as long as necessary to secure proper response. After train is stopped, cause for brake failure must be determined and corrected before again proceeding.

2. On passenger trains a running air brake test must be made approaching the start of heavy descending grades, also on freight trains if stop is not required to set up retainers. (See pressure maintaining General Instructions 22(g)-22(i).)

(m) Yard locomotives will normally carry 70 pounds brake pipe pressure, but when handling passenger cars, taking from or adding to a passenger train, must carry 110 pounds brake pipe pressure. Exception: When handling M. U. passenger cars, 90 pounds brake pipe pressure will be carried.

(n) When back-up hose is used on any train, its connection must be tested by making reduction of brake pipe pressure before train is moved.

(o) M. U. passenger train air brake tests to be made as per rules contained in "Multiple Unit Car Equipment and Operating Rules."

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

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

Handling Freight Trains on Heavy Grades

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

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

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

(d) Cars equipped with four position retaining valves must be used as follows:

1. *Handle all the way down*—Normal position, retainers not in service.

2. *Handle in horizontal position*—Low pressure (10 pounds) position and will be used in all cases where retainers are required. 60 seconds after release of train brakes valve, in this position, retains 10 pounds brake cylinder pressure.

3. *Handle 45 degrees below horizontal*—High pressure position, must not be used.

4. *Handle 45 degrees above horizontal*—Slow direct releasing position, must not be used.

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

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

PRESSURE MAINTAINING BRAKING

(g) When freight trains are handled with diesel locomotives equipped with the pressure maintaining feature and providing it is cut in, and the dynamic brake operating on all units handling the train, and the engineer has been qualified on the manipulation of the pressure maintaining valve, timetable instructions governing the use of retainers will not apply. In case of failure of the pressure maintaining feature or the dynamic brake, retainers must be used.

(h) When descending a heavy grade with pressure maintaining feature cut in, the initial brake pipe reduction must not be less than six (6) pounds. If a train stalls descending a heavy grade due to too heavy a brake application or for any other cause, engineman must use good judgment, calling for assistance from the train crew if necessary before releasing brakes and while brake system is being recharged. (Timetable Instruction 28 and 29(b).)

(i) A partial release of the train brakes during pressure maintaining braking must never be attempted. If necessary to release the train brakes on descending grades where retaining valves are normally required, a stop will be made and the brake system recharged before the train proceeds.

(j) Conductor must know the engineman has a certificate of qualification to cover pressure maintaining method and that the locomotive is equipped with pressure maintaining valve before permitting train to be operated without use of retainers as provided in Timetable Instructions.

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

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

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

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

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

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

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

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

27. (a) **Locomotives with No. 8EL or 24RL brake equipment:** if there is a loss of pressure in main reservoir when train brakes are applied, release the locomotive brake with the independent brake valve, if pressure is restored in the main reservoir after releasing it indicates a leak from the Locomotive brake cylinders or their pipe connections.

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

(c) **On locomotives equipped with 24-RL Brake,** when handling trains of more than 60 cars. Rotair Valve on operating

unit must be in "FRGT" position, cock on control valve on "B" unit in "F" position, and Rotair Valve on trailing unit must be in "FRGT-LAP" position to obtain delayed emergency of locomotive brake in case of train parting. In passenger service, pusher service, short freight trains, or when operating light locomotives, the Rotair Valve on operating unit must be in "PASS" position, cock on control valve on "B" unit in "P" position, and Rotair Valve on trailing unit in "PASS-LAP" position.

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

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

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

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

30. When freight trains enter sidings on descending grade, enginemen must make air brake service test as prescribed by the rules before pulling out of siding.

To Guard Against Buckling of Trains

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

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

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

Clearance Restrictions

(Overhead and Side Obstruction)

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

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

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

37. (a) Employes are warned of close overhead clearance at points where overhead obstructions are less than 22 feet above top of rail and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures or other obstructions. (See 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 locomotive at first opportunity and if speedometer is found to be inaccurate, will operate to comply with speed restrictions, taking into consideration the speedometer variation. Speedometer inaccuracy, as found, will be reported on completion of trip.

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

	Miles Per Hour
A—Passenger Service, (All Passenger Equipment provided power limitations do not require lower speed)	70

Exceptions:

Diesel Power handling MU Motor cars..... 65

Note: This does not apply to non-motor MU cars (Trailers).

B—Freight Trains (Provided power limitations do not require lower speed)	50
--	----

Exceptions:

1. NE-4 and Satellite NE-3—Between East Buffalo and Port Morris

(a) With the following restricted from these trains.

(1) All cars loaded above 60 net tons.

(2) Open top cars with loading extending above the top of car sides.

(3) Loaded flat cars (excluding piggy backs).

Miles
Per Hour

(4) Coal, ore and related heavy commodities.

2. Train limitations

(a) Trains handling loaded DL&W dump cars series 95750-95784, 97000-97031 and 97050-97053, incl.. 40

(b) Trains handling ore 40

(c) Relief trains handling wrecking derricks:

On Main Line Hoboken to Buffalo:

On Straight Track..... 40

On Curves..... 30

On P&D Branch, Syracuse Branch, Washington Line, Bloomsburg Branch, Utica Branch and Black Rock Branch:

On Straight Track..... 30

On Curves..... 25

On Phillipsburg Branch and Bangor and Portland Branch:

On Straight Track..... 25

On Curves..... 20

(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 trains)..... 30

Note: Conductors of trains handling cars under the above restrictions are responsible to know that the engineer has been properly notified.

C—Power Limitations

1. 810-820 70

2. 601-606, 611-621, 631-636, 653-655-662, 801-805, 850-861, 901-970—See Note 65

3. 651-652, 654 48

4. 427-437, 461-491, 501-511, 551-568..... 40

5. 401-410, 450-455 35

6. 51-53 30

Note: Power limitation as shown above will also apply when locomotives are handled dead in freight or passenger trains unless otherwise instructed.

Note: B-units 801-805 class may be operated at 68 MPH when coupled with E-8 locomotives (810-820) in passenger service.

D—Engines running forward, light (Provided power limitations do not require lower speed) 50

Exceptions:

Diesel locomotive with dynamic brake inoperative or not equipped on heavy ascending grades:..... 30

Pocono Summit to Analomink

Lehigh to Scranton

Clarks Summit to Scranton

Wayland to Groveland

Apulia to Syracuse

Paris to Chadwicks

E—Engines running backward, with or without cars:..... 30

1. Diesel road locomotives operated from cab at rear

2. Diesel switchers and Diesel road switchers (51-53, 401-455, 461-491, 501-511, 551-568, 850-861, 901-970 classes) may be operated backward at same speeds as forward.

F—Engines shoving cars..... 20

G—Unequipped switch locomotives on main tracks in cab signal and automatic train stop territories must be operated at a speed which will permit stopping short of another train or obstruction, but not to exceed 20

H—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

Diesel Locomotives Left Unattended

40. The following instructions will govern with respect to Rule 916, Book of Rules, Operating Department:

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

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

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

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

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

High Voltage Wires

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

MORRIS AND ESSEX DIVISION

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. X-41 to 406	No. 427 to 426	No. 439 to 432
No. 405 to 414	No. 431 to 426	No. X-81 to 808
No. 407 to 416	No. 431 to 428	No. 807 to 812
No. 409 to 420	No. 435 to 430	No. 813 to 818
No. 421 to 424	No. 437 to 430	

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

SUSSEX BRANCH

Following westward trains are superior to designated eastward trains:

No. X103 to X104	No. 1031 to 1042
No. X111 to X102	No. 1059 to 1068
No. X111 to 1022	No. 1061 to 1066
No. 1015 to X-110	No. 1073 to X-120
No. 1031 to X-110	

No. 1015 is superior to all eastward trains between Port Morris Junction and Netcong.

WASHINGTON LINE

Following westward trains are superior to designated eastward trains:

No. 1057 to X-116

No. 1021 is superior to all eastward trains between Port Morris Junction and Washington.

102. Except where otherwise provided all extra trains must clear Nos. 3, 6, 7 and 8 at least 10 minutes. (See local instruction 145.)

Miscellaneous

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

104. Engines of 850 class are restricted as follows:

- (a)—From use in yard service at Hoboken, Harrison, Secaucus, Paterson and Port Morris.
- (b)—From use on Roustabouts, except trains 71 and 66.
- (c)—When used on trains 71 and 66 the use of Brick Company side track at Port Murray is prohibited.

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

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

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

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

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

Enginemen will use extreme care to allow adequate braking distance entering Hoboken train-shed, having their train under such control that they will be able to comply with the foregoing or stop short of any obstruction by use of pneumatic brake alone if necessary.

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

Back-up hoses will not be required when switching movements are being made in the following locations:

Express Platform	Tracks 18, 19 & 20
Milk Yard	Passenger Cripple Track
Day's Yard	All Tracks Pier #1
Hill Yard	All Tracks Pier #2
Pullman Yard	

All main line, suburban and MU trains, when handled by a yard engine must have a man stationed to operate conductor's valve or back-up hose to control movements in case of an emergency when moving to tracks #1 to #17, inclusive, Hoboken Passenger Station.

On all types of MU equipment, reverser lever must be set in place preparatory to back-up move. Before movement is commenced, MU man must see that cutout cock located in brake pipe under brake valve is in horizontal position. If this is not done, the reverser lever will *not* stop the train if the necessity to do so should arise. A man *must* be stationed in position to stop the movement of the train if necessary, using the reverser lever. After completing movement, the cutout cock should be returned to the vertical position with the brake pipe.

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

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

116. In 3-track territory between Lyndhurst Drawbridge and Paterson Jct. and Millburn and Harrison when necessary to operate passenger trains on track 1 and discharge passengers over outside track precautions must be taken to avoid accident to passengers crossing such track.

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

117. 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. When such movements are made towerman or operator will:

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

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

118. Passing Siding at Lincoln Park trains must be protected in accordance with Rule 99, Rules of The Operating Department.

119. No DL&W Train or Engine may enter New Erie Connection at Paterson Jct. without obtaining permission of operator at Erie XW Tower at Paterson. Permission may be obtained by wayside phones which are connected directly to Erie XW Tower at Paterson.

Retainers

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

130. Special Stops for Employees**West End**

107		906
110	539	911
158 (Ex. Mon.)		928
185	626	929
189	629	944
209 (Fri. Only)	644	946
	646	
	657	
211	709	949
305	752	1006
524 (Ex. Fri.)	902	

Harrison Yard

189

Morristown Passenger Yard

650

Secaucus (County Road)

Nos. 1006, 1010, 1013, 1015, 1061: Will stop just west of County Road Crossing, Secaucus.

West Secaucus

1006	1013	1015	1067
------	------	------	------

Port Morris

1015	1024	1061	1066
1016	1056	1067	1068

Holiday Service

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

Operation of Three or More Tracks

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

Between Hoboken and Grove Street Tower—

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

Between Grove Street Tower and East End Hackensack Bridge—

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

Between East End of Hackensack Bridge and Newark Interlocking—

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

Between Newark and Millburn—

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

West End Interlocking, Boonton Line—

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

Between Lyndhurst Drawbridge and Paterson Junction—

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

Between Montville (MP 28.1) and Denville Interlocking—

- Track 1—Westward.
- Track 2—Reversible.

Between Denville Interlocking and Dover—

- Track 1—Reversible.
- Track 2—Reversible.

Between Mt. Arlington and Port Morris Junction Interlocking—

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

Between Port Morris Junction Interlocking and

- Track 1—Reversible to M.P. 48.2
- Track 2—Reversible to M.P. 48.2
- Track 4—Reversible to M.P. 46.9

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

Speed Restrictions—Local (See General Instructions #39)

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

MORRISTOWN LINE (HOBOKEN-DENVILLE)

Location	Mile Post		Speed Restricted To Miles Per Hour
	From	To	
Hoboken—			
Between station and West End of M. U. Shed			15
Between West End M. U. Shed and East End Bergen Tunnel.....			40
Through Bergen Tunnel.....			50
Bergen Tunnel to Sub-station (straight route)			{30 Tracks 3-1-2 20 Track 4
Sub-station to and including Hackensack River Bridge (straight route)			35
West End Interlocking: On "Clear-Medium" signal:—Turn out track 2 to track 4 opposite Tower			30
West of Tower—first crossover, track 1 to track 3.....			25
Other crossovers—West of Tower.....			30
Cross overs east of tower, Rule 283 governs			
Kearny Jct.—			
Curve through Kearny Jct., interlocking... 5.2 5.3	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	6.6	6.9	55
1st curve west of Harrison Station..... 7.2 7.4	7.2	7.4	35
Newark Drawbridge			25
2nd curve west of Harrison Station..... 7.5 7.6	7.5	7.6	35
3rd curve west of Harrison Station..... 7.7 7.9	7.7	7.9	35
Newark Interlocking—			
On "Clear-Medium" signal.....			30
Track 1 to Track 2.....			25
Newark—			
1st curve west of..... 8.1 8.2	8.1	8.2	60
2nd curve west of..... 8.4 8.5	8.4	8.5	55
3rd curve west of..... 8.6 8.7	8.6	8.7	55
Roseville Ave. Interlocking—			
Straight route	8.9	9.0	35
On "Clear-Medium" signal east of Roseville Ave., Station			20
On "Clear-Medium" signal west of Roseville Ave., Station			30
Grove Street—			
East Orange—			
Curve at east end of Station..... 9.9 10.0	9.9	10.0	60
Curve at west end of Station..... 10.1 10.2	10.1	10.2	60 Tracks 1-3
Brick Church—			
Curves (4) east and west of station..... 10.4 10.8	10.4	10.8	60 Tracks 1-3
Orange—			
Curve through Orange Station..... 11.1 11.9	11.1	11.9	50
South Orange—			
Curves at east end of Station (2 curves) ... 13.7 13.8	13.7	13.8	40 Track 3
Curves at west end of station (2 curves) .. 13.9 14.0	13.9	14.0	40 Track 3
South Orange Interlocking—			
On "Clear-Medium" signal.....			30
Maplewood—			
Curve at station..... 15.0 15.2	15.0	15.2	65 Track 2
Curve at station..... {6 AM to 8 AM} 15.0 15.2	15.0	15.2	{10 Track 3 50 Track 3
Curve west of station..... {8 AM to 6 AM} 15.3 15.4	15.3	15.4	40 Track 3
1st curve east of Millburn..... 16.1 16.4	16.1	16.4	65

MORRISTOWN LINE (HOBOKEN-DENVILLE)

Location	Mile Post		Speed Restricted To Miles Per Hour
	From	To	
Millburn—			
On "Clear-Medium" signal.....			30
1st curve west of..... 16.8 17.0	16.8	17.0	{50 Track 1 45 Track 2
2nd curve west of..... 17.1 17.3	17.1	17.3	{55 Track 1 65 Track 2
Short Hills—			
Curve at east end of station..... 17.6 17.8	17.6	17.8	{50 Track 1 60 Track 2
1st curve west of..... 18.1 18.8	18.1	18.8	{50 Track 1 65 Track 2
2nd curve west of..... 18.9 19.1	18.9	19.1	{50 Track 1 60 Track 2
2nd curve east of Summit..... 19.4 19.7	19.4	19.7	{45 Track 1 50 Track 2
1st curve east of Summit..... 19.8 19.9	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	20.5	20.6	{55 Track 1 50 Track 2
2nd curve west of..... 20.9 21.0	20.9	21.0	60
3rd curve west of..... 21.4 22.2	21.4	22.2	{55 Track 1 60 Track 2
4th curve west of..... 22.5 22.7	22.5	22.7	{55 Track 1 60 Track 2
1st curve east of Chatham..... 23.0 23.4	23.0	23.4	55
Chatham—			
1st curve west of..... 23.6 23.7	23.6	23.7	65 Track 1
Madison—			
2nd curve west of..... 26.3 26.4	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	26.7	26.8	{60 Track 1 65 Track 2
5th curve west of..... 27.3 27.4	27.3	27.4	65 Track 1
Convent—			
2nd curve west of..... 28.5 28.7	28.5	28.7	60
Morristown—			
Curve through Morristown station..... 29.6 29.9	29.6	29.9	{55 Track 1 50 Track 2
Over Crossovers Between Track 1 and 2, Track 1 and Express, Track 2 and Passenger Yard Lead			10
1st curve west of..... 30.2 30.5	30.2	30.5	65 Track 2
2nd curve west of..... 30.6 30.7	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	33.6	33.7	55
Powder mill curve west of Morris Plains.. 34.4 34.7	34.4	34.7	45
1st curve east of Mount Tabor..... 35.1 35.5	35.1	35.5	{45 Track 1 50 Track 2
Mount Tabor—			
Denville—			
Curve through Denville..... 36.0 36.2	36.0	36.2	40
Through Denville Station..... 36.2 36.4	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 PORT MORRIS JCT.

Location	Mile Post		Speed Restricted To Miles Per Hour
	From	To	
West End—			
Curve at West End.....	2.0	2.1	25 (Tracks 3-1 15) Tracks 2-4
West End Interlocking—			
On "Clear-Medium" signal:—			
Turn out track 3, Morristown Line to track 3, Boonton Line.....			25
Crossover track 1 to track 3.....			20
Crossover track 2 to track 1, west of wye track			25
Crossover track 4 to track 2, east of Greenwood Lake Branch connection....			25
Turn out Greenwood Lake Branch to track 4			25
At Bergen Junction, turn outs to and from Erie Railroad, all tracks.....			30
At Bergen Junction, crossover track 1 to track 2			30
West Secaucus-Hackensack Drawbridge:			
Entire Bridge all trains.....			30
<i>Note:—Trains or light engines must not stop or start while engine or any part of engine is on any part of drawbridge, except in emergency.</i>			
Turnout from westward main Track #1 to single track, West Secaucus, on clear medium signal			30
Turnout from single track to eastward main Track #2, just east of new lift bridge, West Secaucus			30
Turnout from Eastward main Track #2 to single track 1500 feet west of new lift bridge, on clear medium indication.....			30
2nd curve west of Hackensack Drawbridge	6.6	6.8	65
Kingsland—			
Curve through Kingsland station.....	7.3	7.7	65
1st curve east of Lyndhurst.....	7.8	8.0	55
Lyndhurst—			
1st curve west of.....	8.4	8.5	35
Lyndhurst Drawbridge—Entire Train from the home signal governing the movement over the drawbridge until it reaches end of span			35
<i>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.</i>			
1st curve west of Lyndhurst Drawbridge..	9.1	9.2	65
Lyndhurst Drawbridge Interlocking—			
On "Clear-Medium" signal.....			30

BOONTON LINE—BERGEN JCT. TO PORT MORRIS JCT.

Location	Mile Post		Speed Restricted To Miles Per Hour
	From	To	
Delawanna—			
Passaic—			
Curve through Passaic station.....	10.6	10.9	{65 Track 1 55 Tracks:
Athenia—			
Curve through Athenia station.....	12.1	12.3	65
Paterson Jct.—			
Interlocking Limits (straight route.....	13.4	13.5	50
On "Clear Medium" signal Tr. 2-Tr. 1.....			30
The speed of trains moving west on "Clear Medium" signal from Track #3 to Track #1 to the single main track at Paterson Jct. is restricted to 25 M.P.H.			
Erie New Connection—Both directions			
From fixed distant signal to home signal			30
From home signal to home signal.....			20
1st curve west of	13.6	13.7	55
Paterson—			
Curve through Paterson station.....	14.9	15.4	50
1st curve west of.....	15.5	15.8	50
3rd curve west of (Squirrelwood Rd.)....	16.3	16.7	65
Curve at east end of Paterson Highbridge	16.8	17.0	40
Curve at west end of Paterson Highbridge	17.2	17.4	40
1st curve east of Little Falls.....	17.4	17.6	60
Little Falls—			
Mountain View—			
Lincoln Park—			
Pompton River Bridge—			
On "Clear-Medium" signal.....	22.0		30
Speed through passing siding	22.0	23.3	30
Turnout from passing siding to single track on "Clear Medium" signal	23.3		30
Towaco—			
Curve at Towaco station.....	24.8	25.2	60
1st curve west of.....	25.7	26.1	55
2nd curve west of.....	26.3	26.5	60
3rd curve west of.....	26.5	26.7	60
1st curve east of Montville.....	26.8	27.3	60
Montville—			
Turnout from single track to Track No. 1 on "Clear Medium" signal	28.1		30
2nd curve east of Boonton.....	28.7	28.8	{50 Track 1 60 Track 2
1st curve east of Boonton.....	28.9	29.0	55
Boonton—			
Curve through Boonton station.....	29.2	29.3	{50 Track 1 55 Track 2
1st curve west of.....	29.5	29.7	{50 Track 1 55 Track 2
Mountain Lakes—			
2nd curve east of Denville.....	33.1	33.4	{55 Track 1 50 Track 2
Denville Interlocking—			
On "Clear-Medium" signal.....			30
Denville—			
1st curve west of.....	34.4	34.9	{55 Track 2 65 Track 1
2nd curve west of.....	35.3	35.7	{55 Track 1 45 Track 2
3rd curve west of.....	35.7	36.1	55
East Dover—			
1st curve west of.....	36.5	36.9	55
1st curve east of Dover.....	37.2	37.5	55

BOONTON LINE—BERGEN JCT. TO PORT MORRIS JCT.

Location	Mile Post		Speed Restricted To Miles Per Hour
	From	To	
Dover Interlocking— On "Clear-Medium" signal east of Tower Track 2 to Track 1.....			30
Dover— Through Dover Station.....			25
Over Highway Crossings west of Dover Station.....			25
1st curve west of.....	38.3	38.5	{40 Track 1 35 Track 2
2nd curve west of.....	38.7	38.9	{50 Track 1 55 Track 2
1st curve east of Wharton.....	39.3	39.6	60
Wharton— curves west of	40.6	41.2	60 Tracks 1-2
Chester Jct.— 1st curve west of.....	41.5	41.7	60 Track 1
Mount Arlington— On "Clear-Medium" signal.....			30
Mile Post 43.5 and Port Morris, track 3.			45
1st curve east of Hopatcong.....	43.8	45.1	{55 Track 1 60 Track 2 35 Track 3
Hopatcong— Curve through Hopatcong station.....	45.4	45.8	{45 Track 1 40 Track 2
Port Morris Jct.— Interlocking switches east of Tower, on "Clear-Medium" signal.....			20
Straight route over crossover switches west of Port Morris Junction.....			50 Tracks 1-2
Track 4			30
Track No. 4; trains entering Track No. 4 at Remote Control switch (on "Clear- Medium" signal).....	46.9		30
West Port Morris— Turnout from Track No. 1 to single track.....	48.2		45

GLADSTONE BRANCH

Gladstone Branch.....			55
Summit— 1st curve west of.....	20.5	20.6	50
West Summit— 1st curve west of.....	20.9	21.0	50
New Providence— 1st curve west of.....	22.4	22.7	45
2nd curve west of.....	22.7	22.8	45
Murray Hill— 2nd curve west of.....	24.7	25.0	35
Berkeley Heights— Curve through Berkeley Heights station... ..	25.5	25.8	40
1st curve west of.....	26.0	26.2	50

GLADSTONE BRANCH

Location	Mile Post		Speed Restricted To Miles Per Hour
	From	To	
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 Mill- ington (Eastward trains)	30.5	30.6	20
2nd curve west of.....	30.9	31.1	50
Lyons— Curve through Lyons station.....	31.5	32.0	45
Basking Ridge— 1st curve west of.....	33.8	34.5	50
Bernardsville— Freight House Crossing.....			10
Ferranti's Crossing			20
2nd curve west of.....	35.4	35.6	50
3rd curve west of.....	35.7	35.9	45
4th curve west of.....	36.1	36.4	50
Mine Brook— 2nd curve west of.....	38.6	38.9	50
Far Hills— EASTWARD trains between WEST end of siding and Mine Brook Road.....			35
EASTWARD trains pulling out of siding; between EAST end of siding and Mine Brook Road.....			8
1st curve west of.....	39.1	39.7	50
2nd curve west of.....	39.9	40.2	45
3rd curve west of.....	40.3	40.9	45
4th curve west of.....	41.1	41.3	50
Peapack— 2nd curve west of.....	42.1	42.2	25
Gladstone— Highway crossing, 300 ft. east of Gladstone station	42.2	42.3	5

MONTCLAIR BRANCH

Roseville Ave.— Curve through Roseville Avenue station... ..	8.9	9.0	20
On "Clear-Medium" signal west of Roseville Ave., Station			20
Watsessing Ave.— 1st curve west of.....	11.1	11.2	65
Glen Ridge— Curve through Glen Ridge station.....	12.1	12.3	50
1st curve west of.....	12.3	12.4	50
2nd curve west of.....	12.4	12.6	45
1st curve east of Montclair.....	12.7	12.9	25
Montclair— Crossover between Tracks No. 1 and No. 2, east end of platform.....			10

PORT MORRIS JCT. TO WASHINGTON
(Via Washington Line)

Port Morris Jct. to Washington.....			40
Port Morris Jct.— Interlocking junction switches.....			20
Port Morris— Sussex Branch Jct.— Movements over spring switches Westward trains, Washington Line to Sus- sex Branch.....			15
Eastward trains, Sussex Branch to Wash- ington Line.....			15

PORT MORRIS JCT. TO WASHINGTON
(Via Washington Line)

Location	Mile Post		Speed Restricted To Miles Per Hour
	From	To	
Netcong— Between "End of Highway Circuit" sign and Main Street crossing.....			25
Hackettstown— EASTWARD trains between Main and High Streets.....			35
Washington— Curve through Washington Station.....	66.5	66.7	30

SUSSEX BRANCH

Port Morris to Newton.....			40
Newton to Branchville.....			35
Netcong— Between "End of Highway Circuit" sign and Main Street crossing.....			25
Netcong station to Furnace St. crossing westward			10
4th curve east of Cranberry Lake (Stone Quarry Curve)	51.9	52.1	35
Andover Junction— Spring switch at connection with L. & H. R. R.—Eastward trains from L. & H.			15
Over L. & H. Crossing.....			15
Newton— Curve through Newton station.....	59.7	60.1	30
Trinity Street crossing, 1000 feet West of Newton station.....			10
Augusta— Over L. & N. E. Crossing.....			15
Branchville— First highway crossing east of station.....	69.2		5

HARRISON BRANCH

Harrison Branch.....			30
----------------------	--	--	----

CHESTER BRANCH

Chester Branch.....			20
---------------------	--	--	----

PHILLIPSBURG BRANCH

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

Clearance Stations

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

WASHINGTON—No train will leave Washington without Clearance Form A during time operators are on duty: 8.00 A.M. to 11:15 A.M., 12:15 P.M. to 4.00 P.M. week days.

ANDOVER JUNCTION—eastward L. & H. R. Railway trains may proceed over D. L. & W. R. R. without stopping to obtain train orders provided Form 19 Order which includes information as to overdue trains and D. L. & W. Clearance Form A are delivered to train by telegraph operator. When necessary to restrict superiority of eastward L. & H. R. Railway train at Andover Junction, signal must be displayed and train must stop and get Order as provided in Rule 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. (Conductor Room)				
Yard Office (Frt. Trains)	X	X	X	X
Dispatcher's Office	X	X	X	X
Engine House	X	X		X
Pass. Yard Office.....	X			
Jersey City Engine House	X	X		X
Y. M. C. A.....	X	X		
Secaucus—West Yard Office.....	X	X		X
Locker Room		X		X
Harrison—Yard Office	X	X		X
Montclair Station	X	X		X
South Orange Tower	X	X		X
South Orange Engine House.....	X			
Summit Tower (for Gladstone Branch; Trains No. 406, 410, 429 and 433 by Card).....	X	X	X	X
Berkeley Heights (Trains starting or terminating at Berkeley Heights—only)			X	
Stirling—(Trains starting or terminating at Stirling—only) ...			X	X
Gladstone	X	X	X	
Gladstone Engine House	X			

	Bulletin Boards	Standard Clocks	Train Registers See note	Red Bulletin Watch Comparison Registers
Morristown (Register for starting or terminating trains at Station by Card)	x	x	x	
Morristown Engine House	x	x		x
Paterson—Yard Office	x			
Dover Tower (Register for trains starting or terminating at Dover Dover Engine House	x	x	x	x
Port Morris Jct. Tower (All Washington Line trains by Card)....			x	
Port Morris—Yard Office (Register for trains starting or terminating at Port Morris)	x	x	x	x
Port Morris—Engine House.....	x	x		x
Netcong Pass. Station (Washington Line trains starting and terminating at Netcong.).....				
Sussex Branch trains. (Eastward extra trains on Sussex Branch register by Card.).....			x	
Newton			x	
Branchville			x	
Washington (All trains register)...	x	x	x	x
Phillipsburg—C. R. R. of N. J. Tower	x	x	x	
D. L. & W. Frt. House	x			x

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

Signals

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

Hoboken to Denville via Morristown Line.

West End to Port Morris Jct. via Boonton Line.

Port Morris Jct. to Washington.

Roseville Avenue to Montclair.

Summit to Gladstone.

Sussex Branch—Sussex Branch Jct. to N. Y. S. & W. R. R. crossing.

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

Gladstone Branch—Summit to Gladstone.

Washington Line—Port Morris Jct. to Washington.

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

1. Sussex Branch Jct., to 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) Secaucus:

Automatic color light signals (not numbered) govern EASTWARD and WESTWARD movements on main tracks Nos. 2 and 1 at location of hand thrown, electrically locked, crossovers east of Station; most restrictive aspect indicates "STOP"—Rule 292.—See Note (g1.)

(e) Orange

Automatic color light signals (not numbered) govern movements on main tracks at the location of hand thrown, electrically locked crossovers east and west of Station, most restrictive aspect indicates "STOP"—Rule 292.—See Note (g1.)

(f) Morristown

Automatic color light signals (not number) governing movement on main tracks at the location of hand thrown electrically locked switches. Most restrictive aspect indicates "STOP"—Rule 292.—See Note (g1.)

(g) Washington:

Automatic 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. See Note (g1.)

(g1.) Note paragraphs (d), (e), (f) and (g) — Should these signals indicate "STOP" for an open route, movement by signal and through switch must be preceded by a Flagman and report made to Superintendent from the first available point of communication. (Rule 671)

(h) Sussex Branch Junction:

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

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

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

(i) Andover Junction:

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

Centralized Traffic Control.

144. Centralized traffic control is in effect on single track between Mile Post 13.8 east of Paterson to Mile Post 28.1 west of Montville. (See Rules 265-278 inclusive.)

Train Operation by Signal Indication.

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

(b) Eastward first class through line passenger trains may operate in advance of schedule time Millburn to Hoboken upon proper signal indication as provided by Rules D-251 and D-261—and Local Instruction 145 (a), strictly observing Rule 107.

146. Interlocking Towers Not Open 24 Hours Daily.

Roseville Ave.Closed 11:30 P.M. Saturdays
to 7:30 A.M. Sundays

MontclairOpen Mondays to Fridays—
6:00 A.M. to 10 P.M.
Saturdays 6:00 A.M. to 8:00 A.M.
Sundays—Closed.

South OrangeOpen Monday to Fridays—
5:45 A.M. to 9:45 P.M.
Saturdays and Sundays—Closed.

SummitOpen 6:45 A.M. to 10:45 P.M. Daily
Special Instruction in connection with closed hours.

Millburn to Roseville Ave.—

Traffic lever will be set for eastward movement, Track No. 1 between 10:45 P.M. and 6:45 A.M. daily.

Roseville Ave. to Newark—

Traffic Lever will be set for eastward movement, Track No. 1, between 11:30 P.M. Saturdays and 7:30 A.M. Sundays.

147. Train Order Offices Not Open 24 Hours Daily**Basking Ridge—**

OpenMondays to Fridays..... 7:12 A.M.-10:40 A.M.
11:10 A.M.- 3:42 P.M.
Saturdays, Sundays and Holidays.....Closed.

Bernardsville—

OpenMondays to Fridays..... 6:00 A.M.-10:00 A.M.
11:00 A.M.- 3:00 P.M.
Saturdays, Sundays and Holidays.....Closed.

Boonton—

OpenMondays to Fridays..... 6:00 A.M.- 9:25 A.M.
9:55 A.M.- 2:30 P.M.
Saturdays, Sundays and Holidays.....Closed.

Branchville—

OpenMondays to Fridays..... 8:00 A.M.-11:30 A.M.
12:00 Noon- 4:30 P.M.
Saturdays, Sundays and Holidays.....Closed.

Far Hills—

OpenMondays to Fridays..... 7:00 A.M.-10:20 A.M.
11:20-A.M.- 4:00 P.M.
Saturdays, Sundays and Holidays.....Closed.

Gladstone—

OpenMondays to Fridays..... 7:00 A.M.-10:30 A.M.
11:30 A.M.- 4:00 P.M.
Saturdays, Sundays and Holidays.....Closed.

Hackettstown—

OpenMondays to Fridays..... 6:30 A.M.-10:30 A.M.
11:30 A.M.- 3:30 P.M.

Millington—

OpenMondays to Fridays..... 7:00 A.M.-12:00 Noon
1:00 P.M.- 4:00 P.M.
Saturdays, Sundays and Holidays.....Closed.

Morristown—

OpenMondays to Fridays..... 6:00 A.M.- 2:00 P.M.
Saturdays and Holidays.. } 8:30 A.M.-12:10 P.M.
12:30 P.M.- 2:00 P.M.
SundaysClosed.

Murray Hill

OpenMondays to Fridays..... 6:55 A.M.-10:55 A.M.
11:55 A.M.- 3:55 P.M.
Saturdays, Sundays and Holidays.....Closed.

Netcong—

OpenMondays to Saturdays... 6:45 A.M.-10:35 A.M.
Also Holidays 11:35 A.M.- 3:45 P.M.
SundaysClosed.

Newton—

OpenMondays to Fridays..... 8:00 A.M.-12:00 Noon
1:00 P.M.- 5:00 P.M.
Saturdays, Sundays and Holidays.....Closed.

Stirling—

OpenMondays to Fridays..... 9:00 A.M.-12:00 Noon
1:00 P.M.- 6:00 P.M.
Saturdays, Sundays and Holidays.....Closed.

Washington—

OpenMondays to Fridays..... 8:00 A.M.-11:15 A.M.
12:15 P.M.- 4:00 P.M.
Saturdays
Sundays and HolidaysClosed.

148. Designated Points for Train Inspection Under Rule 101 (a)

<i>Station or Tower:</i>	<i>Station or Tower:</i>
Wharton	Little Falls
Lincoln Park	Morristown Ticket Office

149. Drawbridges Protected by Interlocking

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

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

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

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

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

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

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

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

3. Crossover switches from track 1 to track 2 located 900 feet east of Millburn Station and switch at junction of tracks 1 and 3 and derail on track 3, controlled from Summit Interlocking Tower.

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

5. All interlocked switches at Paterson Junction controlled from Train Dispatcher's office, Hoboken.

6. Switch connecting east end of passing siding to single track west of Pompton River Bridge MP 22.0, controlled from Train Dispatcher's Office, Hoboken.

7. Switch connecting single track to passing siding located 2200 feet west of Lincoln Park Station, controlled from Train Dispatcher's Office, Hoboken.

8. Switch connecting single track to track 1 and 2 at Montville (MP 28.1), controlled from Train Dispatcher Office at Hoboken.

9. Switch and derail to stub-ended side track, from track 2 at West Boonton, controlled from Train Dispatcher's Office, Hoboken.

10. All switches Dover Interlocking.

11. Switch at junction of tracks 1 and 3 at Mt. Arlington located 2200 feet west of mile post 43, controlled from Port Morris Junction Interlocking Tower.

12. Switch leading into main track 4 located 375 feet east of mile post 47 on New Jersey Cut-off and switch at junction of track 1 and 2 west of Port Morris Junction (MP 48.2) controlled from Port Morris Junction Interlocking Tower.

151. (a) Electrically Locked Hand Operated Switches Remotely Controlled (Rules 555-556)

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

West End—

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

Switch to P.R.R. interchange track from track 4, Boonton Line, controlled from West End Interlocking Tower.

Koppers—

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

Kingsland—

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

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

Delawanna—

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

Paterson—

Switch and pipe connected derail from Denman & Davis Steel Co. and Switches and pipe connected derails at Hazel Street Paterson Yard controlled from Erie XW Tower at Paterson.

Switch and pipe connected derail to Barclay Street Switch (MP 14.8) and switch and pipe connected derail to Dowling Switch (MP 15.8), controlled from Train Dispatcher's Office.

Little Falls—

Switch and pipe connected derail to siding switch (MP 17.6), switch and pipe connected derail to Lumber Yard Switch (MP 18.1), switch and pipe connected derail to Co-op Concrete Switch (MP 18.8), switch and pipe connected derail to Thomas Baking Switch (MP 19.3), controlled from Train Dispatcher's Office.

Mountain View—

Switch and pipe connected derail to Station Switch (MP 20.4) controlled from Train Dispatcher's Office.

Towaco—

Switch and pipe connected derail to Towaco station side track, controlled from Train Dispatcher's Office, Hoboken.

Montville—

Switch and pipe connected derail to Penick Company side track, from single track, east of Montville Station, controlled from Train Dispatcher's Office, Hoboken.

Switch and pipe connected derail to Kaminsky Company side track, from track 2, west of Montville Station, controlled from Train Dispatcher's Office, Hoboken.

Boonton—

Switch and pipe connected derail to Boonton Supply Company side track, from track 2, controlled from Train Dispatcher's Office, Hoboken.

West Boonton—

Switch and pipe connected derail to Norda Chemical Company side track, from track 2, controlled from Train Dispatcher's Office, Hoboken.

Crossover between main tracks 1 and 2, controlled from Train Dispatcher's Office, Hoboken.

Dover—

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

151. (b) Electrically Locked Hand Operated Switches Automatically Controlled (Rules 555-556)

Koppers—

Switch and pipe connected derail to Fry Roofing Company side track located 500 feet east of Sanford's Crossing leading from Track 2.

Orange—

Crossover between main tracks 1 and 3, located 1000 feet east of Station; crossover between main tracks 1 and 2, located 1450 feet east of Station; crossover between main track 2 and Spottiswoode siding, located 1300 feet east of Station; crossover between main track 2 and lead to Freight Yard, located 1300 feet west of Station.

Morristown—

Crossover between passenger yard lead and track 2; crossover between tracks 1 and 2; switch and derail to Express track from track 1. Protection as prescribed by Rule D-152 need not be observed.

Secaucus—

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

Chester Jct.—

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

Washington—

Junction switch between Washington line and Phillipsburg Branch. To make movement from Phillipsburg Branch to Washington line trainman will be governed by instructions located inside telephone booth.

151(c). Mechanical Switch Locks

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

Chatham

Mechanical clockwork time release lock on crossover between main tracks 1 and 2 located 4000 feet east of station.

Madison

Mechanical clockwork time release lock on crossover between main tracks 1 and 2 located 3400 feet east of station.

Morris Plains

Mechanical clockwork time release lock on crossover between main tracks 1 and 2 located 1000 feet west of station.

Lincoln Park—

Mechanical clockwork time release lock on passing siding to station switch 1,000 feet east of Lincoln Park Station.

152. Switch Indicator**Washington**

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

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

Main track must not be entered or fouled until green switch indicator light is seen after pushing button thereon, indicating

that track is unoccupied between designated points, unless it is known approaching train has stopped.

153. Signal Indicator**Port Morris**

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

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

154. Location of Spring Switches (Rule 153)**Port Morris**

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

Sussex Branch Jct.

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

Normal position of these switches is for straightaway movement.

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

Before EASTWARD trains moving from Sussex Branch to Washington Line can pass END OF BLOCK sign, located opposite signal F-473, conductor or engineman will be governed by instructions in telephone booth.

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

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

Andover Jct.

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

155. Railroad Crossings Protected by Interlocking. (Rules 98-98(a))**(a) Mountain View (Automatic)—Erie R.R.**

Normal indication of the Home Signals is "STOP". When a train approaches the crossing, the Home Signals will change to "Clear", "Approach-Medium" or "Approach" and the "Approach" Signals will change to "Clear", if no conflicting train movement is being made or other train ahead.

Clearing section for westward trains extends from a point 250 feet west of Little Falls Station (M.P. 18.3) to westward

Home Signal. Clearing section for eastward trains extends from Signal 254, (M.P. 25.5) to eastward Home signal at Erie 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 crossing.

Should Home Signals at the crossing indicate "STOP" without apparent cause, trainman will proceed as follows:

1. Go to crossing and determine whether train is approaching on intersecting track. If so, his train must wait until the other crosses, when signal will clear. If no train is approaching on intersecting track, he will then:
2. Enter concrete house and be governed by framed instructions in the house.

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.

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.

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

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 interlocking 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:

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 on intersecting track, he will then be governed by instructions located inside front cover of the D. L. & W. R.R., "release box".

156. Railroad Crossings Protected by Other Signals.

(Rules 98-98(a))

(a) Susquehanna crossing (Trainmen operate)—N. Y. S. & W. R. R.

SPECIAL PROTECTION OF HIGHWAY CROSSINGS

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

Automatic Gates and Automatic Flashers

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

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

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

Boonton Line:

Dover:

South Morris Street. 450 feet west of station at M.P. 38.20.

Orchard Street. 1100 feet west of station at M.P. 38.32.

Eastward trains must not exceed speed of 25 miles per hour from "End of Highway Circuit" sign located 2200 feet west of station to South Morris Street crossing.

Westward trains must not exceed speed of 25 miles per hour from "End of Highway Circuit" sign located 1400 feet east of station to Orchard Street crossing.

All trains must observe the flashing lunar light and know that gate arms are in the DOWN position before passing over these crossings.

Crossing watchman will be on duty between the hours of 6:00 A.M. and 10:00 P.M. Monday through Saturday only, and westward trains making station stop on these days must stop east of "C" sign located on fence 15 feet east of South Morris Street crossing.

Operation of crossing gates will be strictly automatic on Sundays and holidays and from 10:00 P.M. to 6:00 A.M. on days watchman is on duty, and westward trains making station stop on main track #1 must stop east of "C" sign located on fence 75 feet east of South Morris Street crossing.

After making station stop, trains must proceed with care until passing "C" sign and observe lunar white light before proceeding over the crossing.

"Z" box is located at each crossing to permit gates being operated manually in emergency, when watchman is not on duty.

Port Morris to Washington via Washington Line

Netcong:

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

Trains approaching Main Street from either direction

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

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

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

Hackettstown:

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

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

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

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

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

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

Sussex Branch:

Netcong:

Furnace Street. 720 feet west of Station at M.P. 48.12.

No "Z" Box.

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

Cranberry Lake:

Rose Crossing. 1,100 feet west of Station at M.P. 53.04.

No "Z" Box.

Phillipsburg Branch:

Phillipsburg:

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

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

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

Gladstone Branch:

Berkeley Heights:

Snyder Avenue. 3000 feet east of Station at M.P. 25.15.

Automatic flashing lights signals are equipped with speed timing and enginemmen must observe lunar lights flashing before passing over the crossing.

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

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

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

Stirling:

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

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

Millington:

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

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

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

Far Hills:

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

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

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

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

Paterson Spur:

No "Z" Boxes.

Main Street

Straight Street

Washington Street

Plum and Peach Streets Intersection

21st Avenue

Taylor Street

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

Secaucus:

County Road. 100 feet west of station M.P. 3.50.

The approach and operation over the crossing on Track #1 East Yard, West Klondyke and Stock tracks will be governed by the presence of speed boards, clearance or "STOP" signs as required by these tracks. Where "STOP" signs are located adjacent to crossing, crews must observe the flashing lunar white light mounted on adjacent gate or flasher signal mast and know that gates are in DOWN position before passing over crossing.

Five hundred feet west of the crossing between eastward Main track 2 and Running track 1, Secaucus, East Yard, is a sign reading "10-yard Track 1" governs the speed on eastward Running track 1 between that point and the Crossing.

Jersey City:

Jersey Avenue Crossing at M.P. 0.84.

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

Reduction in Speed at Highway Grade Crossings

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

Phillipsburg Branch:	at M.P.	Street or Road
Stewartsville	75.60	Station Crossing
Washington	67.17	Broad Street
Washington	67.23	Lincoln Avenue*

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

157. (d) Manual Controlled Flashing Light Highway Signals.**Kenvil:**

Federal Highway #46.

Berkshire Road, Universal Concrete Pipe Company.

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

Little Falls:

Federal Highway #46 on "Water Track"

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

Lyndhurst

Myrtle Avenue Crossing on "Bleachery Track".

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

Jersey City:

Grove Street Crossing at Terminal Warehouse.

All train movements over crossing must stop at "STOP" signs located on each side of highway. Flashers must be operated manually from "Z" box located on west flasher pole before train moves across street.

157. (e) Movements Over the Following Highway Crossings MUST Be Protected By Train Crew.**Jersey City:**

Grove Street Crossing at Warehouse.

Kingsland:

Valley Brook Avenue

New Jersey Avenue

Orient Way

Kingsland Shop Crossing

Track serving Frasse Company at Orient Way and Lewandowski Street

Track Serving Economics Company at Schuyler Avenue.

Little Falls:

Lackawanna Avenue on "Water Track"

Kings Road on "Water Track"

River View Drive on "Water Track"

Washington:

Railroad Avenue

Branchville:

Highway Crossing just east of Station.

Chester Junction:

Lower Berkshire Valley Crossing

Succasunna:

Main Street, east of station

Highway #10, west of station

Yard Limits—Rules 93, 93(a), 93(b).

158. (a) Yard Limits are located as follows:

Gladstone

Harrison Branch

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

Chester Branch

Port Morris—Netcong

Branchville

Washington

Phillipsburg

Hoboken

Secaucus

Paterson—

M.P. 13.6 Single main track to 200 feet west of Hazel Street Bridge.

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

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

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

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

4. Movement in either direction over Harrison Branch Extension can be made only on authority of Train Dispatcher and only one train or engine will be allowed on Harrison Branch Extension at one time.

Yard Running Tracks

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

Secaucus—West End:

West Klondyke—assigned eastward. Westward movements on West Klondyke can be made on authority of towerman at West End.

Secaucus—East Yard:

No. 1 assigned eastward West Secaucus to County Road.

Harrison:

Between Kearney Junction and East End Harrison Yard:

No. 1—assigned westward.

No. 2—assigned eastward.

Dover:

“Dover stub track assigned both directions, on authority of Towerman at Dover Tower.

Port Morris Yard:

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

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

Marker Boards

160. To enable engineers to make proper stop to permit switches to be set in normal position after using and also more readily comply with Rule 877 White Marker Boards have been placed at following locations:

(a) West of Hackensack Drawbridge, Boonton Line.

Along track No. 1, reading “75-100” indicate car lengths from Secaucus West Yard Office.

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

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

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

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

(d) Washington.

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

(e) Port Morris.

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

Clearance Restrictions

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

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

EXCEPTION:

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

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

(b) Maximum allowable height of equipment or lading, in Electrified Zone, is restricted as follows:

Hoboken Train-Shed15 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 Branch15 ft. 7 in.

Montclair Branch, except Grove Street Bridge,

Montclair15 ft. 5 in.

Grove Street Bridge, Montclair.....15 ft. 4 in.

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

162. 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.

163. Structures less than 21 feet above top of rail (22 feet in Pennsylvania) which may not clear man standing on top of cars or engines, overhead wire lines less than 27 feet above top of rail and cable lines less than 25 feet above top of rail:

HOBOKEN-DOVER (Via Morristown)

Location	Description	Track Nos.
Entire 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
From .08 mile west of M.P.		
8 to .18 mile west of M.P. 9	All bridges over de- pressed tracks be- tween High Street and 15th St. Roseville	All Tracks
Roseville Ave.—		
Station	Platform canopy	Tracks #2
Grove Street—		
.28 mile east of M.P. 10....	Maple Ave. Bridge....	All Tracks
Orange—		
.40 mile east of M.P. 12....	Scotland Road Bridge..	All Tracks
Mountain Station—		
.08 mile west of M.P. 13....	Montrose Ave. Bridge.	All Tracks
Maplewood—	Station Platform canopy	All Tracks
Millburn—		
.38 mile west of M.P. 16....	Wyoming Ave. Bridge.	All Tracks
Summit—		
From .03 mile west of M.P.		
20 to .49 mile east of M.P. 21	All bridges over de- pressed tracks	All Tracks
.20 mile east of M.P. 21....	High St. Bridge.....	All Tracks
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—		

WEST END TO DENVILLE (BOONTON LINE)—(Continued)

Location	Description	Track Nos.
Passaic—		
.47 mile west of M.P. 11....	Foot Bridge	All Tracks
Athenia—		
.45 mile east of M.P. 13....	Overhead cable	Side Track
.70 mile west of M.P. 14....	Overhead wires	2-1-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...	Single Track
Lincoln Park—		
.11 mile east of M.P. 23....	Highway Bridge — Lin- coln Park station...	All Tracks
.33 mile east of M.P. 25....	Highway Bridge—East of Towaco	Single Track
Towaco—		
Montville—		
.24 mile east of M.P. 29....	Highway Bridge—East of Boonton station...	1-2
Boonton—		
.33 mile west of M.P. 29....	Main St. Bridge—Boon- ton	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	1-2

DOVER-PORT MORRIS JCT.

Dover—		
.44 mile west of M.P. 38...	Prospect St. Bridge— West of Dover.....	1-2
.50 mile west of M.P. 38...	Blackwell St. Bridge— West of Dover.....	1-2
Wharton—		
.16 mile west of M.P. 40...*	C. R. R. Bridge—West of Wharton	1-2-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 Dis- tance intervening, no tel- 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	All Tracks
Port Morris Jct.—		
.30 mile east of M.P. 47....	Overhead wires	1-2-4

PORT MORRIS JCT.-WASHINGTON

Port Morris Jct.—		
Netcong—		
Waterloo—		
.28 mile west of M.P. 55....	Bilbys Bridge—Farm Crossing	Main Track

Location	Description	Track Nos.
Hackettstown—		
.20 mile west of M.P. 58....	Highway Bridge.....	Main Track
.34 mile west of M.P. 58....	Highway Bridge.....	Main Track
.39 mile west of M.P. 62....	Highway Bridge.....	Main Track
Port Murray—		
.21 mile west of M.P. 63....	Highway Bridge.....	Main Track
.39 mile east of M.P. 65....	Highway Bridge.....	Main Track
.18 mile east of M.P. 66....	Highway Bridge.....	Main Track

PHILLIPSBURG BRANCH

Washington—		
.17 mile west of M.P. 69....	Highway Bridge (Buttermilk Bridge) ..	Main Track
Broadway—		
Stewartsville—		
.29 mile east of M.P. 76....	Highway Bridge.....	Main Track
.42 mile west of M.P. 79....	Foot Bridge, Wilson Ave.	Side Track
.23 mile west of M.P. 80....	Main St. Bridge— Phillipsburg	Main Track
Phillipsburg—		

SUSSEX BRANCH

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

MONTCLAIR BRANCH

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

GLADSTONE BRANCH

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

PATERSON SPUR

Paterson Jct.	Two bridges between Paterson Jct. and Getty Ave. Yard	Yard Lead
--------------------	---	-----------

Rules Governing Movement of Trains Through Tunnels Bergen Tunnel

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

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

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

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

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

(f) Excessive use of sand by engineman in Bergen Tunnel is prohibited. A light application of sand on the rails gives better results and prevents failure of track circuits.

**ELECTRIC OPERATION
ELECTRIC ZONE**

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

**Montclair Branch.
Gladstone Branch.**

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

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

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

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

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

191. Multiple unit cars are equipped with built-in electric marker lamps. Two white flags will be carried in trainman's locker on each M. U. unit and are to be replaced in this locker when not in use. The head end flagging equipment is to be carried in the motorman's compartment.

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

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

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

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

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

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

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

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

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

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

Pull out all switches in the B.S. Auxiliary switch box. Lock and remove key, brake handle, reverser and electric plugs, placing these in lower portion of control locker directly in back of Engineer control cab, where leather packet is provided and lock this compartment. Pull control and head light switches in upper portion of control locker on operating ends and lock door of this compartment. *The train or yard crews must then apply hand brakes on as many cars in the train as necessary to hold train with a margin of safety.*

198. 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. (a) Employes (excepting qualified electric service employes in the discharge of their duties) are prohibited from going on top of box cars, locomotives, tenders or other high equipment, while on tracks electrified with high voltage overhead wires, or while movements are being made to such tracks from sidings, yards, or other tracks which are not electrified. See Local Instructions 161.

Note—Employes in train service, when necessary in the performance of their duties, may sit on top of box cars between Harrison Yard, east end lower deck Passaic River Drawbridge and Orange St. Yard.

(b) At all other places in electrified territory, including Hoboken, the provisions of 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 jumpers must be securely attached to the grounded track rail, catenary bridge or other grounded structure before turning on the water. These grounding jumpers will protect the hoseman from electric shock in the event of the hose streams striking the charged wires.

If necessary to move the hose nozzle beyond the limits fixed by the length of the grounding jumper, the stream must be kept clear of the overhead wires while the change of location is being made and until the grounding jumper has again been attached to the rail or other grounded steel work. It must be clearly understood that these instructions apply to the use of fire hose from the ground or from other locations an equivalent distance from the overhead wires. If necessary to use the hose from ladders or other locations close to these wires, power must first be removed and the wires grounded.

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

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

Conditions Affecting Power System to be Reported to Superintendent

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

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

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

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

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

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

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

BRIDGE RESTRICTIONS—

LOCATIONS	LOCOMOTIVE NUMBERS
Main Line Main Tracks and Sidings*:	
Hoboken to Denville Via Newark.....	E
Hoboken to Port Morris Jct. Via Boonton Line.....	E
Upper Hackensack Drawbridge.....	E
Lyndhurst Drawbridge.....	E
Branch Line Main Tracks and Sidings*:	
Harrison to Kingsland.....	E
Roseville Avenue to Montclair.....	E
Summit to Far Hills.....	E
Far Hills to Gladstone:	
Bridge #40.21, 1.75 mi. west of Far Hills.....	E
Chester Jct. to Succasunna.....	E
Port Morris to Washington.....	E
Netcong to Branchville.....	E
Washington to Phillipsburg.....	E
Side Tracks*:	
Boonton: Bridge on Spur to Boonton Iron Works.....	E

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

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

No=Equipment NOT permitted.

A=Equipment permitted. Trains or light engines must not stop or start while engine or any part of engine is on any part of Drawbridge.

LOCATION OF HAND THROWN MAIN TRACK CROSSOVERS ON THE M.&E. DIVISION

Location	Tracks	M.P.
Boonton Line		
Kingsland—EL	1-2 TPX	7.7
Chester Jct.—EL	1-2 TPX	41.2
Morristown Line		
Orange—EL	1-2	11.1
Orange—EL	1-3	11.2
Chatham—ML	1-2 TPX	22.7
Madison—ML	1-2 TPX	24.8
Morristown—EL	1-2 FPX	30.1
Morris Plains—EL	1-2 TPX	32.3

Explanation of symbols

EL—Electric locked switches
ML—Mechanical locked switches
TPX—Trailing point crossover
FPX—Facing point crossover

M & E DIVISION

HT-2 51-53	401-455	461-491	501-560	601-662	801-820	850-861	901-955	956-970	Permissible Max. Gross Weight of Car and Lading
E	E	E	E	E	E	E	E	E	
E	E	E	E	E	E	E	E	E	
						No			210,000
C	C	C	C	C	C	No	C	C	210,000
						No			210,000
B	B	No	No	No	No	No	B	B	210,000

B=Equipment permitted. Engines must not be doubleheaded; loaded cars of maximum capacity must not be coupled together or handled next to engine. Speed restricted to 5 mph.

C=Equipment permitted. Engines must not be doubleheaded. Speed restricted to 15 mph.

D=Equipment permitted. Speed restricted to 10 mph.

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

LOCATION OF REPLACERS ON THE M&E DIVISION

West End	Gladstone
Harrison Yard Office	Paterson Jct.
Montclair	Lincoln Park
South Orange Tower	Denville
Stirling	Dover

SCRANTON-BUFFALO DIVISION

LOCAL INSTRUCTIONS

PORT MORRIS JCT. — WASHINGTON - BUFFALO

Superiority of Trains

301. On single track, eastward or southward trains are superior to westward or northward trains of same class, except as noted:

BLOOMSBURG BRANCH:	RICHFIELD SPRINGS BRANCH:
No. 1737 to No. 1738	No. 1841 to No. 1842
No. 1733 to No. 1734	
No. 1735 to No. 1736	

CINCINNATUS BRANCH:

No. 1901 to No. 1902

302. Erie-Lackawanna COORDINATION IN EFFECT. Through operation via DL&W main tracks between Gibson (MP 264.64) and "West BD" (Jarvis Street, MP 192.95, Binghamton) has been discontinued. Coordination between DL&W and Erie has been placed into effect, and DL&W trains will use coordinated trackage and facilities of the Erie between Gibson and "West BD" or "BD" (MP 190.72), Binghamton. Operation over Erie trackage between these points and over DL&W trackage between "West BD" and "BD" is under Erie Supervision and subject to Erie Operating Rules, Timetable, Special Instructions and Erie Automatic Train Stop System Rules.

303. 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.

304. 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, Perkinsville and Dansville.

SLIDE DETECTOR FENCES—Roseville and Nicholson Tunnels.

305. Slide Detector Fence is located on the north side of Track 1 in cut west of Roseville Tunnel.

When rocks or slide material come in contact with fence, automatic signal 503, located 7100 feet east of fence, and auto-

Trains	101-101	101-101	101-101	101-101	101-101	101-101	101-101	101-101	101-101	101-101	101-101
...
...
...
...
...
...
...
...
...
...

B=Equipment permitted. Engines must not be doubleheaded; loaded cars of maximum capacity must not be coupled together or loaded next to engine. Speed restricted to 8 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 the bridge except under emergency conditions.

LOCATION OF RENTAGERS ON THE M&E DIVISION

West End	Stirling
Harrison Yard Office	South Orange Tower
Manaster	
Lincoln Park	
Paterson Jct.	
Gladstone	

matic signal 520, located 690 feet west of fence will indicate "Stop and Proceed." (Rule 291)

Enginemen 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.

Slide Detector Fence is located over west portal of Nicholson Tunnel, 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 Train Dispatcher 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 Train Dispatcher through first means of communication.

Oxford Furnace: Movement to Ore Mine

306. 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 | 5. Jonestown Road |
| 2. State Highway | 6. Jonestown Hill Road |
| 3. Academy St. | 7. Mine Crossing |
| 4. Mine Hill | |

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.

Miscellaneous

308. Eastward trains releasing pushers at Elmhurst will cut off pusher east of Elmhurst Dam (spillway). When the pusher engine is to be returned to Scranton after cutting off it will operate into track 4 on signal indication at restricted

speed and will be held on track 4, east of dwarf signal, under protection of switch and home signals, until route is lined and signal displayed for westward movement. General Instruction 31 governs.

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

310. Enginemen recalling flagmen between Corning and "QO", Gibson, will be governed as follows:

Eastward trains will use signal prescribed by Rule 14(u).

Westward trains will use signal prescribed by Rule 14(r).

311. Exception to General Instruction 14 (b):

On west trains from Analomink, Scranton or Taylor and east trains from Groveland, Kingston, Taylor, Hampton or Scranton pushing is prohibited on cabooses of series 600-849, inclusive.

312. 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.

313. (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).

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

315. Except where otherwise provided extra trains on the Scranton-Buffalo Division must clear Nos. 3, 6, 7 and 8 at least 10 minutes.

316. 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.

317. 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.

318. 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.

319. Before using eastward main track from middle yard switch at East Buffalo, authority must be obtained from towerman.

320. Engines 850-861 are restricted from all service except main line helper freight and passenger service, unless otherwise authorized by superintendent.

When in such service must not be used for station switching except at:

1. Gravel Place—yard track eastbound side
2. Analomink—Track 3 to yard track

3. Tobyhanna Signal Depot
4. Corning Junction tracks 1 and 2 only.
5. Blair siding Bath (to divider switch only)
6. Wayland, #2 east siding, eastbound side
7. Groveland—siding to #2 side track only
8. Greigsville
9. B&O Jct. Yard.

Keyser Valley Branch Main Tracks

321. All trains and engines operating over the Keyser Valley Branch will keep to the right as per Rule D-151.

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

Independent Track

323. (a) The Hampton-Dodge Cut-off is an assigned Eastward track between Dodge's Crossovers and East end of Hampton Yard. Westward movements over this cut-off to be made only under the protection of Rule 99.

(b) Both eastward and westward movements between Dodge's Crossovers and Bridge 60 will be made under the authority of Yardmaster Bridge 60.

Bloomsburg Branch

324. ERIE trains use D. L. & W. R. R. tracks between Pittston Junction and Old Forge. These trains must not enter D. L. & W. main tracks without authority of train dispatcher.

325. Trains using tracks of the Reading Company at Bloomsburg must be fully protected.

Syracuse Branch

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

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

Handling Freight Trains on Heavy Grades

(See General Instructions 22-33)

327. 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.

328. 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. 24.

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

Westward freight trains at Port Morris and Eastward Freight trains west of Linwood Hill will make running brake test when temperature is below 20°.

329. 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
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
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

3 Units or
2 Units
4 Units 850 Class 2 Units

Retainers are not required between Lehigh and Elmhurst.

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

4,300 3,500 3,000

Solid trains of heavy commodities (18 m.p.h.) will stop at Elmhurst and turn up retainers on all cars in train, except on the first car and last 6 cars when tonnage is over.....

4,300 3,500 3,000

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

Westward Trains Perkinville to Groveland

4 Units or 3 Units or
3 Units 2 Units
850-Cl. 850-Cl. 2 Units

Trains may be handled without retainers when tonnage is less than

6000 5000 4500
Tons Tons Tons

Turn up retainers on 2nd to 16th head cars consecutively, then alternately on the next 20 cars when tonnage is.....

Over Over Over
6000 5000 4500
Tons Tons Tons

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

330. (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 JUNCTION 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 except head car, 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.

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

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

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

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

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

(e) PERKINSVILLE TO GROVELAND

(1) 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.

(2) On trains of 60 or more cars when handled by two engines retainers will be turned up the same as if trains consisted of more than 3,000 tons.

(3) 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.

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

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

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

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

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

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

Operation of Three or More Tracks

331. (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) reversible

- (b) No. 2 track, eastward
No. 4 track, eastward
Dalton to Clarks Summit
Elmhurst to Tobyhanna
Gravel Place to Stroudsburg
- (c) No. 1 track, reversible M.P. 132.2 to Elmhurst
No. 4 track, reversible Scranton to Cayuga
Rules D-261 to D-264, inclusive, govern.
- (d) Track 1 reversible Mile Post 46.4 Port Morris Junction to Mile Post 48.25 (start of single track)
Track 2 reversible Mile Post 48.25 (end of single track) to Mile Post 46.4 Port Morris Junction
Track 4 reversible Mile Post 46.4 Port Morris Junction to Mile Post 46.9 (Port Morris Junction remote switch).

332. SPEED RESTRICTIONS—LOCAL (See General Instruction 39)

MAIN LINE, PORT MORRIS JCT - WASHINGTON - BUFFALO

	Miles Per Hour
All Trains, Tracks 3 and 4.....	30
All Eastward Trains using track No. 1 between points 700 feet east of East End Tower (M.P. 132.50) to Elmhurst crossover, (M.P. 122.96).....	40
Passenger Trains when handled by 810-820 class locomotives:	
Between Port Morris Jct. and East Buffalo.....	70
Between East Buffalo and Buffalo Passenger Station when no locomotive restriction.....	50
Exceptions: Power Limitation Inst. 39 governs	
(1) Train #44 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
(3) Train #1301	65
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
Perkinsville to Groveland	
Symbol trains or trains of empties.....	40
All freight trains handling over 20 cars of coal or ore	30

MAIN LINE, PORT MORRIS JCT-WASHINGTON-BUFFALO

Location	Mile Post		Speed Restricted To Miles Per Hour
	From	To	
Track No. 4 trains entering Track No. 4 at Remote Control Switch (on "clear medium signal")	47.0		30
West Port Morris— Clear medium signal, over turnout Track 1, to single track			45
Greendell— All entering and leaving points connected with Greendell passing sidings on clean medium			30
Delaware River— 1st curve west of Bridge.....	73.2	73.5	55
Slateford Jct.—Curve.....	74.1	74.3	60
1st curve west of.....	74.4	74.9	60
2nd curve west of.....	74.9	75.0	60
When operating from siding to single track, West of Slateford Jct.....	75.1		
Red over flashing yellow, medium approach, Rule 286.....		....
Red over green, clear medium, Rule 283.		....
3rd curve west of.....	75.2	75.3	50
Point of Gap curve.....	75.4	75.7	40
2nd curve west of.....	75.8	75.9	50
3rd curve west of.....	75.9	76.2	50
4th curve west of.....	76.3	76.5	55
5th curve west of.....	76.6	76.9	55
6th curve west of.....	77.0	77.1	60
Water Gap— 1st curve west of.....	77.3	77.5	60
Tinkertown curve	78.3	78.6	30
Bells Bridge curve.....	78.7	78.8	30
Track 2 to C.T.C. west of Bells Bridge	78.8		
On "Clear-Medium" signal.....		....	30
2nd curve west of Bells Bridge.....	78.9	79.2	35
Slide curve	79.2	79.5	45
Power Dam curve	79.9	80.2	{45 Track 1 {50 Track 2
1st curve west of.....	80.5	80.6	{45 Track 1 {50 Track 2
Forge Cut curve.....	80.6	80.9	40
Stroudsburg— Westward trains entering Track 3 east of station			20
Passenger station			{40 Track 1 {30 Track 2
1st curve west of.....	82.0	82.1	40 Tracks 1-2
2nd curve west of.....	82.2	82.3	{40 Track 1 {45 Track 2
Milford Crossing curve.....	82.4	82.5	{45 Track 1 {60 Track 2
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

MAIN LINE, PORT MORRIS JCT-WASHINGTON-
BUFFALO

Location	Mile Post		Speed Restricted To Miles Per Hour
	From	To	
Analomink—Continued			
2nd curve west of.....	86.3	86.9	{55 Track 1 60 Track 2
High Bridge—Curve	87.2	87.5	{55 Track 1 60 Track 2
2nd curve west of.....	87.5	87.6	{55 Track 1 60 Track 2
3rd curve west of.....	87.9	88.0	{55 Track 1 60 Track 2
4th curve west of.....	88.5	88.7	{50 Track 1 60 Track 2
5th curve west of.....	88.9	89.0	{50 Track 1 55 Track 2
Henryville—			
Curve at station.....	89.0	89.3	{50 Track 1 55 Track 2
1st curve west of.....	89.3	89.5	{50 Track 1 55 Track 2
2nd curve west of.....	89.7	89.8	50 Tracks 1-2
3rd curve west of.....	90.3	90.4	{50 Track 1 60 Track 2
West Henryville—			
1st curve west of.....	91.4	91.6	50
2nd curve west of.....	91.7	91.9	45
3rd curve west of.....	92.0	92.3	{45 Track 1 50 Track 2
4th curve west of.....	92.5	93.0	{45 Track 1 50 Track 2
5th curve west of.....	93.1	93.6	45
6th curve west of.....	93.9	94.1	45
Cresco—			
Curve at station.....	94.2	94.7	{35 Track 1 40 Track 2
1st curve west of.....	96.8	96.9	{45 Track 1 55 Track 2
Devils Hole curve.....			
	97.2	97.4	{45 Track 1 50 Track 2
1st curve west of.....	97.4	97.6	{45 Track 1 50 Track 2
2nd curve west of.....	97.8	98.2	{45 Track 1 50 Track 2
3rd curve west of.....	98.2	98.5	45
Paradise Cut curve.....			
	98.7	99.1	35
1st curve west of.....	99.1	99.2	40
2nd curve west of.....	99.2	99.3	{40 Track 1 45 Track 2
3rd curve west of.....	99.4	99.7	45
4th curve west of.....	99.8	100.0	45
5th curve west of.....	100.0	100.2	{45 Track 1 50 Track 2
Mt. Pocono			
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
Cross Keys curve.....	108.8	109.1	60

MAIN LINE, PORT MORRIS JCT-WASHINGTON-
BUFFALO

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
Tobyhanna-New Yard			
Track 4 to Track 2 (Clear Medium)			30
Lehigh Summit—			
Lehigh Cut curve.....	114.7	115.3	55 Track 2
2nd curve west of.....	115.9	116.3	50 Track 2
3rd curve west of.....	116.8	117.2	50 Track 2
4th curve west of.....	118.6	118.7	50 Track 2
5th curve west of.....	119.3	119.4	50 Track 2
6th curve west of.....	119.6	119.9	50 Track 2
7th curve west of.....	120.1	120.3	{55 Track 1 50 Track 2
Moscow—			
Curve at station.....	120.4	120.6	50 Track 2
1st curve west of.....	121.0	121.1	50 Track 2
2nd curve west of.....	121.6	121.7	50 Track 2
3rd curve west of.....	121.9	122.1	50 Track 2
Gardners Cut curve.....	122.2	122.3	50 Track 2
1st curve west of.....	122.5	122.7	50 Track 2
Elmhurst—			
Remote control switch Track 2 to Track 4, Clear Medium.....	122.88		30
Remote control crossover, Track 1 to Track 2, Clear Medium.....	122.96		30
1st curve west of.....	123.1	123.3	50 Track 2
2nd curve west of.....	123.8	123.9	50 Track 2
3rd curve west of.....	124.2	124.4	50 Track 2
4th curve west of.....	124.8	125.4	50 Track 2
5th curve west of.....	125.7	125.9	50 Track 2
6th curve west of.....	125.9	126.5	45 Tracks 1-2
7th curve west of.....	126.7	126.9	45 Tracks 1-2
8th curve west of.....	126.9	127.0	45 Tracks 1-2
9th curve west of.....	127.1	127.5	40 Tracks 1-2
10th curve west of.....	127.5	127.6	45 Tracks 1-2
Nay Aug—			
1st curve west of.....	127.8	127.9	45 Track 2
2nd curve west of.....	128.0	128.2	40 Track 2
3rd curve west of.....	128.2	128.3	40 Track 2
4th curve west of.....	128.5	128.6	40 Track 2
5th curve west of.....	128.6	128.8	40 Track 2
6th curve west of.....	128.9	129.0	40 Track 2
Nay Aug Breaker curve.....			
	129.0	129.7	40 Track 2
1st curve west of.....	129.9	130.2	40 Track 2
2nd curve west of.....	130.4	130.5	40 Track 2
Bunker Hill curve.....			
	130.5	130.7	40 Track 2
No. 6 Junction curve.....			
	130.8	131.4	40 Track 2
1st curve west of.....	131.5	131.6	30 Tracks 1-2
Nay Aug Tunnel—			
First class trains and passenger extras			30
Other trains			20
1st curve west of.....	131.9	132.0	30 Tracks 1-2
2nd curve west of.....	132.0	132.5	35 Track 2
3rd curve west of.....	132.6	132.7	35 Track 2
4th curve west of.....	133.0	133.2	25 Tracks 1-2
Diamond Branch—			
Bridge over Lackawanna River.....			20

MAIN LINE, PORT MORRIS JCT-WASHINGTON-
 BUFFALO

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
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
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
Nicholson Tunnel—			
All trains			45
1st curve west of.....	149.7	150.5	60
2nd curve west of.....	151.3	151.6	60 Track 1 65 Track 2

 MAIN LINE, PORT MORRIS JCT-WASHINGTON-
 BUFFALO

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
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
Conklin Center—			
Conklin Center curve.....	185.5	185.7	65
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
East Corning—			
1st curve west of.....	265.1	265.4	50
Tangent between 1st & 2nd curves west of.....	265.5	265.6	60
2nd curve west of.....	265.7	265.9	65
3rd curve west of.....	266.3	266.7	65
Erwins Crossing, Erie R. R.....	269.5		40
1st curve east of.....	269.3	269.5	50
1st curve west of.....	269.5	269.6	50
Savona—			
1st curve west of.....	281.9	282.4	65
Bath Station—			
Eastward freight trains, for inspection of.....			40
Cohocton—			
Curve at station.....	300.5	301.1	60
1st curve west of.....	302.2	302.7	65
Atlanta—			
Curve at station.....	304.8	305.7	65
Wayland—			
2nd curve west of.....	312.8	313.0	55 Track 2
3rd curve west of.....	313.1	313.2	55 Track 1 50 Track 2
Perkinsville—			
1st curve west of.....	313.5	313.7	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

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
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	55 Track 2
Dansville—			
Curve at station.....	318.5	318.6	55 Track 2
1st curve west of.....	318.9	319.0	55 Track 2
2nd curve west of.....	319.2	319.4	55 Track 2
3rd curve west of.....	319.4	319.5	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	55 Track 2
9th curve west of.....	321.4	321.5	55 Track 2
10th curve west of.....	322.4	322.7	55 Track 2
11th curve west of.....	322.8	322.9	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	60 Track 2
Groveland—			
Tangent, west of.....	327.4	.....	60 Track 2
Wye .....	.....	.....	5
Mt. Morris—			
Curve at station.....	332.6	333.3	60
1st curve west of.....	333.7	334.1	40
Penna R. R. Jct.—			
Penna R. R. Crossing.....	333.8	.....	40
Leicester—			
1st curve east of.....	334.7	334.9	60 Track 1
1st curve west of.....	336.0	336.3	65 Track 1

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
Greigsville—			
1st curve west of.....	340.9	341.2	60 Track 2
2nd curve west of.....	341.6	341.8	60
3rd curve west of.....	341.9	342.3	60
Craigs—			
Curve at.....	342.3	342.6	60
1st curve west of.....	342.9	343.3	65 Track 1
2nd curve west of.....	343.9	344.1	65 Track 1
B. & O. Jct.—			
1st curve west of.....	350.8	350.9	50
East Bethany—			
2nd curve west of.....	356.1	356.4	{65 Track 1 {60 Track 2
3rd curve west of.....	356.7	356.8	{65 Track 1 {60 Track 2
4th curve west of.....	357.0	357.1	{65 Track 1 {60 Track 2
5th curve west of.....	357.5	357.6	{65 Track 1 {60 Track 2
6th curve west of.....	357.8	357.9	60
7th curve west of.....	358.0	358.1	60
8th curve west of.....	358.6	358.8	65 Track 1
9th curve west of.....	358.9	359.0	65 Track 1
North Alexander—			
4th curve west of.....	367.5	367.6	{55 Track 1 {50 Track 2
5th curve west of.....	367.8	367.9	60
6th curve west of.....	368.0	368.1	65 Track 1
East Buffalo—			
Freight trains pulling out of East Buffalo—(East Yard)			10
Through remote controlled switch leading from Eastward Pull-out to Eastward main track 2 on "clear medium" signal	386.8	.....	25
Violet St. crossover to Buffalo passenger station .....	.....	.....	50
Curve at Tower	389.7	390.0	35 Track 1
Westward trains pulling into yards from Track 1 .....	.....	.....	10
P. R. R. Crossing, Bailey Ave.....	391.6	.....	40
Curve at Abbott Road	392.7	393.0	35
B. & O. passenger trains through Abbott Road Yard .....	.....	.....	10
Buffalo River Drawbridge—			
All trains from home signal governing movements over span until it reaches end of span	393.23	.....	35
Nickel Plate Jct.—			
Passenger trains through Nickel Plate Yard .....	.....	.....	5
1st curve west of.....	394.2	394.3	45
2nd curve west of.....	394.4	394.5	45

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
3rd curve west of.....	394.5	394.6	45
4th curve west of.....	394.8	394.9	20
5th curve west of.....	394.9	395.0	20
Buffalo—			
Between Columbia and west side of Main St. on street level.....			5
Between east end of Main St. viaduct and Commercial St. on viaduct.....			15

Black Rock Branch

Between East Buffalo and Black Rock: 40

Exceptions

At North Main Street between MP 394.6 and MP 394.9, all trains 30
 Curve at MP 397.8—tracks 1 and 2..... 15

Old Road—Washington to Slateford Jct.			30
Oxford Tunnel—			
Curve east end of Oxford Tunnel.....	69.5	69.6	20
Through Oxford Tunnel—All trains....			15
1st curve west of.....	70.2	70.3	20
2nd curve west of.....	70.3	70.4	20
3rd curve west of.....	70.4	70.5	30
Oxford Furnace—			
Pequest River—	74.0		
Buttville—			
Bridgeville—			
Manunka Chunk—			
Curve at east end Manunka Chunk Tunnel	77.1	77.2	20
Through Manunka Chunk Tunnel—All trains			15
Curve at west end of Manunka Chunk Tunnel	77.3	77.4	20
2nd curve west of.....	77.4	77.5	20
Portland—			
Between "End of Highway Circuit Sign" and crossing 100 feet west of Station			10

Buffalo Passenger Station

- (a) Trains arriving will stop not less than 10 feet from bumping block or cars on track.....
- (b) Enginemen must know color light, dwarf starting signal east end train shed, authorizes movement before proceeding

BANGOR AND PORTLAND BRANCH

Location	Mile Post		Speed Restricted To Miles Per Hour
	From	To	
Bangor and Portland Branch.....			40
Portland Wye East Leg.....			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
Taylor Crossing MP 84.73.....			10
Lohman Crossing MP 85.82.....			10
Stier—			
3rd curve west of.....	87.5	87.7	30
East Bangor—			
1st curve west of.....	88.3	88.4	30
5th curve west of.....	88.9	89.1	30
6th curve west of.....	89.2	89.3	30
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			8
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

BLOOMSBURG BRANCH	Miles Per Hour
Between Scranton and Northumberland — freight and passenger trains	35
<i>Exceptions</i> —Between Bridge 60 and Scranton St. Crossing	10
Between Taylor and Kingston.....	25
KEYSER VALLEY BRANCH	15
<i>Exceptions:</i>	
From east end of Hampton Yard to Taylor Tank..	10
Hampton-Dodge's Cut-off	10

BLOOMSBURG BRANCH

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
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
Old Forge Station to Everhart's Crossing	140.0	142.25	15
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	35
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			10
Danville—			
Between Beaver Road 2100 feet east of station and Mill St.....			20
Mill Street crossing.....			Stop
Mill Street crossing ¼ mile west of....			10

SYRACUSE BRANCH	Miles Per Hour
Passenger and Freight Trains	
Between Binghamton and Syracuse	45
Between Syracuse and Oswego	30
<i>Exceptions:</i>	
Apulia to north end of double track at Brighton Ave., Syracuse:	
Freight trains	35
Freight trains handling 15 or more cars of heavy commodities	25

SYRACUSE BRANCH

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
Binghamton—			
BD Interlocking, East leg of Y, entering and leaving main tracks.....			15
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
Chenango Forks—			
Curve at station.....	202.7	203.0	25
At Junction, on clear-medium signal.....			25
At Junction, on medium-approach signal...			25
Cortland—			
Within city limits, L. V. crossing.....			20
Homer—			
Northward, Track 1 to Single track.....			25
Jamesville—			
Southward, Track 2 to Single Track.....			25
Syracuse—			
Southbound entering Track No. 2, Brighton Avenue			25
Northward, Track 1 to Single Track, Brighton Avenue			30
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
Geddes—Stiles Crossing	278.1		10
Walters Road Crossing	278.3		10

SYRACUSE BRANCH—Continued

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
Baldwinsville—			
East Genesee Street crossing.....			10
East Oneida St.	283.27		10
Smoky Hollow Road	284.98		10
Kellogg Road	286.00		10
Lysander Road	287.68		10
Fulton—			
North and South of Hannibal Street	295.0	296.0	15
Oswego—			
Erie Street crossing			Stop
Between Erie Street crossing and station, also through tunnel Water Street and Lake Front			15
All northward trains must STOP before proceeding over Ninth Street crossing.			
Cincinnatus Branch—.....			30

UTICA BRANCH

Miles Per Hour

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

UTICA BRANCH—Continued

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
Chenango Forks—			
1st curve north of.....	202.9	203.1	35
Norwich—			
Within city limits.....			20
Waterville—			
White Street crossing.....			10
Putman Street crossing—Northbound trains			25
New Hartford—			
Genesee Street crossing, from end of highway circuit over crossing in either direction			8
New York Central R. R. crossing. Approaching home signals and over crossing. All trains.....			20
Utica—			
Over streets in the City of Utica as follows:			
{ Seward Avenue			
{ Thorn to Oriskany Sts, both inclusive. }			8
{ Washington Street			
Richfield Springs Branch—			
All trains			30
All trains and engines, approaching and passing bridges 280.51, 281.67 and 294.75			20
Derricks 95915 and 95916, over all bridges			10
Bridgewater—			
Stop sign, 250 ft. south of station, protecting highway crossing U. S. Route 20, all northward trains before proceeding over crossing			Stop
All trains, between highway circuit signs, same crossing.....			20
Gano's crossing, south of Richfield Springs.			Stop

Clearance Stations

333. (a) Passenger trains will not leave Buffalo Passenger Station, without Clearance Form A, issued on authority of Train Dispatcher.

(b) When operator is on duty trains will not leave the following stations without Clearance Form A:

- East Binghamton Yard (S & U trains only).
- East Buffalo—Trains originating Syracuse.
- Cortland (Cincinnatus Branch trains only).
- Utica.

334. 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 Comparison Registers
Bangor—Dispatchers Office		X	X	
Engine House	X	X		X
Martins Creek Jct.—Staff Cabin				
Martins Creek Branch Trains only			X	
Hercules Jct.—Telephone Cabin				
Hercules Branch Train only....			X	
Portland—Yard Office. (Washington Line Trains)			X	
Stroudsburg Tower	X	X	X	
Scranton, Yard Office, all freight trains	X	X	X	X
Scranton, Passenger Station, all passenger trains	X	X	X	X
Scranton, Dispatchers Office.....		X		
Scranton Conductors Room.....	X			
Scranton, Enginehouse	X	X		X
Taylor Station	X		X	X
Kingston, Yard Office	X	X	X	X
Hanover Yard			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	
Syracuse Yard Office, all trains..	X	X		X
Syracuse, Magnolia Street.....	X	X	X	X
Syracuse Enginehouse	X	X		X
Oswego Yard Office	X			
Richfield Junction			X	
Utica Yard Office	X	X	X	X
Utica Enginehouse	X	X		X
Elmira, Station, passenger train...	X	X		X
Elmira, Yard Office, freight trains.	X	X	X	X
East Buffalo, Telegraph Office....	X	X	X	X
East Buffalo, Enginehouse	X	X		X
Buffalo, Train Dispatchers Office.	X	X	X	X

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

335. Train Order Offices and Interlocking Towers Not Open Twenty-four Hours Daily

Station	Monday to Friday	Saturday, Sundays and Holidays
MAIN LINE		
Blairstown	8:30 A.M.-12:10 P.M. 12:40 P.M.- 5:00 P.M.	Sat. 10:30 A.M.- 1:30 P.M. Closed Sun. & Hol.
Portland Washington Line.	8:00 A.M.-12:00 Noon 12:20 P.M.- 4:00 P.M. 8:30 P.M.-12:00 Mid. 12:20 A.M.- 4:30 A.M.	Sat.-Same as Mon. to Fri. Closed Sun. and Hol. Sat.-Same as Mon. to Fri. Closed Sun. and Hol.
Nazareth (B&P) ..	8:00 A.M.-12:30 P.M. 12:50 P.M.- 4:00 P.M. 4:00 P.M.- 7:20 P.M. 7:40 P.M.-12:00 Mid.	Sat.-Same as Mon. to Fri. Closed Sun. and Hol. Sat.-Same as Mon. to Fri. Closed Sun. and Hol.
Cresco	8:00 A.M.-11:00 A.M. 11:20 A.M.- 4:00 P.M. 11:30 A.M.- 3:30 P.M. 3:50 P.M.- 7:30 P.M.	Sat.-Sun.-Same as Mon to Fri.— Closed
Pocono Summit ...	7:50 A.M.-12:20 P.M. 12:50 P.M.- 4:20 P.M.	Closed
Tobyhanna	7:30 A.M.-11:15 A.M. 11:45 A.M.- 4:00 P.M.	Closed
Moscow	7:00 A.M.-10:00 A.M. 10:30 A.M.- 3:30 P.M.	Closed
Scranton Yard.....	11:00 A.M.- 3:00 P.M. 3:20 P.M.- 7:00 P.M. 11:00 P.M.- 3:00 A.M. 3:20 A.M.- 7:00 A.M.	Closed
Nicholson	8:00 A.M.-11:00 A.M. 12:00 Noon- 5:00 P.M.	Closed
Foster	7:00 A.M.-11:00 A.M. 12:00 Noon- 4:00 P.M.	Closed
New Milford	7:00 A.M.-11:00 A.M. 12:00 Noon- 4:00 P.M.	Closed
Hallstead	7:00 A.M.-11:00 A.M. 12:00 Noon- 4:00 P.M.	Closed
BLOOMSBURG BRANCH		
Old Forge	8:00 A.M.-12:00 Noon 1:00 P.M.- 5:00 P.M.	Closed
West Pittston	7:00 A.M.-11:00 A.M. 12:00 Noon- 4:00 P.M.	Closed
Wyoming	8:00 A.M.-12:00 Noon 1:00 P.M.- 5:00 P.M.	Closed
Plymouth	7:00 A.M.-11:00 A.M. 12:00 Noon- 4:00 P.M.	Closed
Shickshinny	7:00 A.M.-11:00 A.M. 12:00 Noon- 4:00 P.M.	Closed
Bloomsburg	8:00 A.M.-11:45 A.M. 12:45 P.M.- 5:00 P.M.	Closed
Danville	7:00 A.M.-11:00 A.M. 12:00 Noon- 4:00 P.M.	Closed

Station	Monday to Friday	Saturdays, Sundays and Holidays
SYRACUSE BRANCH		
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	8:00 A.M.-12:00 Noon 1:00 P.M.- 5:00 P.M.	Closed
Cincinnatus	7:30 A.M.-11:30 A.M. 12:30 P.M.- 4:30 P.M.	Closed
Tully	7:30 A.M.-11:15 A.M. 12:15 P.M.- 4:30 P.M.	Closed
Jamesville	7:45 A.M.-12:00 Noon 12:20 P.M.- 3:45 P.M. 3:45 P.M.- 8:15 P.M. 8:35 P.M.-11:45 P.M.	Sat.-Same as Mon. to Fri. Closed Sun. and Hol. Closed
Baldwinsville	8:00 A.M.-12:00 Noon 1:00 P.M.- 5:00 P.M.	Closed
Fulton	7:00 A.M.-11:00 A.M. 12:00 Noon- 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 Noon 1:00 P.M.- 5:00 P.M.	Closed
Norwich	8:00 A.M.-12:00 Noon 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 Noon 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
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
Utica	7:00 A.M.-11:00 A.M. 11:20 A.M.- 3:00 P.M. 3:00 P.M.- 7:00 P.M. 7:20 P.M.-11:00 P.M.	Closed Closed Closed
Mainline		
Corning	7:00 A.M.-11:00 A.M. 11:20 A.M.- 3:00 P.M. 3:00 P.M.- 7:00 P.M. 7:20 P.M.-11:00 P.M.	Sat.-Sun.-Same as Mon. to Fri. Sat.-Sun.-Same as Mon. to Fri.
Cohocton	7:00 A.M.-11:00 A.M. 12:00 Noon- 4:00 P.M.	Closed
Wayland	8:00 A.M.-12:00 Noon 1:00 P.M.- 5:00 P.M.	Closed
Dansville	11:00 A.M.- 2:00 P.M. 2:20 P.M.- 7:00 P.M. 11:45 P.M.- 3:00 A.M.	Same as Mon. to Fri. Closed
Groveland	3:20 A.M.- 7:45 A.M. 7:00 A.M.-11:00 A.M. 12:00 Noon- 4:00 P.M.	Closed
PRR Jct.	Continuous.	Closed
Greigsville	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

336. Designated Points for Train Inspection Under Rule 101 (a).

Station or Tower	Station or Tower	Station or Tower
Blairstown	Bloomsburg	Utica
Stroudsburg	Whitney Point	Corning
Cresco	Cortland	Bath
Tobyhanna	Jamesville	Cohocton
Moscow	Norwich	Dansville
Foster	Waterville	P.R.R. Junction
New Milford		B.&O. Junction

Signals

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

MAIN LINE—Port Morris Jct-Washington to BD-Interlocking-Binghamton and Gibson to Buffalo.

Washington Line

Portland to Slateford Jct.

Bangor and Portland Branch at. {Portland Wye (Rule 509 (g))
Bangor Shops (Rule 509 (g))}

BLOOMSBURG BRANCH—Scranton and East End Hanover Yard. (MP 155.5)

Independent track from Dodge's Crossovers to Scranton St.

BLACK ROCK BRANCH:

East Buffalo and Black Rock.

SYRACUSE BRANCH:

Binghamton and Chenango Bridge.

Cortland Junction and Homer.

Jamesville and Brighton Avenue, Syracuse.

(b) **Absolute Permissive Block System** (Rules 509(f) and 509(g)) in use between:

Washington Line—Portland to Slateford Jct.

SYRACUSE BRANCH:

Beginning of single track north of Homer to south end of siding at Apulia.

(c) **Preliminary Overlap Block System** (Rule 509 (h)) is in use between:

SYRACUSE BRANCH:

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.

(d) **Telephone Train Order Signal (Rule 509 (i))** Wayland—On signal 3111 east of station track 1.

(e) **Wayland.**—Trains in westward siding must observe the light indicator mounted on the leaving signal on the west end of siding. When the lunar white light is illuminated

and flashing, crew of train will call Dispatcher before proceeding by this signal.

(f) **New Milford**—East of station on signal 170.3 track 1, west of station on signal 172.2 track 2.

(g) **Gouldsboro**—150 feet east of station track 1.

Centralized Traffic Control

338. (a) Centralized traffic control is in effect on single track between Mile Post 78.8, west of Bell's Bridge, and M.P. 48.0 at West Port Morris Junction, Chenango Bridge and Chenango Forks. (See Rules 265-278 inclusive).

(b) Passing sidings known as East Greendell and West Greendell are designated as Centralized Traffic Control (CTC) territory. Movements of trains will be governed by block signal indication with maximum permissible speed of 30 MPH. Trains must be protected in accordance with Rule 99, Rules of the Operating Department.

Enginemen recalling flagmen on passing sidings at Greendell will use signals prescribed by Rule 14(R) and (S).

Train Operation, Washington Line.

339. (a) 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.

(b) Train Dispatchers permission must be obtained before adjusting switch for movement from Washington Line to Siding at Slateford Jct.

Train Operation by Signal Indication.

340. (a) Eastward extra trains between Binghamton and New Milford and between Scranton and Elmhurst; and westward extra trains between Scranton and Clarks Summit, running with the current of traffic, will be governed by Rules D-251 to D-254, inclusive.

(b) 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)

341. **Automatic Cab Signals** are in operation between Scranton Passenger Station and BD-Interlocking-Binghamton, Gibson and East Buffalo Interlocking. (See Rules 540 (a) to 540 (m) inc.)

342. (1) **Drag Detector Indicators.** 1. Eastward main track No. 2 west of West Henryville at MP 92.25; 2. Westward main track No. 1 west of La Plume at MP 147.25; 3. Eastward main track No. 2 east of Foster at MP 153.16; 4. Westward main track No. 1 west of Conklin MP 184.45; 5. Eastward main track No. 2 west of Corning MP 268.7. 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. **Hot Box Detector—B&O Jct.**—An electronic hot box detector is located on eastward main track No. 2 at B&O

Junction. This unit is designed to detect hot boxes *only* and will show no indication for dragging equipment, stuck brakes or any other dangerous conditions on train. The operator at B&O Junction will observe chart for hot boxes and communicate directly to train or engine crew by radio if possible. In addition he will manually operate hot box detector light on eastbound automatic signal 3480 located 375 feet west of MP 348. When train approaching this signal observes the letter "H" lighted, the automatic signal at approach and "low light" on cab signal, crew will stop train and communicate with dispatcher, or operator at B&O Junction, by telephone which is located adjacent to signal. After train is inspected and ready to proceed, member of train crew must clear signal by using push button located on west side of signal relay housing. Button will be held in for approximately 10 seconds. This aspect is similar to Operating Rule 295.

Dual Control Switches (See Rules 551, 552 and 553)

344. Remote control switches are located as follows:

Switch at junction of tracks 1 and 2 west of Port Morris Junction Mile Post 48.2 controlled from Port Morris interlocking tower.

Switch at junction single track and siding east of Greendell Mile Post 56.1 controlled from Port Morris interlocking tower.

Crossovers at Greendell Mile Post 57.6 to 57.8 controlled from Port Morris interlocking tower.

Switch at Junction of track 1 and 2 west of Greendell, Mile Post 59.1, controlled from Pt. Morris interlocking tower.

Switch at Junction of siding and main east of Slateford, Mile Post 72.2, controlled from Pt. Morris interlocking tower.

Switch at Junction of siding and main, west of Slateford Junction, Mile Post 75.1 controlled from Stroudsburg interlocking tower.

Switch at junction of tracks 1 and 2 west of Bell's bridge, Mile Post 78.8, controlled from Stroudsburg Interlocking Tower.

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 Train Dispatcher's Office, Scranton.

Tobyhanna—Trailing point crossover between track 1 and track 2 and pull out switch, track 4 to track 2, controlled from Train Dispatcher's Office, Scranton.

Elmhurst—Trailing point crossover between track 1 and track 2 and pull in switch track 2 to track 4 controlled from Train Dispatcher's Office, Scranton.

Pittston Junction—Switch leading from single track to double track east of Lehigh Valley Crossing, controlled from Lehigh Valley Tower at Coxtan.

Cayuga—Crossover switches from Track 2 to Track 4, Track 2 to Track 1, Track 4 to Keyser Valley Main and Divider Switch controlled from Br.-60 interlocking station, Scranton.

Dalton—West end No. 4 track, 300 feet west of station (MP 144.10), controlled from Train Dispatcher's Office, Scranton.

Binghamton-Robinson St.—Switch to end of 2 main tracks south and north track—switch D&H interchange—switch to Erie connection—controlled from BD (Court St.) interlocking station.

Chenango Bridge—C. T. C.

End of double track.

Chenango Forks—C. T. C.

South End of siding.

North End of siding.

Divider switch, between S&U Branches.

Bath:

Pull-in switch for eastward siding 1300 feet west of station.

Pull-in switch for westward siding 1.4 miles east of station.

Wayland:

Pull-in switch for eastward siding 1.38 miles west of Wayland.

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.

East Buffalo—

East end of Eastward Pullout track to Eastward main track, 1.4 mile East of Violet St. bridge.

345. (a) Electrically Locked Hand-Operated Switches Remotely Controlled. (See Rules 555-556)

Scranton—

Bridge 60

Boiler Plant Switch.

Repair Track—Derail, Yard Track 1.

Finches Foundry Track.

Industrial side Track.

Sanker and Williams Switch.

#8 Switch—Repair Track.

East Binghamton Yard—

Track 1 Jewel Tea Co. switch.

Note—controlled from East Binghamton Interlocking Tower.

Binghamton—

Robinson St.—

Old caboosse track.

Binghamton Construction Co. switch.

D&H interchange.

Note—At Robinson Street the switches mentioned can be unlocked only from BD Tower.

Chenango Bridge—

Gravel Bed.

East Switch.

West Switch.

Chenango Forks—

South End of West Switch.

PRR Jet., Mt. Morris:

Switch located 800 feet west of Tower and leading from main track No. 2 to Curtice Canning Co.

Groveland:

Pullover between main tracks 1 and 2 located 1.7 miles west of station.

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.

(b) Electrically Locked Hand Operated Switches Automatically Controlled. (See Rules 555-556)

Greendell—turnout to station track.

Blairstown—turnout to station track.

Tinkertown—turnout to serve Paper Mill Company.

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.

Pittston Junction, Lehigh Valley Interchange Switch.

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

Syracuse—

Salt Land Spur switch leading from O&S Branch main track. (Instructions for operation located inside front cover of the electric lock and in telephone booth).

346. Mechanical Switch Locks:

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

Erwins Crossing:

Mechanical clockwork time release switch lock on Erie R. R. connection switch.

Bath:

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

Atlanta:

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

Cortland Junction—

Mechanical clockwork time release switch lock on Cincinnati Branch switch.

Mechanical clockwork time release switch lock on Round House switch.

347. Location of Spring Switches (Rule 153)

Analomink—Leading from westward track No. 3 to westward main track No. 1.

Pocono Summit—Leading from westward track No. 3 to westward main track No. 1.

Scranton Yard—

1. Switch connecting routes to Bridge 60 interlocking with enginehouse lead and pusher or back track.
2. Switch at east end of freight engine pit track connecting with yard engine dispatch track.
3. Switch connecting passenger ash-pit track to inbound enginehouse lead.
4. Switch connecting passenger ash-pit track with run-around track.
5. Switch connecting west end of run-around track with outbound enginehouse lead.

Clark Summit—West end of Westbound siding
East end of track 4.

New Milford—East end of eastward siding.

East Binghamton Yard—

1. At west end of outbound S. & U. train track connecting outbound engine track.
2. East of old coal chutes, connecting S. & U. train track with outbound engine track.
3. East of ash-pit connecting switching lead to outbound engine track.
4. East pull out east end of New Yard.
5. West end of Regular and Inside leads.

West Pittston—Spring switch located at west end of Susquehanna River Bridge.

Hanover Yard—Spring switch at end of double track.

Cortland Junction—Spring switch at end of double track.

Homer—Spring switch at end of double track.

Jamesville—Spring switch at end of double track.

Syracuse Brighton Avenue—Spring switch at end of double track.

Syracuse West Adams Street—Spring switch in main track at South end of crossover, between switching lead and main track.

Bath:

East end of eastward siding and west end of westward siding.

Wayland:

East end of eastward siding and west end of westward siding.

East Buffalo Enginehouse:

1. East end of #1 service track. Normal position #1 service track.
2. East end of #2 service track. Normal position #2 service track.
3. East end of #1 outbound track. Normal position #1 outbound track.
4. East end of #2 outbound track. Normal position #2 outbound track.

Black Rock:

East end Hill Yard lead to eastward main track.

348. Railroad Crossings Protected by Interlocking.
(See Rules 98-98(a))

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

Pittston Junction—L. V. R. R.

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

Binghamton—Erie R. R.

Binghamton—D. & H. R. R.

Syracuse—N. Y. C. R. R., Magnolia Street.

Buffalo—Pennsylvania R. R.

Mount Morris—Pennsylvania R. R.

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.

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.

349. Railroad Crossings Protected by Other Signals.

(Rules 98-98 (a))

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

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

-1: Scranton, Steel Mill Branch—C. R. R. of N. J. Crews operating in and out of Murray Plant must make positive "STOP" at stop sign and flag C. R. R. of N. J. tracks sufficient distance in both directions before proceeding over crossing.

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

Syracuse and Utica Branches:

Cortland Junction—L. V. R. R.

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.

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

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 flagging crossing. After movement has been completed, knife switches must be closed and box locked.

New Hartford (Campion Road Spur) movement over New York Central crossing governed by rule 98a. Movement may be over crossing on hand signal from trainmen flagging crossing.

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 automatic train order type is located 8 feet west of the crossing of the Republic Steel Company and D. L. & W. yard tracks, governing movement 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 Company's track show green or a green light at night, trains moving on Republic Steel Company's track proceed.

The normal position of the signal is inclined, i.e., set for trains moving on D. L. & W. tracks.

Nickel Plate Jet:

The indication 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.

SPECIAL PROTECTION OF HIGHWAY CROSSINGS

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

350. (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 the mast of automatic gates or flashing light signals; and when flashing, indicate gate arms are in the DOWN position or flashing light signals are operating.

Main Line:**Delaware Water Gap:**

Tinkertown Crossing. 0.71 miles west of station at M. P. 77.88.

Stroudsburg:

Broad St. 1700 feet west of Station MP 81.90. Courtland St. 4000 feet west of Station MP 82.30. Watchmen on duty at both crossings 8:15 A.M. to 4:15 P.M. daily except Saturdays, Sundays, Holidays and days when schools of the borough of East Stroudsburg are not in session.

Speed of trains is restricted to 15 MPH westward on track 3 from "End of Highway Circuit" sign 550 feet west of Stroudsburg Tower to signal 825 MP 82.4 and eastward on track 4 from "End of Highway Circuit" sign 400 feet west of signal 824 to Broad St. MP 81.9.

Reverse running of trains is restricted to 10 MPH on track 3 from "End of Highway Circuit" sign 400 feet west of signal 825 to Broad St. MP 81.9 and on track 4 from "End of Highway Circuit" sign 850 feet west of Stroudsburg Tower to Courtland St. crossing MP 82.3.

All trains must not proceed over crossings at Courtland St. and Broad St. unless lunar white lights are flashing.

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.

Gravel Place—M.P. 83.2. lunar lights and "Z" Box**Pocono Summit:**

"Z" Box on west side of crossing to permit flashers being operated manually on westward slow track 3. (M.P. 102.6)

Tobyhanna:

Church Street—Station Crossing at M.P. 107.61—Crossing gates are equipped with speed timing and enginemen must observe lunar lights flashing before passing over the crossing.

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.

Washington to Slateford Jct.:**Bridgeville:**

Highway Crossing MP 75.5 lunar lights and "Z" Box.

Portland:

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

Trains approaching this crossing either direction must not exceed speed of 10 m.p.h. from "End of Highway Circuit" signs (located 440 feet east and west of crossing) to 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 $1\frac{1}{4}$ 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:

Exeter Street. 2500 feet east of Station at MP 143.55.

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.

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

<i>Box at</i>	<i>Controls Protection at</i>
Exeter Street	Exeter Street and Luzerne Street.
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.

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 flashing.

Luzerne:

West Bennett Street. Station Crossing at MP 149.61.

Trains must not exceed speed of 10 MPH from "End of Highway Circuit" signs to crossing in either direction on main tracks 1 and 2.

"Z" boxes located at the crossing and at Pettebone Branch switch.

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.

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.

Watchman on duty

7:45 A.M. to 3:45 P.M. local time. Mondays to Fridays.

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

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

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

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.

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.

Hanover Street. 400 feet east of station at MP 153.81.

Trains must not exceed speed of 20 mph from "End of Highway Circuit" sign to crossing in either direction.

A special sign for westward trains on main Track 1 is located on east side of crossing and when illuminated

shows the wording "STOP". All westward trains must observe this sign and when illuminated must stop fifty (50) feet east of the crossing, and not proceed over the crossing until the stop sign is extinguished.

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

Watchman on duty 7:30 A.M. to 4:30 P.M. local time 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.

Trains must not exceed speed of 10 MPH between Locust St. 0.75 mile east of station and crossing west of Reading Co.'s enginehouse, 0.3 mile west of station.

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:

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

*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.

Church Street. Lunar white light has been installed on flasher mast, west side. Westbound train movements must not be made over crossing unless lunar white light is flashing.

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 8:00 A.M. to 4:00 P.M. Monday to Friday inclusive, local time.

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.

Gateman on duty Central Ave. or Clinton Ave. Cabins 9.00 A.M. to 6.00 P.M., Local Time, Monday through Friday.

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. Movement 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.

Genesee Turnpike (Route 80). Stop signs are located 10 feet north and south MP 251.66, 0.03 mile north of Apulia Station. All trains and engines operating on siding over crossing will stop at "STOP" signs and observe that flashing lights are working before crossing highway.

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.

Lamson:

State Route 48 (Lowery's Crossing) MP 287.0. No "Z" box. Trains must not proceed over crossing unless lunar white lights are flashing.

Oswego:

Erie St. 1.00 mile south of freight house at MP 305.37.

"STOP" signs located on each side of crossing on tracks running through crossing. All movements must stop at "STOP" signs and after 15 seconds proceed.

Movement must not be made over crossing unless the lunar white lights on flasher masts are flashing.

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

Watchman on duty 8.00 A.M. to 4.00 P.M. local time 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.

All northbound trains will stop at "STOP" signs located 20 feet South of Ninth Street before proceeding over crossing.

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:

8.00 A.M. to 4.00 P.M. Monday through Saturday local time.

9.00 P.M. to 5.00 A.M. Sunday through Friday local time.

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.

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

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

Sherburne:

Station Crossing at MP 244.00.

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.

Putman Street. Station Crossing at MP 265.30.

Northward trains must not exceed speed of 25 MPH.

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.

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.

Johnson City:

Baldwin Street.

Main track movements over crossing restricted to speed not to exceed five (5) miles per hour. Movements on sidetrack over crossing must be protected by member of crew.

Vestal:

Hotaling Road (African Road), west of Willow Point.

All rail movements must stop before passing over crossing and proceed over crossing at speed not to exceed five (5) miles per hour.

Painted Post:

Hamilton Street, 800 feet east of station, main tracks 1 and 2, both directions.

All trains must observe that lunar white light mounted on masts of gates are illuminated and flashing indicating gates are in the DOWN position 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.

Watchman on duty 8:00 A.M. to 4:00 P.M. Local Time, daily except Saturdays, Sundays and School Holidays.

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.

Before moving engines or cars over street crossing near shop building Veterans' U. S. Facility at Bath, protect crossing per Rules 103 and 876.

Avoca:

Carrington Street	} Main Tracks 1 and 2, both directions.
Maple Street	
Grant Street	
Main Street	
River Street	

"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	} Main Tracks 1 and 2, both directions.
Beecher Street	

Mount Morris:

Genesee 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.

All trains must observe that lunar white light mounted on masts of gates are illuminated and flashing indicating gates are in the DOWN position before crossing highway.

Cemetery Road Mile Post 381.6 east of Lancaster.

All trains must observe that lunar white light mounted on masts of gates are illuminated and flashing indicating gates are in the *Down* position before crossing highway.

Buffalo:

Owing to trucking operations over our tracks on Hallstead Avenue between 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.

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.).

Reduction in Speed at Highway Grade Crossings.

351. 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.

Between Washington and Portland:

	at M.P.	Street or Road
Oxford Furnace	71.00	Station Crossing
Buttzeville	74.34	Station Crossing
Bridgeville	75.50	Station Crossing
Delaware	79.84	Station Crossing

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

Northward 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

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
Catawissa	193.35	River Bridge Road
Danville	199.5	Lock Road
Danville	200.28	Power House #1
Danville	200.52	State Hospital
Danville	201.53	Railroad Street
Danville	201.79	Church Street
Danville	201.92	Ferry Street
Danville	202.10	Jo Street

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
Lamson	287.0	State Route 48 (Lowery's Crossing)
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

352. Other Special Protection:**Scranton—Diamond Branch:**

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 at Whitesboro St. Cabin, Mon. to Fri. 5.00 A.M. to 10.00 P.M. local time, Sat. 6.00 A.M. to 10 P.M. local time, Sunday 2.00 A.M. to 10.00 P.M. local time and at other hours no crossing protection is afforded at Whitesboro, Court, Warren and Noyes Streets and no train or yard movements will be operated over these crossings unless special protection is arranged

353. Manual Controlled Flashing Light Highway Signals.

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.

354. 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.

Schuyler Avenue.

Wyoming Avenue.

Rutter Avenue.

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.

355. Yard Limits and Yard Rules.

Portland (to Hill Yard)

East Bangor

Bangor

Martins Creek Branch

Pen Argyl Junction, incl. Pen Argyl

Nazareth

Bath Junction

Martins Creek

Scranton Terminal—

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

Scranton Terminal includes:

Keyser Valley Branch (See Inst. 321 b)

Pyne Branch

Storrs Branch

Diamond Branch

Green Ridge Branch

South Side Branch

Main Line—

Stroudsburg—Analomink (Track 3)
 West Gravel Place (Track 4)
 Gouldsboro—West of (Track 4)—To West of Home Signal Track 4 at Tobyhanna Army Depot.
 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 end of tracks Vestal Spur, and to yard limit boards North of "YO" yard on Syracuse Branch.
 Groveland (Eastward track only)
 Buffalo Terminal

Bloomsburg Branch—

Old Forge—West of Wyoming Storage
 Kingston
 Plymouth Junction to West of West Nanticoke
 Hanover & Newport Branch
 Berwick
 Bloomsburg—Rupert
 Danville
 Northumberland

Syracuse Branch—

Cortland	Baldwinsville
Homer	Fulton
Jamesville	Oswego
Syracuse	

Utica Branch—

Norwich	Utica
Richfield Junction	

Clearance Restrictions (See General Instructions 34 to 37 inc.)

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

357. 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 Port Morris Jct. and West End Nay Aug tunnel and between Cayuga and Buffalo.

PORT MORRIS JCT.-WASHINGTON-BUFFALO

Location	Description	Track Nos.
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 ...	1-2
Slateford Jct.—		
.29 mile west of M.P. 81....	Highway Bridge ...	1-2-Side Track
MountPocono—		
.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
Lehigh—		
.96 mile west of M.P. 114...	Highway bridge	Tracks 1-2-4
.52 mile west of M.P. 120...	Pedestrian 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...	Park St., Dunmore, Overhead Bridge ...	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 M.P. 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 M.P. 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

PORT MORRIS JCT.-WASHINGTON-BUFFALO (Cont.)

Location	Description	Track Nos.
Glenburn— .63 mile west of M.P. 143...	Overhead wires	Tracks 1-2-4
Dalton— 170 feet west of M.P. 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.....	Tracks 1-2
Kingsley— .79 mile west of M.P. 164...	Highway bridge	Tracks 1-2
.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— .83 mile west of M.P. 172...	Highway bridge	Tracks 1-2 Track 1
Hallstead— .70 mile west of M.P. 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

WASHINGTON-SLATEFORD JCT.

Location	Description	Track Nos.
Washington— .27 mile west of station.....	Overhead wires.....	Main Track & Side Track
.02 mile west of M.P. 69.... Mile Post 69.66 to Mile Post 70.23	Highway Bridge....	Main Track
.46 mile west of M.P. 70....	Oxford Tunnel.....	Main Track
Oxford-Furnace— .41 mile west of M.P. 72....	Mechanic St. Bridge Oxford Furnace..	Main Track
Bridgeville— Mile Post 77.18 to Mile Post 77.37	Highway Bridge....	Main Track
Portland— .20 mile east of M.P. 84—1.0 mile east of Slateford Jct.	Manunka Chunk Tunnel	Main Track
	Delaware River Viaduct	Main Track & Siding

PORTLAND—BATH JCT. (See Note Below)

Location	Description	Track Nos.
Portland— .25 mile east of M.P. 83— one fourth mile west of upper end, Portland Wye	Highway Bridge	Main Track
Bangor— Flory Milling Co.	Buildings	Side Tracks
Belfast Jct.— .04 mile east of M.P. 104— 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— .20 mile west of M.P. 107— Lone Star Cement Co.....	Structures	Mill Track No. 1
.30 mile east of M.P. 108— Penn Dixie No. 4.....	Structures	1-2-D. L. & W. R. R. 1-2-L. & N. E. R. R.
Bath Jct.— M.P. 110.5 — Penn Dixie No. 6	Bulk cement pipe	2-L. & N. E. R. R.

MARTINS CREEK BRANCH

Martins Creek— .46 mile west of M.P. 96— .33 mile west of Martins Creek	Rock conveyer	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.

358. 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—NORTHUMBERLAND

Location	Description	Track Nos.
Scranton—		
.21 mile east of M.P. 135...	Overhead bridge— Highway.....	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. 139...	Overhead wires	Tracks 1-2
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
Forty Fort—		
.39 miles west of M.P. 149...	L. V. R. R. Bridge..	Tracks 1-2
Luzerne—		
.62 mile west of M.P. 149...	Trolley wire	Tracks 1-2
Kingston—		
.05 mile east of M.P. 151...	Trolley wires	Tracks 1-2
Plymouth—		
.40 mile west of M.P. 154...	Overhead wires	Nottingham Switch
.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

SCRANTON—NORTHUMBERLAND (Continued)

Location	Description	Track Nos.
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 Main Track
.07 mile east of M.P. 192...	*Reading Co. Bridge	Main Track
Danville—		
.67 mile west of M.P. 201...	Reading Co. Bridge.	Main Track

* Note: No tell-tales between these two bridges.

359. 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.

KEYSER VALLEY BRANCH

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

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

.85 mile west of M.P. 155....	River bridge	Main Track
-------------------------------	--------------------	------------

BINGHAMTON TO OSWEGO

Location	Description	Track Nos.
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
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... .31 mile north of M.P. 236..	Br. 235.94—Highway Overhead wires	Main Track Clipper Gas Co.
Homer—Freight House	Roof will not clear man	Station Track
.08 mile north of station....	Overhead wires	Team Track East Side
.76 mile north of station....	Br. 238.08—Highway	All Tracks
.66 mile south of Tully....	Overhead bridge	All Tracks
2.42 miles south of station— Jamesville	Br. 262.00—Highway	All Tracks
.39 mile south of station— Jamesville	Overhead wires	Grace Co. Coal Track
Jamesville— .03 mile north of station....	Overhead wires	Freight House Track
.42 mile north of station....	Overhead wires	Solvay Inter- change
.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... Syracuse—	Overhead wires	Kelly's Coal Track
1.09 miles north of station... Boulevard	Br. 272.17—Erie	Main Track
.35 mile south of M.P. 273..	Overhead wires	Team Track
2.97 miles north of station... R. R. Tunnel.....	*Br. 274.05—N. Y. C.	Main Track
3.00 miles north of station... Process Pipe Line	*Br. 274.08—Solvay	Main Track
3.02 miles north of station... .41 mile south of M.P. 275..	Br. 274.10—W.S.R.R.	Main Track
.31 mile south of M.P. 275..	Overhead wires	Team Track
.25 mile south of M.P. 275..	Overhead wires	State Fair Grounds Track
5.48 miles north of station... Beach	Br. 276.56—Pleasant	Main Track
.23 mile south of station— Baldwinsville	Br. 282.82—Salina St.	Main Track

* Employees are warned that on account of short distances intervening no tell-tales have been provided between bridges 274.05 and 274.08 three miles north of Syracuse.

TRACK TO LAKE COAL 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.... .21 mile south of M.P. 226..	Overhead wires Overhead wires	G.L.F. Co. Track Old Soldiers' Home Track
.06 mile south of M.P. 232.. .17 mile north of M.P. 232.. .33 mile north of M.P. 232..	Overhead wires Overhead wires Overhead wires	South end of wye North end of wye Friedman Stor- age Track
.19 mile south of station— Norwich	Overhead wires	Hickok Coal Co. Track
.04 mile south of station— Norwich	Overhead wires	Maydole Ham- mer Co. Track
Norwich— .17 mile north of station....	Br. 233.03—Mitchell Street	Main Track
.23 mile north of station....	Overhead wires	Basket Wire Works Track
.48 mile north of station....	Overhead wires	Borden Co. Track
.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
--	---------------------	------------

(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.

BINGHAMTON TO BUFFALO

Location	Description	Track Nos.
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
Vestal— .12 mile east of Vestal.....	Br. #199.59	Main Tracks
Campbell— .36 mile east of Campbell...	Br. #274.88—Cohocton River	All Tracks
Savona— .53 mile west of Savona....	Br. #280.70.....	All Tracks
Bath— 2.06 miles west of Bath.....	Br. #287.44—Cohocton River	All Tracks
.57 mile west of M.P. 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 Wayland...	Br. #311.36	Eastward Siding
Perkinsville— .11 mile west of Perkinsville	Br. #313.33—Highway.	All Tracks
1.87 miles west of Perkins- ville	Br. #315.09—Highway.	All Tracks
2.71 miles west of Perkins- ville	Br. #315.93—Highway.	All Tracks
Dansville— 5.53 miles west of Dansville..	Br. #324.04—Highway.	All Tracks
Groveland— .02 mile west of Groveland..	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 Linwood..	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	RaySideTrack
East Buffalo— .43 mile west of E. Buffalo..	Br. #390.16—William St.	All Tracks
.51 mile east of E. Buffalo..	Br. #389.22—Harlem Ave.	All Tracks
1.20 miles west of E. Buffalo	Overhead cable	L. V. Inter- change 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
-------------------------------	------------------------	------------

BRIDGE RESTRICTIONS—

LOCOMOTIVE NUMBERS

LOCATIONS

LOCATIONS	HT-2 51-53	401-455	461-491	501-568	601-662	801-820	850-861	901-955	956-970	Permissible Max. Gross Weight of Car and Lading
Main Line Main Tracks and Sidings*:										
Port Morris Jct.-Washington to Binghamton										
Branch Line Main Tracks and Sidings*:										
Washington to Slatford Jct.										
Portland to Bath.							No			
Martin's Creek Jct. to Martins Creek, N. J.										
Bridge #96.50 opposite Cement Plant at Martin's Creek.	D	D	D	D	D	D	D	D	D	210,000
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
Br. #249.89.	F	F	No	No	No	No	No	No	No	
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*:										
Bangor: Company Coal Trestle.			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
Hallstead, Pa.: Bridge on Slaughter Hse. Trk.		D	D	D	D	D	No			
Syracuse: Salt Land Spur.					No	No	No			
Br. #277.23.	D	D	D	D			No	D	D	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. Speed restricted to 15 mph.

RULES GOVERNING MOVEMENT OF TRAINS THROUGH TUNNELS

Nicholson Tunnel

359. 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 Dispatcher at Scranton reports each preceding train clear of the tunnel. The man stationed at end of tunnel must keep in communication with Train Dispatcher at Scranton by use of telephone located on mast of Home Signal.

PORT MORRIS JCT.-WASHINGTON-BINGHAMTON

HT-2 51-53	401-455	461-491	501-568	601-662	801-820	850-861	901-955	956-970	Permissible Max. Gross Weight of Car and Lading
						No			
D	D	D	D	D	D	D	D	D	210,000
A	A	A	A	A	A	A	A	A	
B	B	B	B	B	B	B	B	B	
A	A	A	A	A	A	A	A	A	
A	A	A	A	A	A	A	A	A	
				C	C	C			
F	F	No	No	No	No	No	No	No	210,000
		No	No	No	No	No	No	No	
B	B	B	B	B	B	B	B	B	
B	B	B	B	B	B	B	B	B	
B	B	B	B	B	B	B	B	B	
		No	No	No	No	No			210,000
		No	No	No	No	No			210,000
		No	No	No	No	No			210,000
	D	D	D	D	D	No			
D	D	D	D			No	D	D	210,000

B=Equipment permitted. Speed restricted to 20 mph.

C=Equipment NOT permitted through Oswego Tunnel.

D=Equipment permitted. Speed restricted to 10 mph.

E=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.

F=15 MPH no braking permitted.

Oswego Tunnel

360. 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.

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.

BANGOR AND PORTLAND BRANCH

361. Miscellaneous

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

(b) When portion of train is left on east leg of Portland wye, full service brake application will be made and sufficient hand brakes applied (See General Instruction 24).

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

Portland Station Yard, for house track.

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

Pen Argyl: Stephens Jackson Quarry Switch.

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

(e) 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.

(f) The movement in either direction of train 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.

(g) 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.

(h) The movement 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

362. (a) 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.

(b) 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.

(c) 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.

(d) (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.

(e) 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.

(f) 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.

(g) Under no circumstances may a staff be transferred from one train to another.

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

Special Protection of Highway Crossings—Bangor and Portland Branch (Rules 795, 795 (a)-(b)-(c)-(d))

363. At the following grade crossings automatic flashing light signals with short arm crossing gates or automatic flashing light signals only are in service and protect train movements on main tracks *only* in both directions.

Nazareth:

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

"Z" box adjacent to crossing.

All trains must observe that lunar white lights mounted on masts of gates are illuminated and flashing, indicating that gate arms are in the DOWN position before crossing highway.

Trains must not exceed speed of 8 miles per hour from "End of Highway Circuit" sign to crossing in either direction.

Bangor:

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

No "Z" box.

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

"Z" box adjacent to crossing.

Trains must not exceed speed of 6 miles per hour from "End of Highway Circuit" sign to each crossing in either direction.

At Washington Street, crews must observe that the lunar white light mounted on flasher signal mast is flashing before passing over the crossing.

364—Location of Main Line Crossover

Explanation of symbols

EL—Electric locked switch

HT—Hand thrown switch

ML—Mechanical locked switch

MP	83.2	TPX	TR	1-2	Gravel Place Tower, HT EL
	83.2	TPX		2-4	Gravel Place Tower, HT EL
	83.3	FPX		1-3	Gravel Place Tower, HT EL
	91.2	FPX		1-2	W. Henryville HT EL
	94.8	FPX		1-2	Cresco HT
	97.6	TPX		1-2	Paradise HT
	103.1	FPX		1-2	Pocono Summit HT
	112.8	TPX		1-2	Gouldsboro HT
	112.8	FPX		2-4	Gouldsboro HT
	120.4	TPX		1-2	Moscow HT
	120.7	FPX		1-2	Moscow HT
	122.0	FPX		1-2	Elmhurst HT
	140.7	TPX		1-2	Clarks Summit HT
	140.7	FPX		1-3	Clarks Summit HT
	144.2	TPX		1-2	Dalton HT
	148.8	TPX		1-2	Factoryville HT
	155.0	TPX		1-2	Old Line Jct. HT
	161.6	TPX		1-2	Kingsley HT
	165.4	TPX		1-2	Alford HT
	171.5	TPX		1-2	New Milford HT
	177.3	TPX		1-2	Hallstead HT
	182.8	TPX		1-2	Conklin HT
	265.7	TPX		1-2	Corning Junction HT
	268.7	TPX		1-2	Painted Post HT
	270.9	TPX		1-2	Coopers HT
	275.9	TPX		1-2	Campbell HT
	281.6	TPX		1-2	Blair Spur HT
	285.8	TPX		1-2	Bath HT
	287.6	TPX		1-2	Soldiers Home HT
	292.8	TPX		1-2	Avoca HT
	300.2	TPX		1-2	Cohocton HT
	305.6	TPX		1-2	Atlanta HT ML
	311.2	TPX		1-2	Wayland HT

312.8	TPX	1-2	Perkinsville HT EL
318.7	TPX	1-2	Dansville HT
326.6	TPX	2	Siding Groveland HT
326.7	TPX	1-2	Groveland HT
327.3	FPX	1-2	Groveland HT EL
332.8	TPX	1-2	Mt. Morris HT
333.8	TPX	1-2	PRR Jct. HT
338.9	TPX	1-2	Greigsville HT
345.2	TPX	1-2	Linwood HT
349.9	TPX	1-2	B&O Jct. HT
354.0	TPX	1-2	E. Bethany HT
361.5	TPX	1-2	No. Alexander HT
371.2	TPX	1-2	Fargo HT
378.0	TPX	1-2	Dellwood HT
383.2	TPX	1-2	Lancaster HT
384.1	TPX	1-2	Depew HT

TABLE OF CONTENTS

	Page
Explanation of Symbols	1
MORRIS AND ESSEX DIVISION	
Schedules	
WASHINGTON LINE, BOONTON LINE, MORRISTOWN LINE, GLADSTONE AND MONTCLAIR BRANCHES	
Weekdays—Eastward	4 to 23
Weekdays—Westward	24 to 43
Saturdays and Sundays—Eastward	48 to 57
Saturdays and Sundays—Westward	58 to 67
Sussex Branch (Weekdays)	44
Sussex Branch (Saturdays and Sundays)	68
Chester Branch	45
Newark Branch—Erie R. R.	45
Phillipsburg Branch	45
HARRISON BRANCH	45
Notes covering special stops for passengers, mail or papers	1, 45, 69
Local Instructions	
Bridge Restrictions	138, 139
Bulletin Boards—	
Location of—Instruction 140	113, 114
Centralized Traffic Control—Instruction 144	115
Clearance—	
Stations—Instruction 139	113
Restrictions (overhead and side obstructions) Instructions 161 to 163	129 to 133
Clocks—Standard—Location of—Instruction 140	113, 114
Crossover, Location of Hand Thrown	138
Draw-bridges—Protected by Interlocking—Instruction 149.	117
Dual Control Switches—Instruction 150	117, 118
Electrically Locked Hand Operated Switches—Instruction 151(a)	118, 119
Electrically Locked Hand Operated Switches Automatically Controlled—Instruction 151(b)	119, 120
Electric Zone—Electric Operation—Instructions 190 to 211.	134, 137
Highway Crossings—Special Protection of—Instruction 157	123 to 127
Inspection of Trains, Designated Points For—Instruction 148	117
Interlocking Towers Not Open 24 hrs. daily—Instruction 146	116
Holiday Service—Instruction 131	104
Marker Boards—Instruction 160	128, 129
Miscellaneous—Instructions 103 to 119	101 to 103
Railroad Crossings—Location and Protection of—Instructions 155-156	121, 122
Registers—Train and Watch—Location of—Instruction 140	113, 114
Replacers, location of	139
Retainers—Instruction 120	104
Signals—Instructions 141 to 145	114, 115
Speed Restrictions—Instruction 138	105 to 112
Superiority of Trains—Instructions 101-102	101
Stops—Special, for Employees—Instruction 130	104
Tracks—Operation of Three or More—Instruction 137....	104, 105
Train Operation by Signal Indication—Instruction 145....	115
Train Order Offices not open 24 hours daily—Instruction 147	116, 117
Tunnels—Rules Governing Movement of Trains Through—	
Bergen Tunnel—Instruction 164	133
Yard Limits and Yard Rules—Instruction 158	127, 128
Yard Running Tracks—Instruction 159	128

SCRANTON-BUFFALO DIVISION—Buffalo-Port
Morris-Washington Schedules

	Page
Bangor and Portland Branch	86
Eastward	72 to 75
Westward	76 to 79
Bloomsburg Branch	80, 81
Syracuse Branch—Southward	82, 83
Syracuse Branch—Northward	83
Cincinnati Branch	83
Utica and Richfield Springs Branches.....	84, 85
Notes Covering Special Stops for Passengers, Mail or Papers	87, 88
Local Instructions	
Automatic Cab Signals—Instruction 341	166
Bridge Restrictions	196, 197
Bulletin Boards—Location of—Instruction 334	162
Centralized Traffic Control—Instruction 338	166
Clearance—	
Stations—Instruction 333	161
Restrictions (overhead obstructions) Instructions 356 to 358	186 to 195
Clocks—Standard—Location of—Instruction 334	162
Crossover, Location of Instruction 364	200, 201
DL&W-Erie Coordination Instruction 302	141
Drag Detector Indicators—Instruction 342	166
“Dual” Control Switches—Instruction 344	167, 168
Electrically Locked Hand-Operated Switches—Location of—Instruction 345	168, 169
Flagmen, recalling between Corning and Gibson Inst. 310	143
Heavy Grades—Handling of Freight Trains—Instructions 327, 328	144, 145
Highway Crossings—Special Protection of—Instructions 350 to 354	173 to 185
Independent Track—Instruction 323	144
Inspection of Trains, Designated Points For—Instruction 336	165
Interlocking Towers not open 24 hours daily—Instruction 335	163, 164
Location of Spring Switches—Instruction 347	170, 171
Keyser Valley Branch Main Tracks—Instructions 321, 322.	144
Mechanical Switch Locks—Instruction 346	169, 170
Miscellaneous—Instructions 308 to 326	142 to 144
Bangor and Portland Branch	198, 199
Oxford Furnace movement to Ore Mines—Instruction 306	142
Railroad Crossings—	
Protected by Interlocking—Instruction 348	171, 172
Protected by Other Signals—Instruction 349	172, 173
Registers—Train and Watch—Location of—Instruction 334	162
Retainers—	
Diesel Power—Instructions 329, 330	145 to 147
Signals—Instruction 337	165, 166
Slide Detector Fence—Instruction 305	141, 142
Speed Restrictions—Instruction 332	148 to 161
Superiority of Trains—Instruction 301	141
Tracks—Operation of Three or More—Instruction 331	147, 148
Train Operation by Signal Indication—Instructions 340 to 343	166, 167
Train Order Offices not open 24 hours daily—Instruction 335	163, 164
Tunnels—Rules Governing Movements of Trains Through—	
Nicholson Tunnel—Instruction 359	196
Oswego Tunnel—Instruction 360	197, 198
Yard Limits and Yard Rules—Instruction 355	185, 186

GENERAL INSTRUCTIONS—In Effect on all Divisions:

Automatic Train Stop—Instruction 10	91
Availability of Diesel Locomotives—Instruction 19	92
Buckling of Trains—To Guard Against—Instructions 31 to 33	97, 98
Clearance Restrictions (overhead and side obstructions) Instructions 34 to 37	98
Diesel Locomotives left Unattended—Instruction 40	100
Doctors—Company—Location and Telephone.....	2, 3
Headlights, Display of—Instruction 38	98
Heavy Grades—Handling of Freight Trains—Instructions 22 to 33	94 to 97
Hospitals—Location and Telephone.....	3
Hours of Service—Instructions 1a-b	89
Inspection and Braking—Instructions 20-21	92 to 94
Locomotives and Freight Cars—Handling of—Instructions 11 to 19	91, 92
Miscellaneous Instructions—Instructions 5 to 8	90
Operating Rules, Changes in	89
Pressure Maintaining Braking—Instructions 22(g) to 22(j)	95
Retainers—(See Handling of Freight Trains on Heavy Grades—Instructions 22 to 33)	94 to 97
Security Regulations, Instruction 4	89, 90
Speed Restrictions— General—Instruction 39	98 to 100
Speed Table	204
Superiority of Trains—Instruction 2	89
Surgeons—Company—Location and Telephone.....	2, 3
Tracks—Operation of Three or More—Instruction 3	89
Watch Inspectors—Location	3
Wires—High Voltage—Instruction 40	100

SPEED TABLE

Time per Mile	MILES PER HOUR	Time per Mile	MILES PER HOUR	Time per Mile	MILES PER HOUR	Time per Mile	MILES PER HOUR
Min. Sec.		Min. Sec.		Min. Sec.		Min. Sec.	
0.39	92.31	1.16	47.37	1.53	31.86	2.30	24.00
0.40	90.00	1.17	46.75	1.54	31.58	2.31	23.84
0.41	87.80	1.18	46.15	1.55	31.30	2.32	23.68
0.42	85.71	1.19	45.57	1.56	31.03	2.33	23.53
0.43	83.72	1.20	45.00	1.57	30.77	2.34	23.38
0.44	81.82	1.21	44.44	1.58	30.51	2.35	23.23
0.45	80.00	1.22	43.90	1.59	30.25	2.36	23.08
0.46	78.26	1.23	43.37	2.00	30.00	2.37	22.93
0.47	76.60	1.24	42.86	2.01	29.75	2.38	22.78
0.48	75.00	1.25	42.35	2.02	29.51	2.39	22.64
0.49	73.47	1.26	41.86	2.03	29.27	2.40	22.50
0.50	72.00	1.27	41.38	2.04	29.03	2.41	22.36
0.51	70.59	1.28	40.91	2.05	28.80	2.42	22.22
0.52	69.23	1.29	40.45	2.06	28.57	2.43	22.09
0.53	67.92	1.30	40.00	2.07	28.35	2.44	21.95
0.54	66.67	1.31	39.56	2.08	28.13	2.45	21.82
0.55	65.46	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	58.08	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

Time per Mile	MILES PER HOUR	Time per Mile	MILES PER HOUR	Time per Mile	MILES PER HOUR	Time per Mile	MILES PER HOUR
Min. Sec.		Min. Sec.		Min. Sec.		Min. Sec.	
1.16	48.00	1.52	32.14	2.29	24.16	6.00	10.00
1.17	47.37	1.53	31.86	2.30	24.00	6.15	9.42
1.18	46.75	1.54	31.58	2.31	23.84	6.30	8.86
1.19	46.15	1.55	31.30	2.32	23.68	6.45	8.31
1.20	45.57	1.56	31.03	2.33	23.53	6.60	7.77
1.21	45.00	1.57	30.77	2.34	23.38	6.75	7.24
1.22	44.44	1.58	30.51	2.35	23.23	6.90	6.71
1.23	43.90	1.59	30.25	2.36	23.08	7.05	6.19
1.24	43.37	2.00	30.00	2.37	22.93	7.20	5.67
1.25	42.86	2.01	29.75	2.38	22.78	7.35	5.16
1.26	42.35	2.02	29.51	2.39	22.64	7.50	4.65
1.27	41.86	2.03	29.27	2.40	22.50	7.65	4.15
1.28	41.38	2.04	29.03	2.41	22.36	7.80	3.65
1.29	40.91	2.05	28.80	2.42	22.22	7.95	3.15
1.30	40.45	2.06	28.57	2.43	22.09	8.10	2.65
1.31	40.00	2.07	28.35	2.44	21.95	8.25	2.15
1.32	39.56	2.08	28.13	2.45	21.82	8.40	1.65
1.33	39.13	2.09	27.91	2.46	21.69	8.55	1.15
1.34	38.71	2.10	27.69	2.47	21.56	8.70	0.65
1.35	38.30	2.11	27.48	2.48	21.43	8.85	0.15
1.36	37.89	2.12	27.27	2.49	21.30	9.00	0.00
1.37	37.50	2.13	27.07	2.50	21.18	9.15	0.00
1.38	37.11	2.14	26.87	2.51	21.05	9.30	0.00
1.39	36.73	2.15	26.67	2.52	20.93	9.45	0.00
1.40	36.36	2.16	26.47	2.53	20.81	9.60	0.00
1.41	36.00	2.17	26.28	2.54	20.69	9.75	0.00
1.42	35.64	2.18	26.09	2.55	20.57	9.90	0.00
1.43	35.29	2.19	25.90	2.56	20.45	10.05	0.00
1.44	34.95	2.20	25.71	2.57	20.34	10.20	0.00
1.45	34.62	2.21	25.53	2.58	20.22	10.35	0.00
1.46	34.29	2.22	25.35	2.59	20.11	10.50	0.00
1.47	33.96	2.23	25.17	3.00	20.00	10.65	0.00
1.48	33.64	2.24	25.00	3.15	18.46	10.80	0.00
1.49	33.33	2.25	24.83	3.30	17.14	10.95	0.00
1.50	33.03	2.26	24.66	3.45	16.00	11.10	0.00
1.51	32.73	2.27	24.49	4.00	15.00	11.25	0.00
1.52	32.43	2.28	24.32	5.00	12.00	11.40	0.00
1.53	32.14	2.29	24.16	6.00	10.00	11.55	0.00

EASTWARD MANIFEST TRAIN SCHEDULE
 THE TIME SHOWN CONVEYS NO TIME TABLE AUTHORITY

	BH-2 Daily	ABH-4 Daily	NE-2 Ex Fr & Sa	BH-4 Daily	BS-2 Daily	Satellite No. 20 Ex Mo	NE-4 Daily	NE-6 Daily	BH-8 Daily	BH-12 Daily
EAST BUFFALO R.T. East Buffalo-Elmira	Lv. 1.00 AM 5'50"	4.30 AM 5'00"	5.15 AM	8.15 AM 4'15"	10.30 AM 4'30"	4.45 PM 3'30"	6.45 PM 3'55"	8.00 PM 4'15"	9.15 PM 4'45"	
ELMIRA T.T. Elmira	Ar. 6.50 AM 55"	9.30 AM 30"		12.30 PM 30"		8.15 PM 30"	10.40 PM 20"	12.15 AM 30"	2.00 AM 30"	
ELMIRA R.T. Elmira-East Binghamton	Lv. 7.45 AM 2'00"	10.00 AM 1'30"		1.00 PM 1'15"		8.45 PM 1'30"	11.00 PM 1'05"	12.45 AM 1'45"	2.30 AM 2'15"	
EAST BINGHAMTON T.T. East Binghamton	Ar. 9.45 AM 45"	11.30 AM 45"	11.30 AM	2.15 PM 2'15"	8.00 PM 30"	10.15 PM 45"	12.05 AM 25"	2.30 AM 1'30"	4.45 AM 30"	10.30 AM 2'00"
EAST BINGHAMTON R.T. East Binghamton-Scranton	Lv. 10.30 AM 3'15"	12.15 PM 1'30"		2.30 PM 1'45"	8.30 PM 2'00"	11.00 PM 1'30"	12.30 AM 1'25"	4.00 AM 2'00"	5.15 AM 2'00"	
SCRANTON T.T. Scranton	Ar. 1.45 PM 1'45"	1.45 PM 45"		4.15 PM 30"	10.30 PM	12.30 AM 30"	1.55 AM 35"	6.00 AM	7.15 AM 1'30"	12.30 PM 2'00"
SCRANTON R.T. Scranton-Stroudsburg	Lv. 2.30 PM 3'10"	2.30 PM 3'10"		4.45 PM 2'45"		1.00 AM 4'	2.30 AM 2'55"	8.45 AM 5'15"	8.45 AM 5'15"	2.30 PM 3'20"
STROUDSBURG R.T. Stroudsburg-Port Morris	By 5.40 PM 1'20"	5.40 PM 1'20"		7.30 PM 1'00"			5.25 AM 1'20"		2.00 PM 2'35"	6.00 PM 3'40"
PORT MORRIS T.T. Port Morris	Ar. 7.00 PM 30"	7.00 PM 30"		8.30 PM 30"			6.45 AM		4.35 PM 40"	9.40 PM
PORT MORRIS R.T. Port Morris-Secaucus	Lv. 7.30 PM	7.30 PM		9.00 PM					5.15 PM 2'00"	via Wash.
SECAUCUS R.T. Port Morris-Hoboken	Ar. 1.30"	1.30"		1.30"					7.15 PM 45"	
HOBOKEN Elapsed Time	Ar. 12'45"	9.00 PM 16'30"	6'15"	10.30 PM 14'15"	12'00"	5.00 AM 12'15"	9.00 AM 14'15"	10'00"	8.00 PM 22'45"	12'10"

 WESTWARD MANIFEST TRAIN SCHEDULE
 THE TIME SHOWN CONVEYS NO TIME TABLE AUTHORITY

	See Note 1 HB-1 Ex Sa & Su	HB-3 Ex. Sat. & Sun.	Satellite NE-3 Ex. Sun.	HB-5 Daily	HB-7 Ex Mo	HB-9 Ex Mo	See Note 2 SB-3 Daily	See Note 3 BB-3 Ex Mo
HOBOKEN R.T. Hoboken-Port Morris	Lv. 7.15 PM 1'45"	9.30 PM 1'30"	10.45 PM 2'01"	11.45 PM 2'30"	4.00 AM 3'15"			
PORT MORRIS T.T. Port Morris	Ar. 9.00 PM 55"	11.00 PM 55"	12.01 AM 1'28"	2.15 AM 45"	7.15 AM 30"			
PORT MORRIS R.T. Port Morris-Stroudsburg	Lv. 9.55 PM 2'20"	11.55 PM 2'20"	1.30 AM 2'20"	3.00 AM 1'00"	7.45 AM 1'20"	12.25 PM 1'00"		
STROUDSBURG R.T. Stroudsburg-Scranton	By 12.15 AM 46"	2.15 AM 1'30"	3.50 AM 05"	4.00 AM 2'10"	9.05 AM 2'40"	1.25 PM 1'40"		
SCRANTON T.T. Scranton	Ar. 1.01 AM 1'29"	3.45 AM 15"	3.55 AM 1'20"	6.10 AM 1'30"	11.45 AM 1'30"	3.05 PM 25"		
SCRANTON R.T. Scranton-East Binghamton	Lv. 2.30 AM 30"	4.00 AM 1'30"	5.15 AM 30"	7.40 AM 1'45"	1.15 PM 2'15"	3.30 PM 1'30"	11.30 AM 2'00"	
EAST BINGHAMTON T.T. East Binghamton	Ar. 3.00 AM 1'25"	5.30 AM 05"	5.45 AM 1'10"	9.25 AM 1'00"	3.30 PM 45"	5.00 PM 30"		1.00 PM 1'20"
EAST BINGHAMTON R.T. East Binghamton-Elmira	Lv. 4.25 AM 05"	5.35 AM 3'55"	6.55 AM 5"	10.25 AM 1'30"	4.15 PM 1'45"	6.30 PM 1'15"	3.00 PM 1'45"	2.20 PM 20"
ELMIRA T.T. Elmira	Ar. 4.30 AM 4'15"	9.30 AM 12'00"	11.15 AM 11'30"	11.55 AM 35"	6.00 PM 30"	6.45 PM 20"	4.15 PM 25"	2.40 PM 5'50"
ELMIRA R.T. Elmira-East Buffalo	Lv. 8.45 AM 13'30"	9.30 AM 12'00"	11.15 AM 11'30"	12.30 PM 5'30"	6.30 PM 5'31"	7.05 PM 3'55"	4.40 PM 4'50"	8.00 PM 7'30"
EAST BUFFALO Elapsed Time	Ar. 12'45"	9.30 AM 12'00"	11.15 AM 11'30"	6.00 PM 18'15"	12.01 AM 20'01"	11.00 PM 10'35"	9.00 PM 9'30"	

 Notes: 1. Operates from Scranton Mondays, from Hoboken, if traffic warrants.
 " " " " " " Hoboken Tues. thru Fri.

2. Departs from Taylor.

3. Departs from "YO" Yard.

Name	Duty Station			Duty Station			Duty Station			Duty Station		
	Start	End	Day	Start	End	Day	Start	End	Day	Start	End	Day
Mr. [Name]	08:00	08:30	Mon	08:30	09:00	Mon	09:00	09:30	Mon	09:30	10:00	Mon
Mr. [Name]	08:30	09:00	Tue	09:00	09:30	Tue	09:30	10:00	Tue	10:00	10:30	Tue
Mr. [Name]	09:00	09:30	Wed	09:30	10:00	Wed	10:00	10:30	Wed	10:30	11:00	Wed
Mr. [Name]	09:30	10:00	Thu	10:00	10:30	Thu	10:30	11:00	Thu	11:00	11:30	Thu
Mr. [Name]	10:00	10:30	Fri	10:30	11:00	Fri	11:00	11:30	Fri	11:30	12:00	Fri
Mr. [Name]	10:30	11:00	Sat	11:00	11:30	Sat	11:30	12:00	Sat	12:00	12:30	Sat
Mr. [Name]	11:00	11:30	Sun	11:30	12:00	Sun	12:00	12:30	Sun	12:30	13:00	Sun
Mr. [Name]	11:30	12:00	Mon	12:00	12:30	Mon	12:30	13:00	Mon	13:00	13:30	Mon
Mr. [Name]	12:00	12:30	Tue	12:30	13:00	Tue	13:00	13:30	Tue	13:30	14:00	Tue
Mr. [Name]	12:30	13:00	Wed	13:00	13:30	Wed	13:30	14:00	Wed	14:00	14:30	Wed
Mr. [Name]	13:00	13:30	Thu	13:30	14:00	Thu	14:00	14:30	Thu	14:30	15:00	Thu
Mr. [Name]	13:30	14:00	Fri	14:00	14:30	Fri	14:30	15:00	Fri	15:00	15:30	Fri
Mr. [Name]	14:00	14:30	Sat	14:30	15:00	Sat	15:00	15:30	Sat	15:30	16:00	Sat
Mr. [Name]	14:30	15:00	Sun	15:00	15:30	Sun	15:30	16:00	Sun	16:00	16:30	Sun
Mr. [Name]	15:00	15:30	Mon	15:30	16:00	Mon	16:00	16:30	Mon	16:30	17:00	Mon
Mr. [Name]	15:30	16:00	Tue	16:00	16:30	Tue	16:30	17:00	Tue	17:00	17:30	Tue
Mr. [Name]	16:00	16:30	Wed	16:30	17:00	Wed	17:00	17:30	Wed	17:30	18:00	Wed
Mr. [Name]	16:30	17:00	Thu	17:00	17:30	Thu	17:30	18:00	Thu	18:00	18:30	Thu
Mr. [Name]	17:00	17:30	Fri	17:30	18:00	Fri	18:00	18:30	Fri	18:30	19:00	Fri
Mr. [Name]	17:30	18:00	Sat	18:00	18:30	Sat	18:30	19:00	Sat	19:00	19:30	Sat
Mr. [Name]	18:00	18:30	Sun	18:30	19:00	Sun	19:00	19:30	Sun	19:30	20:00	Sun
Mr. [Name]	18:30	19:00	Mon	19:00	19:30	Mon	19:30	20:00	Mon	20:00	20:30	Mon
Mr. [Name]	19:00	19:30	Tue	19:30	20:00	Tue	20:00	20:30	Tue	20:30	21:00	Tue
Mr. [Name]	19:30	20:00	Wed	20:00	20:30	Wed	20:30	21:00	Wed	21:00	21:30	Wed
Mr. [Name]	20:00	20:30	Thu	20:30	21:00	Thu	21:00	21:30	Thu	21:30	22:00	Thu
Mr. [Name]	20:30	21:00	Fri	21:00	21:30	Fri	21:30	22:00	Fri	22:00	22:30	Fri
Mr. [Name]	21:00	21:30	Sat	21:30	22:00	Sat	22:00	22:30	Sat	22:30	23:00	Sat
Mr. [Name]	21:30	22:00	Sun	22:00	22:30	Sun	22:30	23:00	Sun	23:00	23:30	Sun
Mr. [Name]	22:00	22:30	Mon	22:30	23:00	Mon	23:00	23:30	Mon	23:30	24:00	Mon
Mr. [Name]	22:30	23:00	Tue	23:00	23:30	Tue	23:30	24:00	Tue	24:00	24:30	Tue
Mr. [Name]	23:00	23:30	Wed	23:30	24:00	Wed	24:00	24:30	Wed	24:30	25:00	Wed
Mr. [Name]	23:30	24:00	Thu	24:00	24:30	Thu	24:30	25:00	Thu	25:00	25:30	Thu
Mr. [Name]	24:00	24:30	Fri	24:30	25:00	Fri	25:00	25:30	Fri	25:30	26:00	Fri
Mr. [Name]	24:30	25:00	Sat	25:00	25:30	Sat	25:30	26:00	Sat	26:00	26:30	Sat
Mr. [Name]	25:00	25:30	Sun	25:30	26:00	Sun	26:00	26:30	Sun	26:30	27:00	Sun
Mr. [Name]	25:30	26:00	Mon	26:00	26:30	Mon	26:30	27:00	Mon	27:00	27:30	Mon
Mr. [Name]	26:00	26:30	Tue	26:30	27:00	Tue	27:00	27:30	Tue	27:30	28:00	Tue
Mr. [Name]	26:30	27:00	Wed	27:00	27:30	Wed	27:30	28:00	Wed	28:00	28:30	Wed
Mr. [Name]	27:00	27:30	Thu	27:30	28:00	Thu	28:00	28:30	Thu	28:30	29:00	Thu
Mr. [Name]	27:30	28:00	Fri	28:00	28:30	Fri	28:30	29:00	Fri	29:00	29:30	Fri
Mr. [Name]	28:00	28:30	Sat	28:30	29:00	Sat	29:00	29:30	Sat	29:30	30:00	Sat
Mr. [Name]	28:30	29:00	Sun	29:00	29:30	Sun	29:30	30:00	Sun	30:00	30:30	Sun
Mr. [Name]	29:00	29:30	Mon	29:30	30:00	Mon	30:00	30:30	Mon	30:30	31:00	Mon
Mr. [Name]	29:30	30:00	Tue	30:00	30:30	Tue	30:30	31:00	Tue	31:00	31:30	Tue
Mr. [Name]	30:00	30:30	Wed	30:30	31:00	Wed	31:00	31:30	Wed	31:30	32:00	Wed
Mr. [Name]	30:30	31:00	Thu	31:00	31:30	Thu	31:30	32:00	Thu	32:00	32:30	Thu
Mr. [Name]	31:00	31:30	Fri	31:30	32:00	Fri	32:00	32:30	Fri	32:30	33:00	Fri
Mr. [Name]	31:30	32:00	Sat	32:00	32:30	Sat	32:30	33:00	Sat	33:00	33:30	Sat
Mr. [Name]	32:00	32:30	Sun	32:30	33:00	Sun	33:00	33:30	Sun	33:30	34:00	Sun
Mr. [Name]	32:30	33:00	Mon	33:00	33:30	Mon	33:30	34:00	Mon	34:00	34:30	Mon
Mr. [Name]	33:00	33:30	Tue	33:30	34:00	Tue	34:00	34:30	Tue	34:30	35:00	Tue
Mr. [Name]	33:30	34:00	Wed	34:00	34:30	Wed	34:30	35:00	Wed	35:00	35:30	Wed
Mr. [Name]	34:00	34:30	Thu	34:30	35:00	Thu	35:00	35:30	Thu	35:30	36:00	Thu
Mr. [Name]	34:30	35:00	Fri	35:00	35:30	Fri	35:30	36:00	Fri	36:00	36:30	Fri
Mr. [Name]	35:00	35:30	Sat	35:30	36:00	Sat	36:00	36:30	Sat	36:30	37:00	Sat
Mr. [Name]	35:30	36:00	Sun	36:00	36:30	Sun	36:30	37:00	Sun	37:00	37:30	Sun
Mr. [Name]	36:00	36:30	Mon	36:30	37:00	Mon	37:00	37:30	Mon	37:30	38:00	Mon
Mr. [Name]	36:30	37:00	Tue	37:00	37:30	Tue	37:30	38:00	Tue	38:00	38:30	Tue
Mr. [Name]	37:00	37:30	Wed	37:30	38:00	Wed	38:00	38:30	Wed	38:30	39:00	Wed
Mr. [Name]	37:30	38:00	Thu	38:00	38:30	Thu	38:30	39:00	Thu	39:00	39:30	Thu
Mr. [Name]	38:00	38:30	Fri	38:30	39:00	Fri	39:00	39:30	Fri	39:30	40:00	Fri
Mr. [Name]	38:30	39:00	Sat	39:00	39:30	Sat	39:30	40:00	Sat	40:00	40:30	Sat
Mr. [Name]	39:00	39:30	Sun	39:30	40:00	Sun	40:00	40:30	Sun	40:30	41:00	Sun
Mr. [Name]	39:30	40:00	Mon	40:00	40:30	Mon	40:30	41:00	Mon	41:00	41:30	Mon
Mr. [Name]	40:00	40:30	Tue	40:30	41:00	Tue	41:00	41:30	Tue	41:30	42:00	Tue
Mr. [Name]	40:30	41:00	Wed	41:00	41:30	Wed	41:30	42:00	Wed	42:00	42:30	Wed
Mr. [Name]	41:00	41:30	Thu	41:30	42:00	Thu	42:00	42:30	Thu	42:30	43:00	Thu
Mr. [Name]	41:30	42:00	Fri	42:00	42:30	Fri	42:30	43:00	Fri	43:00	43:30	Fri
Mr. [Name]	42:00	42:30	Sat	42:30	43:00	Sat	43:00	43:30	Sat	43:30	44:00	Sat
Mr. [Name]	42:30	43:00	Sun	43:00	43:30	Sun	43:30	44:00	Sun	44:00	44:30	Sun
Mr. [Name]	43:00	43:30	Mon	43:30	44:00	Mon	44:00	44:30	Mon	44:30	45:00	Mon
Mr. [Name]	43:30	44:00	Tue	44:00	44:30	Tue	44:30	45:00	Tue	45:00	45:30	Tue
Mr. [Name]	44:00	44:30	Wed	44:30	45:00	Wed	45:00	45:30	Wed	45:30	46:00	Wed
Mr. [Name]	44:30	45:00	Thu	45:00	45:30	Thu	45:30	46:00	Thu	46:00	46:30	Thu
Mr. [Name]	45:00	45:30	Fri	45:30	46:00	Fri	46:00	46:30	Fri	46:30	47:00	Fri
Mr. [Name]	45:30	46:00	Sat	46:00	46:30	Sat	46:30	47:00	Sat	47:00	47:30	Sat
Mr. [Name]	46:00	46:30	Sun	46:30	47:00	Sun	47:00	47:30	Sun	47:30	48:00	Sun
Mr. [Name]	46:30	47:00	Mon	47:00	47:30	Mon	47:30	48:00	Mon	48:00	48:30	Mon
Mr. [Name]	47:00	47:30	Tue	47:30	48:00	Tue	48:00	48:30	Tue	48:30	49:00	Tue
Mr. [Name]	47:30	48:00	Wed	48:00	48:30	Wed	48:30	49:00	Wed	49:00	49:30	Wed
Mr. [Name]	48:00	48:30	Thu	48:30	49:00	Thu	49:00	49:30	Thu	49:30	50:00	Thu
Mr. [Name]	48:30	49:00	Fri	49:00	49:30	Fri	49:30	50:00	Fri	50:00	50:30	Fri
Mr. [Name]	49:00	49:30	Sat	49:30	50:00	Sat	50:00	50:30	Sat	50:30	51:00	Sat
Mr. [Name]	49:30	50:00	Sun	50:00	50:30	Sun	50:30	51:00	Sun	51:00	51:30	Sun
Mr. [Name]	50:00	50:30	Mon	50:30	51:00	Mon	51:00	51:30	Mon	51:30	52:00	Mon
Mr. [Name]	50:30	51:00	Tue	51:00	51:30	Tue	51:30	52:00	Tue	52:00	52:30	Tue
Mr. [Name]	51:00	51:30	Wed	51:30	52:00	Wed	52:00	52:30	Wed	52:30	53:00	Wed
Mr. [Name]	51:30	52:00	Thu	52:00	52:30	Thu	52:30	53:00	Thu	53:00	53:30	Thu
Mr. [Name]	52:00	52:30	Fri	52:30	53:00	Fri	53:00	53:30	Fri	53:30	54:00	Fri
Mr. [Name]	52:30	53:00	Sat	53:00	53:30	Sat	53:30	54:00	Sat	54:00	54:30	Sat
Mr. [Name]	53:00	53:30	Sun	53:30	54:00	Sun	54:00	54:30	Sun	54:30	55:00	Sun
Mr. [Name]	53:30	54:00	Mon	54:								

M. & E. DIVISION

SCRANTON-BUFFALO DIVISION

Terminal Superintendent

H. W. Johns

Trainmasters

J. S. Kapenos
E. J. Whalen
F. F. Dayton, Terminal
J. G. Drake

Trainmasters

J. W. Wolf
J. R. Canfield
J. E. Crowley, Asst. J. P. Sipple, T. Master,
R.F.E.
J. G. Cunningham, Jr.

Road Foremen of Engines

W. O'Donnell
J. J. Lyons

Road Foremen of Engines

F. Hall
C. Landreville
J. R. Daley

Chief Train Dispatcher

J. M. Conboy

Chief Train Dispatcher

G. Rushin

Assistant Chief Train Dispatchers

H. A. Wilm
K. A. Sisco
R. S. Byrnes, Relief

Assistant Chief Train Dispatchers

M. S. Harvey, Relief
D. M. Lawson
H. S. Covey

Train Dispatchers

L. T. O'Neill
W. A. Lamb
C. Judd
G. W. Wright
R. E. Rawls
H. E. Oakley, Jr., Relief

Train Dispatchers

W. J. O'Dea
G. N. Clark
E. R. Polly
J. E. Perna
W. J. Warrick
J. L. Thomas
A. J. Vince
F. P. Wagner
J. T. Gilboy
A. A. McLaughlin
J. F. Finan, Relief
W. T. Ryan, Relief
P. G. Finnerty, Relief

Supervisor of Operations

J. R. Finan, Jr.