

ERIE RAILROAD COMPANY

EASTERN DISTRICT

New York Division

New Jersey & New York Railroad
Northern Railroad of New Jersey
New York & Greenwood Lake Railway
and Branches

Time Table No. 28

Effective 12.01 A.M.

SUNDAY, MAY 23, 1943

FOR EMPLOYEES ONLY

EASTERN STANDARD TIME

28
THINK!
THEN
ACT
SAFELY

H. R. ADAMS,
Superintendent

M. G. McINNES,
Assistant General Manager

R. C. RANDALL,
General Manager

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SPECIAL INSTRUCTIONS

RULES OF THE OPERATING DEPARTMENT

Effective July 1, 1930

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

STANDARD CLOCKS

Train and Engine Dispatcher's office, Jersey City.

Engine Dispatcher's office, Secaucus.

XW Tower		
Waldwick		
Suffern Tower	Port Jervis	{ Ticket office Caller's office PX Yard office
Goshen		
Middletown	Montgomery	
North Newark	Wanaque-Midvale	Caldwell
Spring Valley		Nyack

TIME TABLES

The term Holiday as used in this time table applies to the following dates only: Memorial Day, May 31; Independence Day, July 5; Labor Day, Sept. 6; Columbus Day, Oct. 12; Election Day, Nov. 2; Thanksgiving Day, Nov. 25; Christmas Day, Dec. 25; New Year's Day, Jan. 1; Lincoln's Birthday, Feb. 12; Washington's Birthday, Feb. 22.

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

SIGNS. Additional to Rule 6.

D.	Day train order office.	H.	Holiday stop.
N.	Day and night train order office.	Sat.	Saturday.
*	Conditional stops.	Sun.	Sunday.
F.	Stop to let off or take on passengers.	Hol.	Holiday.
X.	Will not carry passengers.		
N.B.	Will not carry Baggage, Mail or Express.		

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

WHISTLE SIGNALS

Track and other repair gangs have been supplied with temporary whistle signs for the purpose of placing along tracks in advance of location where men are working. These signs are discs mounted on metal standards; disc painted with white background and the letter "W" painted in black. Engineers will acknowledge by sounding whistle: one short—one long—one short, to be repeated until reaching the point where men are working.

The following whistle signal code will be used to call in flagman on the four-track territory between Jersey City and Croxton.

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

The following whistle signal code will be used to call in flagman on the four-track territory between Suffern and Ridgewood Junction, Rutherford Junction and Hackensack Bridge, Granton Junction and Lundys Lane. On tracks Nos. 1 and 2, same as standard code. On track 4 calling in flagman from the west, four long and one short blasts of the whistle, thus — — — — 0; on track 3 calling in flagman from the east, five long blasts of the whistle followed by one short blast, thus, — — — — — 0.

The signal for calling in flagman in passing tracks and the freight track from east end of Port Jervis yard east will be the same signal as is used for tracks Nos. 3 and 4 in four-track territory.

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

MARKERS

Three- and Four-Track Territory

Track numbers reading from north to south.

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

Trains will display markers in accordance with Operating Rules 19 and D19. Figure 9 will apply to trains running on tracks 3 and 4, yellow or green next to tracks 1 and 2.

Trains between Croxton Tower and Jersey City Terminal Tower will display markers red to rear on all tracks—Rule D19 modified accordingly.

Trains operating on third track between Port Jervis and Graham will display markers in accordance with Operating Rule 19, figure 9, yellow or green next to main track.

Rule D19 is amplified as follows: Yellow or green lights to the front and side and red lights to the rear must be displayed before a train fouls the main track on which the current of traffic is in the direction the train is moving.

CLASSIFICATION SIGNALS

The display of two white flags and two white lights, as required under Operating Rule 21, will be omitted in single track territory where no trains are scheduled, and in double or multiple track territory.

INSTRUCTIONS GOVERNING TRAINS MOVING AGAINST THE CURRENT OF TRAFFIC

When necessary to allow a train to follow another train against the current of traffic, when such movements are made by train order, signalman must bring train to full stop before clearing any signal.

RULE 93A

Movements may be made against the current of traffic through the following yard limits by train orders, and further protection under Rule 93A need not be afforded: Middletown, Goshen.

TRAIN REGISTERS

Engine Dispatcher's Office and Train Dispatcher's Office Jersey City. Engine Dispatcher's Office, Secaucus.

Croxton Yard A	West Newburgh	Nyack
Waldwick	Greycourt	Sparkill
Suffern	Goshen	Tenafly
Middletown	O. & W. Crossing	Wanaque-Midvale
Port Jervis	Montgomery	Great Notch
Newark	Pine Island Jct.	Caldwell
Paterson, for Newark Branch trains only	Pine Bush	Essex Fells
	Thiells	West Orange
	Woodbine, for west trains only	Forest Hill
	Spring Valley	
	Nanuet Jct., for Piermont Branch trains only	
	Nanuet	

Trains not scheduled to stop at station at which train registers are located may register by throwing off train register slip, except when displaying signals for following section when train must stop and conductor register train in person.

When registering trains, write out in full the color of signals displayed; when not displaying signals write out in full "No Signals," sign name and initials, and use no ditto marks.

SUPERIORITY OF TRAINS

Eastward trains are superior to westward trains of the same class unless otherwise specified.

CLEARING OF TRAINS

Trains will not leave initial station on single track without a clearance form A or B when operator is on duty.

Eastbound first class trains will not leave Port Jervis without a clearance form A.

Eastbound extra trains will not leave Port Jervis without permission from operator, Port Jervis station.

Extra trains except passenger extras will start from their initial point and proceed on two or more tracks without running orders.

MOVEMENT OF TRAINS

Trains making maximum time, or receiving special orders to run at a higher rate of speed, will run expecting to overtake trains making minimum or schedule time.

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

Employes' motor cars operating through interlocking plants will not proceed over switches without proper signal indication, and when passing tower will notify towerman.

On two or more tracks, employes' motor cars will not pass an interlocking tower while train is passing, unless they receive hand signal from towerman.

Track 3 between Hackensack River Bridge and N. J. & N. Y. Junction is reversible; trains in either direction will proceed from these points on receipt of proper signal indication and be governed by intermediate automatic signals, Rule D261 of operating rules.

Main tracks between Hackensack River Bridge and Croxton Tower, Main Line, are reversible; trains in either direction will proceed from these points on receipt of proper signal indication, and be governed by intermediate automatic signals. Rule D261 of operating rules.

The four tracks between Croxton Tower and Jersey City Terminal Tower are reversible; trains in either direction will proceed from these points on receipt of proper signal indication, and be governed by intermediate automatic signals. Rule D261 of operating rules.

Tracks between Croxton Tower and OS Tower through Bergen Tunnel are reversible; trains in either direction will proceed from these points on receipt of proper signal indication and be governed by signal located at west end of tunnel.

When the top light or arm of a two-unit signal or the top or middle light or arm of a three-unit signal cannot be cleared for a main track movement, after the train has come to a full stop, the leverman may allow the train to proceed on a restricted speed signal under Rule 290 of operating rules.

RULES FOR THE OPERATION AND SUPERVISION OF AIR BRAKE, STEAM HEAT EQUIPMENT AND CAR LIGHTING SYSTEMS

Effective 1931

Running test provided for in Rule 525 will be made entering Bergen Archways in both directions and before descending grade at Otisville eastbound. Train 7 will make test before descending grade at Otisville.

RATING FOR ORDINARY TRAINS

Train tonnage will be determined by Chief Train Dispatcher. Trains will be given maximum rating unless otherwise directed.

GRADE CROSSINGS

Except where interlocking signals are in operation, trains and engines must come to full stop not less than 200 nor more than 800 feet from railroad crossings at grade.

Automatic grade crossing interlocked signals, N. Y. & G. L. Ry. and N. Y. S. & W. R. R. at Pompton Jct.

Two-unit color light grade crossing signals located 200 feet from crossing to govern movement in each direction on both railroads. Signals consist of a top unit indicating stop or proceed, and a lower unit of a fixed red light as location signal.

A time release to work in conjunction with grade crossing signals is located in box at crossing, with instructions for operation.

A train finding signal in stop position, member of crew will proceed to crossing and after ascertaining no train approaching on other railroad, will work release and train proceed on signal indication. In event signal fails to clear after release has been operated, train will move over crossing under flag protection.

Automatic block signal rules dated July 1, 1930, will govern. Telephone located at crossing connects with Great Notch Tower, Pompton Plains and Wanaque-Midvale stations.

CROSSOVER MOVEMENTS

In case of emergency, when it becomes necessary for a passenger train to make an irregular move at

East End Port	Goshen	Great Notch
Jervis Yard	Newburgh Jct.	Forest Hill
Graham	Suffern	

Will reduce speed to ten (10) miles per hour through crossover.

When necessary to enter upon main tracks or cross over from one main track to another, permission will first be obtained except in following yards: Port Jervis, Newburgh, Paterson, Newark. This does not apply to N. R. R. of N. J. west of Granton Jct., and N. Y. & G. L. Ry. west of N. Y. & G. L. Jct. This does not relieve enginemen and trainmen from protecting the movements as per Rule 99. Permission to use main tracks or crossovers operated by interlocking plants will be given by signal indications.

SPRING SWITCHES

Spring switches are located at points indicated below. Train crews performing switching operation over these switches are required to operate switch by hand, same as ordinary switch stands.

Coalberg Jct.	—Westbound Main track to N. Y. S. & W. Connection.
Moodna Viaduct	—West end Viaduct, end double track.
Tenafly	—East end double track west of station.
Closter	—East end double track.
Closter	—West end double track.
Sparkill	—East end double track, east of station.

SPECIAL ORDER BOOKS AND BULLETIN BOARDS

Train Dispatcher's and Engine Dispatcher's Office, Jersey City	XW Tower	Croton:
Freight Yard Office, Jersey City	Waldwick	Yard A
Engine Dispatcher's Office, Secaucus	Suffern	Yard J
	Goshen	North Hump
	Middletown	Yard D
		KW Yard Office

Port Jervis:	Caldwell
Caller's Office	Wanaque-Midvale
Station Master's Office	Spring Valley
Newark	Sparkill
West Newburgh	Nyack

YARD LIMITS—INDICATED BY SIGNS

Newark	Goshen	Montgomery Branch—
Paterson	Middletown	1500 feet east of MQ
Greycourt (Newburgh Branch)	Port Jervis	Crossing to 2400 feet
Newburgh	Montgomery	west of O. & W. Crossing.

Nyack	Sparkill	Englewood	Sparkill to Piermont Dock.
Freight tracks Nos. (3) and (4) Granton Jct. and Lundys Lane.			

Hillsdale	Nanuet	Spring Valley	Suffern (Piermont Branch)
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North Newark	West Orange to Forest Hill
Little Falls	Wanaque-Midvale

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

RULES GOVERNING MANUAL AND CONTROLLED MANUAL BLOCK SYSTEMS, AUTOMATIC BLOCK SYSTEM AND INTERLOCKING

Effective July 1, 1930

Trains on New York Division Port Jervis to Jersey City, including Graham Line and B. C. R. R. will be governed by Automatic Block Signal, and Telephone Train Order Signal Rules, D251, 509B, 509C and 509D.

Trains on New York & Greenwood Lake Railway, N. Y. & G. L. Jct. east, New Jersey & New York Railroad, N. J. & N. Y. Jct. to Spring Valley and Northern Railroad of New Jersey will be governed by Automatic Block Signal Rules.

Trains on Newark Branch, Newburgh Branch, New York & Greenwood Lake Railway, N. Y. and G. L. Jct., west, Piermont Branch, Sparkill and Nanuet, Spring Valley and Suffern, will be operated under Manual Block Rules. (Rule 317B will govern.)

Indications of Manual Block Signals do not supersede Rule 93.

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

Third track Port Jervis and Graham is not governed by Block Signals. Tracks 3 and 4 between Granton Jct. and Lundys Lane are not governed by Block Signals.

FIXED SIGNALS

POINTS WHERE INTERLOCKING HOME SIGNALS ARE USED AS BLOCK SIGNALS AND TRAIN ORDER SIGNALS: See Rule 221-a, Rules of Operating Department effective July 1, 1930. Bloomfield

POINTS WHERE INTERLOCKING HOME SIGNALS ARE USED AS TRAIN ORDER SIGNALS: See Rule 221-a, Rules of Operating Department effective July 1, 1930.

Hackensack Bridge	Suffern	MQ Tower
Rutherford Jct.	Newburgh Jct.	N. Y. & G. L. Jct.
XW Tower	Goshen	OJ Tower
Ridgewood Jct.	Graham	Great Notch
Waldwick	BS Tower	Granton Jct.

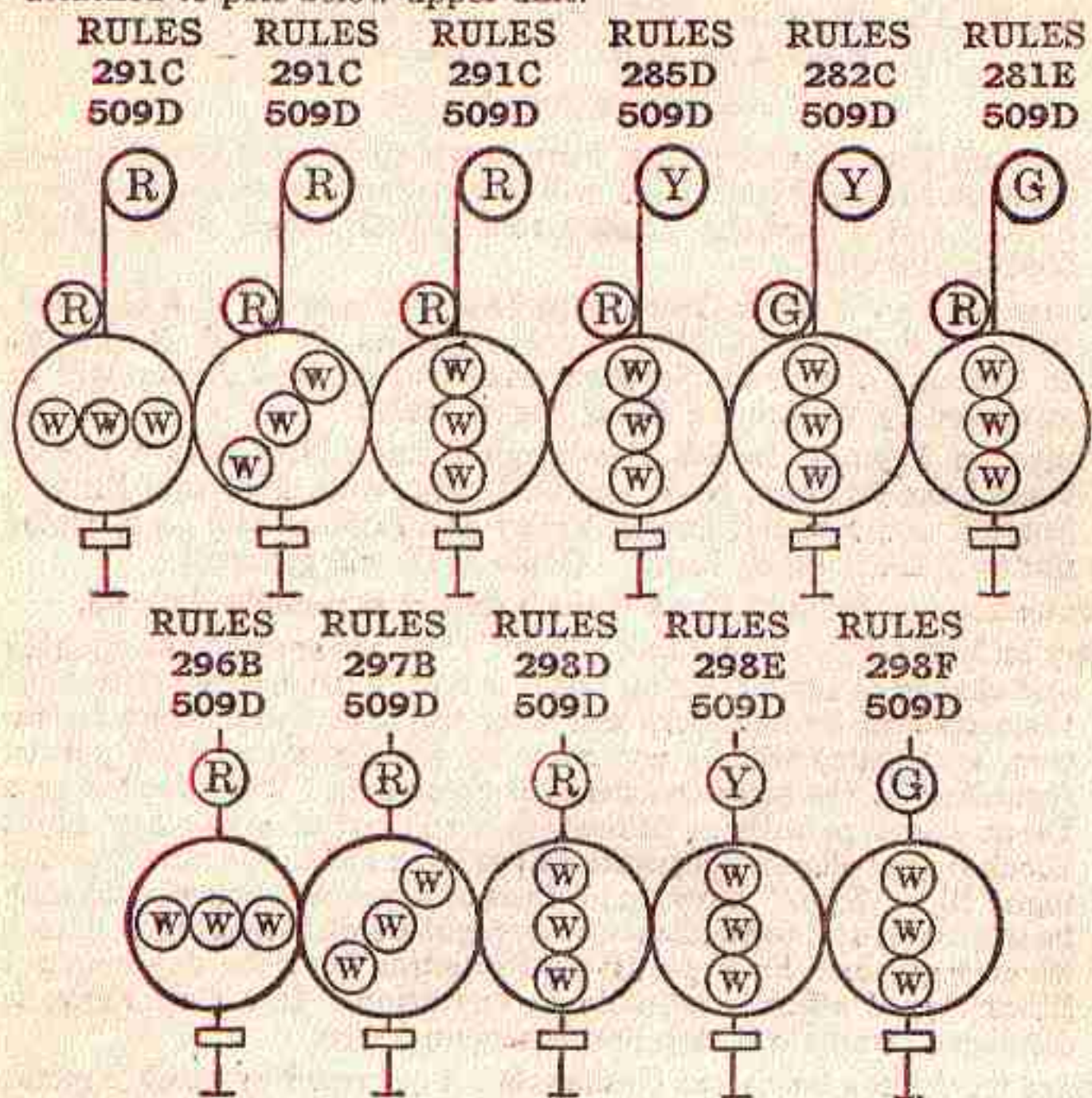
POINTS WHERE BLOCK SIGNALS ARE USED AS TRAIN ORDER SIGNALS: See Rule 221-a, Rules of Operating Department effective July 1, 1930.

Newark	Orchard Street	Little Falls
Cleveland St.	West Orange	Wayne
Belleville	Verona	Pompton Plains
Franklin Ave.	Caldwell	Wanaque-Midvale
Athenia	Essex Fells	Suffern { Piermont Branch
XW Tower { Newark Branch	Montclair	Spring Valley
Arlington	Upper Montclair	Nanuet
	Montclair Heights	Sparkill

TELEPHONE TRAIN ORDER SIGNALS

Eastbound Automatic Signal, 87—2, Port Jervis
 Westbound Automatic Signal, 87—1, Port Jervis
 Westbound Automatic Signal, 85—1, east of Mile Post 86
 Westbound Automatic Signal, 64—1—E, MQ Water Tank
 Westbound Automatic Signal, 53—1—E, 1¼ miles east of BS Tower
 Eastbound Automatic Signal, 34—2, west end of eastbound siding Sterlington, controlled by Tuxedo
 Eastbound Automatic Signal, 14—2—B, Coalberg Jct.
 Westbound Automatic Signal, 14—1—B, Coalberg Jct.
 Westbound Automatic Signal, 4—1—1N, Susquehanna Transfer

Position Light Telephone Train Order Signal. A position light unit attached to pole below upper unit.



Where position light telephone train order signals are in service, Rules 509-b, 509-c and 509-d will be observed the same as where other types of signals are in use.

Rule 509-d, Rules of the Operating Department, paragraph (b) is amplified as follows: When telephone train order signals are set at 45 degrees above horizontal, or yellow light, indicating that train should take siding and siding cannot be used, or there is no siding, making it necessary to back train over to opposite track, signal may be passed without first bringing the train to a stop and may proceed at restricted speed until the rear end of train clears the crossover. After permission has been received from the Train Dispatcher or Signalman in charge, train may back over to the opposite tracks, protecting movement as prescribed by Rule 99.

MISCELLANEOUS

Locomotives in regular pusher service or otherwise must not couple on trains while in motion.

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

Locomotive cranes operating under their own power will remain standing when a train is passing on adjacent track.

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

Rule 11, Rules of the Operating Department, will apply to freight trains passing fuses at restricted speed on third track between Port Jervis and Graham.

Signals 011, 012, 013 and 014 located at Cole St., Jersey City, are designated grade signals; passenger trains are authorized to pass these signals in stop position at restricted speed.

OVERHEAD CLEARANCES

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

NEW YORK DIVISION

Mile Post	Location	Description of Bridge
30.48	1/4 Mile East of Suffern	Overhead
32.06	1/2 " West of Hillburn	River
32.63	1/8 " East of Ramapo	Overhead
34.83	1/4 " West of Sloatsburg	"
39.69	1 1/4 " East of Southfield	"
50.10	1 " East of Oxford	"
52.65	3/4 " East of Greycourt	"
53.45	100 Ft. West of Greycourt	"
56.32	2 Miles West of Chester	"
59.51	3/4 Mile West of Goshen	"
63.90	1 1/4 " West of New Hampton	"
64.75	1 1/4 " East of Middletown	"
67.12	1 " West of Middletown	"
68.84	Howells Junction	"
69.33	1/2 Mile East of Howells	"
72.33	2 1/4 " East of Otisville	"
72.88	1 3/4 " East of Otisville	"
74.61	200 Ft. East of Otisville	"
81.52	2 Miles West of Graham	"

GRAHAM LINE

72.14	4 Miles East of Howells Junction	Overhead
73.89	2 1/2 Miles East of Howells Junction	"
76.42	Howells Junction	"
78.30	2 1/4 Miles West of Howells Junction	"
83.48	5/8 " West of Otisville Tunnel	"
86.95	1/4 " East of Graham (East Track)	Subway (Overhead)

PIERMONT BRANCH

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

NEWBURGH BRANCH

17.66	1/2 Mile West of West Newburgh West Cornwall Station	Overhead
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PINE ISLAND BRANCH

60.63	1 Mile West of Goshen	Overhead
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MIDDLETOWN & CRAWFORD BRANCH

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

NEW YORK DIVISION

Location	Industry	Obstruction
Harriman	Pyridium Corp.	Building Plate
Chester	J. A. Bolling	" "
New Hampton	Benj. Horton	" "
Middletown	C. B. Gregory	" "
"	S. E. Leroy	" "
"	Middletown Ice & Coal Co.	" "
Port Jervis	Deputy Coal Co.	" "
"	Seymour Coal Co.	" "
"	A. C. Knight & Son	" "
"	L. D. Horn	" "

PIERMONT BRANCH

Piermont	R. Gair Co.	{ Pipe Chute Canopy Chute
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PIERMONT BRANCH—Cont.

Location	Industry	Obstruction
Nanuet.....	Park Ice & Coal Co.....	Shed
Monsey.....	Hutton & Johnson.....	"
Suffern.....	Belmont Gurnee Co.....	Hopper
"	Malloy & Chatfield.....	Shed

NEWBURGH BRANCH

Washingtonville...	Cooper Brothers.....	Building Plate
Vails Gate.....	G. W. Gerow.....	" "
West Newburgh.....	King Coal Co.....	" "
"	Little Falls Paper Co.....	" "
"	Chadwick Bleachery.....	Electric Wires
Newburgh.....	Newburgh Coal Co.....	Building Plate

PINE ISLAND BRANCH

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

MONTGOMERY BRANCH

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

MIDDLETOWN & CRAWFORD BRANCH

Pine Bush.....	Van Keuren Lumber & Coal Co.....	Building Plate
"	H. E. Grover.....	" "

N. J. & N. Y. RAILROAD

Spring Valley.....	Comfort Coal-Lumber Co.....	Shed
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N. R. R. OF NEW JERSEY

Nyack.....	Gregory & Sherman.....	Shed
"	W. H. White Coal Co.....	Electric Wires
"	W. H. White Coal Co.....	Cable

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

NEW YORK DIVISION

Mile Post	Location	Description
—	Jersey City Terminal Tower.....	Engine yard tracks
—	Jersey City.....	Entering No. 1 depot track
13.85	200 ft. west of Lakeview.....	Station switch
17.71	150 ft. west of Hawthorne.....	2 main tracks
34.60	Sloatsburg.....	Station switch
45.25	Newburgh Junction.....	Storage track, wye track and Hill tracks
59.00	Goshen.....	Yard tracks 1 and 2
74.70	Otisville.....	Station switch (westbound)

BERGEN COUNTY RAILROAD

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

GRAHAM LINE

72.80	West of 4-Story Cut.....	Dump track
76.10	East of Howells Jct.....	2 main tracks
79.50	East of BD Crossover.....	2 main tracks
80.35	West of BD Crossover.....	2 main tracks
81.50	East of Otisville Tunnel.....	2 main and dump tracks
86.76	East of FX Tower.....	2 main tracks

NORTHERN RAILROAD OF NEW JERSEY

3.10	150 ft. east of Lundys Lane.....	West main track and track 3
4.09	Susquehanna Transfer.....	Crossover
7.10	50 ft. east of Granton Jct. Tower.....	Eastbound main track
8.90	Ridgefield.....	2 main tracks
11.80	500 ft. east of Leonia.....	2 main tracks
23.96	900 ft. west of Sparkill.....	N. R. R. and Piermont Branch main track
23.97	1100 ft. west of Sparkill.....	Main track

NEWARK BRANCH

4.50	600 ft. west of N. Y. & G. L. Jct....	2 main tracks
17.29	D. L. & W. Bridge, Athenia.....	Main track

NEW YORK & GREENWOOD LAKE RAILWAY

Mile Post	Location	Description
2.71	Bridge 2.71 west of Croxton.....	2 main tracks and 3rd track
2.80	West of D. L. & W. Bridge.....	Dump track
7.92	North Newark.....	Freight house siding
8.48	Forest Hill.....	Side track
8.50	Forest Hill.....	Orange Branch main track and side track
16.60	Great Notch.....	Main track, Caldwell Beh.
28.00	Pompton Jct. crossing.....	Main track

CROXTON YARD

2.72	West of Bridge 2.71 west of Croxton.....	D. L. & W. interchange
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PIERMONT BRANCH

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

NEW JERSEY & NEW YORK RAILROAD

8.60	Carlstadt.....	Station switch
14.85	North Hackensack.....	Station switch
23.60	Park Ridge.....	Main track

INDUSTRIAL SIDE TRACKS

NEW YORK DIVISION

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

BERGEN COUNTY R. R.

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

NORTHERN RAILROAD OF NEW JERSEY

Ridgefield.....	Eastern Industries Corp.
"	Commercial Steel Casting Co.
Palisades Park.....	Palisades Park Lbr. & Supply Co.
Englewood.....	Highwood Coal Co.
"	Burns Bros. Coal Co.
"	Bucyrus—Erie Corp.
"	H. P. Cole Co.
Cresskill.....	Westervelt Coal Co.
Nyack.....	Nyack Ice & Coal Co.

NEWARK BRANCH

Kearny.....	Whyte Coal Co.
"	Congoleum-Nairn Co.

NEW YORK & GREENWOOD LAKE RY.

Montclair.....	John Blondel Coal Co.
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NEW JERSEY AND NEW YORK R. R.

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

SPEED RESTRICTIONS

	Miles per Hour
Passenger trains, except as otherwise specified.....	60
Milk trains, except as otherwise specified.....	50
Freight trains.....	50
Class R-1 and R-2 engines handling trains.....	40
Class R-3 and N-2 engines handling trains.....	50
Passenger, express or milk trains operated by freight engines....	50
Trains entering Jersey City passenger station.....	10
Class K, H or N engines, light or on trains, diverging movements over switches, Terminal Tower, or entering Jersey City passenger station.....	5
Light engines, or with cabooses only, are restricted to 15 miles per hour below the permissible speed when handling a train, with a maximum of 45 miles per hour.	
Gas, electric and Diesel electric equipment towed or moved in trains.	
Series 5000-5015.....	60
Series 19-20.....	25
Series 302-305, 401-403, 21-22-25.....	35
Trains hauling dead engines.....	20
Trains hauling wrecking derrick.....	30
Freight trains handling loaded covered hoppers and loaded series 37000 cars.....	40
Loaded cars carded Form 5432.....	30
Freight trains handling loaded self-clearing hopper cars (except covered hopper cars and series 37000), and freight cars with six-wheel trucks, unless otherwise provided.....	30
Trains handling eight-wheel swivel truck cranes, steam shovels and other similar pivoted machinery.....	30
Conductors will notify engineers before leaving terminal whether or not such equipment in train, and engineers will not leave terminals until so notified.	
Trains entering or leaving sidings or yards, passing from double to single, single to double track, or through crossovers unless otherwise provided.....	10
Engines must not be operated backward at a speed to exceed 15 miles per hour on curves, over grade crossings, or through crossovers, and must not exceed 25 miles per hour at other points. Engines must not be operated backward beyond a point where a turn table or wye is located without authority from the Superintendent. Engines without engine trucks must not be operated to exceed a speed of 15 miles per hour.	
Class J-2 engines must not operate over Flange Frogs.	
Interlocking switches, Grove Street, Straight movement.....	30
Diverging movement.....	5
Class R and S engines over Bridges 0.79, 0.69, 0.61, and 0.52, between west end of Viaduct and 400 feet east of Grove St. Tower.....	15
Grove Street to west end of Viaduct.....	30
Interlocking switches, Croxton.....	25
Curves 4, 5, 6, and 7 Croxton, M.P. 1.98 to 2.73.....	25
Hackensack Drawbridge and switches.....	30
Trains making diverging movement through crossover between east and westbound main tracks east end of Hackensack River Drawbridge and movements to and from eastbound freight tracks.....	15
New York Division	
Passenger trains.....	60
Hackensack Bridge and Rutherford.....	70
East of Ramsey to Suffern, M.P. 26.00 to 30.90 track 1 on unrestricted track.....	70
Ramapo to Newburgh Junction, M.P. 32.87 to 45.00 on unrestricted track.....	70
Graham M.P. 80.00 to 86.00 east of curve 132 on westbound unrestricted track.....	70
Milk trains consisting of all Class "A" milk cars.....	60

	Miles per Hour
Freight trains handling loaded self-clearing hopper cars (except covered hopper cars and series 37000), and freight cars with six-wheel trucks, between Port Jervis and Croxton via Graham Line and Bergen Co. R. R.....	40
Except: Between Newburgh Jct. and Suffern.....	30
Graham and Newburgh Jct. (Main Line).....	30
Ridgewood Jct. and Rutherford Jct. (Main Line).....	30
Track 3 to N. J. & N. Y. R. R.....	15
Park Ave. crossing, Rutherford.....	30
Eastbound Bergen County to track 4, Rutherford Junction.....	30
Diverging movements through switches, Rutherford Junction.....	30
Except: Diverging movement through crossovers between Tracks One (1) and Four (4) and Two (2) and One (1) ...	15
Curve 10, Carlton Hill, M.P. 9.09 to 9.30.....	45
Curve 11, Carlton Hill, M.P. 9.63 to 9.77.....	35
Passaic River Drawbridge, and to M.P. 11.95 Summer St., Passaic	25
Class R and S engines over Bridge 12.47, Clifton.....	15
Curves 17, 18 and 19, east of Clifton, M.P. 11.97 to 12.41.....	40
Diverging movement through switches at XW Tower.....	15
Passenger terminal tracks, Paterson.....	15
XW Tower and River Street, Paterson.....	50
Curve 25, east of Hawthorne, M.P. 17.40 to 17.51.....	40
Curve 26, Ridgewood Junction, M.P. 19.95 to 20.16, westbound	45
Diverging movement through switches Ridgewood Junction...	30
Curve 27, Hohokus M.P. 21.82 to 22.14 eastbound.....	55
westbound.....	50
Curves 29 and 30, east of Waldwick, M.P. 22.67 to 23.23.....	50
Diverging movement through switches at Waldwick.....	30
Curve 35, west of Ramsey, M.P. 27.19 to 27.40, Track 1.....	60
Curve 39, Suffern, M.P. 30.66 to 30.86, Track 1.....	50
Track 3.....	30
Track 4.....	30
Curve 41, west of Hillburn, M.P. 31.90 to 32.06.....	50
Curves 42 and 43, east of Ramapo, M.P. 32.08 to 32.62.....	50
Curve 46, Sterlington, M.P. 33.36 to 33.93.....	65
Curve 48, west of Sloatsburg, M.P. 35.17 to 35.33.....	60
Curve 51, west of Sloatsburg, M.P. 35.80 to 35.95.....	60
Curve 52, east of Tuxedo, M.P. 36.50 to 36.71.....	60
Curves 53, 54, 55, 56, 57 and 58, west of Tuxedo, M.P. 37.29 to 38.52.....	40
Curves 59, 60 and 61 west of Tuxedo, M.P. 38.59 to 39.53.....	60
Curve 64, Southfield, M.P. 40.96 to 41.16.....	65
Curve 68, east of Arden, M.P. 43.02 to 43.18.....	60
Diverging movements through crossovers, Newburgh Junction	25
Curves 75 and 76, Monroe and Oxford, M.P. 49.67 to 50.91..	50
Curve 83, Otterkill, M.P. 55.40 to 55.95.....	50
Curve 86, east of Goshen, M.P. 57.87 to 58.18.....	50
Curves 87 and 88, Goshen, M.P. 58.32 to 58.96.....	40
Curves 89 and 90, west of G. P. Tower, M.P. 59.02 to 59.92...	50
Curve 95, New Hampton, M.P. 62.62 to 62.89.....	50
Curves 99 and 100, Middletown, M.P. 65.37 to 66.71.....	40
Curve 105, east of Otisville, M.P. 73.38 to 73.68.....	40
Curve 106, Otisville, M.P. 74.49 to 74.73.....	45
Curve 107, west of Otisville, M.P. 75.52 to 75.85.....	50
Curve 111, west of Otisville, M.P. 76.64 to 76.85, westbound...	55
Curve 112, west of Otisville, M.P. 76.92 to 77.15, westbound...	50
Curve 115, east of Graham, M.P. 77.72 to 77.96.....	50
Eastbound Main Line to eastbound Graham Line, Graham...	15
Curves 127 and 128, Rundle's Curve, and Black Rock, M.P. 83.82 to 84.46, westbound.....	45
Curve 132, east of Port Jervis, M.P. 86.04 to 86.40.....	40
Diverging movements, Sparrowbush.....	15
M.P. 86.47 and Bridge 90.84, west of Sparrowbush, westbound	40
Bridge 90.84, west of Sparrowbush and Graham, eastbound...	40
No. 3 Yard track PX yard office to east end Port Jervis yard..	25
Third track east end Port Jervis yard to Graham.....	25
Over switches at Germantown bridge, Port Jervis yard, except diverging movement.....	30

Bergen County R. R.

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

Graham Line

Freight trains.....	50
Curve 1, west of Newburgh Junction, M.P. 45.05 to 45.23....	30
Woodbury Viaduct.....	40
Curve 12, east of Moodna Viaduct, M.P. 54.61 to 54.74.....	30
Moodna Viaduct.....	30
Curve 13, west of Moodna Viaduct, M.P. 55.49 to 55.64.....	30
MQ Crossing, Montgomery Branch.....	40
MQ Crossing, Maybrook Loop Track.....	15
Otisville Tunnel.....	40
Curve 29, west of Otisville Tunnel, M.P. 82.82 to 83.16.....	40
Graham Line to Main Line at Graham, westbound.....	30
Subway at Graham.....	30

New York and Greenwood Lake Railway

Passenger trains.....	60
Freight trains.....	40
Curve east of D. L. & W. Bridge, east of N. Y. & G. L. Jct.	15
Third track, N. Y. & G. L. Jct. to Croxton.....	15
Hackensack River Drawbridge.....	25
Curve east of Arlington.....	45
Passaic River Drawbridge, West Arlington.....	20
Class K-2, K-2A, K-4B, K-5, K-5 A, N-1-2-3 engines over Bridge 7.96, east of North Newark.....	20
Curve east North Newark.....	45
Curve, Walnut St., Bloomfield.....	40
Class N-1-2-3 engines over Bridges 10.42, 10.47, 10.58 and 10.69 between Orchard St. and Glen Ridge.....	20
Between Label and Walnut St., Montclair.....	30
Extra trains and light engines, 11.30 P.M.-6.00 A.M., stop and flag over Walnut St., Montclair.....	5
Class K-2, K-2A, K-4B, K-5, K-5A, N-1-2-3 engines over Bridges 12.96 and 13.21, between Watchung Ave. and Upper Montclair.....	20
M.P. 13.75 to 14.00 Upper Montclair.....	25
First curve east of Great Notch, M.P. 15.90 to 16.30.....	40
Eastbound over switches Great Notch.....	10
Cedar Grove curve west of Great Notch.....	40
Train 500 over Main St. Crossing, Singac.....	5
D. L. & W. R. R. crossing, Mountain View.....	30
Riverdale curve.....	40
N. Y. S. & W. R. R. crossing, Pompton Jct.	15
Curve east of Wanaque-Midvale.....	40
Trains hauling wrecking derrick, eight-wheel swivel truck cranes, steam shovels, or other similar pivoted machinery.....	30
Belmont Ave. crossing, West of Wanaque-Midvale.....	10
Trains 534, 536, 539, 543, 545, 501, over Francisco and Stevens Ave. crossings between Great Notch and Little Falls (5 miles per hour) and avoid unnecessary whistling. Between hours of 9.00 P.M. and 6.00 A.M. extra trains and light engines will stop before proceeding over crossings.....	5
National Grain Yeast Co. and Jergens Lotion Co. sidings, Soho.....	5

New Jersey and New York Railroad

	Miles per Hour
Passenger trains: Jersey City and Spring Valley.....	60
Freight trains: Jersey City and Spring Valley.....	40
All trains: Spring Valley and Thiells.....	20
Trains hauling wrecking derrick, eight-wheel swivel truck cranes, steam shovels or other similar pivoted machinery.....	30
Temple Ave. crossing, Fairmount Ave. and Hackensack.....	25
Street crossings, first east and first west, of Westwood Station.....	25
Class C-2, C-3, C-3A, K-5, K-5A, N-1-2-3, K-2 A engines over Bridge 21.20, east of Hillsdale.....	20
Over switch west of Oradell.....	30
Nanuet station and Nanuet Junction.....	30
Curve at Dykes crossing between Spring Valley and Nanuet..	35
Church Street crossing, west of Spring Valley, 7.00 P.M.-7.00 A.M.....	5

Hours of Crossing Protection

	Weekdays	Saturdays
Paterson Plank Road, Carlstadt	{ 6.30 A.M.- 9.30 A.M. 3.15 P.M.- 8.15 P.M.	6.30 A.M.- 8.45 A.M. 12.30 P.M.- 6.15 P.M.
Essex Street, Hackensack	{ 6.25 A.M.- 11.25 A.M. 4.50 P.M.- 7.50 P.M.	6.15 A.M.- 8.30 A.M. 12.30 P.M.- 6.15 P.M.
Central Avenue, Hackensack	{ 6.15 A.M.- 9.15 A.M. 3.15 P.M.- 8.15 P.M.	6.15 A.M.- 8.30 A.M. 12.30 P.M.- 6.15 P.M.
Clay Street, Hackensack	{ 6.15 A.M.- 9.15 A.M. 3.15 P.M.- 8.15 P.M.	6.15 A.M.- 8.30 A.M. 12.30 P.M.- 6.15 P.M.
Berry Street, Hackensack	{ 6.15 A.M.- 9.15 A.M. 3.15 P.M.- 8.15 P.M.	6.15 A.M.- 8.30 A.M. 12.30 P.M.- 6.15 P.M.
Passaic Street, Hackensack	{ 6.15 A.M.- 9.15 A.M. 3.15 P.M.- 8.15 P.M.	6.15 A.M.- 8.30 A.M. 12.30 P.M.- 6.15 P.M.
Anderson Street, Hackensack	{ 6.15 A.M.- 9.15 A.M. 3.15 P.M.- 8.15 P.M.	6.15 A.M.- 8.30 A.M. 12.30 P.M.- 6.15 P.M.
Maple Avenue, Hackensack	{ 6.15 A.M.- 9.15 A.M. 3.15 P.M.- 8.15 P.M.	6.15 A.M.- 8.30 A.M. 12.30 P.M.- 6.15 P.M.
Clinton Place, Hackensack	{ 6.15 A.M.- 9.15 A.M. 3.15 P.M.- 8.15 P.M.	6.15 A.M.- 8.30 A.M. 12.30 P.M.- 6.15 P.M.
Poplar Avenue, Hackensack	{ 6.15 A.M.- 9.15 A.M. 3.15 P.M.- 8.15 P.M.	6.15 A.M.- 8.30 A.M. 12.45 P.M.- 6.30 P.M.
Main Street, at Fairmount Ave.	{ 6.15 A.M.- 9.15 A.M. 3.15 P.M.- 8.15 P.M.	6.15 A.M.- 8.30 A.M. 12.45 P.M.- 6.30 P.M.
Temple Avenue, west of Fairmount Ave.	{ 6.15 A.M.- 9.15 A.M. 3.15 P.M.- 8.15 P.M.	6.15 A.M.- 8.30 A.M. 12.45 P.M.- 6.30 P.M.
Bridge Street, River Edge	{ 6.15 A.M.- 9.15 A.M. 3.15 P.M.- 8.15 P.M.	6.15 A.M.- 8.30 A.M. 12.45 P.M.- 6.30 P.M.
Kinderkamack Road, Emerson	{ 6.00 A.M.- 9.00 A.M. 3.00 P.M.- 8.00 P.M.	6.00 A.M.- 8.15 A.M. 12.45 P.M.- 6.30 P.M.
Washington Ave, Westwood	{ 6.00 A.M.- 9.00 A.M. 3.00 P.M.- 8.00 P.M.	6.00 A.M.- 8.15 A.M. 1.01 P.M.- 6.45 P.M.
Hillsdale Ave, Hillsdale	{ 6.00 A.M.- 9.00 A.M. 3.15 P.M.- 8.15 P.M.	6.00 A.M.- 8.15 A.M. 1.01 P.M.- 6.45 P.M.
Central Avenue, Pearl River	{ 5.45 A.M.- 8.45 A.M. 3.15 P.M.- 8.15 P.M.	5.45 A.M.- 8.15 A.M. 1.15 P.M.- 6.45 P.M.
Main Street, Spring Valley	{ 5.30 A.M.- 11.00 A.M. 5.45 P.M.- 8.30 P.M.	5.30 A.M.- 10.00 A.M. 1.30 P.M.- 7.00 P.M.
Church Street, Spring Valley	{ 5.30 A.M.- 8.30 A.M. 3.30 P.M.- 8.30 P.M.	5.30 A.M.- 8.00 A.M. 1.30 P.M.- 7.00 P.M.

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

General Instructions

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

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

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

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

When announcing N. Y. S. & W. trains at Jersey City, trains must be called "N. Y. S. & W." and not "Susquehanna."

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

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

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

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

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

Immediately before departure of passenger trains from Jersey City, a member of the train crew must announce, inside the cars, the destination of the train in the form of following examples:

"Main Line Express—Passaic, Paterson, Ridgewood," etc. Conductor will assign a member of his crew to perform this service.

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

Trains operating with air-conditioned equipment will not blow steam out until passing Croxton Tower.

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

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

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

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

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

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

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

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

Passenger conductors and trainmen must prevent passengers destined to terminal stations from riding beyond station platforms and prevent passengers from boarding trains at such terminals until trains arrive at stations.

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

Passenger conductors must remit cash collections daily.

Passenger conductors must report at Dispatcher's office, Jersey City, for orders thirty minutes before leaving time of each train, except that in case of crews on short turn around time, conductors will report as soon as possible after arrival.

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

Lost articles found on trains, boats or about stations must be turned in or forwarded under register to Lost and Found department, Jersey City. If unclaimed for 30-day period, articles will be surrendered to finder. Perishable articles will not be retained beyond a reasonable time.

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

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

When trains are instructed to omit regular stops, conductors and trainmen must be careful to make announcement so that passengers will not board train for stations at which stops are omitted. Where a train has sidetracked and is to give its passengers to following train, conductors must get in touch with Dispatcher as to stops train will make in handling passengers and make announcement to passengers regarding the stops.

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

Under no circumstances must a car without brake (either air or hand) be handled behind caboos even when chained. A car may be handled behind caboose when necessary, provided the air can be coupled through and is in working order or when there is a good hand-brake available, but in doing so car must be chained to the caboose and a trainman stationed on such car.

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

When a car is set out of a train at any point on account of a hot journal, trainmen will extinguish fire before leaving car.

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

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

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

Freight conductors must leave at stations where they take on or leave cars, train slips properly filled out to show the cars so handled.

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

Cars placarded "Explosives" must be placed in through freight trains near the middle of the train, and at least 15 car lengths from the engine, electric locomotive or motor car, and at least 10 car lengths from the caboose, if the length of the train will permit.

Cars placarded "Explosives" may be placed in local freight trains, not closer than one car length from the engine, electric locomotive or motor car or caboose.

Train or engine crews, using sidings leading from the main track, and finding switch lights unlighted, must light same and make report to Superintendent.

Trainmen before entering a car containing gasoline must leave the car door open a sufficient period of time to allow gases to escape before entering the car with a light.

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

HOT JOURNALS.

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

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

CONNECTIONS DRAGGING.

By day or night—Give stop signal.

CAR DOOR SWINGING OR ABOUT TO FALL.

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

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

BRAKES STICKING.

By day—Shove hand in sliding movement from body.

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

FLAT WHEELS.

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

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

ALL CLEAR.

By day or night—Proceed signal.

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

SPECIAL INSTRUCTIONS

New York Division

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

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

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

Switch leading from westbound B.C.R.R. main track to N.Y. S. & W. connection at Coalberg Jet. is equipped with automatic spring type switch. Trains operating from connection to B.C.R.R. must complete movement through switch before making reverse movement. Trains operating against current of traffic on westward track finding color light dwarf signal located 700 feet west of spring switch at Coalberg Jet. indicating approach must stop and examine spring switch and not proceed until it is known to be safe for passage.

Class R and S engine restrictions:

Passaic Park Drawbridge.

Pine Island Branch. Newburgh Branch. M. & C. Branch. Montgomery Branch, between a point 1½ miles west of O. & W. Crossing and Montgomery. All sidings Rutherford to Graham, inclusive, Main Line and B.C.R.R., except:

Otisville: No. 1 westbound station switch and No. 2 station switch to cattle chute.

Howells: Station switch.

Middletown: 3rd track Middletown to Middletown Summit No. 1-2 yard tracks, Armour & Co. siding, Tank switch to east end of Swift & Co. Bldg., eastbound siding and coal bin switch Middletown Summit.

Goshen: Westbound siding, local team track, No. 2 eastbound yard track, yard tracks 1 and 2 westbound yard, scale track and interchange track.

Greycourt: Yard tracks 1-3-4-5 and long switch.

Oxford: Station switch to point of clearance.

Monroe: Foundry switch and freight house switch.

Harriman: Westbound station siding.

Newburgh Jet: Westbound siding to bridge 44.54, track 3, storage track and wye.

Arden: Station switch to a point 250 feet east of clearance point.

Southfields: Station switch.

Tuxedo: Westbound station switch No. 1, eastbound and westbound switch at East Tuxedo.

Sloatsburg: Station switch.

Sterlington: Storage track and eastbound siding.

Ramapo: Storage track.

Hillburn: Westbound siding.

Suffern: West end middle track—east entrance to yard

Ramsey: Westbound siding.

Ridgewood Jet: Eastbound and westbound sidings.

Rutherford Jet: East end new switch to clearance point, west end freight house track No. 1, and Nursery siding (B.C.R.R.).

Garfield: Eastbound long siding.

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

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

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

When cars are left on track 1, at Monroe Street, Passaic yard, they must be placed to clear the sidewalks by at least ten feet, to give the crossing watchmen a proper view of street traffic.

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

Passenger trains will stop with rear car clear of Jefferson Street crossing at Passaic.

Enginemen on passenger trains when making station stop at Clifton must not stop with passenger cars on the bridge over Clifton Avenue, west of the station.

Class J-2 Engines are restricted in Paterson Yard.

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

Box cars over 13' 6" in height are restricted, No. 1 passenger terminal track Paterson.

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

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

Westbound trains making station stop Glen Rock Main Line and B.C.R.R., will stop with engine east of Rock Road Crossing.

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

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

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

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

Class K and N engines are restricted from operating on Yard Tracks leading from east leg of wye at Waldwick.

Eastbound passenger trains making station stop at Ramsey will stop with rear car east of Main Street crossing; westbound passenger trains making station stop will stop with rear car west of Main Street crossing.

Auto manual control circuits controlled by gatemen at Main St. crossing Ramsey to cut out flashing light highway crossing signals at Central Ave. crossing, when trains are switching in this vicinity.

Sign at west end of Cut Section, Track 1, located 975 feet west of Main St. crossing reads "End of Crossing Circuit Track 1." Trains making station stop on Track 1 will not pass this sign.

Sign at west end of Cut Section, Track 4, located 800 feet west of Central Ave., reads "End of Crossing Circuit Track 4." Trains stopping on Track 4 will not pass end of Circuit sign except when intending to leave part of train on Track 4, in which case stop will be made so that portion of train to be left will be west of sign.

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

Class K and N engines are restricted on curve of Rockland Coal Co. siding, Sloatsburg and Yard Tracks, Ramapo.

Engines are restricted from operating on track scales at Ramapo.

Engines are restricted in eastbound station siding Harriman, 150 feet west of derail.

Engines are restricted on trestle outside of building on Pyridium Corp. siding Harriman.

Trains operating from Newburgh Branch at Greycourt must not occupy main line without permission from Train Dispatcher.

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

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

Engines are restricted on Conklin & Cumming, siding Goshen.

N engines restricted on New Hampton station siding.

Westbound passenger trains with more than 8 cars, stop with rear of engine tender at west end of station platform, Middletown.

When using the siding leading to the Wallace Feed Co. at Middletown, a trainman must walk ahead of the cars or engine when passing over North Street crossing.

Class N-3, R and S engines are restricted from operating over Sprague Avenue Bridge, M. & U. R. R. Terminal; engines are restricted from operating on track scales in Hospital switch; Class J-2 engines are restricted in Middletown Yard.

Gas electric motor cars 5000 series must not be operated through Bergen or Otisville Tunnels except in emergency.

Engines are restricted Holley's siding Otisville east of frog.

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

Portable telephone outfits, on passenger, freight, and wrecking trains, also emergency outfits, must be inspected once every three months.

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

Class J-2 engines are restricted Hackensack Bridge to Croxton Tower main line and through Bergen Tunnel and Bergen Archways.

Class R and S engines may be operated Hackensack Bridge to Jersey City with following restrictions: Operate on tracks 3 and 4 only Croxton Tower to Jersey City and on to depot tracks 6 and 9. No crossover movements except at Croxton Tower and Grove St. Tower tracks 4 to 3 to Yard running track 7.

Eastbound Color Light repeater dwarf signal is located on north wall of Bergen Tunnel 635 feet west of east end of tunnel. This dwarf signal will repeat indications of interlocking dwarf signal governing eastbound movement from westbound tunnel tracks at OS Tower.

An Absolute Block will be operated between Grove Street and Croxton Towers, following movement of light engines, and motor cars 5000 series.

Eastbound signals on tracks 1-2-3-4 at east end of Boulevard Arch, Bergen Archways, are automatic block signals, located close to the ground for vision purposes. When in stop position, member of crew communicates with Croxton Tower by telephone for permission to proceed. Rules 281-285-292 of Operating Dept. govern.

When westbound signals at Boulevard Arch, Bergen Archways, are in stop position, member of crew will get in immediate communication with Croxton Tower on telephone.

Class K-5-A engines 2940-2942-2943-2944 equipped with roller bearings must not be operated beyond marker post on Jersey City station track 12 in high tide.

Grove Street Tower, Croxton Tower and Jersey City Terminal Tower are equipped with a whistle to be used by towermen in case of emergency in calling attention of enginemen to any condition involving the safety of trains.

Following code will govern: One long blast.....Stop. Any train or engine of whatever direction in the vicinity of any of these towers will, upon the sounding of emergency whistle, bring their train or engine to full stop, and not proceed until it has been ascertained that the way is clear for movement.

Two short blasts.....Proceed, if you have signal.

Four short blasts.....Call for maintainer.

Six short blasts.....Will call the attention of enginemen and trainmen to signal from towerman.

Trains will not be backed out of Jersey City passenger station until proper hand signal has been received from trainmen or yardmen on rear of train in addition to the prescribed air whistle signal. Conductors of trains of over eight cars arriving at Jersey City between 7.30 A.M. and 9.30 A.M. must assign member of the crew to watch for hand signal from the rear man, on account of curve preventing enginemen from seeing rear man. Trainmen will see that engine is uncoupled from train by car couplers before turning train over to yard force on all trains arriving at Jersey City except between the hours of 7.00 A.M. and 9.30 A.M.

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

In connection with the rules and instructions for operating air brakes and trains:

Trains leaving yards for passenger station:

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

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

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

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

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

When cars too high for tunnel are handled through Bergen Archways, they will be operated on tracks 3 and 4 only.

The two principal tracks extending from OS Tower, Jersey City, to Weehawken Yard, are running tracks. The first track directly adjacent to the New York Central & Hudson River Railroad is designated as westward track and the second track as eastward track. Eastbound movement from Bergen Tunnel over these tracks will be made on signal indication at OS Tower.

Movements of trains or engines from Jersey City to Monmouth Street Yard will be made on signal indications. Conductor of trains or engines operating from Jersey City or Monmouth Street Yards to Weehawken Yard will secure permission at Monmouth Street Yard from OS Tower by telephone before making movement. Towerman at OS Tower will specify track to be used. Conductor will secure permission from Towerman at OS Tower by telephone before making westbound movement from Weehawken Yard. Towerman at OS Tower will specify track to be used. Crossover movements at First Street and Thirteenth Street, Hoboken, will not be made, except on permission from Towerman at OS Tower. Trains and engines must move over these tracks prepared to stop unless track is seen or known to be clear.

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

Third track between Croxton and New York & Greenwood Lake Jet. is operated under the following rules:

From 4.30 A.M. until 11.30 A.M. for westbound freight trains.

From 11.30 A.M. until 4.30 A.M. for eastbound freight trains.

This track will at all times be operated under yard limit rules. Trains failing to clear track at time current of traffic reverses will protect by flag. Trains to or from Croxton Yard during the reverse period will operate on main tracks in proper direction.

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

Newark Branch

End of double track Newark is controlled by hand throw switch. Normal position eastbound track, except between hours of 12.50 P.M. and 6.35 P.M. week days and Saturdays westbound track. No. 321 leave switch set for eastbound track. Eastbound trains will not exceed a speed of 20 miles per hour while passing over and westbound trains will not exceed a speed of 10 miles per hour while passing through switch.

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

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

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

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

Class K-4 engines are restricted from operating in new delivery yard east of Passaic St., Newark, except in freight house tracks.

Class K-4 and N engines are restricted on track 2 Newark Yard.

Yard track 3 at Newark is restricted to class B engines.

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

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

Trains switching on New Jersey Coal and Supply Co. siding Walnut St., Nutley, must use 5 cars as reachers.

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

Trains making station stop at Allwood except commuter trains will stop with engine and train clear of Bloomfield Avenue crossing.

When trains meet at Athenia, westbound trains will not exceed speed of five (5) miles per hour over Clifton Ave. crossing, east of station.

Hours of Crossing Protection

	Week Days	Saturdays
Schuyler Ave., Kearny	6.10 A.M.-10.10 P.M.	6.10 A.M.-10.10 P.M.
Davis Ave., Harrison	6.10 A.M.-10.10 P.M.	6.10 A.M.-10.10 P.M.
Grant Ave., Kearny	6.10 A.M.-10.10 P.M.	6.10 A.M.-10.10 P.M.
Passaic St., Newark	6.10 A.M.-10.10 P.M.	6.10 A.M.-10.10 P.M.
Fourth Ave., Newark	6.10 A.M.-10.10 P.M.	6.10 A.M.-10.10 P.M.
Third Ave., Newark	6.10 A.M.-10.10 P.M.	6.10 A.M.-10.10 P.M.
Chester Ave., Riverside	6.10 A.M.-10.10 P.M.	6.10 A.M.-10.10 P.M.
Grafton Ave., Woodside	6.10 A.M.-12.01 P.M.	6.55 A.M.-10.55 A.M.
	4.50 P.M.- 7.00 P.M.	12.45 P.M.- 4.45 P.M.
Schuyler St., Belleville	6.05 A.M.-12.01 P.M.	6.55 A.M.-10.55 A.M.
	4.55 P.M.- 7.00 P.M.	12.50 P.M.- 4.50 P.M.
William Ave., Belleville	6.05 A.M.-12.01 P.M.	6.55 A.M.-10.55 A.M.
	4.55 P.M.- 7.00 P.M.	12.50 P.M.- 4.50 P.M.
Belleville Ave., Belleville	6.00 A.M.-12.01 P.M.	6.50 A.M.-10.50 A.M.
	5.00 P.M.- 7.00 P.M.	12.50 P.M.- 4.50 P.M.
Rutger St., Belleville	6.00 A.M.-12.01 P.M.	6.50 A.M.-10.50 A.M.
	5.00 P.M.- 7.00 P.M.	12.50 P.M.- 4.50 P.M.
Academy St., Belleville	6.00 A.M.-12.01 P.M.	6.50 A.M.-10.50 A.M.
	5.00 P.M.- 7.00 P.M.	12.50 P.M.- 4.50 P.M.
Holmes St., Belleville	6.00 A.M.-12.01 P.M.	6.50 A.M.-10.50 A.M.
	5.00 P.M.- 7.00 P.M.	12.50 P.M.- 4.50 P.M.
Joralemon St., Belleville	6.00 A.M.-12.01 P.M.	6.50 A.M.-10.50 A.M.
	5.00 P.M.- 7.00 P.M.	12.50 P.M.- 4.50 P.M.
Little St., Belleville	6.00 A.M.-12.01 P.M.	6.50 A.M.-10.50 A.M.
	5.00 P.M.- 7.00 P.M.	12.50 P.M.- 4.50 P.M.
Washington St., Nutley	6.00 A.M.- 7.00 P.M.	6.50 A.M.- 4.10 P.M.
Grant Ave., Nutley	6.00 A.M.- 9.15 A.M.	6.50 A.M.-10.50 A.M.
	3.15 P.M.- 8.00 P.M.	12.50 P.M.- 4.50 P.M.
Highfield Lane, Nutley	6.00 A.M.- 9.15 A.M.	6.45 A.M.-10.45 A.M.
	3.15 P.M.- 8.00 P.M.	12.50 P.M.- 4.50 P.M.
Kingsland Road, Nutley	6.00 A.M.- 9.15 A.M.	6.45 A.M.-10.45 A.M.
	3.15 P.M.- 8.00 P.M.	12.50 P.M.- 4.50 P.M.
Bloomfield Ave., Allwood	5.55 A.M.-11.50 A.M.	6.45 A.M.-10.45 A.M.
	5.05 P.M.- 7.10 P.M.	12.50 P.M.- 4.50 P.M.
Van Houten Ave., Athenia	5.50 A.M.-11.45 A.M.	6.40 A.M.-10.40 A.M.
	5.15 P.M.- 7.20 P.M.	1.01 P.M.- 5.00 P.M.
Clifton Ave., Athenia	5.50 A.M.-11.45 A.M.	6.40 A.M.-10.40 A.M.
	5.15 P.M.- 7.20 P.M.	1.01 P.M.- 5.00 P.M.
Main St., South Paterson	5.45 A.M.- 9.45 P.M.	5.45 A.M.- 9.45 P.M.
Getty Ave., South Paterson	5.45 A.M.- 9.45 P.M.	5.45 A.M.- 9.45 P.M.

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

Graham Line

The signals governing movement of trains through Otisville Tunnel in both directions are of square blade design. When in stop position trains will not pass them. If these signals remain in stop position, flagman will be started immediately through tunnel and report from opposite end of tunnel before train proceeds. Trap circuits have been installed on the east and westbound tracks through Otisville Tunnel, and are to be operated in the following manner by light engines or trains of five cars or less:

WESTBOUND.—Light engine or light train after receiving signal to proceed will stop 30 feet ahead of signal at east end of tunnel and push button located on the back of signal pole for a period of ten (10) seconds. After this has been done, proceed through the tunnel and stop at key box located on concrete post 1200 feet west of west end of tunnel and release tunnel signals by inserting switch key in circuit controller, turn to right as far as possible, for a period of 5 seconds, then turn key to left and remove.

EASTBOUND.—Light engine or light train after receiving signal to proceed will stop 30 feet ahead of signal at west end of tunnel and push button located on back of signal for a period of ten (10) seconds. After this has been done, proceed through tunnel and stop at key box located on concrete post 725 feet east of east end of tunnel and release tunnel signals by inserting switch key in circuit controller, turn to right as far as possible for a period of 5 seconds, then turn key to left and remove. Trains finding either tunnel signal in stop position will be governed by timetable instructions and will stop with rear end of train clear of tunnel at the key box at opposite end of tunnel and release tunnel signals by inserting switch key in circuit controller, turn to right as far as possible for a period of 5 seconds, then turn key to left and remove.

Light engines or trains must push button before entering tunnel in either direction.

Track over Moodna Viaduct for a distance of 3500 feet is single track, governed by interlocking signals at both ends, controlled by signalman at BS Tower. When eastbound signals located 350 feet west of viaduct are in stop position, eastward trains will not proceed until permission has been procured over the telephone from signalman and flagman sent in advance to insure that track is clear and switches at each end are properly set.

West end of single track is equipped with automatic spring type switch, normal position for westward track.

East end of single track is equipped with hand throw switch, located at BS Tower, operated by Towerman.

Eastward trains on eastward track will complete entire movement over spring switch before a reverse move is made.

Dwarf interlocking signals are located between tracks at each end of viaduct for trains making reverse movement. Reverse movement westward, spring switch will be operated by hand and restored to normal position after move completed. Westward trains having received permission to pass westbound interlocking signal in stop position will stop and examine spring switch at west end of viaduct.

Class R and S engine restrictions:

Must not be doubleheaded over Moodna Viaduct.

All sidings Newburgh Jct. to Graham inclusive except:

Central Valley: East and westbound station sidings.

Highland Mills: Yard track.

BS Tower: Westbound cripple track to clearance post. Eastbound cripple track to clearance post.

MQ Crossing: No restrictions on any side tracks except westbound No. 2 siding which can only be used for a distance of 300 feet from either end.

Red Onion: Cripple track to clearance point.

Howells Jct.: Westbound siding 500 feet from west end only.

Graham: Eastbound cripple track. Westbound station track to clearance post.

TELEPHONES

	Connection
Bergen Archways.....	Croton Tower
1500 feet east Hackensack River Bridge.....	HX "
1000 feet west Hackensack River Bridge.....	HX "
At Crossover east of N. J. & N. Y. Jct.....	HX "
Opposite Rutherford station.....	BJ "
On westbound signal bridge (south side) 750 feet east of Rutherford Jct.....	BJ "
Eastbound home signal BCRR Rutherford Jct... 2000 feet west of Rutherford Jct.....	BJ "
West end of Harrison Street station.....	Monroe Street Gate Tower
Lake View front of station.....	XW "
2000 feet east Newark Jct., lead to westbound yard	XW "
West end of westbound yard, Paterson.....	XW & WJ "
500 feet west River Street station, west track.....	XW "
Fifth Avenue crossing gate tower.....	XW "
Hawthorne, front of station.....	WJ & XW "
Ridgewood, Young and Bortic siding.....	WJ "
Ridgewood Junction, eastbound home signal.....	WJ "
Hohokus, opposite bleachery.....	WJ & WC "
Waldwick, front of station.....	WC "
Waldwick Yard, engine foreman's office.....	WC "
Waldwick, west end yard.....	WC "
Foundry Switch, West Mahwah.....	WC & SF "
Track 1 east of water crane, Suffern.....	SF "
Suffern engine foreman's office.....	SF "
Crossing east of Hillburn on westbound side.....	SF & TC "
Ramapo, west track at crossover.....	SF "
Sterlington, front of station.....	SF "
West end of eastbound siding, Sterlington.....	SF & TC "
Newburgh Jct., east end of yard.....	NJ "
Newburgh Jct., west leg wye.....	NJ "
Harriman water crane.....	NJ "
East end Greycourt yard, opposite water tank... East end Goshen yard.....	GB Station Tower
One mile west Goshen, west end, passing siding..	GP "
Scotts Town crossing, Pine Island Branch, Goshen	GP "
M. & U. R. R. engine yard, Main St., Middletown.	DW "
Middletown Summit.....	FX "
East end of eastbound siding and west end of westbound siding, Middletown Summit, Howells Jct.	FX "
Howells Junction.....	FX "
Otisville Summit crossover.....	FX "
Quarter mile east M. P. 81.....	FX "
Graham, front of station.....	FX "
East end Black Rock Cut.....	FX "
Half mile east M. P. 85.....	FX "
East end yard, Port Jervis.....	FX & PO "

B. C. R. R.

At light indicator 600 ft. west of Plank Rd. crossing.	BJ Tower
Plank Road crossing, gate tower.....	BJ "
East end oil switches.....	BJ "
Hammersley's Siding, west end oil switches.....	BJ & WJ "
Garfield, east leg of wye.....	BJ "
Garfield, Monroe Street gate tower.....	BJ "
East end of siding, Plauderville.....	BJ & WJ "
Market St. gate tower, east of Coalberg Jct.....	WJ "
Signals 14-1-B, 14-2-B, Coalberg Jct.....	WJ "

Newark Branch

Entrance to loop, D. L. & W. Bridge, west Croton	Croton Tower
Westbound signal east end bridge N. Y. & G. L. Jct.	DB "
Quarter mile west N. Y. & G. L. Jct.....	DB "
Crossover Kearny.....	Newark Station
Schuyler Avenue, east of Harrison.....	" "
Davis Ave. gate tower, Harrison.....	" "
Congoleum Switch.....	" "
Newark Drawbridge.....	" "
Woodside, front of station.....	" "
Riverside gate tower.....	" "
Cemetery Switch, Newark yard.....	" "
Outside South Paterson station.....	XW Tower

Graham Line

Arden House.....	NJ	Tower
Newburgh Junction north leg of wye.....	NJ	"
Central Valley crossover.....	NJ	"
Highland Mills.....	NJ	"
Second crossover east of BS Tower.....	BS	"
Westbound automatic signal 53-1-E 1¼ miles east BS Tower, train order signal.....	BS	"
West end Moodna Viaduct.....	BS	"
East HO, near signal 59.....	BS	"
West HO, near signal 61.....	BS	"
Westbound order block, east MQ crossing.....	MQ	"
Crossover east leg wye MQ crossing.....	MQ	"
East and west end O & W Bridge.....	MQ	"
Red Onion crossover, 5 miles west MQ crossing... ..	MQ	"
One mile east GD, east end passing siding.....	MQ	"
One mile west GD, west end passing siding.....	FX	"
East and west end Otisville Tunnel.....	FX	"
Crossover west Otisville Tunnel.....	FX	"
Crossover east FX Tower.....	FX	"

Piermont Branch

Tallmans.....	SF	"
Spring Valley.....	SF	"
Nanuet Jct.....	SF	"
Convent Swh., west of Sparkill.....	SF	"

New York Division, B. C. R. R., Graham Line and Newark Branch, Connecting with Train Dispatchers' Circuit:

West end Passaic Park Draw-bridge, east side	Southfield, at crossover
Monroe Street, Passaic, gate tower	East side Carpenters switch, west of Monroe
Crossover between Clifton and Lake View	Monroe, at crossover
West Paterson gate tower	Oxford (outside of station)
Waldwick engine foreman's office	Greycourt, east of station
200 feet west of station platform, westbound side, Allendale	East end Greycourt Yard
Ramsey, 500 feet east road crossing, westbound side	New Hampton on front of station
Crossover east of Tuxedo	Crossover west of New Hampton
West of state road overhead crossing between Mahwah and Ramsey	Outside gate tower, James Street, Middletown
	Crossover at Middletown Summit
	Creamery switch east of Otisville

B. C. R. R.

Crossover east of Garfield	Radburn-Fairlawn at crossover
Garfield (Monroe St.)	

Graham Line

Woodbury Viaduct (west end)

Newark Branch

Crossover, Kearny	Newark station	Athenia station
	Newark Drawbridge cabin	
Federal Creosoting Company siding, South Paterson		
Sonneborn's Switch, east of Walnut St., Nutley		

Newburgh Branch

Vails Gate Jct. station	Newburgh freight station (east end)
	Washingtonville (west end of station)

TRAINS STOP FOR EMPLOYES

Station	Weekdays	Sundays
Hackensack Bdge.	104, (138 Saturday only), 140 (except Saturdays), 175	152, 138, 175
County Road	100, 152, 604, 108, 124, 128, 138, 162, 166, 140, 168, 148, 174, 176, 178, (104 Holidays only), 101, 151, 153, 109, 113, 115, 117, 613, 689, 161, 69, 141, 147, 175, 177 (157 except Saturdays)	152, 108, 138, 140, 170, 174, 176, 178 151, 115, 117, 233, 143, 175, 177
N. Y. & G. L. Jct.	302, 543, 499 (502 Sat.)	506, 543, 513

INSTRUCTIONS FOR ENGINEMEN WITH ENGINES EQUIPPED WITH AUTOMATIC TRAIN CONTROL OVER DISTRICTS NOT EQUIPPED**AUTOMATIC TRAIN CONTROL**

Open inductors are in service on engine dispatching tracks at Jersey City, Secaucus, and Port Jervis; enginemen are required to take brake application passing over the first of these inductors and to acknowledge passing over the other.

All defects in apparatus must be reported on regular Form 1404.

It is required that when an engine equipped with automatic train control makes any stop on account of same, regardless of whether it occurs on the New York or Delaware Division, it should be reported to the Superintendent at once and enginemen must, at the completion of their trip, submit Form 5322-A to the Master Mechanic. Great care in making this report should be taken in giving the exact location of the brake application. This report in addition to Form 5322 made out by the engineer. This does not cancel the instructions relative to enginemen reporting out of automatic train control upon arrival at terminal.

STARTING UP

To latch up actuator and brake valve rotary: First, headlight generator must be running; second, main reservoir must be pumped up; third, reset button must be depressed for two seconds; fourth, brake valve handle must be moved to full service position, thus latching up handle to rotary valve.

ACTUATOR

The actuator is controlled automatically. The rotary in the brake valve moves to service position only when an automatic application is received, but the brake handle does not move. The enginemen, however, can manually go from service to emergency. When an automatic application has been received, the train will come to a stop. It will then be necessary for the engineer to get down from the engine and press the reset button located on the right-hand side of tender frame, for two seconds, and release. This will reset the system, and indicator on top of actuator will again go to the reset position, arrow pointing to R.

It is then possible for the engineer to relatch the brake valve handle with the rotary valve by moving the brake valve handle to the service position which is the relatching position. He can then put the brake valve in any position desired.

BROKEN AIR PIPES

If pipe on actuator cylinder is broken or leaking, plug it. It will then be necessary to break seal and raise seal cock handle to cut-out position.

When air pipe to whistle valve breaks, same should be plugged and train control not cut out.

ACKNOWLEDGING CONTACTOR

When required to acknowledge, acknowledger handle must be pulled down before passing a signal displaying other than proceed. If held down more than fifteen seconds, an automatic application will result. Acknowledger handle must be released when whistle stops blowing or inductor has been passed.

Failure of acknowledging whistle to blow while acknowledging should be reported on Form 5322-A. Enginemen must not acknowledge until after signal indication has been observed and is being obeyed.

CONTROL CUT-OUT COCK

This is connected under left-hand actuator cylinder and is only to be used in case of failure of apparatus to admit air to left-hand actuator cylinder. This cuts in train control when in the horizontal position of handle. To cut out control, raise handle.

LIGHT DEFECT

With train control in service, and a short occurs on the light circuit, it causes a drop in voltage until fuse on light circuit is blown, which, as a rule, will cause an application of the brakes. If such occurs, engineman will push reset button, which will develop the condition of generator and automatic stop circuit, and if both prove to be in working condition, engineman will proceed without cutting out automatic train control.

DEFECTS OR FAILURE OF APPARATUS

These shall be reported on regular engineer's defect Form 5322-A. Improper applications at clear signals or other point should be reported at first telegraph office.

Port Jervis to Jersey City

EASTWARD — FIRST CLASS — TRAINS

Distance from Sparrowbush	Distance between Stations	No. 28 STATIONS	310	52	308	204	160
			Saturday and Holiday Only	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Saturday and Holiday Only	Daily Except Saturday Sunday & Holiday
			A.M.	A.M.	A.M.	A.M.	A.M.
..	..	NEW YORK Chambers St. (Ferry) A.	9.11	N.B. 8.34	9.11	N.B. 8.40	N.B. 8.40
89.8	2.2	JERSEY CITY..... A. N	8.56	8.22	8.55	8.28	8.28
87.6	6.3	CROXTON..... N	8.50	8.17	8.50	8.23	8.23
81.3	0.5	RUTHERFORD					
80.8	0.7	RUTHERFORD JCT. N		8.08		8.13	8.13
80.1	0.6	CARLTON HILL					
79.5	0.7	PASSAIC PARK					
78.8	0.5	PROSPECT ST.					
78.3	0.4	PASSAIC					
77.9	0.5	HARRISON ST.					
77.4	1.4	CLIFTON					
76.0	1.2	LAKE VIEW					
74.8	0.7	KW TOWER..... N	8.08	(B.C.R.R.)	8.09	(B.C.R.R.)	(B.C.R.R.)
74.1	1.0	PATERSON	8.06		8.07		
73.1	1.0	RIVER ST.	8.03				
72.1	1.8	HAWTHORNE	8.00		8.04		
70.3	0.8	GLEN ROCK	7.57		8.01		
69.5	0.7	RIDGEWOOD JCT. N	7.55	7.56	7.59	7.57	8.00
68.8	1.2	RIDGEWOOD	7.53		7.57	7.56	Track 4
67.6	1.1	HOHOKUS	7.50	7.51	7.54	7.53	
66.5	1.4	WALDWICK..... N	7.47	7.48	7.51	7.51	7.55
65.1	1.9	ALLENDALE				7.49	7.52
63.2	2.6	RAMSEY				7.46	7.49
60.6	1.4	MAHWAH		7.38		7.39	7.43
59.2	1.0	SUFFERN..... N		7.35		7.36	7.40
58.2	1.2	HILLBURN		7.32		7.33	
57.0	1.8	RAMAPO					
55.2	2.6	SLOATSBURG		7.27		7.28	
52.6	3.8	TUXEDO		7.22		7.23	
48.8	2.4	SOUTHFIELDS		7.16		7.16	
46.4	1.6	ARDEN				7.12	
44.8	1.0	NEWBURGH JCT. N		7.10		7.09	
43.8	2.5	HARRIMAN		7.08		7.07	
41.3	2.8	MONROE		7.04		7.02	
38.5	2.2	OXFORD		6.56		6.55	
36.3	0.8	GREYCOURT..... D					
35.5	4.5	CHESTER		6.52		6.50	
31.0	3.9	GOSHEN..... N		6.45		6.43	
27.1	3.4	NEW HAMPTON		6.33		6.32	
23.7	2.7	MIDDLETOWN..... N		6.33		6.31	
21.0	1.2	HOWELLS JCT.					
19.8	4.7	HOWELLS					
15.1	5.0	OTISVILLE		5.43		5.43	
10.1	7.6	GRAHAM..... N		5.42		5.42	
2.5	2.5	PORT JERVIS..... L, N A.		5.30		5.30	
..	..	SPARROWBUSH..... N					
			A.M.	A.M.	A.M.	A.M.	A.M.

Will not operate May 31,
July 5, Sept. 6, Nov. 25,
Dec. 25, Jan. 1

No. 204 Holiday stop
Ridgewood.

Port Jervis to Jersey City

EASTWARD — FIRST CLASS — TRAINS

700	182	184	54	6	124	56	162	58
Sunday Only	Daily Except Saturday Sunday & Holiday	Daily Except Sunday	Daily Except Sunday and Holiday	Daily	Daily	Daily Except Sunday and Holiday	Daily	Daily
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
8.42	N.B. 8.54	N.B. 9.03	N.B. 9.11	9.16	N.B. 9.44	9.27	N.B. 10.14	10.39
8.30	8.42	8.50	8.55	9.00	9.23	9.14	10.01	10.25
8.25	8.37	8.45	8.50	8.55	9.21	9.09	9.56	10.20
	8.29		8.40	* 8.45	9.11		9.46	10.11
8.16	8.27	8.35	8.38	8.42	9.09	9.00	9.44	10.09
			8.34		9.07		9.42	10.06
					9.05			
(B.C.R.R.)		(B.C.R.R.)	8.31	(B.C.R.R.)	9.02	(B.C.R.R.)	9.39	10.03
			8.28		8.59		9.36	10.00
			8.25		8.53		9.30	9.57
			8.23		8.51		9.23	9.55
					8.49		9.26	
					8.46		9.23	*
			8.17		8.43		9.20	*
8.00		8.12	8.15	8.29	8.41	8.48	9.18	9.47
7.58		8.10	8.14	8.27	8.40	8.47	9.17	9.46
		8.07			8.37		9.14	*
		8.04	8.11	8.22	8.34	8.43	9.11	9.42
7.51		8.01					9.08	*
7.48		7.53				8.39	9.05	*
		7.51	8.00			8.34	8.59	*
7.41		7.43	7.57	8.13		8.31	8.56	9.27
								*
						8.25		9.21
7.32				8.05		8.20		9.16
						8.14		
						8.10		
7.23				7.55		8.07		9.07
7.21						8.05		9.05
7.16						8.00		8.58
7.07				7.43			7.51	8.49
7.00				* 7.35			7.44	8.42
							7.33	8.36
6.50				* 7.24			7.33	8.31
							7.26	8.22
							7.20	8.16
6.23				7.02			7.13	8.09
6.10				6.47			7.00	7.57
				6.40				
				6.35				
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

Will not operate May 31,
July 5, Sept. 6, Nov. 25,
Dec. 25, Jan. 1

No. 6 stop Middletown and Goshen to discharge
passengers Hornell, west. Stop Rutherford to dis-
charge passengers for New York Motor Coach.

No. 58 Sunday stop Ramapo, Mahwah,
Ramsey, Allendale, Hobokus, Glen Rock,
Hawthorne. Arrive Jersey City 10:35 A.M.

Port Jervis to Jersey City

EASTWARD — FIRST CLASS — TRAINS

Distance from Sparrowbush	Distance between Stations	No. 28 STATIONS	126	164	12	128	130
			Daily Except Holiday	Daily Except Sunday	Daily Except Monday	Daily	Daily Except Sunday
			A.M.	A.M.	A.M.	P.M.	P.M.
		NEW YORK Chambers St. (Ferry) A.	N.B. 11.04		X	N.B. 12.14	12.34
89.8	2.2	JERSEY CITY..... A. N	10.52	11.22	11.30	11.59	12.22
87.6	6.3	CROXTON..... N	10.47	11.17	11.24	11.54	12.17
81.3	0.5	RUTHERFORD.....	s10.38	s11.07		s11.44	s12.08
80.8	0.7	RUTHERFORD JCT. N	10.36	11.05	11.13	11.42	12.06
80.1	0.6	CARLTON HILL.....		s11.03			
79.5	0.7	PASSAIC PARK.....	s10.33	s11.01		s11.39	s12.04
78.8	0.5	PROSPECT ST.....					
78.3	0.4	PASSAIC.....	s10.30	s10.58	s11.07	s11.36	s12.01
77.9	0.5	HARRISON ST.....				s11.32	s11.58
77.4	1.4	CLIFTON.....	s10.27	s10.55		*	s11.55
76.0	1.2	LAKE VIEW.....	s10.24	s10.52			
74.8	0.7	XW TOWER..... N	10.22	10.49	11.00	11.29	11.52
74.1	1.0	PATERSON.....	s10.20	s10.47	s10.58	s11.27	s11.50
73.1	1.0	RIVER ST.....		s10.45		*	
72.1	1.8	HAWTHORNE.....		s10.43		s11.21	
70.3	0.8	GLEN ROCK.....		s10.40		s11.18	
69.5	0.7	RIDGEWOOD JCT. N		10.38	10.48	11.16	
68.8	1.2	RIDGEWOOD.....		s10.36	s10.46	s11.14	
67.6	1.1	HOHOKUS.....		s10.33		s11.10	
66.5	1.4	WALDWICK..... N		s10.30	10.40	s11.07	
65.1	1.9	ALLENDALE.....		s10.27		s11.04	
63.2	2.6	RAMSEY.....		s10.24		s11.01	
60.6	1.4	MAHWAH.....		s10.18		s10.55	
59.2	1.0	SUFFERN..... N		s10.15	10.32	s10.52	
58.2	1.2	HILLBURN.....					
57.0	1.8	RAMAPO.....					
55.2	2.6	SLOATSBURG.....					
52.6	3.8	TUXEDO.....			10.23		
48.8	2.4	SOUTHFIELDS.....					
46.4	1.6	ARDEN.....					
44.8	1.0	NEWBURGH JCT. N			10.13		
43.8	2.5	HARRIMAN.....					
41.3	2.8	MONROE.....					
38.5	2.2	OXFORD.....					
36.3	0.8	GREYCOURT..... D			9.58		
35.5	4.5	CHESTER.....					
31.0	3.9	GOSHEN..... N			s 9.51		
27.1	3.4	NEW HAMPTON.....					
23.7	2.7	MIDDLETOWN..... N			s 9.39		
21.0	1.2	HOWELLS JCT.....					
19.8	4.7	HOWELLS.....					
15.1	5.0	OTISVILLE.....					
10.1	7.6	GRAHAM..... N			9.11		
2.5	2.5	PORT JERVIS..... L. N			8.55		
		A.			8.48		
		SPARROWBUSH..... N			8.43		
			A.M.	A.M.	A.M.	A.M.	A.M.

Will operate west of Waldwick Sunday. Sundays stop River St. and Lake View.

Port Jervis to Jersey City

EASTWARD — FIRST CLASS — TRAINS

30	132	134	136	138	140	742	166
Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Sunday Only	Daily Except Sunday
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
1.04	1.34	N.B. 2.04	2.44	3.14	3.44	N.B. 4.09	4.24
12.50	1.22	1.52	2.24	2.55	3.30	3.57	4.12
12.45	1.17	1.47	2.19	2.50	3.25	3.52	4.07
s12.35	s 1.08	s 1.38	s 2.09	s 2.40	s 3.15	s 3.42	s 3.58
12.33	1.06	1.36	2.07	2.38	3.13	3.40	3.56
	f 1.04	s 1.34		s 2.36		s 3.38	s 3.54
	s 1.02	f 1.32	s 2.04	s 2.34		s 3.36	s 3.52
s12.28	s12.59	s 1.30	s 2.01	s 2.31	s 3.06	s 3.33	s 3.50
	s12.56	s 1.28	s 1.58	s 2.28	s 3.02	s 3.30	s 3.47
	s12.53	s 1.25	s 1.55	s 2.25			s 3.44
12.22	12.50	1.22	1.52	2.22	2.58	3.26	3.41
s12.20	s12.48	s 1.20	s 1.50	s 2.20	s 2.56	s 3.24	s 3.39
				s 2.17			s 3.36
	s12.45	s 1.16	s 1.47	s 2.14	s 2.53	s 3.21	s 3.34
s12.14		s 1.13	s 1.44	s 2.11			s 3.31
12.12	12.41	1.11	1.42	2.09	2.49	3.17	3.29
s12.10	s12.39	s 1.09	s 1.40	s 2.08	s 2.47	s 3.16	s 3.27
	s12.36	s 1.06	s 1.37	s 2.05	s 2.44	s 3.13	s 3.24
12.06	s12.33	s 1.03	s 1.34	s 2.02	s 2.41	s 3.10	s 3.21
s12.03		s 1.00			s 2.38		s 3.18
s12.00		s12.57			s 2.35		s 3.15
		s12.51					s 3.08
s11.53		s12.48			s 2.28		s 3.06
s11.45							
11.36							
s11.34							
s11.28							
s11.20							
s11.13							
s11.02							
f10.52							
s10.46							
10.39							
10.26							
A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

Will operate west of Paterson Sunday.

Port Jervis to Jersey City

EASTWARD — FIRST CLASS — TRAINS

Distance from Sparrowbush	Distance between Stations	No. 28 STATIONS	142	62	724	168	206
			Daily Except Saturday and Holiday	Daily Except Sunday and Holiday	Sunday and Holiday Only	Daily Except Saturday and Holiday	Saturday Sunday and Holiday Only
			P.M.	P.M.	P.M.	P.M.	P.M.
..	..	NEW YORK Chambers St. (Ferry) A.	N.B. 4.54	5.38	5.33	6.24	6.24
89.8	2.2	JERSEY CITY..... A. N	4.40	5.15	5.15	6.10	6.10
87.6	6.3	CROXTON..... N	4.35	5.10	5.10	6.05	6.05
81.3	0.5	RUTHERFORD..... s	4.26	5.00	5.00	5.53	5.55
80.8	0.7	RUTHERFORD JCT. N	4.24	4.58	4.58	5.51	5.53
80.1	0.6	CARLTON HILL.....				5.49	5.51
79.5	0.7	PASSAIC PARK.....				5.46	5.49
78.8	0.5	PROSPECT ST.....				5.43	5.47
78.3	0.4	PASSAIC..... s	4.19	4.52	4.53	5.40	5.44
77.9	0.5	HARRISON ST.....					
77.4	1.4	CLIFTON..... s	4.16	4.49	4.50	5.35	5.40
76.0	1.2	LAKE VIEW..... s	4.13	4.46	4.47	5.31	5.37
74.8	0.7	XW TOWER..... N	4.10	4.43	4.44	5.27	5.34
74.1	1.0	PATERSON..... s	4.08	4.41	4.42	5.25	5.32
73.1	1.0	RIVER ST.....				5.22	5.29
72.1	1.8	HAWTHORNE..... s	4.05			5.19	5.26
70.3	0.8	GLEN ROCK.....				5.15	5.23
69.5	0.7	RIDGEWOOD JCT. N	4.01	4.33	4.34	5.13	5.21
68.8	1.2	RIDGEWOOD..... s	4.00	4.31	4.32	5.11	5.20
67.6	1.1	HOHOKUS.....		4.28	4.29		5.17
66.5	1.4	WALDWICK..... N	3.55	4.25	4.26	5.06	5.14
65.1	1.9	ALLENDALE.....				5.03	5.11
63.2	2.6	RAMSEY.....		4.20	4.22	4.59	5.08
60.6	1.4	MAHWAH.....				4.53	5.03
59.2	1.0	SUFFERN..... N		4.13	4.15	4.50	5.00
58.2	1.2	HILLBURN.....					
57.0	1.8	RAMAPO.....					
55.2	2.6	SLOATSBURG.....		4.06			4.50
52.6	3.8	TUXEDO.....		4.01			4.45
48.8	2.4	SOUTHFIELDS.....		3.55			4.38
46.4	1.6	ARDEN.....					
44.8	1.0	NEWBURGH JCT. N		3.50			4.33
43.8	2.5	HARRIMAN.....		3.48			4.31
41.3	2.8	MONROE.....		3.40			4.26
38.5	2.2	OXFORD.....					
36.3	0.8	GREYCOURT..... D					
35.5	4.5	CHESTER.....		3.30			4.17
31.0	3.9	GOSHEN..... N		3.22			4.09
27.1	3.4	NEW HAMPTON.....		3.10			4.01
23.7	2.7	MIDDLETOWN..... N					3.57
21.0	1.2	HOWELLS JCT.....					
19.8	4.7	HOWELLS.....		2.59			
15.1	5.0	OTISVILLE.....		2.51			
10.1	7.6	GRAHAM..... N		2.44			
2.5	2.5	PORT JERVIS..... L. N A.		2.30			
..	..	SPARROWBUSH..... N					
			P.M.	P.M.	P.M.	P.M.	P.M.

No. 62 reduce speed to 35 miles per hour at Howells to receive mail. Wednesdays, stop New Hampton, discharge passengers. Stop 5th Ave. crossing, West Paterson, to receive passengers.

No. 168 Stop 5th Ave. crossing, West Paterson, to receive passengers.

No. 206 will not operate west of Suffern Sundays and Holidays. Will not carry mail, baggage or express west of Suffern.

Port Jervis to Jersey City

EASTWARD — FIRST CLASS — TRAINS

Distance from Sparrowbush	Distance between Stations	No. 28 STATIONS	70	170	28	144	2	146	702
			Sunday and Holiday Only	Daily Except Sunday and Holiday	Daily	Daily	Daily	Daily Except Holiday	Sunday Only
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
..	..	NEW YORK Chambers St. (Ferry) A.	N.B. 6.42	7.04	7.03	7.44	7.54	N.B. 8.24	N.B. 8.54
89.8	2.2	JERSEY CITY..... A. N	6.30	6.47	6.55	7.25	7.35	8.12	8.38
87.6	6.3	CROXTON..... N	6.25	6.42	6.50	7.20	7.30	8.07	8.33
81.3	0.5	RUTHERFORD..... s	6.14	6.33		7.09	7.20	7.57	8.23
80.8	0.7	RUTHERFORD JCT. N	6.12	6.31	6.40	7.07	7.19	7.55	8.21
80.1	0.6	CARLTON HILL.....		6.29		7.05		*	
79.5	0.7	PASSAIC PARK.....							8.18
78.8	0.5	PROSPECT ST.....							
78.3	0.4	PASSAIC..... s	6.26	6.35		7.01	* 7.14	7.50	8.15
77.9	0.5	HARRISON ST.....				6.56		*	8.11
77.4	1.4	CLIFTON..... s	6.23			6.53		*	8.08
76.0	1.2	LAKE VIEW..... s	6.20			6.50	7.08	7.45	8.05
74.8	0.7	XW TOWER..... N							
74.1	1.0	PATERSON..... s	6.15	6.26		6.48	7.06	7.43	8.03
73.1	1.0	RIVER ST.....						*	
72.1	1.8	HAWTHORNE..... s	6.11					7.40	
70.3	0.8	GLEN ROCK.....				6.41		*	7.55
69.5	0.7	RIDGEWOOD JCT. N	5.56	6.08	6.18	6.39	6.59	7.36	7.53
68.8	1.2	RIDGEWOOD..... s	5.55	6.06	6.16	6.38	6.58	7.35	7.51
67.6	1.1	HOHOKUS.....		6.03		6.34			
66.5	1.4	WALDWICK..... N	5.50	6.00	6.12	6.31	6.54	7.30	7.46
65.1	1.9	ALLENDALE.....		5.57		6.28		7.26	
63.2	2.6	RAMSEY.....		5.54		6.24		7.23	7.40
60.6	1.4	MAHWAH.....							
59.2	1.0	SUFFERN..... N		5.48		6.17		7.17	
58.2	1.2	HILLBURN.....	5.35	5.45	6.03	6.15	* 6.45	7.15	7.33
57.0	1.8	RAMAPO.....							
55.2	2.6	SLOATSBURG.....	5.28						7.26
52.6	3.8	TUXEDO.....	5.23		5.54		6.37		7.21
48.8	2.4	SOUTHFIELDS.....	5.16						7.15
46.4	1.6	ARDEN.....	5.11						7.11
44.8	1.0	NEWBURGH JCT. N	5.08		5.44		6.27		7.09
43.8	2.5	HARRIMAN.....							
41.3	2.8	MONROE.....	5.05						7.07
38.5	2.2	OXFORD.....	5.00		5.09				6.59
36.3	0.8	GREYCOURT..... D							
35.5	4.5	CHESTER.....					6.16		
31.0	3.9	GOSHEN..... N							
27.1	3.4	NEW HAMPTON.....					6.08		
23.7	2.7	MIDDLETOWN..... N					5.57		6.41
21.0	1.2	HOWELLS JCT.....							6.29
19.8	4.7	HOWELLS.....							
15.1	5.0	OTISVILLE.....							6.18
10.1	7.6	GRAHAM..... N							6.11
2.5	2.5	PORT JERVIS..... L. N A.					5.38		6.04
..	..	SPARROWBUSH..... N					5.24		5.50
							5.17		
							5.12		
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

No. 144 operates west of Waldwick, Sunday and Holiday only. Sunday stop Hawthorne.

No. 2 stop Suffern and Passaic, discharge passengers Binghamton, west.

Will operate west of Waldwick Sundays only. Sundays stop Glen Rock River St., Lake View, Clifton and Carlton Hill. Arrive Jersey City 8.22 P.M.

No. 702 operates July 11 to Aug. 29, inc., also July 5 and Sept. 6.

No. 28 Sunday stop Otisville.

Jersey City to Port Jervis

WESTWARD — FIRST CLASS — TRAINS

Distance from Jersey City	Distance between Stations	No. 28 STATIONS	177	7	149	51
			Daily	Daily	Daily	Daily
			P.M.	P.M.	A.M.	A.M.
..	..	NEW YORK Chambers St. (Ferry) L.	N.B. 11.55 A.M.	11.55 A.M.	N.B. 12.30	1.00
2.2	2.2	JERSEY CITY L. N	12.15	12.25	12.50	1.15
		CROXTON N	12.20	12.30	12.55	1.20
8.5	6.3	RUTHERFORD	12.30		1.05	1.30
9.0	0.5	RUTHERFORD JCT. N	12.32	12.40	1.07	1.32
9.7	0.7	CARLTON HILL	12.34		1.09	1.34
10.3	0.6	PASSAIC PARK	12.36		1.11	1.36
11.0	0.7	PROSPECT ST.				
11.5	0.5	PASSAIC	12.39		1.15	1.39
11.9	0.4	HARRISON ST.		(B.C.R.R.)		
12.4	0.5	CLIFTON	12.42		1.18	1.42
13.8	1.4	LAKE VIEW	12.45		*	1.45
15.0	1.2	XW TOWER N	12.49		1.25	1.49
15.7	0.7	PATERSON	12.52		1.27	1.52
16.7	1.0	RIVER ST.	12.54		1.29	
17.7	1.0	HAWTHORNE	12.57		*	1.56
19.5	1.8	GLEN ROCK	1.01		*	2.01
20.3	0.8	RIDGEWOOD JCT. N	1.03	12.52	1.37	2.03
21.0	0.7	RIDGEWOOD	1.06		1.39	2.06
22.2	1.2	HOHOKUS	1.09		1.42	2.09
23.3	1.1	WALDWICK N	1.12	12.57	1.46	2.13
24.7	1.4	ALLENDALE	1.16		1.50	2.18
26.6	1.9	RAMSEY	1.21		1.55	2.23
29.2	2.6	MAHWAH	1.26		2.00	2.28
30.6	1.4	SUFFERN N	1.30	1.07	2.03	2.33
31.6	1.0	HILLBURN				
32.8	1.2	RAMAPO				
34.6	1.8	SLOATSBURG				
37.2	2.6	TUXEDO		1.16		* 2.43
41.0	3.8	SOUTHFIELDS				
43.4	2.4	ARDEN				
45.0	1.6	NEWBURGH JCT. N		1.26		2.53
46.0	1.0	HARRIMAN				
48.5	2.5	MONROE				2.58
51.3	2.8	OXFORD				
53.5	2.2	GREYCOURT D		1.36		
54.3	0.8	CHESTER				* 3.07
58.8	4.5	GOSHEN N		1.43		3.18
62.7	3.9	NEW HAMPTON		* 1.54		3.40
66.1	3.4	MIDDLETOWN N				
68.8	2.7	HOWELLS JCT.				
70.0	1.2	HOWELLS				
74.7	4.7	OTISVILLE				
79.7	5.0	GRAHAM N		2.16		4.15
87.3	7.6	PORT JERVIS A. L. N		2.23		4.30
89.8	2.5	SPARROWBUSH N		2.33		
			A.M.	A.M.	A.M.	A.M.

Jersey City to Port Jervis

WESTWARD — FIRST CLASS — TRAINS

53	55	11	101	103	151	59	153
Daily	Daily	Daily Except Monday	Daily Except Sunday	Daily Except Sunday and Holiday	Daily	Sunday Only	Daily Except Sunday
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
3.50	4.30	x	5.45	6.45	7.10	8.10	8.10
4.05	5.00	5.05	6.00	6.58	7.25	8.25	8.25
4.10	5.05	5.10	6.05	7.03	7.30	8.30	8.30
4.19	5.15		6.15	7.13	7.40	8.40	8.41
4.21	5.17	5.20	6.17	7.15	7.42	8.42	8.43
4.23				7.17	*	8.44	8.45
4.25				7.19	*	8.46	8.47
*					7.45		
4.32	5.25	(B.C.R.R.)	6.23	7.24	7.48	8.49	8.52
4.35	5.28		6.26	7.27	7.51	8.52	8.55
4.38	5.31		6.29	7.30	7.54	8.55	8.58
4.41	5.35		6.33	7.33	7.57	8.58	9.02
4.46	5.42		6.37	7.38	8.01	9.00	9.05
*	5.45		6.39	7.40	8.03		9.07
4.49			6.42	7.42		9.04	9.10
*	5.50			7.46	*	9.08	9.14
4.55	5.52	5.30	6.46	7.48	8.10	9.10	9.16
5.04	5.55		6.50	7.57	8.15	9.12	9.18
*	5.58		6.53	8.00	8.18		9.21
5.10	6.01	5.35	6.57	8.05	8.21	9.16	9.35
5.15	6.06		7.02		8.25	9.19	9.41
5.21	6.11		7.07		8.30	9.24	9.47
	6.17		7.12		8.35	9.29	9.53
5.33	6.22	5.44	7.16		8.39	9.33	9.58
	6.25						
	6.28						
	6.35					9.40	
5.41	6.42	5.53				9.45	
	6.49					*	
	6.54					*	
5.50	6.57	6.02				9.57	
	7.00						
6.25	7.09						
	7.21	6.12					
	7.30	6.19					
	7.37						
	8.00	6.29					
	8.07						
	8.22						
	8.29	6.48					
	8.40	7.00					
		7.10					
		7.15					
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

Will not operate west of Suffern Sundays and Holidays. Stop Prospect St., River St., Glen Rock and Hohokus to discharge passengers.

Will not operate west of Paterson on Sundays. Stop 5th Ave. crossing, West Paterson and Glen Rock, discharge passengers. Sundays stop Carlton Hill and Passaic Park, discharge passengers.

Stop Ramapo, Southfields, and Arden, discharge passengers.

Stop Fifth Ave. crossing West Paterson to discharge passengers.

Jersey City to Port Jervis

WESTWARD — FIRST CLASS — TRAINS

Distance from Jersey City	Distance between Stations	No. 28 STATIONS	1	105	701	43
			Daily	Daily Except Sunday and Holiday	Sunday and Holiday Only	Saturday and Sunday Only
			A.M.	A.M.	A.M.	A.M.
..	..	NEW YORK Chambers St. (Ferry) L.	8.30	N.B. 9.00	9.00	9.10
2.2	2.2	JERSEY CITY..... L.N CROXTON..... N	8.50 8.55	9.15 9.20	9.15 9.20	9.25 9.30
8.5	6.3	RUTHERFORD.....	* 9.05	§ 9.30	§ 9.30	* 9.39
9.0	0.5	RUTHERFORD JCT. N	9.07	9.32	9.32	9.41
9.7	0.7	CARLTON HILL.....	*			
10.3	0.6	PASSAIC PARK.....	*			
11.0	0.7	PROSPECT ST.....				
11.5	0.5	PASSAIC.....	* 9.12	§ 9.38	§ 9.37	9.46
11.9	0.4	HARRISON ST.....		§ 9.41		
12.4	0.5	CLIFTON.....		§ 9.44		
13.8	1.4	LAKE VIEW.....		§ 9.47	9.43	9.51
15.0	1.2	XW TOWER..... N	9.17	9.47	9.43	9.51
15.7	0.7	PATERSON.....	§ 9.19	§ 9.50	§ 9.45	§ 9.53
16.7	1.0	RIVER ST.....				
17.7	1.0	HAWTHORNE.....				
19.5	1.8	GLEN ROCK.....				
20.3	0.8	RIDGEWOOD JCT. N	9.26		9.53	10.00
21.0	0.7	RIDGEWOOD.....	§ 9.28		§ 9.55	
22.2	1.2	HOBOKUS.....				
23.3	1.1	WALDWICK..... N	9.33		§10.00	10.04
24.7	1.4	ALLENDALE.....			§10.03	
26.6	1.9	RAMSEY.....			§10.08	
29.2	2.6	MAHWAH.....				
30.6	1.4	SUFFERN..... N	* 9.43		§10.15	10.13
31.8	1.0	HILLBURN.....				
32.8	1.2	RAMAPO.....				
34.6	1.8	SLOATSBURG.....			§10.21	
37.2	2.6	TUXEDO.....	9.53		§10.26	10.22
41.0	3.8	SOUTHFIELDS.....			§10.33	
43.4	2.4	ARDEN.....			§10.37	
45.0	1.6	NEWBURGH JCT. N	10.03		10.39	10.32
46.0	1.0	HARRIMAN.....			§10.41	
48.5	2.5	MONROE.....			§10.45	
51.3	2.8	OXFORD.....				
53.5	2.2	GREYCOURT..... D	10.13			10.42
54.3	0.8	CHESTER.....				
58.8	4.5	GOSHEN..... N	§10.19			10.48
62.7	3.9	NEW HAMPTON.....				
66.1	3.4	MIDDLETOWN..... N	§10.30			10.58
68.8	2.7	HOWELLS JCT.....				
70.0	1.2	HOWELLS.....				
74.7	4.7	OTISVILLE.....				
79.7	5.0	GRAHAM..... N	10.52			11.19
87.3	7.6	PORT JERVIS..... A. L. N	11.04 11.09			11.30 11.35
89.8	2.5	SPARROWBUSH..... N	11.14			11.40
			A.M.	A.M.	A.M.	A.M.

No. 1 stop Rutherford to receive passengers from New York Motor Coach. Stop Passaic, Suffern to receive passengers for Binghamton, west.

Stop Carlton Hill and Passaic Park to discharge passengers.

No. 43 operates June 26 to Sept. 5 inc. except July 4. Stop Rutherford to receive passengers from New York Motor Coach.

Track 3

Jersey City to Port Jervis

WESTWARD — FIRST CLASS — TRAINS

155	107	9	109	703	201	307	741	157
Daily Except Sunday and Holiday	Daily	Daily	Daily	Sunday Only	Saturday Only Except Holiday	Saturday Only Except Holiday	Sunday Only	Daily Except Sunday
A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
9.30	10.20	10.40	11.10	12.00	N.B. 12.00	N.B. 12.10	N.B. 12.15	12.30
9.45	10.35	11.00	11.25	12.15	12.15	12.30	12.30	12.47
9.50	10.40	11.05	11.30	12.20	12.20	12.35	12.35	12.52
§ 9.59	§10.50		§11.40	§12.30	§12.30	(Newark Branch.)	§12.45	§ 1.02
10.01	10.52	11.15	11.42	12.32	12.32		§12.47	1.04
	§10.55		*11.44		§12.34		§12.49	§ 1.06
					§12.36		§12.51	§ 1.08
§10.08	§10.59	§11.20	§11.48	(B. C. R. R.)	§12.40		§12.55	§ 1.12
§10.11	§11.02		§11.51		§12.43		§12.58	§ 1.15
	§11.05			§12.46		§ 1.01	§ 1.18	
10.15	11.08	11.26	11.55	12.49	1.15	1.04	1.21	
§10.20	§11.11	§11.29	§11.58		§12.51	§ 1.17	§ 1.06	§ 1.23
	§11.15				§12.53		§ 1.08	§ 1.25
	§11.19		§12.03		§12.56		§ 1.11	§ 1.28
10.29	11.21	11.37	12.05	12.50	§ 1.00		§ 1.15	§ 1.32
					1.02		1.17	1.34
§10.34	§11.23	§11.39	§12.08	§12.52	§ 1.05		§ 1.20	§ 1.37
§10.38	§11.26		§12.11	§12.55	§ 1.09		§ 1.24	§ 1.40
§10.42	§11.30	11.44	§12.14	§12.58	§ 1.12		§ 1.27	§ 1.44
§10.48			§12.17	§ 1.00				§ 1.49
§10.54			§12.22	§ 1.05				§ 1.54
§11.00			§12.26	§ 1.11				§ 1.59
§11.05		§11.55	§12.29	§ 1.14				§ 2.04
		12.04		1.26				
		12.13		1.38				
		§12.18						
		12.25		1.50				
		§12.26						
		§12.35						
		* 12.51		§ 2.00				
		§12.51		§ 2.15				
		1.17						
		1.29						
		1.39						
		1.46						
A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

No. 9 stop Harriman, discharge passengers from New York. Stop Chester 12.26 P.M. Friday and Saturday. Stop New Hampton Wednesday, discharge passengers from New York. Stop Otisville Friday, Saturday and Sunday, discharge passengers from New York.

Will not operate west of Paterson on Sundays. Sunday stop Carlton Hill. Arrive Paterson 12.10 P.M.

Saturdays arrive Suffern 2.12 P.M.

Jersey City to Port Jervis

WESTWARD — FIRST CLASS — TRAINS

Distance from Jersey City	Distance between Stations	No. 28 STATIONS	213	257	113	217	27
			Saturday Only Except Holiday	Saturday Only	Daily Except Sunday	Saturday Only Except Holiday	Daily
			P.M.	P.M.	P.M.	P.M.	P.M.
..	..	NEW YORK Chambers St. (Ferry) L.	N.B. 2.00	2.10	2.20	N.B. 2.40	3.00
..	..	JERSEY CITY.....L. N	2.17	2.30	2.35	2.54	3.15
2.2	2.2	CROXTON.....N	2.22	2.35	2.40	2.59	3.20
8.5	6.3	RUTHERFORD	s 2.32		s 2.50	s 3.08	* 3.30
9.0	0.5	RUTHERFORD JCT. N	2.34	2.45	2.52	3.10	3.32
9.7	0.7	CARLTON HILL.....s	2.36		s 2.54	s 3.12	
10.3	0.6	PASSAIC PARK.....s	2.38		s 2.56	s 3.14	
11.0	0.7	PROSPECT ST.....s	2.40				
11.5	0.5	PASSAIC.....s	2.42		s 3.00	s 3.17	3.36
11.9	0.4	HARRISON ST.....s	2.45		s 3.03	s 3.20	
12.4	0.5	CLIFTON.....s	2.45		s 3.06	s 3.23	
13.8	1.4	LAKE VIEW.....s	2.48		s 3.09	s 3.26	3.42
15.0	1.2	XW TOWER.....N	2.51	2.54	3.09	3.26	3.42
15.7	0.7	PATERSON.....s	2.53	s 2.56	s 3.12	s 3.28	s 3.44
16.7	1.0	RIVER ST.....s			s 3.14		
17.7	1.0	HAWTHORNE.....s			s 3.17	s 3.31	
19.5	1.8	GLEN ROCK.....s			s 3.21	s 3.34	
20.3	0.8	RIDGEWOOD JCT. N		3.04	3.23	3.36	3.52
21.0	0.7	RIDGEWOOD.....s			s 3.26	s 3.38	
22.2	1.2	HOHOKUS.....s			s 3.29	s 3.41	
23.3	1.1	WALDWICK.....N		3.08	s 3.32	s 3.44	3.57
24.7	1.4	ALLENDALE.....s			s 3.47		
26.6	1.9	RAMSEY.....s			s 3.52		
29.2	2.6	MAHWAH.....s			s 3.57		
30.6	1.4	SUFFERN.....N		3.17	s 4.01	4.06	
31.6	1.0	HILLBURN.....s					
32.8	1.2	RAMAPO.....s					
34.6	1.8	SLOATSBURG.....s		s 3.22			
37.2	2.6	TUXEDO.....s		s 3.27			4.15
41.0	3.8	SOUTHFIELDS.....s					
43.4	2.4	ARDEN.....s					
45.0	1.6	NEWBURGH JCT. N		3.37			4.25
46.0	1.0	HARRIMAN.....s		s 3.39			
48.5	2.5	MONROE.....s		s 3.44			s 4.30
51.3	2.8	OXFORD.....s					s 4.37
53.5	2.2	GREYCOURT.....D					s 4.37
54.3	0.8	CHESTER.....s		s 3.54			
58.8	4.5	GOSHEN.....N		s 4.02			s 4.44
62.7	3.9	NEW HAMPTON.....s					s 4.58
66.1	3.4	MIDDLETOWN.....N		s 4.14			
68.8	2.7	HOWELLS JCT.....s					
70.0	1.2	HOWELLS.....s		s 4.22			
74.7	4.7	OTISVILLE.....s		s 4.30			
79.7	5.0	GRAHAM.....N		f 4.38			5.22
87.3	7.6	PORT JERVIS.....A. L. N		4.50			5.35 5.40
89.8	2.5	SPARROWBUSH.....N					5.45
			P.M.	P.M.	P.M.	P.M.	P.M.

No. 27 stop Rutherford to receive passengers from New York Motor Coach. Reduce speed to 35 miles per hour at Suffern to discharge U. S. Mail.

Jersey City to Port Jervis

WESTWARD — FIRST CLASS — TRAINS

	115	311	159		63	117	313	65
	Daily	Saturday Only Except Holiday	Daily Except Sunday and Holiday		Daily Except Sunday and Holiday	Daily	Daily Except Saturday Sunday & Holiday	Daily Except Sunday and Holiday
	P.M.	P.M.	P.M.		P.M.	P.M.	P.M.	P.M.
	N.B. 3.10	3.20	3.50		4.00	4.00	4.20	N.B. 4.30
	3.25	3.33	4.05		4.14	4.17	4.40	4.45
	3.30	3.38	4.10		4.19	4.22	4.45	4.50
	s 3.40	(Newark Branch.)			s 4.32		(Newark Branch.)	
	s 3.42		4.20		s 4.34			4.59
	s 3.44				s 4.36			
	s 3.46				s 4.38			
					s 4.40			
	s 3.49		s 4.25			s 4.44		5.03
	s 3.52		s 4.28		(B.C.R.R.)	s 4.47		
	s 3.55				s 4.50			
	3.58	4.17	4.32		4.53	5.25	5.08	
	s 4.00	s 4.19	s 4.37		s 4.56	s 5.27	s 5.10	
	s 4.02				s 4.58			
	s 4.04				s 5.01			
	s 4.08		s 4.44		s 5.05			
	4.10		4.46		4.40	5.07		5.17
	s 4.12		s 4.49		s 4.42	s 5.10		s 5.19
	s 4.17		s 4.53		s 5.14			
			s 4.56		4.47	5.17		5.23
			s 5.00		s 5.21			s 5.25
			s 5.05		s 5.26			s 5.29
			s 5.10		s 5.30			s 5.34
			s 5.18		s 5.33			s 5.36
								s 5.38
					s 5.00			s 5.43
					s 5.04			s 5.48
					s 5.11			s 5.55
					s 5.15			
					5.18			6.00
					s 5.20			s 6.02
					s 5.25			s 6.07
								f 6.11
					s 5.34			s 6.17
					s 5.42			s 6.24
					s 5.47			
					s 5.55			s 6.37
					s 6.04			
					s 6.11			
					6.18			7.00
					6.30			7.10
	P.M.	P.M.	P.M.		P.M.	P.M.	P.M.	P.M.

Will not operate west of Waldwick on Saturday.

No. 63 will not carry mail, baggage or express west of Suffern.

Operate west of Waldwick Sundays.

No. 65 will not operate west of Suffern on Saturday.

Jersey City to Port Jervis

WESTWARD — FIRST CLASS — TRAINS

Distance from Jersey City	Distance between Stations	No. 28 STATIONS	161	163	315	119
			Daily Except Sunday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday
			P.M.	P.M.	P.M.	P.M.
..	..	NEW YORK Chambers St. (Ferry) L.	4.40	N.B. 4.50	N.B. 4.50	5.00
2.2	2.2	JERSEY CITY..... L. N	4.54	5.03	5.05	5.17
		CROXTON..... N	4.59	5.03	5.10	5.22
8.5	6.3	RUTHERFORD..... S	5.10			5.32
9.0	0.5	RUTHERFORD JCT. N	5.12	5.18		5.34
9.7	0.7	CARLTON HILL..... S	5.14			
10.3	0.6	PASSAIC PARK..... S	5.16			
11.0	0.7	PROSPECT ST.....				
11.5	0.5	PASSAIC..... S	5.21			5.39
11.9	0.4	HARRISON ST.....		(B.C.R.R.)		
12.4	0.5	CLIFTON..... S	5.24			
13.8	1.4	LAKE VIEW..... S	5.27			
15.0	1.2	XW TOWER..... N	5.30		5.47	5.45
15.7	0.7	PATERSON..... S	5.32		5.50	5.47
16.7	1.0	RIVER ST..... S	5.35		5.52	5.49
17.7	1.0	HAWTHORNE..... S	5.38		5.55	5.52
19.5	1.8	GLEN ROCK..... S	5.42		5.59	5.56
20.3	0.8	RIDGEWOOD JCT. N	5.44	5.34	6.00	5.57
21.0	0.7	RIDGEWOOD..... S	5.47	5.37	6.03	6.00
22.2	1.2	HOHOKUS..... S	5.50	5.41	6.06	6.03
23.3	1.1	WALDWICK..... N	5.54	5.44	6.10	6.05
24.7	1.4	ALLENDALE..... S	5.58	5.48		
26.6	1.9	RAMSEY..... S	6.03	5.53		
29.2	2.6	MAHWAH..... S	6.07	5.57		
30.6	1.4	SUFFERN..... N	6.10	6.01		
31.6	1.0	HILLBURN.....				
32.8	1.2	RAMAPO.....				
34.6	1.8	SLOATSBURG.....				
37.2	2.6	TUXEDO.....				
41.0	3.8	SOUTHFIELDS.....				
43.4	2.4	ARDEN.....				
45.0	1.6	NEWBURGH JCT. N				
46.0	1.0	HARRIMAN.....				
48.5	2.5	MONROE.....				
51.3	2.8	OXFORD.....				
53.5	2.2	GREYCOURT..... D				
54.3	0.8	CHESTER.....				
58.8	4.5	GOSHEN..... N				
62.7	3.9	NEW HAMPTON.....				
66.1	3.4	MIDDLETOWN..... N				
68.8	2.7	HOWELLS JCT.....				
70.0	1.2	HOWELLS.....				
74.7	4.7	OTISVILLE.....				
79.7	5.0	GRAHAM..... N				
87.3	7.6	PORT JERVIS..... A. L. N				
89.8	2.5	SPARROWBUSH..... N				
			P.M.	P.M.	P.M.	P.M.

Jersey City to Port Jervis

WESTWARD — FIRST CLASS — TRAINS

233	121	165	317	123	125	67	259	127
Sunday and Holiday Only	Daily Except Sunday and Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Sunday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Saturday and Holiday Only	Daily Except Saturday Sunday & Holiday
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
N.B. 5.00	N.B. 5.08	N.B. 5.08	N.B. 5.08	N.B. 5.08	N.B. 5.20	N.B. 5.28	N.B. 5.28	N.B. 5.28
5.20	5.22	5.23	5.26	5.25	5.33	5.40	5.42	5.44
5.25	5.27	5.28	5.31	5.30	5.39	5.45	5.47	5.49
5.35				5.40	5.49		5.57	
5.37	5.37	5.38	(Newark Branch.)	5.42	5.51	5.56	5.59	6.00
5.39	5.39							
5.41	5.41				5.54			
5.43	5.43							
5.45	5.46				5.57		6.04	6.06
5.48	5.48	(B.C.R.R.)						
5.48	5.51				6.01			
5.51	5.54							6.10
5.54	5.57		6.08	(B.C.R.R.)	6.06		6.10	6.13
5.57	5.59		6.10		6.08		6.12	6.15
5.59	6.01						6.14	6.18
6.02	6.04						6.17	6.21
6.06	6.08						6.21	6.25
6.07	6.10	5.51		6.02	6.08		6.23	6.27
6.10	6.13	5.54					6.26	6.29
6.13	6.16	5.57					6.29	6.32
6.16	6.19	6.01		6.07	6.15		6.34	6.35
6.20		6.06					6.38	
6.25		6.11					6.43	
6.30		6.16					6.48	
6.34		6.20					6.51	
							6.53	
							6.59	
							7.01	7.18
							7.06	7.23
							7.17	7.32
							7.25	7.39
							7.36	7.50
							7.43	7.58
							7.51	8.05
							7.59	8.13
							8.11	8.25
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

Will operate west
of Paterson Saturday
only.

Will not operate May 31, July 5, Sept. 6,
Nov. 25, Dec. 25, Jan. 1. Saturdays stop
Ridgewood, Hohokus and Waldwick
Arrive 6:12 P.M.

No. 259 stop Ramapo,
Arden, Oxford, discharge
passengers.

BERGEN COUNTY RAILROAD —							
Distance from Ridgewood Jct.	Distance between Stations	No. 28 STATIONS	102	154	50	112	156
			Daily Except Sunday and Holiday	Daily Except Sunday and Holiday	Daily Except Sunday and Holiday	Daily Except Sunday and Holiday	Daily Except Sunday and Holiday
			A.M.	A.M.	A.M.	A.M.	A.M.
0.9	2.4	RUTHERFORD JCT. N	6.20	7.06	7.43	7.53	8.00
7.5	1.4	GARFIELD.....	s 6.15	s 7.02		s 7.47	
6.1	1.1	PLAUDERVILLE.....	s 6.11	s 6.58		s 7.44	
5.0	1.5	COALBERG JCT.....	6.09	6.56	7.37	7.42	7.54
3.5	1.2	BROADWAY—FAIR LAWN..	s 6.07	s 6.54		s 7.39	s 7.51
2.3	1.7	RADBURN—FAIR LAWN..	s 6.05	s 6.52	s 7.32	s 7.37	s 7.48
0.6	0.6	GLEN ROCK.....	s 6.02	s 6.49	s 7.29	s 7.34	s 7.44
..	..	RIDGEWOOD JCT. N	6.00	6.47	7.27	7.32	7.42
			A.M.	A.M.	A.M.	A.M.	A.M.

BERGEN COUNTY RAILROAD —							
Distance from Rutherford Jct.	Distance between Stations	No. 28 STATIONS	7	11	703	251	203
			Daily	Daily Except Monday	Sunday Only	Saturday Only Except Holiday	Saturday Only Except Holiday
			A.M.	A.M.	P.M.	P.M.	P.M.
..	..	RUTHERFORD JCT. N	12.40	5.20	12.32	1.09	1.14
2.4	2.4	GARFIELD.....			s 12.37		
3.8	1.4	PLAUDERVILLE.....					
4.9	1.1	COALBERG JCT.....	12.46	5.25	12.40	1.15	1.20
6.4	1.5	BROADWAY—FAIR LAWN..			s 12.42		
7.6	1.2	RADBURN—FAIR LAWN..			s 12.45		
9.3	1.7	GLEN ROCK.....			s 12.48		s 1.25
9.9	0.6	RIDGEWOOD JCT. N	12.52	5.30	12.50	1.21	1.27
			A.M.	A.M.	P.M.	P.M.	P.M.

Engines are restricted from operating in Grenard Mfg. Corp. and Bellet Coal Co. sidings, Garfield
 Engines heavier than class B-5 are restricted from operating over Dundee Spur, including Passaic River Bridge.
 Engines heavier than class B-5 are restricted from operating west of Dundee Island.
 Over Bridge Dundee Spur 5 miles per hour.
 Trains or engines will stop and member of crew protect highway traffic over Midland Ave. Crossing N. Y. S. W. R. R. interchange Passaic Junction.

EASTWARD — FIRST CLASS — TRAINS								
122	52	204	160	700	184	6	56	70
Daily Except Sunday and Holiday	Daily Except Saturday & Sunday & Holiday	Saturday and Holiday Only	Daily Except Saturday & Sunday & Holiday	Sunday Only	Daily Except Sunday	Daily	Daily Except Sunday and Holiday	Sunday and Holiday Only
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.
8.05	8.08	8.13	8.13	8.16	8.35	8.42	9.00	8.12
		*		s 8.12	s 8.29			s 6.08
					s 8.25			
7.59	8.02	8.07	8.07	8.09	8.23	8.35	8.53	6.05
		*			s 8.20			
		*		s 8.05	s 8.17			s 6.01
7.53	7.56	7.57	8.00	8.02	8.14	8.29	8.48	5.58
		s 7.59	s 8.02	s 8.02	s 8.14			s 5.58
		7.57	8.00	8.00	8.12	8.29	8.48	5.56
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.

WESTWARD — FIRST CLASS — TRAINS								
207	253	211	45	63	163	165	123	67
Saturday Only Except Holiday	Saturday Only	Saturday Only Except Holiday	Saturday Only	Daily Except Sunday and Holiday	Daily Except Saturday & Sunday & Holiday	Daily Except Saturday & Sunday & Holiday	Daily Except Sunday	Daily Except Saturday & Sunday & Holiday
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
1.18	1.43	2.01	2.31	4.28	5.18	5.38	5.42	5.56
s 1.22		s 2.05					s 5.46	
		s 2.08					s 5.49	
1.25	1.50	2.10	2.37	4.35	5.24	5.43	5.51	6.02
s 1.27		s 2.13			s 5.26		s 5.53	
s 1.29		s 2.16			s 5.29		s 5.57	
s 1.32		s 2.19		*	s 5.32	s 5.48	s 6.00	
1.33	1.56	2.20	2.43	4.40	5.34	5.51	6.02	6.08
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

No. 184 will not operate May 31, July 5, Sept. 6, Nov. 25, Dec. 25¹ Jan. 1.
 No. 204 Holidays stop Radburn—Fair Lawn, Broadway—Fair Lawn and Garfield.
 No. 253 operates July 10 to Sept. 4, inc.
 No. 45 operates July 3 to Sept. 4, inc.
 No. 63 Saturday stop Glen Rock to discharge passengers.
 No. 123 will not operate May 31, July 5, Sept. 6, Nov. 25, Dec. 25, Jan. 1.

EASTWARD — FIRST CLASS — TRAINS						
Distance from XW Tower	Distance between Stations	No. 28 STATIONS	300	302	304	306
			Daily Except Saturday Sunday & Holiday	Daily Except Sunday and Holiday	Daily Except Sunday	Daily Except Sunday and Holiday
			A.M.	A.M.	A.M.	A.M.
18.9	2.2	JERSEY CITY.....A.	6.27	N.B. 7.25	N.B. 8.08	N.B. 8.30
16.7	2.2	CROXTON.....N	6.22	7.20	7.58	8.25
14.5	2.9	N. Y. & G. L. JCT.....N	6.18	7.16	7.54	8.21
11.6	0.3	HARRISON.....	s 6.14	s 7.12	s 7.50	s 8.17
11.3	0.6	KEARNY.....	s 6.13	f 7.10	s 7.48	s 8.15
10.7	0.6	NEWARK.....D (End of Single Track)	s 6.11	s 7.08	s 7.46	s 8.13
9.9	0.5	RIVERSIDE.....		s 7.06	s 7.44	
9.4	0.6	WOODSIDE.....			s 7.42	
8.8	0.8	CLEVELAND ST.....D		s 7.03	s 7.40	
8.0	1.3	BELLEVILLE.....D	s 6.07	s 7.01	s 7.38	s 8.08
6.7	0.6	WALNUT ST.....	f 6.05	s 6.58	s 7.35	s 8.05
6.1	0.5	NUTLEY.....	s 6.03	s 6.56	s 7.33	s 8.02
5.6	1.4	FRANKLIN AVE.....D	s 6.01	s 6.54	s 7.31	s 8.00
4.2	1.4	ALLWOOD.....	s 5.59	s 6.51	s 7.28	s 7.57
2.8	2.4	ATHENIA.....D	s 5.57	s 6.48	s 7.25	s 7.54
0.4	0.4	SOUTH PATERSON.....	s 5.53	s 6.43	s 7.21	s 7.49
..	..	XW TOWER.....N (End of Single Track)	5.52	6.42	7.20	7.48
			A.M.	A.M.	A.M.	A.M.

WESTWARD — FIRST CLASS — TRAINS						
Distance from Jersey City	Distance between Stations	No. 28 STATIONS	307	309	311	313
			Saturday Only Except Holiday	Saturday Only Except Holiday	Saturday Only Except Holiday	Daily Except Saturday Sunday & Holiday
			P.M.	P.M.	P.M.	P.M.
..	..	JERSEY CITY.....L.	N.B. 12.30	1.34	3.33	4.40
2.2	2.2	CROXTON.....N	12.35	1.39	3.38	4.45
4.4	2.2	N. Y. & G. L. JCT.....N	12.39	1.43	3.42	4.48
7.3	2.9	HARRISON.....	f 12.43	s 1.47	s 3.46	s 4.52
7.6	0.3	KEARNY.....	f 12.45	f 1.49	s 3.48	f 4.54
8.2	0.6	NEWARK.....D (End of Single Track)	s 12.43	s 1.51	s 3.51	s 4.57
9.0	0.6	RIVERSIDE.....		s 1.53	f 3.53	f 4.59
9.5	0.5	WOODSIDE.....	s 12.52	s 1.55	s 3.55	s 5.01
10.1	0.6	CLEVELAND ST.....D	s 12.54	s 1.57	s 3.57	s 5.03
10.9	0.8	BELLEVILLE.....D	s 12.56	s 1.59	s 3.59	s 5.05
12.2	1.3	WALNUT ST.....	s 12.59	s 2.02	s 4.02	s 5.08
12.8	0.6	NUTLEY.....	s 1.01	s 2.04	s 4.04	s 5.10
13.3	0.5	FRANKLIN AVE.....D	s 1.03	s 2.06	s 4.06	s 5.13
14.7	1.4	ALLWOOD.....	s 1.07	s 2.10	f 4.09	f 5.16
16.1	1.4	ATHENIA.....D	s 1.10	s 2.13	s 4.12	s 5.19
18.5	2.4	SOUTH PATERSON.....	s 1.14	s 2.17	s 4.16	s 5.24
18.9	0.4	XW TOWER.....N (End of Single Track)	1.15	2.18	4.17	5.25
			P.M.	P.M.	P.M.	P.M.

No. 310 will not operate May 31, July 5, Sept. 6, Nov. 25, Dec. 25 and Jan. 1.

EASTWARD — FIRST CLASS — TRAINS				
Distance from XW Tower	Distance between Stations	No. 28 STATIONS	308	310
			Daily Except Saturday Sunday & Holiday	Saturday and Holiday Only
			A.M.	A.M.
18.9	2.2	JERSEY CITY.....A.	8.55	8.55
16.7	2.2	CROXTON.....N	8.50	8.50
14.5	2.9	N. Y. & G. L. JCT.....N	8.45	8.45
11.6	0.3	HARRISON.....	s 8.41	s 8.40
11.3	0.6	KEARNY.....	s 8.39	s 8.38
10.7	0.6	NEWARK.....D (End of Single Track)	s 8.37	s 8.36
9.9	0.5	RIVERSIDE.....	s 8.35	s 8.34
9.4	0.6	WOODSIDE.....	f 8.33	f 8.32
8.8	0.8	CLEVELAND ST.....D	s 8.31	s 8.30
8.0	1.3	BELLEVILLE.....D	s 8.29	s 8.28
6.7	0.6	WALNUT ST.....	s 8.26	s 8.25
6.1	0.5	NUTLEY.....	s 8.23	s 8.22
5.6	1.4	FRANKLIN AVE.....D	s 8.21	s 8.20
4.2	1.4	ALLWOOD.....	s 8.18	s 8.17
2.8	2.4	ATHENIA.....D	s 8.15	s 8.14
0.4	0.4	SOUTH PATERSON.....	s 8.10	s 8.09
..	..	XW TOWER.....N (End of Single Track)	8.09	8.08
			A.M.	A.M.

Eastbound trains are superior to westbound trains of same class.

SPEED RESTRICTIONS

Passenger Trains:	Miles per hour
Between N. Y. & G. L. Jct. to east end first curve east of Harrison station.....	50
XW Tower to Harrison.....	45
Freight trains and trains hauling wrecking derrick.....	25
Trains hauling eight-wheel swivel truck cranes, steam shovels, and other similar pivoted machinery.....	20
Curve east D. I. & W. Bridge, east N. Y. & G. L. Jct.....	15
Hackensack River Drawbridge.....	25
Class K-4B, K-5, K-5A and N Engines over Bridge 5.32 between N. Y. & G. L. Jct. and Kopper's Coke Plant.....	15
Class C-3, C-3A, N-1-2-3, K-2, K-2A, K-4, K-4B, K-5, K-5A Engines over Bridge 7.96 Kearny.....	20
Passaic River Drawbridge, Newark.....	30
Curve between Newark Station and Drawbridge.....	10
Class N-1-2-3, K-2A Engines over Bridge 13.02, Nutley. Verona Ave. Crossing east of Cleveland St.....	20
	25

WESTWARD — FIRST CLASS — TRAINS

Distance from Jersey City	Distance between Stations	No. 28 STATIONS	315	317	319	321
			Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday and Sunday
			P.M.	P.M.	P.M.	P.M.
..	..	JERSEY CITY.....L.	N.B. 5.05	N.B. 5.26	N.B. 5.45	N.B. 6.17
2.2	2.2	CROXTON.....N	5.10	5.31	5.50	6.22
4.4	2.2	N. Y. & G. L. JCT.....N	5.13	5.35	5.54	6.26
7.3	2.9	HARRISON.....	s 5.17	s 5.39	s 5.59	s 6.30
7.6	0.3	KEARNY.....	s 5.19	f 5.41	s 6.01	s 6.32
8.2	0.6	NEWARK.....D (End of Single Track)	s 5.21	s 5.43	s 6.04	s 6.34
9.0	0.6	RIVERSIDE.....			s 6.06	s 6.36
9.5	0.5	WOODSIDE.....	s 5.24		s 6.08	s 6.38
10.1	0.6	CLEVELAND ST.....D	s 5.26		s 6.10	s 6.40
10.9	0.8	BELLEVILLE.....D	s 5.28	s 5.48	s 6.13	s 6.42
12.2	1.3	WALNUT ST.....	s 5.31	s 5.51	s 6.16	s 6.45
12.8	0.6	NUTLEY.....	s 5.33	s 5.53	s 6.18	s 6.48
13.3	0.5	FRANKLIN AVE.....D	s 5.35	s 5.55	s 6.20	s 6.50
14.7	1.4	ALLWOOD.....	s 5.37	s 5.59	s 6.24	s 6.54
16.1	1.4	ATHENIA.....D	s 5.41	s 6.03	s 6.28	s 6.58
18.5	2.4	SOUTH PATERSON.....	s 5.46	s 6.07	s 6.32	s 7.02
18.9	0.4	XW TOWER.....N (End of Single Track)	5.47	6.08	6.34	7.04
			P.M.	P.M.	P.M.	P.M.

HOURS DURING WHICH BLOCK STATIONS ARE IN OPERATION

NEWARK.—6.15 A.M.—10.15 P.M.
 CLEVELAND ST.—8.00 A.M.—5.00 P.M. Sunday and Holiday closed.
 BELLEVILLE.—6.45 A.M.—6.45 P.M. Sunday and Holiday closed.
 FRANKLIN AVE.—6.45 A.M.—6.45 P.M. Sunday and Holiday closed.
 ATHENIA.—7.15 A.M.—11.00 A.M., 12.45 P.M.—5.00 P.M. Saturday 7.15 A.M.—11.00 A.M., 12.45 P.M.—4.15 P.M. Sunday and Holiday closed.
 During hours Cleveland St., Belleville, Franklin Ave. and Athenia Block stations are closed, until time Newark Block station closes, Newark will block with XW Tower.
 During hours Newark Block station is closed, New York and Greenwood Lake Junction will block with XW Tower.

EASTWARD — TRAINS — WESTWARD		
Distance from Newburgh	No. 28 STATIONS	
18.8	GREYCOURT.....D	25
16.6	CRAIGVILLE.....	20
13.8	BLOOMING GROVE.....	15
12.1	WASHINGTONVILLE.....	20
9.4	SALISBURY MILLS.....	20
5.8	VAILS GATE.....	20
5.0	VAILS GATE JCT.....	20
3.1	NEW WINDSOR.....	20
1.8	WEST NEWBURGH.....	20
..	NEWBURGH.....	20

Westbound trains are superior to eastbound trains of same class.

Speed restrictions:
 All trains.....
 Wrecking derrick and trains hauling eight-wheel swivel truck cranes, steam shovels and other similar pivoted machinery.....
 Class K-5, K-5A, B, N-3, N-3A engines over bridge 6.30 between Blooming Grove and Washingtonville.....
 Class K-2A, K-4B, N-1, N-2, N-3, N-3A over bridge 9.01.....
 Class C-3, C-3A, N-1, N-2, N-3, N-3A over bridge 11.15.....
 Class K-5, K-5A, B, N-3, N-3A over bridge F. 12.34.....
 Greycourt—Normal position of east leg of Wye will be for Wye Track.

Class R and S engines restricted Greycourt to Newburgh.

Class K and N engines are restricted from operating in West Newburgh yard over Nos. 5 and 6 leads.

Engines must not be operated on trestle, Coal Dock, Newburgh.

Trains will stop and flag over Washington St. crossing, Newburgh.

Trains and Engines will come to full stop, not less than 75 feet or more than 125 feet from, and not exceed 5 miles per hour over following crossings:

Blooming Grove Turnpike, east of Salisbury Mills;

Monroe Road, first crossing east of Washingtonville;

Chester Road, second crossing east of Washingtonville. No movements of cars will be made except when attached to engine.

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

Graham Line

EASTWARD — TRAINS — WESTWARD

Distance from Graham	Distance between Stations	No. 28 STATIONS	
42.3	2.8	NEWBURGH JCT.....N	
39.5	0.8	CENTRAL VALLEY.....	
38.7	6.1	HIGHLAND MILLS.....	
32.6	10.9	BS TOWER.....N	
21.7	10.7	MQ CROSSING.....N	
11.0	11.0	HOWELLS JCT.....	
..	..	GRAHAM.....V	

EASTWARD — TRAINS — WESTWARD		
Distance from Pine Bush	No. 28 STATIONS	
..	MIDDLETOWN.....N	25
13.4	MIDDLETOWN MAIN ST.....	10
9.9	CRAWFORD JCT.....	20
8.2	CIRCLEVILLE.....	20
5.6	BULLVILLE.....	5
3.4	THOMPSON RIDGE.....	5
1.5	VAN KEURENS.....	10
..	PINE BUSH.....	10

Westbound trains are superior to eastbound trains of same class.

Speed restrictions:
 All trains.....
 Wrecking derrick.....
 Trains hauling eight-wheel swivel truck cranes, steam shovels and other similar pivoted machinery.....
 Class N-2 engines.....
 Class K-5, K-5A, N, R and S engines are restricted from operating on this Branch.
 Trains over State Road Crossing, 150 feet east Pine Bush Station.....
 Trains over Crossing west of Bullville.....
 Trains over Crossing one mile east of Bullville.
 Engines restricted on Sheffield Farms siding, Bullville.

Pine Island Branch

EASTWARD — TRAINS — WESTWARD

Distance from Goshen	No. 28 STATIONS		Miles per Hour
..	GOSHEN.....N	35	
3.9	ORANGE FARM.....	25	
5.8	FLORIDA.....	20	
7.1	L. & N. E. SIDING.....	30	
8.4	BIG ISLAND.....	15	
11.4	PINE ISLAND JCT.....	10	
11.9	PINE ISLAND.....	20	

Westbound trains are superior to eastbound trains of same class.

Speed restrictions:
 All trains.....
 East end Curve 5 M.P. 61.80 east of Orange Farm to east end Curve 9 M.P. 64.40 Florida East end Curve 9 M.P. 64.40 Florida to east end Curve 11 M.P. 67.00 west of Big Island East end Curve 11 M.P. 67.00 west of Big Island to Pine Island Jct.....
 Through turnout to L. & N. E. R. at Pine Island Jct.....
 Wrecking derrick.....
 Trains hauling eight-wheel swivel truck cranes, steam shovels and other similar pivoted machinery.....
 Pine Island Jct., junction of Pine Island Branch and L. & N. E. R. R.—Normal position switch L. & N. E. R. R.
 Engines heavier than Class H restricted in W. J. Roe Siding, Florida, and sidings at Mt. Eve and Big Island.

Main track between Pine Island Junction and Pine Island [will be blocked with cars.
 L. & N. E. Siding between Florida and Big Island, Capacity 52 Cars

Montgomery Branch

EASTWARD — TRAINS — WESTWARD

Distance from Goshen	No. 28 STATIONS		Miles per Hour
..	GOSHEN.....N	35	
2.4	KIPPS.....	25	
4.7	MQ CROSSING.....N	15	
5.1	CAMPBELL HALL.....	5	
5.4	O. & W. CROSSING.....	10	
8.2	NEELEY TOWN.....	15	
8.6	BEAVER DAM.....	5	
10.2	MONTGOMERY.....	25	

Westbound trains are superior to eastbound trains of same class.

Speed restrictions:
 All trains Goshen to O. & W. Crossing.....
 O. & W. Crossing to Montgomery.....
 Through switches at G. P. Tower, Goshen.....
 Curve Goshen station.....
 Curve west of Goshen.....
 Church Street Crossing, Goshen, eastward.....
 M.P. 1.50 to M.P. 3.50 east and west of Kipps
 Wrecking Derrick and trains hauling eight-wheel swivel truck cranes, steam shovels and other similar pivoted machinery.....
 Trains from Montgomery Branch and N. Y. N.H. & H.R.R. will procure permission by telephone at O. & W. Crossing from operator MQ Crossing before proceeding.
 O. & W. Crossing, junction Montgomery Branch and N.Y.N.H. & H.R.R.—Normal position of switch N.Y.N.H. & H.R.R.
 Class K, N engines restricted Brescia Mills Co. siding Montgomery.

		EASTWARD — FIRST CLASS — TRAINS			
Distance from Wanaque-Midvale	Distance between Stations	No. 28 STATIONS			
		516	518	520	
		Daily Except Sunday	Daily	Daily Except Sunday and Holiday	
		A.M.	A.M.	A.M.	
		N. B.		N. B.	
	NEW YORK Chambers St. (Fy.)... A.	9.27	10.39	11.44	
31.3	2.2 JERSEY CITY... A. N	9.15	10.27	11.33	
29.1	2.2 CROXTON... N	9.10	10.22	11.27	
26.9	2.4 N. Y. & G. L. JCT... N	9.06	10.18	11.23	
24.5	0.7 ARLINGTON... D*		s10.14	s11.20	
23.8	0.4 WEST ARLINGTON... N*		*	s11.18	
23.4	0.6 NORTH NEWARK... s	8.59	s10.10	s11.16	
22.8	0.9 FOREST HILL... N*		s10.08	s11.14	
21.9	0.4 BELWOOD PARK... s				
21.5	0.4 ORCHARD ST... D s	8.55	s10.05	s11.11	
21.1	0.7 WALNUT ST., (Bloomfield)... s	8.53	s10.03	s11.09	
20.4	1.0 GLEN RIDGE... s	8.51	s10.01	s11.07	
19.4	0.9 MONTCLAIR... D s	8.49	s 9.59	s11.05	
18.5	0.9 WATCHUNG AVE... s	8.47	s 9.57	s11.03	
17.6	0.5 UPPER MONTCLAIR... D s	8.45	s 9.55	s11.01	
17.1	0.6 MOUNTAIN AVE... s	8.43	s 9.53	s10.59	
16.5	1.7 MONTCLAIR HGTS. D s	8.41	f 9.51	s10.57	
14.8	2.1 GREAT NOTCH... N s	8.37	s 9.46	s10.53	
12.7	0.6 LITTLE FALLS... D		s 9.41		
12.1	2.3 SINGAC... *		*		
9.8	0.9 MOUNTAIN VIEW... D.L. & W.R.R. Crossing		s 9.36		
8.9	1.5 WAYNE... D		s 9.33		
7.4	1.6 PEQUANNOCK... s		s 9.30		
5.8	1.4 POMPTON PLAINS D		s 9.27		
4.4	0.7 RIVERDALE... *		*		
3.7	0.4 POMPTON... s		s 9.22		
3.3	1.8 POMPTON JCT. N.Y.S. & W.R.R. Crossing				
1.5	1.5 HASKELL... s		s 9.18		
	WANAQUE-MIDVALED		s 9.15		
		Saturday and Holiday stop Forest Hill, West Arlington and Arlington.		No. 518 stop West Arlington, receive and discharge passengers. Sundays and stop Riverdale and Singac, receive and discharge passengers.	
		A.M.	A.M.	A.M.	

Cars being moved to or from long siding at Arlington must be handled by an engine to avoid cars moving beyond control.
 Class N-1 engines restricted on J. F. Post Trestle, North Newark.
 City of Newark ordinance prohibits blocking of any street crossing within city limits for a period greater than three minutes. No running or flying switches will be made so that detached cars will pass over any street at grade after cars detached from engine or train.
 Locomotives restricted on Andrew Jergen Co. coal trestle east of Belwood Park.
 Eastbound trains stopping at Watchung Ave., Montclair, stop with rear car east of Valley Road Bridge.
 Westbound train will not pull into Watchung Ave. station when eastbound train is at station.

		EASTWARD — FIRST CLASS — TRAINS							
		522	524	526	484	528	530	532	550
		Daily Except Sunday	Sunday Only	Daily Except Sunday	Daily Except Saturday and Holiday	Daily Except Sunday	Daily	Daily Except Saturday & Holiday	Sunday Only
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
		1.44	2.39	3.34	4.44	6.04	6.34	N. B. 7.24	N. B. 7.54
		1.32	2.27	3.15	4.27	5.45	6.16	7.11	7.32
		1.27	2.22	3.11	4.22	5.40	6.11	7.06	7.27
		1.23	2.18	3.07	4.13	5.36	6.07	7.02	7.23
		s 1.20	s 2.15	s 3.04	s 4.15	s 5.31	s 6.03	s 6.59	s 7.20
		s 1.18	f 3.02	*	s 5.29	s 6.00	f 6.57	f 7.18	
		s 1.16	s 2.12	s 3.00	s 4.13	s 5.27	s 5.58	s 6.55	s 7.16
		s 1.14	s 2.10	s 2.58	s 4.11	s 5.25	s 5.54	s 6.53	s 7.14
		f 1.12		f 2.56		f 5.23	s 5.51	f 6.51	f 7.12
		s 1.10	s 2.08	s 2.54	s 4.09	s 5.21	s 5.49		s 7.10
		s 1.08	s 2.06	s 2.52	s 4.07	s 5.19	s 5.47	s 6.48	s 7.08
		s 1.06	s 2.04	s 2.50	s 4.05	s 5.17	s 5.45	s 6.46	s 7.06
		s 1.04	s 2.02	s 2.48	s 4.03	s 5.14	s 5.42	s 6.44	s 7.04
		s 1.02	s 2.00	s 2.46	s 4.01	s 5.12	s 5.39	s 6.42	s 7.02
		s 1.00	s 1.58	s 2.44	s 3.59	s 5.10	s 5.36	s 6.40	s 7.00
		s12.58	s 1.56	s 2.42	s 3.57	s 5.08	s 5.33		s 6.58
		s12.56	s 1.54	s 2.40	s 3.55	s 5.06	s 5.31	s 6.37	s 6.56
		s12.52	s 1.50	s 2.36	s 3.51	s 5.02	s 5.26	s 6.33	s 6.52
		s12.47	s 1.45	s 2.32	s 3.47		s 5.21		s 6.47
			s 1.42		f 3.44				
		s12.43	s 1.39	s 2.28	s 3.42		s 5.15		s 6.42
		s12.40	s 1.36	f 2.25	s 3.39		s 5.12		s 6.39
		s12.37	s 1.33	s 2.23	s 3.36		s 5.09		s 6.36
		s12.34	s 1.30	s 2.20	s 3.33		s 5.06		s 6.33
			f 1.28		f 3.31				
		s12.27	s 1.26	s 2.13	s 3.29		s 5.02		s 6.29
		s12.23	s 1.23		s 3.25		s 4.58		s 6.24
		s12.20	s 1.20	s 2.08	s 3.22		s 4.55		s 6.21
					Operate west of Great Notch Sundays. Stop West Arlington to discharge passengers.				
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

Trains operating to and from Orange Branch at Forest Hill station will ring bell, and run not to exceed fifteen (15) miles per hour, look out carefully for passengers crossing tracks. Freight trains will not block off passenger trains at this point.
 Between hours 1.15 A.M.—5.15 A.M. trains and engines stop and flag over Summer Ave. and Mt. Prospect Ave. between North Newark and Forest Hill.
 Trains operating through siding at Little Falls must flag over Lindsley road crossing.
 When meeting at Little Falls, trains must not exceed 5 miles per hour over Center St. and Steven's Ave. crossings on account of automatic flasher signals interlocked.

WESTWARD — FIRST CLASS — TRAINS							
Distance from Jersey City	Distance between Stations	No. 28 STATIONS	527	529	413	531	
			Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	
			P.M.	P.M.	P.M.	P.M.	
..	..	NEW YORK Chambers St. (Fy.) L.	N.B. 5.28	N.B. 5.38	N.B. 5.48	N.B. 6.00	
2.2	2.2	JERSEY CITY L. N	5.41	5.55	6.04	6.14	
4.4	2.2	CROXTON N	5.46	6.00	6.09	6.19	
6.8	2.4	N. Y. & G. L. JCT. N	5.50	6.04	6.13	6.23	
7.5	0.7	ARLINGTON D	5.53	6.07	6.17		
7.9	0.4	WEST ARLINGTON N	6.09	6.19			
8.5	0.6	NORTH NEWARK	5.56	6.11	6.21		
9.4	0.9	FOREST HILL N	5.58	6.13	6.24		
9.8	0.4	BELWOOD PARK		6.15			
10.2	0.4	ORCHARD ST. D	6.02	6.17			
10.9	0.7	WALNUT ST., (Bloomfield)	6.04	6.19			
11.9	1.0	GLEN RIDGE		6.22			
12.8	0.9	MONTCLAIR D	6.08	6.25		6.33	
13.7	0.9	WATCHUNG AVE.	6.11	6.28		6.36	
14.2	0.5	UPPER MONTCLAIR D	6.14	6.31		6.40	
14.8	0.6	MOUNTAIN AVE.	6.16	6.33		6.42	
16.5	1.7	MONTCLAIR HGTS. D	6.18	6.35		6.44	
18.6	2.1	GREAT NOTCH N	6.23	6.40		6.49	
19.2	0.6	LITTLE FALLS N	6.28	6.45			
21.5	2.3	SINGAC		6.47			
22.4	0.9	MOUNTAIN VIEW D.L. & W.R.R. Crossing	6.32	6.51			
23.9	1.5	WAYNE D	6.35	6.54			
25.5	1.6	PEQUANNOCK	6.38	6.57			
26.9	1.4	POMPTON PLAINS D	6.41	7.00			
27.6	0.7	RIVERDALE					
28.0	0.4	POMPTON N.Y.S. & W.R.R. Crossing	6.45	7.04			
29.8	1.8	HASKELL	6.49	7.08			
31.3	1.5	WANAQUE-MIDVALED	6.53	7.11			
			P.M.	P.M.	P.M.	P.M.	

WESTWARD — FIRST CLASS — TRAINS								
593	533	535	537	539	541		543	545
Saturday and Holiday Only	Daily Except Saturday Sunday & Holiday	Daily	Daily Except Sunday	Daily	Daily Except Sunday		Daily	Daily Except Sunday
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		P.M.	P.M.
N.B.	N.B.	N.B.	N.B.	N.B.	N.B.		N.B.	
6.00	6.20	6.50	7.30	8.20	9.30		10.15	11.30
6.14	6.33	7.03	7.47	8.35	9.45		10.35	11.55
6.19	6.38	7.08	7.52	8.40	9.50		10.40	12.00
6.23	6.42	7.12	7.56	8.44	9.54		10.44	12.04
6.27	6.46	7.16	8.00	8.48	9.58		10.48	12.08
*	*	7.18	8.02	8.50	10.00		*	12.10
6.30	6.49	7.20	8.04	8.52	10.02		10.52	12.12
6.32	6.51	7.22	8.06	8.54	10.04		*	12.14
6.34	6.53	7.24	*	8.56	10.07		*	12.16
6.36	6.55	7.26	8.10	8.58	10.09		10.57	12.18
6.38	6.57	7.28	8.12	9.00	10.11		*	12.20
6.40	6.59	7.30	8.14	9.02	10.13		11.01	12.22
6.43	7.02	7.33	8.17	9.05	10.15		11.04	12.25
6.46	7.05	7.36	8.20	9.07	10.17		11.06	12.27
6.48	7.08	7.39	8.23	9.09	10.19		11.09	12.29
6.50	7.10	7.41	8.25	9.11	10.22		*	12.31
6.52	7.12	7.43	*	9.13	10.24		*	12.33
6.58	7.16	7.47	8.31	9.18	10.28		11.17	12.37
	7.21	7.52		9.23			11.22	12.42
	7.28	*		9.25			*	*
	7.26	7.56		9.28			11.26	12.46
	7.29	7.59		9.31			11.29	12.48
	7.32	8.02		9.34			11.32	12.51
	7.35	8.05		9.37			11.35	12.54
	*	*		*			*	*
	7.39	8.09		9.41			11.38	12.57
	7.43	8.13		9.46			11.43	1.01
	7.47	8.16		9.49			11.46	1.04
Stop West Arlington, discharge passengers.	Stop West Arlington, and Riverdale to discharge passengers.	Stop Singac and Riverdale to discharge passengers.	Stop Belwood Park and Montclair Heights to discharge passengers.	Stop Riverdale to discharge passengers.		No. 543 stop West Arlington, Forest Hill, Belwood Park, Walnut St., Mountain Ave., Montclair Heights, Singac, Riverdale to discharge passengers.		Stop Riverdale and Singac to discharge passengers.
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		P.M.	A.M.

EASTWARD — FIRST CLASS — TRAINS							
Distance from West Orange	Distance between Stations	No. 28 STATIONS	492		404		
			Saturday Only Except Holiday	A.M.	Daily Except Saturday Sunday & Holiday	A.M.	
4.0	0.8	FOREST HILL A. N	s	7.06	s	7.32	
3.2	0.5	SILVER LAKE	s	7.04	s	7.30	
2.7	0.5	BLOOMFIELD D	s	7.02	s	7.28	
2.2	0.3	WATSSESSING JCT.	s	7.00	s	7.26	
1.9	0.6	EAST ORANGE	s	6.59	s	7.24	
1.3	0.4	BRIGHTON AVE.	s	6.58	s	7.22	
0.9	0.6	ORANGE	s	6.57	s	7.20	
0.3	0.3	LLEWELLYN	s	6.56	s	7.18	
..	..	WEST ORANGE L. D		6.55		7.16	
				A.M.		A.M.	

WESTWARD — FIRST CLASS — TRAINS								
Distance from Forest Hill	Distance between Stations	No. 28 STATIONS	401		403		483	
			Daily Except Sunday and Holiday	A.M.	Daily Except Sunday and Holiday	A.M.	Daily Except Saturday Sunday & Holiday	A.M.
..	..	FOREST HILL L. N	s	6.36	s	7.25	s	8.10
0.8	0.8	SILVER LAKE	s	6.38	f	7.29	s	8.12
1.3	0.5	BLOOMFIELD D	s	6.40	f	7.32	s	8.14
1.8	0.5	WATSSESSING JCT.	f	6.42			f	8.15
2.1	0.3	EAST ORANGE	f	6.44	f	7.34	f	8.17
2.7	0.6	BRIGHTON AVE.			f	7.36	f	8.19
3.1	0.4	ORANGE	f	6.46	f	7.38	s	8.21
3.7	0.6	LLEWELLYN	s	6.48	f	7.40	f	8.23
4.0	0.3	WEST ORANGE A. D		6.49		7.42		8.25
				A.M.		A.M.		A.M.

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

- No. 401 is superior to Nos. 492, 404 and 406.
- No. 403 is superior to No. 404 to Silver Lake. No. 403 take siding.
- No. 403 is superior to No. 406.
- No. 483 is superior to No. 408.
- No. 405 is superior to No. 410.
- No. 407 is superior to Nos. 496, 412, and 498.
- No. 409 is superior to Nos. 496, 412, and 498.
- No. 413 is superior to No. 498.

Hours during which block stations are in operation:

- West Orange. 7.00 A.M. to 4.00 P.M. Sundays closed.
- Bloomfield Ave. 6.00 A.M. to 10.00 P.M. Sundays closed.

Long siding east of Orange and long siding at Watsessing Junction are designated as passing sidings.

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

Speed Restrictions:	Miles per Hour
Passenger trains	35
Freight trains and trains hauling wrecking derrick or eight-wheel swivel truck cranes, steam shovels and other similar pivoted machinery	20
Orange Branch trains entering Forest Hill station	5
Through interlocking limits OF Tower Bloomfield	15

EASTWARD — FIRST CLASS — TRAINS												
	406		408		410		496		412		498	
	Daily Except Sunday and Holiday	A.M.	Daily Except Saturday Sunday & Holiday	A.M.	Daily Except Saturday Sunday & Holiday	P.M.	Daily Except Saturday Sunday & Holiday	P.M.	Daily Except Saturday Sunday & Holiday	P.M.	Daily Except Saturday Sunday & Holiday	P.M.
	s	8.08	s	8.52	s	5.18	s	5.49	s	6.15		x
	s	8.06	f	8.50	f	5.16	s	5.47				6.55
	s	8.04	s	8.48	f	5.14						
	s	8.02	f	8.47	s	5.12						
	s	8.00	s	8.46	s	5.10			s	6.10		
	s	7.58	s	8.44	s	5.08						
	s	7.56	f	8.42	s	5.06						
	s	7.54	f	8.40	s	5.04	s	5.37				
		7.52		8.38		5.03		5.36		6.02		6.40
		A.M.		A.M.		P.M.		P.M.		P.M.		P.M.

WESTWARD — FIRST CLASS — TRAINS								
	405		407		409		413	
	Daily Except Saturday Sunday & Holiday	P.M.	Daily Except Saturday Sunday & Holiday	P.M.	Daily Except Saturday Sunday & Holiday	P.M.	Daily Except Saturday Sunday & Holiday	P.M.
	s	4.15	s	5.20	s	5.44	s	6.24
	s	4.17	s	5.22	s	5.46	s	6.26
	s	4.19	s	5.24	s	5.48	s	6.28
			f	5.26				
	s	4.21	s	5.28	s	5.51	s	6.30
	s	4.23	s	5.30	s	5.53	s	6.32
	s	4.25	s	5.32	s	5.55	s	6.34
	s	4.27	s	5.34	s	5.57	s	6.36
		4.29		5.35		5.58		6.37
		P.M.		P.M.		P.M.		P.M.

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

Class N-1 engines are restricted on H. B. Salmon coal trestle west of Forest Hill.

Class N-K4 engines are restricted on Black Diamond Coal Co. siding, Orange.

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

Eastbound trains stopping at Bloomfield, Orange Branch, will stop clear of crossing. Westbound trains except train 409 will stop with engine east of crossing.

Light engines and extra trains between Forest Hill and Bloomfield from 8.30 P.M. to 6.00 A.M. week days will reduce speed to five miles per hour over all grade crossings except Grove St. and Bloomfield Ave., Bloomfield, stop and flag. Between 12.01 A.M. and 6 A.M. daily, stop and flag over Belmont Ave., Silver Lake. Light engines and trains Bloomfield and West Orange, between 10 A.M. and 3 P.M. week days, 10 A.M. and 1 P.M. Saturdays, stop and flag over all crossings, Bloomfield to West Orange.

Between 7.00 P.M. and 6.00 A.M. week days, light engines and trains will stop and flag over all crossings, Bloomfield to West Orange.

Between 5.00 P.M. Saturday and 6.00 A.M. Monday, engines and trains will stop and flag over all crossings Forest Hill to West Orange.

EASTWARD — FIRST CLASS — TRAINS										
Distance from Essex Fells	Distance between Stations	No. 28 STATIONS	456	590	458	512				
			Daily Except Saturday Sunday & Holiday	Holiday Only	Daily Except Sunday and Holiday	Daily Except Sunday and Holiday				
			A.M.	A.M.	A.M.	A.M.				
5.7	1.9	GREAT NOTCH A. N.	6.57	7.19	7.39	7.49				
3.8	1.7	CEDAR GROVE	6.52	7.15	7.34	7.44				
2.1	1.1	VERONA	6.46	7.11	7.30	7.40				
1.0	1.0	CALDWELL	6.43	7.08	7.27	7.36				
..	..	ESSEX FELLS L. D.	6.40	7.05	7.23					
			A.M.	A.M.	A.M.	A.M.				

WESTWARD — FIRST CLASS — TRAINS										
Distance from Great Notch	Distance between Stations	No. 28 STATIONS	477	479	481	577	583			
			Daily Except Saturday Sunday & Holiday	Saturday Only Except Holiday	Holiday Only	Saturday Only Except Holiday	Saturday Only Except Holiday			
			A.M.	A.M.	A.M.	P.M.	P.M.			
..	..	GREAT NOTCH L.N.	6.58	7.10	7.21	1.20	2.28	N.B.		
1.9	1.9	CEDAR GROVE				1.25	2.28			
3.6	1.7	VERONA				1.31	2.34			
4.7	1.1	CALDWELL	7.18	7.20	7.39	1.34	2.37			
5.7	1.0	ESSEX FELLS A. D.				1.37	2.40			
			A.M.	A.M.	A.M.	P.M.	P.M.			

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

No. 477 is superior to Nos. 458 and 512.

No. 479 is superior to No. 516.

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

Hours during which block stations are in operation:

Verona. 7.30 A.M.—4.30 P.M.
Sundays closed.

Caldwell. 7.00 A.M.—7.15 P.M.
Sundays closed.

Essex Fells. 6.30 A.M.—3.30 P.M. Saturday 7.00 A.M.—4.00 P.M.
Sundays closed.

EASTWARD — FIRST CLASS — TRAINS									
							464	516	592
							Daily Except Sunday and Holiday	Daily Except Sunday	Saturday and Holiday Only
							A.M.	A.M.	P.M.
							8.05	8.37	5.02
							8.02	8.33	4.57
							7.57	8.29	4.52
							7.54	8.26	4.49
							7.50	8.23	4.45
							A.M.	A.M.	P.M.

WESTWARD — FIRST CLASS — TRAINS									
585	587	515	519	521	531	593	537		
Saturday and Holiday Only	Saturday Only Except Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Saturday and Holiday Only	Daily Except Sunday		
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		
N.B.									
2.53	3.26	5.10	5.45	6.04	6.49	6.58	8.31		
2.58	3.31	5.15	5.49	6.09	6.54	7.05	8.38		
3.05	3.36	5.20	5.54	6.14	7.02	7.11	8.44		
3.08	3.39	5.24	5.57	6.17	7.06	7.14	8.48		
3.11	3.42	5.27	6.00	6.20	7.09	7.17	8.50		
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		

Speed Restrictions:

	Miles per Hour
Passenger trains.....	35
Freight trains.....	30
Ryerson Ave. crossing, east of Caldwell.....	5
Bloomfield Ave. tunnel, M.P. 20.30 and 20.50.....	25
Trains hauling wrecking derrick, eight-wheel swivel truck cranes, steam shovels and other similar pivoted machinery.....	20

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

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

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

Between 10.00 P.M. Saturdays and 6.00 A.M. Mondays trains and engines stop and flag over Roseland Ave. crossing, Caldwell.

Siding located 3,380 feet east of Verona station will be designated as passing siding—capacity 5 cars.

Class N engines restricted operating on Slayback and Van Orden siding, Caldwell.

		EASTWARD — FIRST CLASS — TRAINS			
Distance from Nyack	Distance between Stations	No. 28 STATIONS			
		N.Y.S.&W. 850	N.Y.S.&W. 904	N.Y.S.&W. 852	N.Y.S.&W. 804
		Daily	Daily Except Sunday	Daily	Daily Except Sunday
		A.M.	A.M.	A.M.	A.M.
..	..	NEW YORK Chambers St. (Fy.) A.			
28.1	2.2		6.54		
25.9	2.7		6.30		
23.2	0.2		6.25		
23.0	2.0	\$12.25		\$ 6.25	\$ 6.55
21.0	1.1	12.22	6.18	6.22	6.52
19.9	0.9				
19.0	0.7				
18.3	0.6				
17.7	1.0				
16.7	1.0				
15.7	1.5				
14.2	1.0				
13.2	1.0				
12.2	1.2				
11.0	1.0				
10.0	1.0				
9.0	1.8				
7.2	0.8				
6.4	0.9				
5.5	1.1				
4.4	1.2				
3.2	1.2				
2.0	1.5				
0.5	0.5				
..	..				
		A.M.	A.M.	A.M.	A.M.

Eastbound trains are superior to westbound trains of the same class. Granton Jct. tower will be closed 10.30 P.M. to 6.30 A.M. weekdays and from 10.30 P.M. Saturday to 6.30 A.M. Monday.

End of double track west of Tenafly station is equipped with automatic spring type switch. Normal position for eastward track.

The two main tracks at Closter, for a distance of 2400 feet, and at Sparkill, for a distance of 1350 feet, are operated as double track. East end of double track at Closter is equipped with automatic spring type switch. Normal position for westbound track.

West end of double track at Closter is equipped with automatic spring type switch. Normal position for eastbound track.

East end of double track east of Sparkill is equipped with automatic spring type switch. Normal position for westbound track.

Trains finding westbound signals west end of double track at Tenafly or west end of double track at Closter in stop position, before proceeding must operate spring switch by hand and restore same to normal position after movement completed.

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

West end of double track at Sparkill is controlled by hand thrown switch. Normal position for eastbound track. Between 6.00 A.M. and 8.15 A.M., 2.00 P.M.—7.45 P.M., weekdays; 6.00 A.M.—8.30 A.M., 12.45 P.M.—6.15 P.M., Saturdays, switch will be taken care of by switch-tender. At all other periods trainmen will handle switch.

All trains and engines must stop at Cedar Hill Ave. crossing, Nyack, and protect movement over crossing with red flag by day and red light by night until entire movement is completed.

		EASTWARD — FIRST CLASS — TRAINS								
Distance from Nyack	Distance between Stations	1106	N.Y.S.&W. 906	N.Y.S.&W. 806	N.Y.S.&W. 908	N.Y.S.&W. 808	N.Y.S.&W. 910	1110	N.Y.S.&W. 960	N.Y.S.&W. 912
		Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Saturday Sunday & Holiday	Daily Except Sunday	Daily Except Sunday and Holiday	Daily Except Sunday and Holiday	Holiday Only	Daily Except Sunday and Holiday
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
..	..	N.B. 7.27	7.44		8.11		8.26	N.B. 8.34	N.B. 8.40	N.B. 8.40
		7.12	7.30		7.57		8.12	8.21	8.27	8.27
		7.07	7.25		7.52		8.07	8.16	8.22	8.22
			\$ 7.20	\$ 7.25	\$ 7.47	\$ 7.50	\$ 8.02	\$ 8.12	\$ 8.18	\$ 8.17
		7.00	7.17	7.22	7.46	7.47	7.59	8.08	8.13	8.14
		\$ 6.57								
		\$ 6.55						\$ 8.05		
		\$ 6.53								
		\$ 6.50						\$ 8.01		
								\$ 7.58		
		\$ 6.47								
		\$ 6.44						\$ 7.54		
		\$ 6.41						\$ 7.51		
		\$ 6.37						\$ 7.49		
								\$ 7.45		
		\$ 6.34						\$ 7.42		
		\$ 6.31						\$ 7.39		
		\$ 6.28						\$ 7.36		
		\$ 6.25						\$ 7.33		
		\$ 6.21						\$ 7.29		
		\$ 6.17						\$ 7.25		
		\$ 6.12						\$ 7.22		
		6.10						\$ 7.19		
								7.17		
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

Automatic cut-out with cut-in device at Madison and Union Avenues, Cresskill, controls located at Madison Ave., west of station. Trains performing switching movements will operate this device and member of crew protect crossing. This cut-in button must be restored to normal before leaving station.

Passenger trains in both directions stopping at Tenafly will stop train east of Washington St. crossing, located just west of station.

Freight trains making reverse movement on westward track from Industrial siding at Babbitt to Granton Jct. must not open inside switch until westbound train passing has cleared west end of siding, to permit proper operation of crossing signals on Babbitt crossing. Member of crew must protect reverse movement over crossing.

Engines are restricted on McIndoe's trestle, Sparkill.

Class R & S engines are restricted tracks 3 and 4 between Granton Jct. and Lundys Lane; between Granton Jct. and Nyack.

Trains using tracks 3 and 4 between Lundys Lane and Granton Jct. will not occupy main track without permission from Train Dispatcher.

Class K-N engines restricted on trestles Highwood Coal Co., Leonia and Englewood Coal Co., east of Englewood.

Engines restricted Standard Corrugated Co. siding, Ridgefield, 180 feet west of switch point.

WESTWARD — FIRST CLASS — TRAINS

Distance from Jersey City	Distance between Stations	No. 28 STATIONS	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.
			843	845	933	847
			Daily	Daily	Daily	Daily
			P.M.	P.M.	P.M.	P.M.
		NEW YORK			N.B.	
		Chambers St. (Fy.) L.			9 15	
		JERSEY CITY L. N			9 35	
2.2	2.2	CROXTON N			9 40	
4.9	2.7	SUSQUEHANNA TRANSFER	8.30	9.30	9.45	10.30
5.1	0.2	NORTH BERGEN				
7.1	2.0	GRANTON JCT. D	8.33	9.33	9.48	10.33
8.2	1.1	FAIRVIEW				
9.1	0.9	RIDGEFIELD				
9.8	0.7	MORSEMERE				
10.4	0.6	PALISADES PARK				
11.4	1.0	LEONIA				
12.4	1.0	SHEFFIELD AVE				
13.9	1.5	ENGLEWOOD D				
14.9	1.0	HUDSON AVE				
15.9	1.0	TENAFLY D				
17.1	1.2	CRESSKILL D				
18.1	1.0	DEMAREST				
19.1	1.0	CLOSTER D				
20.9	1.8	NORWOOD				
21.7	0.8	NORTHVALE				
22.6	0.9	TAPPAN				
23.7	1.1	SPARKILL D				
24.9	1.2	PIERMONT				
26.1	1.2	GRAND VIEW				
27.6	1.5	SOUTH NYACK				
28.1	0.5	NYACK A. D				
			P.M.	P.M.	P.M.	P.M.

WESTWARD — FIRST CLASS — TRAINS

Distance from Jersey City	Distance between Stations	No. 28 STATIONS	N.Y.S.&W.			
			849			
			Daily			
			P.M.			
		NEW YORK				
		Chambers St. (Fy.) L.				
		JERSEY CITY L. N				
2.2	2.2	CROXTON N				
4.9	2.7	SUSQUEHANNA TRANSFER	11.30			
5.1	0.2	NORTH BERGEN				
7.1	2.0	GRANTON JCT. D	11.33			
8.2	1.1	FAIRVIEW				
9.1	0.9	RIDGEFIELD				
9.8	0.7	MORSEMERE				
10.4	0.6	PALISADES PARK				
11.4	1.0	LEONIA				
12.4	1.0	SHEFFIELD AVE				
13.9	1.5	ENGLEWOOD D				
14.9	1.0	HUDSON AVE				
15.9	1.0	TENAFLY D				
17.1	1.2	CRESSKILL D				
18.1	1.0	DEMAREST				
19.1	1.0	CLOSTER				
20.9	1.8	NORWOOD				
21.7	0.8	NORTHVALE				
22.6	0.9	TAPPAN				
23.7	1.1	SPARKILL D				
24.9	1.2	PIERMONT				
26.1	1.2	GRAND VIEW				
27.6	1.5	SOUTH NYACK				
28.1	0.5	NYACK A. D				
			P.M.			

COMPANY SURGEONS

SO FAR AS NEW YORK STATE IS CONCERNED THIS NOTICE APPLIES TO EMPLOYEES IN INTERSTATE COMMERCE ONLY.

J. FRANK DINNEN, CHIEF SURGEON, CLEVELAND, OHIO

NAME	ADDRESS	TELEPHONE
HUGH L. MURPHY	1356 St. Mark's Ave., Brooklyn	President 4-0286
ERNEST F. KRUG, Oculist	988 Fifth Ave., New York	Butterfield 8-8881
J. F. MORIARTY	First Aid Room, Jersey City	Journal Sq. 2-6400
F. J. SHORT	670 Jersey Ave., Jersey City	Journal Sq. 2-0272
A. J. BRUDER	612 Bergen Ave., Jersey City	Bergen 3-5981
F. P. NICHOLSON, Oculist	895 Summit Ave., Jersey City	Journal Sq. 2-3171
JOHN C. TALLY	935 Washington St., Hoboken	Hoboken 3-3028
J. F. MORIARTY	723 Washington St., Hoboken	Hoboken 3-8795
J. L. EVANS	893 Park Ave., Woodcliff on Hudson	Palisade 6-1857
ROBERT STEWART	Hudson Co. Institution, Secaucus	Union 7-1969
C. MORRIS	513 Broadway, Newark	Humboldt 2-3851
THEODORE R. KEITH	656 Bloomfield Ave., Nutley	Nutley 2-2729
LEO V. BECKER	60 Ward St., Paterson	Sherwood 2-4017
THOMAS SANFACON, Oculist	340 Park Ave., Paterson	Sherwood 2-4616
A. VAN ERDE	339 Lafayette Ave., Hawthorne	Hawthorne 7-2161
D. R. CROUNSE	84 Broadway, Passaic	Passaic 2-0189
H. A. BONYNGE	123 Prospect Street, Ridgewood	Ridgewood 6-0280
S. E. ROBINSON	Franklin Ave., Waldwick	Allendale 3161
R. F. SENGSTACKEN	3 Mansfield Ave., Suffern	Suffern 594
H. F. MORRISON	Meyers Rd., Tuxedo Pk., Tuxedo	Tuxedo 148
W. G. HIRSEMAN	Central Valley	Highland Mills 2151
R. L. LIPPINCOTT	5 Wisner Terrace, Goshen	Goshen 45
A. E. CHACE	11 Linden Place, Middletown	Middletown 5015
DANIEL O'LEARY	158 Grand St., Newburgh	Newburgh 894
E. G. CUDEBACK	21 East Main St., Port Jervis	Port Jervis 6
EDWARD J. WALTER, Oculist	157 West Main St., Port Jervis	Port Jervis 76
G. E. KENNY	112 Pike St., Port Jervis	Off. 377, Res. 113
A. A. MUTTER	75 Beech St., Arlington	Kearny 2-0154
T. NICOLA	96 Gates Ave., Montclair	Montclair 2-2050
J. N. SHIPPEE	654 Ringwood Ave., Wanaque-Midvale	Pompton Lakes 7
H. W. TAYLOR	247 Mountain Rd., Englewood	Englewood 3-1481
A. W. PINDAR	627 Queen Anne Road, Teaneck	Teaneck 6-9589
STEPHEN R. MONTIETH	50 North Broadway, Nyack	Nyack 360
J. C. DINGMAN	164 Central Ave., Spring Valley	Spring Valley 19

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

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

Assistant Superintendents

F. E. HOUSE
G. F. RAYMUS
H. A. BOOKSTAVER

Train Masters

H. A. RHOADS
C. S. KINBACK
J. R. EBERT
L. J. ROCHE

Chief Train Dispatchers

C. L. SMITH,
Chief Train Dispatcher
H. FITZGERALD,
Assistant Chief Train Dispatcher
F. W. DANA,
Assistant Chief Train Dispatcher
E. J. WHELAN,
Assistant Chief Train Dispatcher