

ERIE RAILROAD COMPANY

EASTERN DISTRICT

New York Division

New Jersey & New York Railroad

(Horace Banta, Trustee)

Northern Branch

Greenwood Lake Division
and Branches

Time Table No. 50

Effective 12.01 A.M.

SUNDAY, OCTOBER 30, 1955

FOR EMPLOYEES ONLY

EASTERN STANDARD TIME

50
THINK!
THEN
ACT
SAFELY

H. A. BOOKSTAVER,
Superintendent

T. J. SANOK,
Assistant General Manager

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

TRAINS STOP FOR EMPLOYES

Station	Weekdays	Sundays
Hackensack Bdge.	104, (152 Saturday only) 140, 175	754, 151, 175
County Road	102, 152, 600, 602, 108, 122, 124, 162, 136, 138, 140, 142, 168, 148, 174, 176, 178, (104 Hol. only) (204, 258, Sat. only) 51, 101, 151, 153, 105, 109, 155, 113, 115, 117, 601, 119, 137, 141, 147, 175, 177, 149, (103, 253, 689, 235, 693, 261 Sat. only)	152, 730, 752, 754, 174 151, 59, 253, 115, 751, 143, 175
N. Y. & G. L. Jct.	302, 526 (502, 513 Sat- urday only)	556

COMPANY SURGEONS

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

W. E. MISHLER, CHIEF SURGEON, CLEVELAND, OHIO

NAME	ADDRESS	TELEPHONE
HUGH L. MURPHY.....	1 Hanson Place, Brooklyn.....	Nevins 8-7494
RUDDOLF AEBLI, Oculist.....	64 Prospect Park West, Brooklyn	South 8-4027
J. F. MORIARTY.....	30 East 40th St., New York.....	Caledonia 5-9400
F. P. NICHOLSON, Oculist.....	First Aid Room, Jersey City.....	Journal Sq. 2-6400
JOHN C. TALTY.....	895 Summit Ave., Jersey City...	Journal Sq. 2-3171
J. F. MORIARTY.....	935 Washington St., Hoboken...	Hoboken 3-3028
J. L. EVANS.....	723 Washington St., Hoboken...	Hoboken 3-8795
*JOHN J. FLANAGAN.....	893 Park Ave., Woodcliff on	Union 3-1900
LEO V. BECKER.....	Hudson.....	So. Orange 3-5300
THOMAS SANFACON, Oculist.....	517 Center St., So. Orange.....	Sherwood 2-4017
S. T. FERRARI, Oculist.....	69 Ward St., Paterson.....	Sherwood 2-4616
A. VAN EERDE.....	340 Park Ave., Paterson.....	Armory 4-4762
D. R. CROUNSE.....	798 Madison Ave., Paterson.....	Hawthorne 7-2161
A. D. REINKRAUT.....	339 Lafayette Ave., Hawthorne...	Prescott 7-0189
WAYNE W. HALL.....	84 Broadway, Passaic.....	Prescott 7-3540 ..
JAMES S. BRESCIA.....	7 Mineral Spring Ave., Passaic...	Gilbert 5-2699
R. F. SENGSTACKEN.....	240 Prospect St., Ridgewood.....	Allendale 1-3161
JOHN C. PETRONE.....	29 Franklin Ave., Waldwick.....	Suffern 5-0594
FRANK J. ERRICO, Oculist.....	3 Mansfield Ave., Suffern.....	Suffern 5-0084
H. F. MORRISON.....	35 Park Ave., Suffern.....	Suffern 5-0073
NATHANIEL T. KEYS.....	95 Washington Ave., Suffern.....	Tuxedo 148
ROSWELL L. SCHMITT.....	Meyers Rd., Tuxedo Pk., Tuxedo	Goshen 211
CHARLES H. THOMPSON.....	140 West Main St., Goshen, N. Y.	Middletown 6502
ALAN H. FENTON.....	34 Grove Street, Middletown...	Middletown 5395
DANIEL RAKOV.....	16 Orchard St., Middletown.....	Newburgh 3819
EDWARD J. WALTER, Oculist.....	151 Grand St., Newburgh, N. Y.	Maybrook 5321
G. E. KENNY.....	Maybrook, N. Y.....	Port Jervis 4-4684
CLARE C. KENNY.....	157 West Main St., Port Jervis...	Port Jervis 3-0774
EDWIN A. SEIFERT.....	112 Pike St., Port Jervis.....	Res. 4-6214
T. NICOLA.....	Bell Apts., 2nd St. and Penna.	Port Jervis 6-2622
W. U. MEIER.....	Ave., Matamoras.....	Res. 6-1151
FRANKLYN B. THEIS, Oculist.....	415 Ridgewood Ave., Glen Ridge	Glen Ridge 7-4468
GEORGE K. LOOSER.....	96 Gates Ave., Montclair.....	Montclair 2-2050
EDWARD DANA.....	Haskell.....	P'ton Lakes 7-0040
J. C. DINGMAN.....	209 So. Broadway, Nyack.....	Nyack 7-0089
*Office calls only	207 So. Broadway, So. Nyack...	Nyack 7-0999
	163 Prosplet Ave., Hackensack...	Diamond 2-6266
	164 Central Ave., Spring Valley...	Spring Valley 6-0019

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

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

SPECIAL INSTRUCTIONS

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

RULES OF THE OPERATING DEPARTMENT

Effective November 30, 1952

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

STANDARD CLOCKS

Train Dispatcher's and Engine Dispatcher's office, Jersey City.

Engine Dispatcher's office, Secaucus.

Yardmaster's Office, Paterson

Waldwick

Suffern Tower

Middletown

Wanaque-Midvale

Spring Valley

Port Jervis

Ticket office

Caller's office

PX Yard office

Caldwell

Nyack

TIME TABLES

The term Holiday as used in this time table applies to the following dates only: New Year's Day, Jan. 2; Lincoln's Birthday, Feb. 13; Washington's Birthday, February 22; Memorial Day, May 30; Independence Day, July 4; Labor Day, Sept. 3; Columbus Day, Oct. 12; Election Day, Nov. 8; Armistice Day, Nov. 11; Thanksgiving Day, Nov. 24; Christmas Day, Dec. 26.

SIGNS. Additional to Rule 6.

* Conditional stops.

X. Will not carry passengers.

N.B. Will not carry Baggage.

H. Holiday stop.

Sat. Saturday.

Sun. Sunday.

Hol. Holiday.

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

FOUR-TRACK TERRITORY

Tracks are numbered from north to south, as follows:

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

WHISTLE SIGNALS

The following whistle signal code will be used to call in flagman on the four-track territory in locations mentioned below:

Between Jersey City and Croxton.

Between Hackensack Bridge and Rutherford Jct.

Between Ridgewood Jct. and Suffern.

Between Granton Jct. and Lundys Lane.

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

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

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, Granton Jct. to Palisades Park.

TRAIN REGISTERS

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

Croxtan Yard A	Goshen, for trains on Pine Island and Montgomery Branches only.	Nyack
Port Jervis		Sparkill
Newark		Palisades Park
Paterson, for Newark Branch trains only	Pine Island Jct. (Erie trains) O. & W. Crossing Montgomery Spring Valley Nanuet	Wanaque-Midvale Great Notch Caldwell Essex Fells

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.

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, or train dispatcher.

SUPERIORITY OF TRAINS

On single track eastward trains are superior to westward trains of the same class unless otherwise specified.

MOVEMENT OF TRAINS

Train movements to and from switching lead between Howell Jct. and Otisville will be authorized by train dispatcher.

Signals 1-1-1, 1-1-2, 1-1-3, 1-1-4 located between Grove St., and East End of Bergen Archways, Jersey City, are designated grade signals; passenger trains are authorized to pass these signals at restricted speed when stop and proceed indication is displayed.

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.

Light engines, work extras and crews performing switching service must not clear the main track for the purpose of meeting or passing trains at the following locations:

Arden Station switch	Arden	MP 43.30
Monroe Station switch	Monroe	MP 48.15
Wood switch	Middletown	MP 65.08

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.

In multiple unit operation of Diesel locomotives, the locomotive number will be displayed on the lead unit only.

When light movements are made with multiple unit Diesel locomotives equipped with double end control the locomotive must be operated from the end in the direction that the movement is being made.

The only time a diesel can be considered as operating backward is when a multiple unit road diesel is operating with a blind unit or blind end ahead.

Overspeed governor on all 800 series road passenger locomotives has been set at 80 M.P.H. for air whistle signal and 83 M.P.H. for air brake application.

Diesel engines and Roller Bearing equipped freight and passenger cars must not be operated in water that is higher than underside of ball of rail.

TRAFFIC CONTROL SYSTEM DISTRICTS

Rule 261, Rules of the Operating Department, effective November 30, 1952, will apply on the following tracks:

Westward main track "BC" to west end of Otisville Tunnel.
Single track through Otisville Tunnel.

Eastward and westward main tracks east end of Otisville Tunnel to Howells Junction.

Graham Line from "EAST MQ" to east end of Moodna Viaduct.

Track 3 between Hackensack River Bridge and N. J. & N. Y. Junction.

Main tracks between Hackensack River Bridge and Croxtan Tower, Main Line.

Four main tracks between Croxtan Tower and Jersey City Terminal Tower.

Single track through Bergen Tunnel.

RULES FOR THE OPERATION AND MAINTENANCE OF AIR BRAKE AND AIR SIGNAL EQUIPMENT

Effective March 2, 1954

Running test provided for in Rule 51 will be made by Westward Trains entering Bergen Archways. All Westward Trains that do not make station stop at Middletown will make running test before passing hand operated crossover at Middletown Summit. Eastward Trains will make running test before passing over crossover at East FX.

TONNAGE RATINGS

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

RAILROAD CROSSINGS AT GRADE

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.

CROSSOVER MOVEMENTS

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

Goshen	Newburgh Jct.	Suffern	Forest Hill
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Speed will be reduced 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, Northern Branch—Granton Jct. to Ridgefield, NJ&NY R.R.—NJ&NY Jct. to Fairmount Ave. 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.

REMOTE CONTROL SWITCHES ELECTRICALLY OPERATED

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

Location:

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

Controlled by train dispatcher, Jersey City:

"BC"—Main Track Crossover and turnout from freight track to eastward main track.

West and East end of single track, Otisville Tunnel.

Switches Howells Jct. interlocking.

O & W Bridge West of "MQ" Crossing—Main track crossover

—Switch leading from westward tracks to Maybrook Loop track—controlled from "MQ" Tower.

Switch at end of double track at "EAST MQ", electrically operated upon approach of trains. Permission to manually operate this switch will be obtained from the operator at "MQ".

Goshen—Controlled from Goshen Station

—Main track crossover

—Crossover from Montgomery Branch to westward main track

—Pine Island Branch connection to eastward main track.

N. J. & N. Y. Junction—Junction switch between N. J. & N. Y. R. R. and Track 3—controlled from HX Tower.

Forest Hill—Main track crossover

—Orange Branch connection to eastward main track

—Crossover from Orange Branch to South Canal siding—controlled from WR Tower.

MAINTAINER'S CALL SIGNAL

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

"BC"

West end of Otisville Tunnel

East end of Otisville Tunnel

Howells Jet.

East end of Bergen Tunnel

Forest Hill

HAND OPERATED SWITCHES ELECTRICALLY LOCKED

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

Between station Tracks 4 and 5, Jersey City depot—controlled from Terminal Tower.

Switch entering Seaboard Terminal, Jersey City—controlled from Grove St. Tower.

Between tracks 3 and 4, east of N. J. & N. Y. Jct.

Seaboard lead off Newark Branch—controlled from "DB" Tower.

Crossover between Erie track 1 and NYS&W track 2—Susquehanna Transfer.

Switch and derail entering storage track 1, Rutherford—controlled from "BJ" Tower.

East FX crossover.

Switch off westward track east end OV Tunnel.

Eastward and westward cripple track, M.P. 58.60.

SPRING SWITCHES

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

Coalberg Jet. —Westbound Main track to N. Y. S. & W. Connection

Moodna Viaduct—East end Viaduct, end double track.

Sparrowbush —West track, connection to westbound yard.

Susquehanna

Transfer —West end of facing point crossover, Track 2.

Palisades Park —West end double track west of station.

Closter —East end double track.

Closter —West end double track.

Sparkill —East end double track, east of station.

Great Notch —West end first crossover, west of station.

—Second crossover, west of station.

SPECIAL ORDER BOOKS AND BULLETIN BOARDS

Train Dispatcher's and Engine

Dispatcher's Office, Jersey City

Engine Dispatcher's Office,

Secaucus

Port Jervis:

Eastbound Yard Office

Caller's Office

Station Master's Office

Newark

Newburgh

BJ Tower

Yardmaster's Office, Croxton:

Paterson

Waldwick

Suffern

Middletown

Silver Lake

Caldwell

Wanaque-Midvale

Spring Valley

Nyack

Yard A

Yard J

KW Yard Office

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

YARD LIMITS—INDICATED BY SIGNS

Newark

Paterson

Newburgh Branch

Greycourt to Newburgh

Vails Gate Jct. to W. Cornwall

Goshen

Middletown

Port Jervis

Piermont Branch—

Suffern to Spring Valley

Sparkill

Montgomery

Montgomery Branch—

1500 feet west of MQ

Crossing to 2400 feet

east of O. & W. Crossing.

Maybrook Loop Track.

Pine Island Branch—

Pine Island to Pine

Island Jct.

Middletown and

Crawford Branch—

Crawford Jct. to

Pine Bush

Nanuet

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

Spring Valley

YARD LIMITS—INDICATED BY SIGNS (Continued)

Nyack

Sparkill

Sparkill to Piermont Dock

Granton Jct. to end of double track Palisades Park.

Freight tracks Nos. (3) and (4) Granton Jct. and Lundys Lane.

Main track No. 2-P.R.R. Overhead Bridge to Bergen Tower.

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

West Orange to Forest Hill

Little Falls

Wanaque-Midvale

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

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

Effective November 30, 1952

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

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

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

Indications of Manual Block Signals do not supersede Rule 93.

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

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

FIXED SIGNALS

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

Hackensack Bridge

Rutherford Jct.

XW Tower

Ridgewood Jct.

Waldwick

Suffern

Newburgh Jct.

Goshen,

Main Line only

MQ Tower

N. Y. & G. L. Jct.

West Arlington

Granton Jct.

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

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

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

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

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

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

TELEPHONE TRAIN ORDER SIGNALS

EASTWARD

Automatic Signal, 87—2, Port Jervis
Automatic Signal, 34—2, west end of eastbound siding
Sterlington, controlled by Suffern
Automatic Signal, 14—2—B, Coalberg Jet.

WESTWARD

Automatic Signal, 4—1—1—N, Susquehanna Transfer
Automatic Signal, 14—1—B, Coalberg Jet.
Automatic Signal, 87—1, Port Jervis

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
32.63	1/8 " East of Ramapo	"
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	"
63.90	1 1/4 " West of New Hampton	"
64.75	1 1/4 " East of Middletown	"
67.12	1 " West of Middletown	"
68.84	Howells Junction	"
69.33	1/2 Mile East of Howells, on switching lead	"
72.23	2 1/4 " East of Otisville " " "	"
72.88	1 3/4 " East of Otisville " " "	"
74.61	200 Ft. East of Otisville " " "	"
81.52	2 Miles West of Graham	"

GRAHAM LINE

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

PIERMONT BRANCH

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

NEWBURGH BRANCH

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

PINE ISLAND BRANCH

60.63	1 Mile West of Goshen	Overhead
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MIDDLETOWN & CRAWFORD BRANCH

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

NEW YORK DIVISION

Location	Industry	Obstruction
Harriman	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	Depuy Coal Co.	" "
"	Seymour Coal Co.	" "
"	A. C. Knight & Son	" "
"	L. D. Horn	" "

PIERMONT BRANCH

Location	Industry	Obstruction
Piermont	R. Gair Co.	{ Pipe Chute Canopy Chute
Nanuet	Hutton & Johnson	Shed
Monsey	Globe - Requa	"
Suffern	Belmont Gurnee Co.	Hopper
"	Malloy & Chatfield	Shed

NEWBURGH BRANCH

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

PINE ISLAND BRANCH

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

MONTGOMERY BRANCH

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

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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NORTHERN BRANCH

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
34.60	Sloatsburg	Station switch
45.25	Newburgh Junction	Storage track and wye track
74.70	Otisville	Station switch

BERGEN COUNTY RAILROAD

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

NORTHERN BRANCH

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

GREENWOOD LAKE DIVISION

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

PIERMONT BRANCH

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

NEW JERSEY & NEW YORK RAILROAD

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

INDUSTRIAL SIDE TRACKS

NEW YORK DIVISION

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

BERGEN COUNTY R. R.

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

NEWARK BRANCH

Kearny	Fuels, Inc.
"	Congoleum-Nairn Co.

GREENWOOD LAKE DIVISION

Montclair	John Blondel Coal Co.
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NEWBURGH BRANCH

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

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

SPEED RESTRICTIONS

Miles per Hour

Passenger trains, except as otherwise specified	60
Freight trains	50
Bergen Tunnel	25
Trains entering Jersey City passenger station	10
Diesel engines, light or on trains, diverging movements over switches, Terminal Tower, or entering Jersey City passenger station	5
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.	
Trains hauling wrecking derrick	30
Loaded cars carded Form 5432	30
Trains handling eight-wheel swivel truck cranes, steam shovels and other similar pivoted machinery, to be hauled on the rear of trains not more than 15 cars from caboose	30
Spreader Cars must be handled with blades in trailing position	30
Conductors will notify engineers before leaving terminal whether or not such equipment in train, and engineers will not leave terminals until so notified.	
Trains entering or leaving sidings or yards, passing from double to single, single to double track, or through crossovers unless otherwise provided	10
Interlocking switches, Grove Street, Straight movement	30
Diverging movement	5
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 to Rutherford	70
East of Ramsey to Suffern, M.P. 26.00 to 30.90 track 1 on unrestricted track	70
Ramapo to Newburgh Junction, M.P. 32.87 to 45.00 on unrestricted track	70
Port Jervis station to Graham, eastbound on unrestricted track	50
Howells Jct. to Graham on unrestricted track	60
Graham M.P. 80.00 to 86.00 east of curve 132 on westbound unrestricted track	70
Milk trains consisting of all Class "A" milk cars	60
Track 3 to N. J. & N. Y. R. R.	15
Eastbound Bergen County to track 4, Rutherford Junction	30
Diverging movements through switches, Rutherford Junction	30
Except: Diverging movement through crossovers between Tracks One (1) and Four (4) and Two (2) and One (1)	15
Curve 10, Carlton Hill, M.P. 9.09 to 9.30	45
Curve 11, Carlton Hill, M.P. 9.63 to 9.77	35
Passaic River Drawbridge, and to M.P. 11.95 Summer St., Passaic	25
Curves 17, 18 and 19, east of Clifton, M.P. 11.97 to 12.41	40
Diverging movement through switches at XW Tower	15
Passenger terminal tracks, Paterson	15
XW Tower and River Street, Paterson	50
Curve 25, east of Hawthorne, M.P. 17.40 to 17.51	40
Curve 26, Ridgewood Junction, M.P. 19.95 to 20.16, westbound	45
Diverging movement through switches Ridgewood Junction	30
Curve 27, Hohokus M.P. 21.82 to 22.14 eastbound	55
westbound	50
Curves 29 and 30, east of Waldwick, M.P. 22.67 to 23.23	50
Diverging movement through switches at Waldwick	30
Curve 35, west of Ramsey, M.P. 27.19 to 27.40, Track 1	60
Curve 39, Suffern, M.P. 30.66 to 30.86, Track 1	50
Tracks 3 and 4	30

Miles per
Hour

Curve 40, west of SF Tower M.P. 30.91 to 31.13 westbound...	40
Curve 41, west of Hillburn, M.P. 31.90 to 32.06.....	50
Curves 42 and 43, east of Ramapo, M.P. 32.08 to 32.62.....	50
Curve 48, west of Sloatsburg, M.P. 35.17 to 35.33.....	60
Curve 51, west of Sloatsburg, M.P. 35.80 to 35.95.....	60
Curve 52, east of Tuxedo, M.P. 36.50 to 36.71.....	60
Curves 53, 54, 55, 56, 57 and 58, west of Tuxedo, M.P. 37.29 to 38.52.....	40
Curves 59, 60 and 61 west of Tuxedo, M.P. 38.59 to 39.53.....	60
Curve 64, Southfield, M.P. 40.96 to 41.16.....	65
Curve 68, east of Arden, M.P. 43.02 to 43.18.....	60
Diverging movements through 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 Goshen, 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
Switching lead between Howells Jct. and Otisville.....	25
Curve 29, west of Otisville Tunnel, M.P. 82.82 to 83.16.....	50
Curves 127, 128, 132 and 133 M.P. 86.65 to 83.82, eastbound..	40
Curves 127 and 128, Rundle's Curve, and Black Rock, M.P. 83.82 to 84.46, westbound.....	45
Curve 132, east of Port Jervis, M.P. 86.04 to 86.40, westbound	40
Diverging movements, Sparrowbush.....	15
M.P. 86.47 and Bridge 90.84, west of Sparrowbush, westbound	40
Bridge 90.84, west of Sparrowbush and Port Jervis station eastbound.....	40
No. 3 Yard track PX yard office to east end Port Jervis yard..	25
Over switches at Germantown bridge, Port Jervis yard, except diverging movement.....	30

Bergen County R. R.

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

Graham LineMiles per
Hour

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

Greenwood Lake Division

Passenger trains.....	60
West of Forest Hill.....	55
Freight trains.....	40
Curve east of D. L. & W. Bridge, east of N. Y. & G. L. Jet.	15
Third track, N. Y. & G. L. Jet. to Croxton.....	15
Hackensack River Drawbridge.....	25
Curve east of Arlington.....	45
Passaic River Drawbridge, West Arlington.....	20
M. P. 7.76, west of West Arlington Drawbridge, to M. P. 8.65, west of Forest Hill Station.....	25
Curve, Walnut St., Bloomfield.....	40
Between Label and Walnut St., Montclair.....	25
M.P. 13.75 to 14.00 Upper Montclair.....	25
First curve east of Great Notch, M.P. 15.90 to 16.30.....	40
Diverging movements through crossovers Great Notch.....	15
Between Montclair Ave. and Lindsley Road.....	30
Trains 534, 556, 539, 545, over Francisco and Stevens Ave. crossings between Great Notch and Little Falls (5 miles per hour) and avoid unnecessary whistling. Between hours of 9.00 P.M. and 6.00 A.M. extra trains and light engines will stop before proceeding over crossings.....	5
Eastbound Caldwell Branch over spring switches Great Notch.	20
Cedar Grove curve west of Great Notch.....	40
From point 1600 ft. east of Boonton Rd. to eastbound home signal, D.L. & W.R.R. crossing, Mountain View.....	30
Riverdale curve.....	40
Riverdale Ave. to N.Y.S.&W. crossing.....	35
N. Y. S. & W. R. R. crossing, Pompton Jct.	15
Curve east of Wanaque-Midvale.....	40
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
National Grain Yeast Co. and Jergens Lotion Co. sidings, Soho.	5

New Jersey and New York Railroad

Passenger trains: Jersey City and Spring Valley.....	60
Freight trains: Jersey City and Spring Valley.....	40
All trains: Spring Valley and Thiells.....	20
Trains hauling wrecking derrick, eight-wheel swivel truck cranes, steam shovels or other similar pivoted machinery.....	30
Temple Ave. crossing, Fairmount Ave. and Hackensack.....	25
Street crossings, first east and first west, of Westwood Station.	25
Over switch west of Oradell.....	30
Train 632 through Borough of Park Ridge.....	30
Nanuet station and Nanuet Junction.....	30
Curve at Dykes crossing between Spring Valley and Nanuet..	35
Between Chestnut St. and Main St. Crossings, Spring Valley, eastbound.....	10
Signal 30-I-J to Main St. crossing, Spring Valley, westbound...	20

Hours of Crossing Protection

	Weekdays	Saturdays
Paterson Plank Road, Carlstadt	6.30 A.M.— 9.30 A.M. 3.15 P.M.— 8.15 P.M.	6.30 A.M.— 7.45 A.M. 12.30 P.M.— 6.15 P.M.
Essex Street, Hackensack	6.15 A.M.— 9.15 A.M. 3.15 P.M.— 8.15 P.M.	6.15 A.M.— 7.30 A.M. 12.30 P.M.— 6.15 P.M.
Central Avenue, Hackensack	6.15 A.M.— 9.15 A.M. 3.15 P.M.— 8.15 P.M.	----- -----
Clay Street, Hackensack	6.15 A.M.— 9.15 A.M. 3.15 P.M.— 8.15 P.M.	----- -----
Berry Street, Hackensack	6.15 A.M.— 9.15 A.M. 3.15 P.M.— 8.15 P.M.	----- -----
Passaic Street, Hackensack	6.15 A.M.— 9.15 A.M. 3.15 P.M.— 8.15 P.M.	6.15 A.M.— 8.30 A.M. 12.30 P.M.— 6.15 P.M.
Anderson Street, Hackensack	6.15 A.M.— 9.15 A.M. 3.15 P.M.— 8.15 P.M.	----- -----
Maple Avenue, Hackensack	6.15 A.M.— 9.15 A.M. 3.15 P.M.— 8.15 P.M.	----- -----
Clinton Place, Hackensack	6.15 A.M.— 9.15 A.M. 3.15 P.M.— 8.15 P.M.	----- -----
Poplar Avenue, Hackensack	6.15 A.M.— 9.15 A.M. 3.15 P.M.— 8.15 P.M.	6.15 A.M.— 8.30 A.M. 12.45 P.M.— 6.30 P.M.
Main Street, at Fairmount Ave.	6.15 A.M.— 9.15 A.M. 3.15 P.M.— 8.15 P.M.	6.15 A.M.— 8.30 A.M. 12.45 P.M.— 6.30 P.M.
Temple Avenue, west of Fairmount Ave.	6.15 A.M.— 9.15 A.M. 3.15 P.M.— 8.15 P.M.	----- -----
Washington Ave., Westwood	6.00 A.M.— 9.00 A.M. 3.00 P.M.— 8.00 P.M.	----- -----
Central Avenue, Pearl River	5.45 A.M.— 8.45 A.M. 3.15 P.M.— 8.15 P.M.	5.45 A.M.— 8.15 A.M. 1.15 P.M.— 6.45 P.M.

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

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

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

Westbound trains, except those making normal station stop, which have been stopped, delayed or switching within one-half ($\frac{1}{2}$) mile of crossing will not exceed speed of 10 M.P.H. until crossing is reached.

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

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

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

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

GENERAL INSTRUCTIONS

Passenger Service

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

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

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

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

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

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

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

When scheduled time of departure has arrived and train has received green signal indicating boat passengers have all arrived, 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, or Dining Cars, under direct supervision of conductor.

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

Conductors and trainmen must keep toilet doors locked while trains are in 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 smoking compartments in lounge or dining cars.

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

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

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

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

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

Passenger conductors must bring train slips for eastbound trains to Dispatcher's office, Jersey City, 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 60-day period, articles will be surrendered to finder. Perishable articles will not be retained beyond a reasonable time.

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

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

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

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

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

Freight Service

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

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

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

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

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

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

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

Freight conductors must leave at stations where they take on or leave cars, train slips properly filled out to show the cars so handled. Cars placarded "Explosives" must be placed in through freight trains near the middle of the train, and at least 15 cars from the engine or Diesel locomotive, and at least 10 cars from the caboose, if the length of the train will permit.

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

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

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

Miscellaneous

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.

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

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

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.

SPECIAL INSTRUCTIONS

New York Division

Instructions for crews operating on N.Y.O. & W. RR. Middletown: Conductor call Train Dispatcher from East Main St. for permission to cross over to North or Westerly track and on arrival at Wickham Ave. procure permission to proceed to Crawford Jct. and return to Main St. report clear at Crawford Jct. and on return at Crawford Jct. procure permission from Train Dispatcher to cross over to South or Eastbound track and on arrival at "DW" Middletown, report to Erie operator time of arrival and clear of N.Y.O. & W. tracks. Operator DW will telephone this information to Dispatcher N.Y.O. & W.

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

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

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

Jackson Avenue—located immediately east of Carlton Hill station.

Park Avenue—located immediately west of Rutherford station.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"Light" indicator on eastbound waiting room Hohokus operated by Agent: When yellow light displayed, trains making station stop 7 A.M. to 5 P.M. except Sat., Sun., and Hol. wait until light is extinguished, which indicates all passengers have boarded train. Trains finding light displayed at other hours will disregard same and make report.

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

Engines are restricted inside Ruffner Lumber shed at Ramsey.

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

Auto manual control circuits controlled by gatemen at Main St. crossing Ramsey have been installed 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."

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 rear car or cars beyond station platform, trainmen will request passengers to alight from coach steps adjacent to station platform.

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

Engines are restricted on trestle 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.

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

Engines are restricted on Conklin & Cumming siding, Goshen.

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

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

Engines restricted from operating in Le Roy Coal Siding, Middletown.

When cars are left in Taylor's siding or in westbound siding at Middletown, they must not be placed within 50 feet of Harding Street Crossing to clear crossing bell circuits.

Crews of trains stopping at Otisville to receive or discharge passengers will make certain that in no instance train is stopped so that any part of a coach is on the bridge over highway east of the station. If a train should stop with a coach on the bridge, crew will take necessary action to prevent passengers from alighting on any part of the bridge.

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

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

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

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

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

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 communicate immediately with Croxton Tower by telephone.

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

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

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 inspector 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.

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

Trains leaving yards for passenger station:

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

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

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

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

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

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

All NYS&W freight trains moving to or from Northern Branch will be handled only in Track 3, Bergen archways, except between 11.00 P.M., Saturday, and 7.00 A.M., Sunday, when such trains will be handled in Track 1.

Freight trains moving to or from Northern Branch with cars too high for Bergen tunnel will be handled on track 3, Bergen archways.

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

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

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

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

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

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

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

Third track between Croxton and New York and Greenwood Lake Jct. 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.

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

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

Graham Line

Trains and engines occupying Maybrook Loop Track at MQ between O & W bridge, west of MQ Tower and Montgomery Branch, must be protected in accordance with rule 99.

In the event home signals at east end Moodna Viaduct governing westward movements, both normal and reverse, fail to clear on approach of trains and there is no evidence of approaching trains, communicate by telephone with operator at "MQ". After receiving permission, operate switch key operated circuit controllers and push button, according to instructions posted in telephone boxes located adjacent to signal governing movement to be made.

If the signal does not then clear for the movement, a member of the crew should observe the indication displayed by the spring switch signal. In the event this signal displays a red indication, the spring switch must be inspected and properly positioned by hand. If signal governing movement to be made still fails to clear, again communicate with "MQ" for further instructions. After receiving authority to proceed, it must be known that spring switch is properly lined for movement to be made.

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

Dragging equipment detectors for normal direction are in service between the rails of eastward and westward tracks at Signal 51-1E, Mile Post 51.50, and at Signal 60-2E, Mile Post 60.68, east and west of Moodna Viaduct. Also, in westward track 200 ft. west of main track crossover at "GD" Howells Jct. and in eastward track at Mile Post 80.42, west of Otisville Tunnel.

When actuated by dragging equipment, signs attached to Signal 53-1E, Signal 58-2E and Signal 55-2E, will be illuminated, displaying the letter E. When letter E is displayed, train should be stopped and inspected to locate dragging equipment and Operator at MQ notified.

Actuation of dragging equipment device on westward track prevents the westward home signal at Moodna Viaduct from clearing.

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

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

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

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

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

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

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.

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

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

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

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

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

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

Engines heavier than Class SE-10-A are restricted in Swift & Company, Harrison, except west end of Tracks 1-2-3 at stock unloading platform.

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

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

Automatic Cut-out and Cut-in device at Washington Avenue, Nutley, controls located in crossing tower at southwest corner of crossing. Trains performing switching movements within circuit limits of crossing will operate this device from tower and member of crew protect crossing. Cut-in buttons must be restored when switching is completed.

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

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

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

Eastbound trains when switching Hoffman-LaRoche siding west of Kingsland Rd., Nutley, will store their train west of M.P. 14.00, located 500 ft. west of crossing. Westbound trains when switching in sidings and Lamont Paper Co., west of Franklin Ave., will avoid unnecessary placing cars on main track west of sign reading "End of Circuit" located 800 ft. east of Kingsland Rd. Trains in both directions which have been delayed, stopped or switching will not exceed speed of 10 M.P.H. until crossing is reached.

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

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.

TELEPHONES

	Connection
Bergen Archways.....	Croxtan Tower
West end of tunnel.....	" "
County Road, Secaucus, first telegraph pole west of crossing, eastbound side.....	" & HX "
1500 feet east Hackensack River Bridge.....	HX "
1000 feet west Hackensack River Bridge.....	HX "
Signal Bridge 6.69-X, east of Berry's Creek.....	HX "
At Crossover east of N. J. & N. Y. Jct. and eastbound home signal N. J. & N. Y. Jct.....	HX "
Cabin Park Ave. crossing Rutherford west side.....	BJ "
On westbound signal bridge (south side) 750 feet east of Rutherford Jct.....	BJ Tower
Eastbound home signal BCRR Rutherford Jct.....	BJ "
2000 feet west of Rutherford Jct.....	BJ "
Carlton Hill, outside station.....	BJ "
Gregory Ave., Passaic.....	BJ "
West end of Harrison Street station.....	Monroe St. "
Lake View front of station.....	XW & WJ "
Eastbound pullout, east of Madison Ave. bridge.....	XW & WJ "
Madison Ave., lead to westbound yard.....	XW & WJ "
West end of westbound yard, Paterson.....	XW & WJ "
100 feet east of Ellison St., Paterson (west side).....	XW & WJ "
500 feet west River Street station, west track.....	XW & WJ "
East of N. Y. S. & W. Bridge, Hawthorne.....	XW & WJ "
Ridgewood Junction, eastbound home signal.....	WJ & WC "
Freight House Switch, Ridgewood.....	WJ & WC "
Ridgewood, Young and Bortic siding.....	WJ & WC "
Hohokus, opposite bleachery.....	WJ & WC "
Waldwick, front of station.....	WJ & WC "
Waldwick Yard, engine foreman's office.....	WC & SF "
Middle Yard, Waldwick.....	WC & SF "
Waldwick, west end yard.....	WC & SF "
Foundry Switch, West Mahwah (west side).....	WC & SF "
Track 1 west of station, Suffern.....	WC & SF "
Suffern engine foreman's office.....	SF "
Crossing east of Hillburn on westbound side.....	SF & TC "
Ramapo, west track at crossover.....	SF & TC "
West end of siding, Sterlington.....	SF & TC "
East end Goshen yard.....	GN Station
Eastward Main Line Home Signal.....	GN "
One mile west Goshen, west end, passing siding.....	GN "
West Main St., Pine Island Br., Goshen.....	GN "
Church St. crossing, Goshen, Montgomery Br.....	GN "
Scotts Town crossing, Pine Island Branch, Goshen.....	GN "
Westward Montgomery Branch Dwarf Signal.....	GN "
Cripple switch, east Otisville.....	MQ "
Westbound signal, east end Otisville Tunnel.....	MQ "
200 ft. west of west end of Otisville Tunnel.....	MQ "
Eastbound signal, west end of Otisville Tunnel.....	MQ "
Howells Junction crossover.....	MQ Tower
Quarter mile east M.P. 81.....	PO Station
East "FX" crossover.....	PO "
Old Graham Station location.....	PO "
East end of Black Rock cut.....	PO "
West end of Black Rock cut.....	PO "
Westbound signal BC.....	PO "
Eastbound signal BC.....	PO "
Eastbound home signal, Sparrowbush.....	PO "
Automatic signal 89-1, Sparrowbush.....	PO "

B. C. R. R.

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

Newark Branch

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

Piermont Branch

Tallmans.....	SF	Tower
Monsey (on pole east of Main St. Crossing).....	SF	"
On Manual Block Signal Mast west of Spring Valley..	SF	"
Spring Valley.....	SF	"
Nanuet Jct.....	SF	"
Convent Swh., west of Sparkill.....	SF	"
Sparkill on station.....	SF	"

Graham Line

Newburgh Junction west leg of wye.....	NJ	Tower
200 ft. west of signal 46-2-E.....	NJ	"
Central Valley crossover.....	NJ	"
Highland Mills.....	NJ	"
West End of Viaduct, Woodbury.....	NJ & MQ	"
East End Moodna Viaduct.....	NJ & MQ	"
West End Moodna Viaduct.....	NJ & MQ	"
East End Clarks Siding.....	NJ & MQ	"
West End Clarks Siding.....	NJ & MQ	"
West HO.....	NJ & MQ	"
Relay House at single track east of MQ.....	NJ & MQ	"
Single track switch, East MQ.....	NJ & MQ	"
Westbound order block, east MQ crossing.....	NJ & MQ	"
Crossover east of MQ Tower.....	NJ & MQ	"
East end of O & W Bridge.....	MQ	"
West end of O & W Bridge.....	MQ	"
Signal 68-2-E.....	MQ	"
Red Onion.....	MQ	"
Four Story Cut.....	MQ	"
Howells Jct., East End.....	MQ	"
Relay House GD.....	MQ	"
Howells Station.....	MQ	"

New York Division, Connecting with Train Dispatchers' Circuit:

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

INSTRUCTIONS COVERING FLASHING LIGHT SIGNALS EQUIPPED WITH SHORT ARM AUTOMATIC GATES

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

NEW YORK DIVISION

County Rd., Secaucus	Monroe St., Passaic
Park Ave., Rutherford	Harrison & Summer Sts., Passaic
Jackson Ave., Carlton Hill	Crooks Ave., Lakeview
Aycrigg, Lafayette and Paulison Aves., Passaic	Gould Ave., Paterson
Gregory Ave. and Prospect St., Passaic	Rock Road, Glen Rock
Pennington Ave., Passaic	Main St. and Central Ave., Ramsey
Park Place, Passaic	Fourth Ave., Hillburn
Passaic St., Passaic	Main St. and Greenwich St., Goshen
Washington Place, Passaic	West Main St., (Knox Crossing), Middletown
Jefferson St., Passaic	

NEWARK BRANCH

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

BERGEN COUNTY R.R.

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

PIERMONT BRANCH

Main Street, Spring Valley

NORTHERN BRANCH

Clinton and Brookside Aves., South Nyack

GREENWOOD LAKE DIVISION

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

CALDWELL BRANCH

Roseland Ave., Caldwell

NEW JERSEY AND NEW YORK RAILROAD

Malcolm Ave., Hasbrouck Heights

GENERAL INSTRUCTIONS PERTAINING TO THE OPERATION OF AUTOMATIC ELECTRIC CROSSING GATES

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

Trains or engines which have been stopped, delayed or switching within one (1) mile of these crossings will approach crossing prepared to stop and not proceed until gates have lowered, except by flag protection.

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

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

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

NEW YORK DIVISION

PARK AVENUE, RUTHERFORD

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

Trains or engines pulling east of westward home signals on tracks 1, 2, 3 or 4 at "BJ" interlocking, intending to cross over, set out cars or perform switching, will not exceed speed of twelve (12) miles per hour between home signals of interlocking and will avoid passing or occupying circuits on any track east of "END OF CIRCUIT" sign, located alongside of tracks 2 and 3 approximately 100 feet east of Rutherford freight house.

JACKSON AVE., CARLTON HILL:

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

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

AYCRIGG AND LAFAYETTE AVES., PASSAIC

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

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

GREGORY AVE. AND PROSPECT ST., PASSAIC

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

JEFFERSON ST., PASSAIC

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

MONROE ST., PASSAIC

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

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

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

HARRISON AND SUMMER STREETS, PASSAIC

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

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

CROOKS AVENUE (LAKEVIEW), PATERSON

Westbound trains intending to serve Lakeview station switch whose consist will not fit between crossing and switch will cut off

trains east of sign reading "End of Circuit" located 400 ft. east of crossing. After completion of work all cars west of crossing must be pulled west of first telegraph pole west of station before eastbound movement is made. Upon backing onto train head end must be backed east of "End of Circuit" sign before westbound movement is made.

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

GOULD AVE., PATERSON

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

MAIN ST. AND CENTRAL AVE., RAMSEY

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

Train #108, when backing west in Track 2, will stop with rear car of train at westerly edge of station opposite white painted fence post.

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

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

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

FOURTH AVENUE, HILLBURN

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

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

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

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

Trains or engines operating in a westerly direction on this lead will stop within 50 feet of crossing and not enter upon crossing until gates have lowered.

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

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

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

Trains scheduled to operate west of Suffern, which make station stop, must not exceed speed of thirty (30) miles per hour until

Fourth Avenue is reached and it has been observed that automatic gates have lowered.

MAIN ST. AND GREENWICH ST., GOSHEN

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

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

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

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

Westbound trains intending to set off, pick up or switch when consist will not permit placement of train west of Main Street, will stop with engine east of sign reading "END OF CIRCUIT" located 400 feet east of South Street. After returning to train, entire train and engine should be east of this sign to insure proper operation of flashing light signals at South Street.

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

WEST MAIN ST. (KNOX CROSSING), MIDDLETOWN

Trains operating in either direction on third track will not exceed speed of 15 miles per hour for a distance of 1000 feet approaching this crossing.

NEWARK BRANCH

MAIN ST. AND GETTY AVE., SOUTH PATERSON

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

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

CHESTER AVENUE, RIVERSIDE

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

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

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

BERGEN COUNTY R. R.

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

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

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

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

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

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

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

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

MARKET ST. AND MIDLAND AVE., EAST PATERSON

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

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

Westbound trains setting out cars or backing east of automatic signal 14-1B at Coalberg Junction will not back any part of train east of NYS&W Railroad bridge to avoid lowering of gates at Midland Avenue and Market Street, except when a portion of train continues to occupy track between Midland Avenue and NYS&W Railroad bridge.

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

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

FAIRLAWN AND MORLOT AVES., FAIRLAWN

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

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

ROCK ROAD AND HARRISTOWN ROAD, GLEN ROCK

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

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

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

Along eastward track, 800 feet east of Harristown Road.

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

PIERMONT BRANCH

MAIN STREET, SPRING VALLEY

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

During switching operations west of crossing, in order to permit gates to raise, a timing circuit has been installed for a distance of 200 feet between heel of frog of junction switch and a point 30 feet west of crossing. When this section of track is occupied for 30 seconds or longer, gates will raise. Gates will remain in raised position while

any portion of track is occupied from a point 30 feet west of Main Street crossing to the west side of Chestnut Street crossing on both Piermont Branch and NJ&NY R.R. tracks. Trains or engines which have occupied this circuit as above will not pass over crossing until gates have lowered, except by flag protection.

NORTHERN BRANCH

CLINTON AND BROOKSIDE AVES., SOUTH NYACK

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

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

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

GREENWOOD LAKE DIVISION

FOREST, ELM AND DEVON STREETS, ARLINGTON

Gates are equipped with auto-manual cut out device which permits them to be raised during switching operations by crossing watchman located at Elm Street between hours of 9:00 A.M. and 5:00 P.M., daily except Sundays and Holidays. Crews switching in this vicinity and intending to move over crossings should signal Watchman by appropriate whistle signal and not move over crossing until gates are lowered.

The westward siding is circuited for gate operation over each of these crossings. Cars should not be left standing closer than twenty-five (25) feet either side of crossings. When watchman is not on duty trains moving through this siding will stop at each crossing and wait until gates are lowered before proceeding.

SUMMER AVENUE AND MT. PROSPECT AVENUE, NORTH NEWARK

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

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

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

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

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

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

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

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

WILLET, ORCHARD AND WALNUT STREETS, BLOOMFIELD

Eastbound switching movements:

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

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

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

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

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

Westbound switching movements:

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

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

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

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

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

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

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

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

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

BELLEVUE AND LORRAINE AVES., UPPER MONTCLAIR

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

MAIN ST., SINGAC

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

BOONTON ROAD, MOUNTAINVIEW:

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

CALDWELL BRANCH**ROSELAND AVE., CALDWELL:**

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

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

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

INSTRUCTIONS GOVERNING AUTOMATIC TRAIN STOP

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 stop 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 engineers 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 engineers reporting cut out of automatic train stop upon arrival at terminal.

TO PLACE EQUIPMENT IN OPERATION

1. Have Diesel engines running with throttle in idle position.
2. See that cutout cock in EP valve pipe is in "IN" position and sealed.
3. Close switch that starts A.T.S. motor generator set.
4. Operate acknowledging lever to full acknowledging position and hold for two seconds. Governor check light will light when A.T.S. is reset.
5. Place brake valve handle in lap position until application pressure (AP) is equal to main reservoir pressure or nearly so, then brakes can be released in the usual manner and power control (PC) switch must be reset manually on Electro-Motive locomotives.

OPERATION

Brakes are applied with an application valve which causes no movement of the brake valve handle or rotary; engineman can obtain an emergency application in the usual way after receiving an A.T.S. application but brakes cannot be released until train comes to a stop.

To release brakes, it is necessary to pull acknowledger handle all the way over for about two seconds; the check light will then light and brake valve must be moved to lap position until Application Pressure (AP) builds up, then brakes can be released in the usual way and PC switch must be reset manually on Electro-Motive locomotives.

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 CUTOUT COCK

This is to be used only in case of a failure of automatic train stop apparatus on locomotive.

This is in the "EP" valve pipe in the nose of the locomotive and seal must be broken and handle turned to "out" position to cut the apparatus out.

OVER SPEED GOVERNOR

Speed warning whistle will sound at approximately 80 m. p. h. on passenger locomotives and approximately 62 m.p.h. on freight locomotives and will continue to sound until speed is reduced below that value.

An over-speed brake application will occur at approximately 83 m.p.h. on passenger and approximately 65 m.p.h. on freight locomotives and can be released by placing the throttle in idle position, the brake handle in lap until the application valve in the brake system is reset.

Operation of acknowledger handle is not required after an overspeed brake application but "PC" switch must be reset manually on Electro-Motive locomotives before throttle is opened.

GOVERNOR CHECK LIGHT

This light is provided to indicate that automatic train stop is reset and only burns while locomotive is standing and goes out soon after locomotive starts to move.

DEFECTS OR FAILURE OF APPARATUS

These shall be reported on regular engineer's defect form 5322-A immediately upon arrival at terminal. Improper applications at clear signals or other points should be reported at first telegraph office.

SAFETY CONTROL (DEAD MAN)

Each engineman's station in the operating cab of E-8, PA-20 and PA-22 classes is equipped with a foot pedal operated safety control. This feature is connected with application portion of brake valve.

When brakes are applied, either automatic or straight air, so that brake cylinder pressure is in excess of 35 lbs., the safety control feature is suppressed and then only can foot be removed from foot pedal.

In normal operation, the foot pedal must be depressed at all times the engine is in service. Should engineman's foot slip off or should he be incapacitated and unable to depress the foot pedal, a warning whistle immediately sounds for approximately $4\frac{1}{2}$ seconds and if the foot pedal is not again depressed within this time, the application portion of the brake valve operates and an automatic brake application is effected.

At the start of an Automatic Train Stop, Over Speed Governor, Safety Control or Emergency Brake Application, the power control (PC) switch opens which in turn moves all Diesel engine governors to idle position, shuts off fuel pumps and removes all power from the traction motors and power cannot again be applied after a Safety Control application until foot pedal has been depressed and Automatic Brake Valve handle moved to lap position and application pressure nearly equals main reservoir pressure, then "PC" switch must be reset manually on Electro-Motive locomotives, then brakes can be released in the usual manner.

It is absolutely forbidden to nullify the operation of this Safety Control Equipment in any way except when it becomes defective enroute then it should be cut out at the regular cutout cock and reported at the next terminal.

Port Jervis to Jersey City

EASTWARD — FIRST CLASS — TRAINS (Read Up)

Distance from Sparrowbush	Distance between Stations	No. 50 STATIONS	304	110	230	112	114
			Daily Except Saturday Sunday & Holiday A.M.	Daily Except Saturday Sunday & Holiday A.M.	Saturday Only A.M.	Daily Except Saturday Sunday & Holiday A.M.	Daily Except Saturday Sunday & Holiday A.M.
..	..	NEW YORK Chambers St. (Ferry) ..A.	N.B. 8.14	N.B. 8.14	N.B. 8.39	N.B. 8.22	N.B. 8.22
89.8	2.2	JERSEY CITY.....A. N	7.58	8.01	8.08	8.06	8.10
87.6	6.3	CROXTON.....N	7.53	7.56	8.03	8.01	8.05
81.3	0.5	RUTHERFORD.....	(Newark Branch)	7.48	7.55	7.53	7.57
80.8	0.7	RUTHERFORD JCT. N		7.46	7.53	7.51	7.56
80.1	0.6	CARLTON HILL.....		7.44	7.51		7.54
79.5	1.2	PASSAIC PARK.....		7.42	7.49		7.52
78.3	0.9	PASSAIC.....		7.38	7.45		7.48
77.4	1.4	CLIFTON.....	7.35	7.42		7.45	
76.0	1.2	LAKE VIEW.....	7.32	7.39		7.42	
74.8	0.7	XW TOWER.....N	7.17	7.30	7.37	(B.C.R.R.) 7.40	7.40
74.1	1.0	PATERSON.....	7.15	7.28	7.36		7.38
73.1	1.1	RIVER ST.....	7.26	7.34			
72.0	1.7	HAWTHORNE.....	7.28	7.31			
70.3	0.8	GLEN ROCK.....	7.20	7.28			
69.5	0.7	RIDGEWOOD JOT...N	7.18	7.26	7.32		
68.8	1.2	RIDGEWOOD.....	7.17	7.25	7.31		
67.6	1.1	HOHOKUS.....	7.14	7.22	7.28		
66.5	1.4	WALDWICK.....N	7.11	7.20	7.25		
65.1	1.9	ALLENDALE.....					
63.2	2.6	RAMSEY.....					
60.6	1.4	MAHWAH.....					
59.2	1.0	SUFFERN.....N					
58.2	3.0	HILLBURN.....					
55.2	2.6	SLOATSBURG.....					
52.6	3.8	TUXEDO.....					
48.8	2.4	SOUTHFIELDS.....					
46.4	1.6	ARDEN.....					
44.8	1.0	NEWBURGH JCT...N					
43.8	2.5	HARRIMAN.....					
41.3	5.0	MONROE.....					
36.3	0.8	GREYCOURT.....					
35.5	4.5	CHESTER.....					
31.0	3.9	GOSHEN.....N					
27.1	3.4	NEW HAMPTON.....					
23.7	2.7	MIDDLETOWN.....D					
21.0	0.6	HOWELLS JCT.....					
20.4	4.5	HOWELLS.....	Will operate Oct. 12, Nov. 8, Nov. 11, and Feb. 13.				
15.9	13.4	OTISVILLE.....					
2.5	2.5	PORT JERVIS.....L. N A.					
..	..	SPARROWBUSH.....	A.M.	A.M.	A.M.	A.M.	A.M.

Port Jervis to Jersey City

EASTWARD — FIRST CLASS — TRAINS (Read Up)

306	730	156	120	52	54	202		6
Daily Except Saturday Sunday & Holiday A.M.	Sunday and Holiday Only A.M.	Daily Except Sunday and Holiday A.M.	Daily Except Saturday Sunday & Holiday A.M.	Daily Except Saturday Sunday & Holiday A.M.	Holiday Oct. 12, Nov. 8, 11, Feb. 13, 22, Only A.M.	Saturday Only A.M.		Daily A.M.
N.B. 8.44	N.B. 8.37	N.B. 8.22	N.B. 8.30	N.B. 8.30	N.B. 8.44	N.B. 8.39		8.37
8.28 8.23	8.19 8.14	8.10 8.05	8.15 8.10	8.18 8.18	8.28 8.28	8.27 8.22		8.25 8.20
(Newark Branch)	8.06 8.04 8.03 8.01	7.56	8.02	8.05	8.13	8.13 8.11 8.09		8.08
	7.57 7.54 7.51	(B.C.R.R.)	(B.C.R.R.)	(B.C.R.R.)	(B.C.R.R.)	8.05 8.02 7.59		* 7.55
7.47	7.49					7.57		7.55
7.45 7.42 7.40 7.37 7.34	7.48 7.46 7.43 7.40 7.38					7.56 7.54 7.52 7.49 7.47		7.53 7.45
Track 4 7.38 7.30	7.37 7.34 7.31 7.28 7.25	* 7.36 7.33 7.30 7.27	7.49 7.48	7.50 7.47	7.52 7.49 7.47 7.45 7.42	7.46 7.43 7.41 7.38 7.35		7.44 7.41
	7.19 7.17	7.21 7.18		7.39 7.36	7.36 7.33	7.30 7.27 7.24		7.34
				7.21 7.17 7.11	7.18 7.14 7.08	7.20 7.16		7.27
				7.07	7.04	7.07		7.19
				7.05 7.01	7.02 6.58	7.05 7.01		7.10
				6.52 6.45 6.39 6.34	6.49 6.42 6.36 6.31	6.51 6.44 6.34		7.04 * 6.55
				6.22 6.04	6.18 6.01	6.22 6.04		6.26 6.16 6.11
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.		A.M.

No. 6 stop Middletown to discharge passengers Binghamton, west. Sun. and Hols., Nov. 24, Dec. 26 and Jan. 2, stop Middletown, take on New York passengers. When Middletown stop is not made, reduce speed to 35 m.p.h. for safe discharge of U.S. Mail. Sundays stop Passaic discharge passengers Port Jervis, west.

Port Jervis to Jersey City

EASTWARD — FIRST CLASS — TRAINS (Read Up)

Distance from Sparrowbush	Distance between Stations	No. 50 STATIONS	126	252	164	128	130
			Daily Except Saturday Sunday & Holiday	Saturday Only	Daily Except Saturday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday
			A.M.	A.M.	A.M.	P.M.	P.M.
..	..	NEW YORK Chambers St. (Ferry) A.	N.B.			N.B.	N.B.
89.8	2.2	JERSEY CITY.....A. N	11.14	11.28	11.34	12.19	12.34
87.6	6.3	CROXTON.....N	10.55	11.07	11.20	11.58	12.20
			10.50	11.02	11.15	11.53	12.15
81.3	0.5	RUTHERFORD.....	s10.42	s10.53	s11.06	s11.44	s12.07
80.8	0.7	RUTHERFORD JCT. N	10.40	10.51	11.04	11.43	12.06
80.1	0.6	CARLTON HILL.....		s10.50	s11.02		
79.5	1.2	PASSAIC PARK.....	s10.37	s10.48	s11.00	s11.40	s12.04
78.3	0.9	PASSAIC.....	s10.33	s10.44	s10.56	s11.36	s12.00
77.4	1.4	CLIFTON.....	s10.30	s10.41	s10.53	s11.33	s11.57
76.0	1.2	LAKE VIEW.....	s10.27	s10.38	s10.50		s11.54
74.8	0.7	XW TOWER.....N	10.24	10.36	10.48	11.30	11.52
74.1	1.0	PATERSON.....	s10.22	s10.35	s10.47	s11.28	s11.50
73.1	1.1	RIVER ST.....		s10.33	s10.45		
72.0	1.7	HAWTHORNE.....		s10.31	s10.43	s11.25	
70.3	0.8	GLEN ROCK.....		s10.28	s10.40	s11.22	
69.5	0.7	RIDGEWOOD JCT. N		10.26	10.38	11.20	
68.8	1.2	RIDGEWOOD.....		s10.24	s10.36	s11.19	
67.6	1.1	HOHOKUS.....		s10.21	s10.33	s11.16	
66.5	1.4	WALDWICK.....N		s10.18	s10.30	s11.14	
65.1	1.9	ALLENDALE.....		s10.15	s10.27		
63.2	2.6	RAMSEY.....		s10.12	s10.24		
60.6	1.4	MAHWAH.....		s10.07	s10.18		
59.2	1.0	SUFFERN.....N		s10.05	s10.15		
58.2	3.0	HILLBURN.....					
55.2	2.6	SLOATSBURG.....					
52.6	3.8	TUXEDO.....					
48.8	2.4	SOUTHFIELDS.....					
46.4	1.6	ARDEN.....					
44.8	1.0	NEWBURGH JCT. N					
43.8	2.5	HARRIMAN.....					
41.3	5.0	MONROE.....					
36.3	0.8	GREYCOURT.....					
35.5	4.5	CHESTER.....					
31.0	3.9	GOSHEN.....N					
27.1	3.4	NEW HAMPTON.....					
23.7	2.7	MIDDLETOWN.....D					
21.0	0.6	HOWELLS JCT.....					
20.4	4.5	HOWELLS.....					
15.9	13.4	OTISVILLE.....					
2.5	2.5	PORT JERVIS.....L. N A.					
..	..	SPARROWBUSH.....					
			A.M.	A.M.	A.M.	A.M.	A.M.

Port Jervis to Jersey City

EASTWARD — FIRST CLASS — TRAINS (Read Up)

	30	132	752	136	138	140	754	62	142
	Daily	Daily Except Saturday Sunday & Holiday	Sunday and Holiday Only	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Sunday and Holiday Only	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.
	1.04	N.B. 1.44	N.B. 2.04	N.B. 2.39	N.B. 3.14	3.34	N.B. 3.34	N.B. 4.24	N.B. 4.59
	12.50	1.22	1.52	2.20	2.57	3.22	3.18	4.12	4.40
	12.45	1.17	1.47	2.15	2.52	3.17	3.13	4.07	4.35
	s12.35	s 1.08	s 1.38	s 2.06	s 2.43	s 3.08	s 3.04	s 3.58	s 4.26
	12.33	1.06	1.36	2.04	2.41	3.06	3.02	3.56	4.24
	f 1.04	s 1.34		s 2.39					
	s 1.02	f 1.32	s 2.01	s 2.37				s 3.53	
	s12.27	s12.58	s 1.28	s 1.57	s 2.33	s 3.01	s 2.57	s 3.49	s 4.19
	*.....	s12.55	s 1.25	s 1.54	s 2.30	s 2.56	s 2.54	s 3.48	s 4.16
		s12.52	s 1.22	s 1.51	s 2.27	s 2.51		s 3.43	s 4.13
	12.20	12.50	1.20	1.49	2.25	2.52	2.49	3.39	4.11
	s12.18	s12.49	s 1.19	s 1.48	s 2.23	s 2.50	s 2.47	s 3.37	s 4.10
	*.....	s12.46	s 1.15	s 1.44		s 2.44	s 2.43		s 4.07
	s12.12	s12.43	s 1.12	s 1.41		f 2.42	f 2.41	s 3.28	
	12.10	12.41	1.10	1.39		2.40	2.39	3.26	4.03
	s12.08	s12.40	s 1.08	s 1.38		s 2.39	s 2.37	s 3.24	s 4.02
		s12.37	s 1.05	s 1.35		s 2.32	s 2.34		
	*12.03	s12.34	s 1.02	s 1.33		s 2.30	s 2.31	s 3.18	s 3.58
	s12.00		s12.59			s 2.27	s 2.28	s 3.15	
	s11.57		s12.56			s 2.21	s 2.25	s 3.11	
			s12.50					s 3.05	
	s11.50		s12.48			s 2.15	s 2.20	s 3.03	
	f11.42							s 2.54	
	s11.39							s 2.50	
								f 2.44	
	11.30							2.40	
	s11.28							s 2.38	
	s11.24							s 2.33	
	s11.14							s 2.23	
	s11.07							s 2.15	
	s10.55							s 2.08	
	f10.44							f 1.51	
	s10.38							s 1.45	
	10.20							1.37	
	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

No. 30 Saturdays stop
Waldwick, Hawthorne
and Clifton, arrive Jersey City 12.55 p.m.

Will not
operate west
of Waldwick
on Holidays

No. 62 reduce speed to 35 miles per hour at
Howells to receive mail. Will not operate
west of Suffern on holidays.

Port Jervis to Jersey City

EASTWARD — FIRST CLASS — TRAINS (Read Up)

Distance from Sparrowbush	Distance between Stations	No. 50 STATIONS	166	168	280	170
			Daily Except Saturday Sunday & Holiday P.M.	Daily Except Holiday P.M.	Sunday and Holiday Only P.M.	Daily Except Sunday and Holiday P.M.
..	..	NEW YORK Chambers St. (Ferry) A.	5.26	N.B. 6.24	6.32	6.44
89.8	2.2	JERSEY CITY..... A. N	5.12	6.10	6.20	6.30
87.6	6.3	CROXTON..... N	5.07	6.05	6.15	6.25
81.3	0.5	RUTHERFORD..... S	4.58	5.54		
80.8	0.7	RUTHERFORD JCT. N	4.56	5.52	6.03	6.15
80.1	0.6	CARLTON HILL..... S	4.55	5.50		
79.5	1.2	PASSAIC PARK..... S		5.48		
78.3	0.9	PASSAIC..... S	4.50	5.44	5.55	6.10
77.4	1.4	CLIFTON..... S	4.46	5.40		
76.0	1.2	LAKE VIEW..... S	4.43	5.37		
74.8	0.7	XW TOWER..... N	4.41	5.34	5.46	6.01
74.1	1.0	PATERSON..... S	4.39	5.32	5.45	5.59
73.1	1.1	RIVER ST..... S		5.29		
72.0	1.7	HAWTHORNE..... S		5.26		
70.3	0.8	GLEN ROCK..... S	4.32	5.23	5.37	
69.5	0.7	RIDGEWOOD JCT. N	4.31	5.21	5.35	5.51
68.8	1.2	RIDGEWOOD..... S	4.29	5.20	5.34	5.49
67.6	1.1	HOHOKUS..... S	4.26	5.17		
66.5	1.4	WALDWICK..... N	4.24	5.14	5.29	5.45
65.1	1.9	ALLENDALE..... S		5.11		
63.2	2.6	RAMSEY..... S	4.19	5.08	5.23	
60.6	1.4	MAHWAH..... S		5.03		
59.2	1.0	SUFFERN..... N	4.13	5.00	5.16	5.36
58.2	3.0	HILLBURN..... S				
55.2	2.6	SLOATSBURG..... S			5.10	
52.6	3.8	TUXEDO..... S			5.05	
48.8	2.4	SOUTHFIELDS..... S			4.58	
46.4	1.6	ARDEN..... S			4.54	
44.8	1.0	NEWBURGH JCT. N			4.52	
43.8	2.5	HARRIMAN..... S			4.50	
41.3	5.0	MONROE..... S			4.46	
36.3	0.8	GREYCOURT..... S			4.37	
35.5	4.5	CHESTER..... S			4.30	
31.0	3.9	GOSHEN..... N			4.30	
27.1	3.4	NEW HAMPTON..... D			4.20	
23.7	2.7	MIDDLETOWN..... D			4.20	
21.0	0.6	HOWELLS JCT. N				
20.4	4.5	HOWELLS..... L. N				
15.9	13.4	OTISVILLE..... A. N			4.08	
2.5	2.5	PORT JERVIS..... A.			3.50	
..	..	SPARROWBUSH.....				

Stop 5th Ave. crossing, West Paterson, to receive passengers. Will operate on Holidays Oct. 12, Nov. 8, Nov. 11 and Feb. 13.

Stop 5th Ave. crossing, West Paterson, to receive passengers. Will operate on holidays Oct. 12, Nov. 8, Nov. 11 and Feb. 13.

No. 280 will not operate on holidays Oct. 12, Nov. 8, Nov. 11 and Feb. 13.

Port Jervis to Jersey City

EASTWARD — FIRST CLASS — TRAINS (Read Up)

	2	28		254	196		144	256
	Daily P.M.	Daily Except Sunday and Holiday P.M.		Sunday and Holiday Only P.M.	Daily Except Sunday P.M.		Daily Except Saturday Sunday & Holiday P.M.	Saturday Sunday and Holiday Only P.M.
	7.09	8.09		7.51	x		N.B. 8.27	N.B. 9.01
	6.55	7.55		7.30	7.50		8.15	8.45
	6.50	7.50		7.25	7.44		8.10	8.40
		7.42		7.16			8.02	8.31
	6.40	7.37		7.14	7.35		8.01	8.29
				7.12				8.26
	* 6.35	7.32		7.08	7.20		7.56	8.22
		7.28		7.05			7.53	8.19
		7.25		7.02			7.50	8.16
	6.29	7.23		7.00	6.57		7.48	8.14
	6.27	7.21		6.58	6.55		7.47	8.12
		7.09		6.53			7.44	8.07
		*					7.42	8.04
	6.20	7.06		6.50			7.40	8.02
	6.19	7.05		6.48			7.39	8.00
				6.45				
	6.15	6.50		6.43			7.36	7.56
		6.44		6.40				7.53
		6.41		6.37				7.50
		6.36		6.32				7.48
	* 6.06	6.33		6.30				7.40
	5.59	6.18						
	5.50	6.09						
		6.07						
		6.03						
	5.39	5.55						
	* 5.32	5.48						
	* 5.22	5.38						
	4.53	5.10						
	4.43							
	4.38							

No. 2 stop Middletown and Goshen to discharge or take on passengers. Stop Suffern and Passaic, discharge passengers from west of Port Jervis.

No. 28 stop Glen Rock Saturday, 7.07 P. M. Will not handle baggage west of Suffern. Will operate Oct. 12, Nov. 8, Nov. 11 and Feb. 13.

Will not operate on holidays Oct. 12, Nov. 8, Nov. 11 and Feb. 13.

Port Jervis to Jersey City

EASTWARD — FIRST CLASS — TRAINS (Read Up)

Distance from Sparrowbush	Distance between Stations	No. 50 STATIONS	172	704	146	258
			Daily Except Saturday Sunday & Holiday	Sunday and Holiday Only	Daily Except Sunday and Holiday	Saturday Only
			P.M.	P.M.	P.M.	P.M.
		NEW YORK Chambers St. (Ferry) A.	N.B. 9.12	9.37	N.B. 9.39	N.B. 10.24
89.8	2.2	JERSEY CITY A. N	9.00	9.21	9.27	9.57
87.6	6.3	CROXTON N	8.55	9.16	9.22	9.52
81.3	0.5	RUTHERFORD s	8.45	9.08	9.13	9.43
80.8	0.7	RUTHERFORD JCT. N	8.42	9.06	9.11	9.41
80.1	0.6	CARLTON HILL				
79.5	1.2	PASSAIC PARK s	8.40			9.39
78.3	0.9	PASSAIC s	8.36	9.01	9.06	9.35
77.4	1.4	CLIFTON s	8.31	8.58		9.32
76.0	1.2	LAKE VIEW s	8.28			9.29
74.8	0.7	KW TOWER N	8.26	8.55	8.56	9.27
74.1	1.0	PATERSON s	8.25	8.53	8.54	9.25
73.1	1.1	RIVER ST.				
72.0	1.7	HAWTHORNE				
70.3	0.8	GLEN ROCK s	8.16			
69.5	0.7	RIDGEWOOD JCT. N	8.14	8.45	8.46	
68.8	1.2	RIDGEWOOD s	8.12	8.44	8.44	
67.6	1.1	HOHOKUS				
66.5	1.4	WALDWICK N s	7.56	8.40	8.40	
65.1	1.9	ALLENDALE				
63.2	2.6	RAMSEY s	7.52	8.36		
60.6	1.4	MAHWAH s	7.46			
59.2	1.0	SUFFERN N s	7.43	8.29		
58.2	3.0	HILLBURN				
55.2	2.6	SLOATSBURG		8.23		
52.6	3.8	TUXEDO		8.19		
48.8	2.4	SOUTHFIELDS		8.13		
46.4	1.6	ARDEN		8.09		
44.8	1.0	NEWBURGH JCT. N		8.07		
43.8	2.5	HARRIMAN		8.05		
41.3	5.0	MONROE		8.01		
36.3	0.8	GREYCOURT				
35.5	4.5	CHESTER		7.51		
31.0	3.9	GOSHEN N		7.44		
27.1	3.4	NEW HAMPTON				
23.7	2.7	MIDDLETOWN D		7.34		
21.0	0.6	HOWELLS JCT.				
20.4	4.5	HOWELLS		7.26		
15.9	13.4	OTISVILLE		7.19		
2.5	2.5	PORT JERVIS L. N A.		7.00		
		SPARROWBUSH				
			P.M.	P.M.	P.M.	P.M.

Port Jervis to Jersey City

EASTWARD — FIRST CLASS — TRAINS (Read Up)

148	8	80	174	176	178	68
Daily Except Saturday Sunday & Holiday	Daily Except Sunday	Sunday Only	Daily	Daily Except Saturday and Sunday	Daily Except Sunday and Holiday	Daily
P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.
N.B. 10.24	10.24	10.54	N.B. 10.54	N.B. 11.54	12.24	12.54
10.05	10.12	10.30	10.42	11.40	12.05	12.36
10.00	10.04	10.23	10.37	11.35	12.00	12.31
s 9.50			s 10.28	s 11.26	s 11.51	s 12.22
9.48	9.55	10.14	10.27	11.25	11.49	12.20
s 9.44				s 11.22		s 12.18
s 9.40	(B.C.R.R.) Stop Ridgewood, discharge passengers, Port Jervis, west.		s 10.22	s 11.18	s 11.43	s 12.14
s 9.37			s 10.19	s 11.12	s 11.38	s 12.11
s 9.34			s 11.09	s 11.35		s 12.08
9.32		10.04	10.16	11.02	11.33	12.06
s 9.30		s 10.03	s 10.14	s 11.01	s 11.31	s 12.05
			s 10.11			
			s 10.09	s 10.57	s 11.26	*
			s 10.06	s 10.54	s 11.23	*
	9.43	9.56	10.05	10.52	11.21	11.57
	* 9.42	* 9.55	s 10.04	s 10.50	s 11.20	s 11.55
			s 10.01	s 10.47		
	9.39	9.52	s 9.59	s 10.45	s 11.17	s 11.51
			s 9.56		s 11.14	s 11.48
			s 9.53		s 11.11	s 11.45
			s 9.48		s 11.06	*
	9.31	9.44	s 9.45		s 11.03	s 11.39
	9.23	9.36				s 11.32
						s 11.28
						s 11.22
	9.14	9.27				11.18
						s 11.16
						s 11.12
						s 11.02
	8.57	9.10				s 10.55
						*
	s 8.47	s 9.00				s 10.45
	8.17	8.30				
	8.07	8.20				
	8.02	8.15				
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

No. 88 stop New Hampton to discharge passengers. Sundays stop Mahwah, Glen Rock and Hawthorne.

Jersey City to Port Jervis

WESTWARD — FIRST CLASS — TRAINS (Read Down)

Distance from Jersey City	Distance between Stations	No. 50 STATIONS	177	7	149	51
			Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Sunday
			A. M.	A. M.	A. M.	A. M.
..	..	NEW YORK Chambers St. (Ferry) L.	N.B. 12.01	12.30	N.B. 12.30	N.B. 1.00
..	..	JERSEY CITY.....L. N	12.15	12.45	12.50	1.15
2.2	2.2	CROXTON.....N	12.20	12.50	12.55	1.20
8.5	6.3	RUTHERFORD.....	12.29		1.05	1.29
9.0	0.5	RUTHERFORD JCT. N	12.31	1.00	1.07	1.30
9.7	0.7	CARLTON HILL.....	12.33		*	1.32
10.3	0.6	PASSAIC PARK.....	12.35			1.34
11.5	1.2	PASSAIC.....	12.39		1.13	1.43
12.4	0.9	CLIFTON.....	12.41		1.16	1.46
13.8	1.4	LAKE VIEW.....	12.43		1.19	*
15.0	1.2	XW TOWER.....N	12.45		1.21	1.49
15.7	0.7	PATERSON.....	12.47		1.23	1.56
16.7	1.0	RIVER ST.....	12.49			
17.8	1.1	HAWTHORNE.....	12.51		1.27	*
19.5	1.7	GLEN ROCK.....	12.54		1.30	*
20.3	0.8	RIDGEWOOD JCT. N	12.56	1.12	1.32	2.05
21.0	0.7	RIDGEWOOD.....	12.58		1.35	2.08
22.2	1.2	HOHOKUS.....	1.00		1.38	2.11
23.3	1.1	WALDWICK.....N	1.03	1.16	1.41	2.14
24.7	1.4	ALLENDALE.....	1.05			2.17
26.6	1.9	RAMSEY.....	1.08			2.20
29.2	2.6	MAHWAH.....	1.12			2.24
30.6	1.4	SUFFERN.....N	1.15	1.24		2.27
31.6	1.0	HILLBURN.....				
34.6	3.0	SLOATSBURG.....				
37.2	2.6	TUXEDO.....		1.32		2.36
41.0	3.8	SOUTHFIELDS.....				
43.4	2.4	ARDEN.....				
45.0	1.6	NEWBURGH JCT. N		1.40		2.44
46.0	1.0	HARRIMAN.....				
48.5	2.5	MONROE.....				*
53.5	5.0	GREYCOURT.....		1.48		*
54.3	0.8	CHESTER.....				
58.8	4.5	GOSHEN.....N		1.54		3.08
62.7	3.9	NEW HAMPTON.....				
66.1	3.4	MIDDLETOWN.....D		2.08		3.50
68.8	2.7	HOWELLS JCT.....				
69.4	0.6	HOWELLS.....				
73.9	4.5	OTISVILLE.....				
87.3	13.4	PORT JERVIS.....A. L. N		2.45 2.55		4.20
89.8	2.5	SPARROWBUSH.....		3.00		
			A. M.	A. M.	A. M.	A. M.

Will not operate Nov. 9, Nov. 12, Nov. 25, Dec. 27, Jan. 3, Feb. 14 and Feb. 23.

Stop Carlton Hill to discharge passengers.

No. 51 stop Lake View, Hawthorne, Glen Rock, Monroe and Chester discharge passengers. Will not handle passengers west of Middletown.

Jersey City to Port Jervis

WESTWARD — FIRST CLASS — TRAINS (Read Down)

191	55	101	103	151	153	59	105	1
Daily Except Sunday	Daily Except Sunday	Daily Except Saturday and Sunday	Daily Except Sunday and Holiday	Daily Except Saturday	Daily Except Sunday	Sunday Only	Daily Except Sunday and Holiday	Daily
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
X	N.B. 4.30	5.30	N.B. 6.45	7.00	8.07	N.B. 8.48	N.B. 8.53	9.15
3.25 3.30	4.45 4.50	6.00 6.05	7.00 7.05	7.20 7.25	8.26 8.31	9.00 9.05	9.05 9.10	9.30 9.35
	5.00	6.15	7.14	7.35	8.40	9.14	9.19	
3.50	5.01	6.17	7.16	7.37	8.42	9.16	9.21	9.44
			7.18	*	8.44	*	*	
			7.20	*	8.46	*	*	
4.00	5.09	6.24	7.24	7.42	8.51	9.21	9.27	* 9.49
4.05	5.13	6.27	7.27	7.45	8.54	9.24	9.30	
	5.16	6.30	7.30	7.48	8.57		9.33	
4.10	5.18	6.33	7.33	7.50	9.00	9.27	9.35	9.54
4.20	5.27	6.37	7.35	7.55	9.02	9.29	9.38	9.56
		6.40	7.37	7.57	9.05			
	*	6.43	7.41	8.00	9.09			
	5.34		7.45	8.03	9.13			
4.30	5.36	6.47	7.47	8.05	9.15	9.36		10.03
	5.40	6.51	7.49	8.09	9.17	9.38		10.05
	5.47	6.54	7.52	8.12	9.19			
4.40	5.51	6.57	7.55	8.15	9.22	9.42		10.09
	5.56	7.01	7.58	8.19	9.26	*		
	6.01	7.05	8.02	8.24	9.31			
	6.07	* 7.09	8.06	8.28	9.35			
4.55	6.14	7.12	8.09	8.31	9.40	9.50		* 10.18
	*							
	6.30					9.56		
	6.37					10.00		10.27
	6.43					*		
	6.47					*		
	6.50					10.11		10.35
No. 55 will stop at Hawthorne and Hillburn to discharge passengers.	6.54					10.13		
	7.00					10.17		
	7.11							10.43
	7.28							* 10.49
	7.40							* 11.00
	8.05							
	8.15							
	8.30							11.30
	8.50							11.40
								11.44
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Stop at Gould Ave. Paterson, and Mahwah to discharge passengers.

Will operate west of Waldwick Saturdays only. Stop Fifth Ave. crossing, West Paterson, discharge passengers.

Sundays stop Carlton Hill and Passaic Park, discharge passengers.

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

Stop Allendale, Southfields and Arden to discharge passengers.

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

Jersey City to Port Jervis

WESTWARD — FIRST CLASS — TRAINS (Read Down)

Distance from Jersey City	Distance between Stations	No. 50 STATIONS	701	107	199	251	109
			Sunday and Holiday Only	Daily Except Sunday and Holiday	Daily Except Sunday	Saturday Sunday and Holiday Only	Daily Except Saturday Sunday & Holiday
			A.M.	A.M.	A.M.	A.M.	A.M.
..	..	NEW YORK Chambers St. (Ferry) L.	9.48	10.10	x	11.05	11.10
..	..	JERSEY CITY..... L.N	9.55	10.25	11.00	11.25	11.25
2.2	2.2	CROXTON..... N	10.00	10.30	11.05	11.30	11.30
8.5	6.3	RUTHERFORD.....	s10.09	s10.39	11.20	s11.40	s11.40
9.0	0.5	RUTHERFORD JCT. N	10.11	10.40	11.22	11.42	11.42
9.7	0.7	CARLTON HILL.....					
10.3	0.6	PASSAIC PARK.....		s10.48			
11.5	1.2	PASSAIC.....	s10.17	s10.48	11.31	s11.48	s11.50
12.4	0.9	CLIFTON.....	s10.20	s10.51	11.35	s11.51	s11.53
13.8	1.4	LAKE VIEW.....		s10.58			
15.0	1.2	XW TOWER..... N	10.23	10.55	11.38	11.54	11.57
15.7	0.7	PATERSON.....	s10.25	s11.00	11.40	s11.56	s12.01
16.7	1.0	RIVER ST.....					
17.8	1.1	HAWTHORNE.....		s11.04			
19.5	1.7	GLEN ROCK.....		s11.07		f12.01	s12.07
20.3	0.8	RIDGEWOOD JCT. N	10.32	11.09		12.03	12.09
21.0	0.7	RIDGEWOOD.....	s10.34	s11.18		s12.05	s12.14
22.2	1.2	HOHOKUS.....		f11.21		s12.08	s12.17
23.3	1.1	WALDWICK..... N	s10.38	s11.24		s12.11	s12.20
24.7	1.4	ALLENDALE.....	s10.41			f12.14	s12.24
26.6	1.9	RAMSEY.....	s10.44			s12.17	s12.29
29.2	2.6	MAHWAH.....	s10.48			f12.21	s12.34
30.6	1.4	SUFFERN..... N	s10.50			s12.25	s12.37
31.6	1.0	HILLBURN.....					
34.6	3.0	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.....					
53.5	5.0	GREYCOURT.....					
54.3	0.8	CHESTER.....					
58.8	4.5	GOSHEN..... N					
62.7	3.9	NEW HAMPTON.....					
66.1	3.4	MIDDLETOWN..... D					
68.8	2.7	HOWELLS JCT.....					
69.4	0.6	HOWELLS.....					
73.9	4.5	OTISVILLE.....					
87.3	13.4	PORT JERVIS..... A. L. N					
89.8	2.5	SPARROWBUSH.....					
			A.M.	A.M.	A.M.	P.M.	P.M.

Saturdays and
Holidays arrive
Suffern 12.35 P. M.

Jersey City to Port Jervis

WESTWARD — FIRST CLASS — TRAINS (Read Down)

	703	155	233	253	111
	Saturday and Sunday Only	Daily Except Saturday and Sunday	Saturday Only	Saturday and Sunday Only	Daily Except Saturday Sunday & Holiday
	P.M.	P.M.	P.M.	P.M.	P.M.
	N.B. 12.10		N.B. 12.40	N.B. 1.12	1.10
	12.30	12.47	1.02	1.25	1.25
	12.35	12.52	1.07	1.30	1.30
	s12.44	s 1.02		s 1.39	s 1.39
	12.45	1.04	1.15	1.40	1.41
	s12.47	s 1.06		s 1.42	*
	s12.49	s 1.08		s 1.44	
	s12.53	s 1.12	(B.C.R.R.)	s 1.48	s 1.46
	s12.56	s 1.15		s 1.50	s 1.49
	s12.58	s 1.18		s 1.52	
	1.00	1.21		1.54	1.52
	s 1.01	s 1.24		s 1.56	s 1.54
	s 1.03	s 1.26		s 1.58	
	s 1.06	s 1.29		s 2.00	
	s 1.09	s 1.32		s 2.03	
	1.11	1.34	1.81	2.05	
	s 1.18	s 1.38	s 1.33	s 2.07	
	s 1.16	s 1.41	s 1.35		
	s 1.19	s 1.44	s 1.38	s 2.11	
	s 1.22	s 1.48		s 2.14	
	s 1.25	s 1.52		s 2.18	
	s 1.29	s 1.57		s 2.22	
	s 1.32	s 2.00		s 2.25	
	f 1.38				
	s 1.42				
	f 1.48				
	f 1.52				
	1.54				
	s 1.56				
	s 2.01				
	s 2.10				
	s 2.17				
	s 2.27				
	s 2.40				
	3.00				
	P.M.	P.M.	P.M.	P.M.	P.M.

No. 703 will not operate west of
Middletown on Sunday.

Stop Carlton Hill to discharge passengers.

Jersey City to Port Jervis

WESTWARD — FIRST CLASS — TRAINS (Read Down)

Distance from Jersey City	Distance between Stations	No. 50 STATIONS	157	27	113	257
			Daily Except Sunday and Holiday	Daily	Daily Except Saturday Sunday & Holiday	Saturday Only
			P.M.	P.M.	P.M.	P.M.
..	..	NEW YORK Chambers St.(Ferry) L.	1.40	2.15	N.B. 2.15	N.B. 2.36
..	..	JERSEY CITY.....L. N	1.55	2.30	2.35	2.50
2.2	2.2	CROXTON.....N	2.00	2.35	2.40	2.55
8.5	6.3	RUTHERFORD.....S	2.10	H	S 2.49	S 3.04
9.0	0.5	RUTHERFORD JCT. N	2.12	2.42	2.51	3.06
9.7	0.7	CARLTON HILL.....H			S 2.53	
10.3	0.6	PASSAIC PARK.....H			S 2.55	
11.5	1.2	PASSAIC.....S	2.17	S 2.47	S 2.59	
12.4	0.9	CLIFTON.....S	2.20	H	S 3.02	
13.8	1.4	LAKE VIEW.....H			S 3.05	
15.0	1.2	XW TOWER.....N	2.24	2.52	3.07	(B.C.R.R.)
15.7	0.7	PATERSON.....S	2.26	S 2.54	S 3.08	
16.7	1.0	RIVER ST.....H			S 3.10	
17.8	1.1	HAWTHORNE.....S	2.30	H	S 3.13	
19.5	1.7	GLEN ROCK.....S	2.33	H	S 3.16	
20.3	0.8	RIDGEWOOD JCT. N	2.35	3.01	3.18	3.23
21.0	0.7	RIDGEWOOD.....S	2.38	S 3.03	S 3.20	S 3.25
22.2	1.2	HOHOKUS.....H	2.42	H	S 3.23	S 3.27
23.3	1.1	WALDWICK.....N	2.45	H 3.07	S 3.25	S 3.30
24.7	1.4	ALLENDALE.....S	2.48		S 3.33	
26.6	1.9	RAMSEY.....S	2.52		S 3.37	
29.2	2.6	MAHWAH.....S	2.56		S 3.41	
30.6	1.4	SUFFERN.....N	2.59	S 3.17	S 3.43	
31.6	1.0	HILLBURN.....S				
34.6	3.0	SLOATSBURG.....S				
37.2	2.6	TUXEDO.....S				
41.0	3.8	SOUTHFIELDS.....*	3.31			
43.4	2.4	ARDEN.....S				
45.0	1.6	NEWBURGH JCT. N		3.36		
46.0	1.0	HARRIMAN.....S				
48.5	2.5	MONROE.....S		3.41		
53.5	5.0	GREYCOURT.....S				
54.3	0.8	CHESTER.....*	3.50			
58.8	4.5	GOSHEN.....N		S 3.57		
62.7	3.9	NEW HAMPTON.....S				
66.1	3.4	MIDDLETOWN.....D		S 4.08		
68.8	2.7	HOWELLS JCT.....*				
69.4	0.6	HOWELLS.....*				
73.9	4.5	OTISVILLE.....*	4.18			
87.3	13.4	PORT JERVIS.....A. L. N	4.35			
89.8	2.5	SPARROWBUSH.....S				
			P.M.	P.M.	P.M.	P.M.

No. 27 stop Southfields Monday to Friday, incl. Stop Chester Friday and Saturday. Stop Howells to discharge passengers. Stop Otisville Mon. to Sat., incl. Holidays arrive Port Jervis 4.50 P. M.

Jersey City to Port Jervis

WESTWARD — FIRST CLASS — TRAINS (Read Down)

	115	159	235	63	117	313
	Daily	Daily Except Saturday Sunday & Holiday	Saturday Only	Daily Except Sunday and Holiday	Daily Except Saturday and Sunday	Daily Except Saturday Sunday & Holiday
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	N.B. 3.10	3.50	3.50	4.00	4.00	N.B. 4.20
	3.26	4.05	4.05	4.14	4.17	4.40
	3.31	4.10	4.10	4.19	4.22	4.45
	S 3.40		S 4.20		S 4.31	
	S 3.42	4.19	4.22	4.28	S 4.33	
	S 3.44		S 4.24		S 4.35	
	S 3.46		S 4.26		S 4.37	(Newark Branch)
	S 3.50	S 4.25	S 4.30	(B.C.R.R.)	S 4.41	
	S 3.53	S 4.28	S 4.33		S 4.44	
	S 3.56		S 4.36		S 4.47	
	3.58	4.32	4.39		4.49	5.21
	S 4.00	S 4.36	S 4.42		S 4.51	S 5.23
	S 4.02		S 4.44		S 4.53	
	S 4.05		S 4.46		S 4.56	
	S 4.08	S 4.42	S 4.49		S 4.59	
	4.10	4.44	4.51	4.39	5.01	
	S 4.12	S 4.47	S 4.54	S 4.40	S 5.03	
	S 4.15	S 4.50	S 4.57		S 5.06	
	S 4.17	S 4.53	S 5.00	4.45	S 5.09	
		S 4.56				
		S 5.00				
		S 5.05				
		S 5.08		S 4.53		
				S 4.59		
				S 5.04		
				S 5.11		
				S 5.15		
				5.18		
				S 5.20		
				S 5.25		
				S 5.34		
				S 5.42		
				S 5.47		
				S 5.55		
				S 6.04		
				S 6.11		
				6.30		
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

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

Jersey City to Port Jervis

WESTWARD — FIRST CLASS — TRAINS (Read Down)

Distance from Jersey City	Distance between Stations	No. 50 STATIONS	205	119	161	315	123
			Saturday and Holiday Only	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday
			P.M.	P.M.	P.M.	P.M.	P.M.
..	..	NEW YORK Chambers St. (Ferry) L.	N.B. 4.30	4.40	N.B. 4.49	N.B. 4.49	N.B. 4.57
..	..	JERSEY CITY.....L. N	4.45	4.56	5.03	5.04	5.15
2.2	2.2	CROXTON.....N	4.50	5.01	5.08	5.09	5.20
8.5	6.3	RUTHERFORD.....s	5.00	5.11			5.30
9.0	0.5	RUTHERFORD JCT. N	5.02	5.13	5.18	(Newark Branch)	5.32
9.7	0.7	CARLTON HILL.....s	5.04	5.15			
10.3	0.6	PASSAIC PARK.....s	5.06	5.17			
11.5	1.2	PASSAIC.....s	5.10	5.21			5.37
12.4	0.9	CLIFTON.....s	5.13	5.24			5.40
13.8	1.4	LAKE VIEW.....s	5.16	5.27	(B.C.R.R.)		
15.0	1.2	XW TOWER.....N	5.19	5.30		5.47	5.44
15.7	0.7	PATERSON.....s	5.21	5.32		5.49	5.46
16.7	1.0	RIVER ST.....s	5.24	5.35		5.51	5.49
17.8	1.1	HAWTHORNE.....s	5.27	5.38		5.54	5.52
19.5	1.7	GLEN ROCK.....s	5.31	5.42		5.58	
20.3	0.8	RIDGEWOOD JCT. N	5.33	5.44	5.34	6.00	5.56
21.0	0.7	RIDGEWOOD.....s	5.35	5.46	5.37	6.02	
22.2	1.2	HOHOKUS.....s	5.38	5.49	5.41	6.05	
23.3	1.1	WALDWICK.....N	5.41	5.52	5.44	6.08	Track 3 H 6.00
24.7	1.4	ALLENDALE.....s	5.44		5.47		
26.6	1.9	RAMSEY.....s	5.48		5.51		
29.2	2.6	MAHWAH.....s	5.52		5.55		
30.6	1.4	SUFFERN.....N	5.55		5.58		
31.6	1.0	HILLBURN.....					
34.6	3.0	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.....					
53.5	5.0	GREYCOURT.....					
54.3	0.8	CHESTER.....					
58.8	4.5	GOSHEN.....N					
62.7	3.9	NEW HAMPTON.....					
66.1	3.4	MIDDLETOWN.....D					
68.8	2.7	HOWELLS JCT.....					
69.4	0.6	HOWELLS.....					
73.9	4.5	OTISVILLE.....					
87.3	13.4	PORT JERVIS.....A. L. N					
89.8	2.5	SPARROWBUSH.....					
			P.M.	P.M.	P.M.	P.M.	P.M.

Will operate
Oct. 12, Nov. 8,
Nov. 11 and
Feb. 13.

Jersey City to Port Jervis

WESTWARD — FIRST CLASS — TRAINS (Read Down)

751	163	125	317	207	127	67	129
Sunday Only	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Saturday and Holiday Only	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
N.B. 5.05	N.B. 5.05	N.B. 5.15	N.B. 5.15	N.B. 5.10	N.B. 5.21	N.B. 5.29	N.B. 5.29
5.20	5.22	5.27	5.27	5.30	5.33	5.40	5.44
5.25	5.27	5.32	5.32	5.35	5.38	5.45	5.49
5.34		5.41		5.44	5.48		
5.36	5.37	5.42	(Newark Branch)	5.46	5.50	5.55	5.58
5.38				5.48	5.52		5.59
5.40				5.50	5.55		6.01
5.44				5.54	5.59		6.05
5.47	(B.C.R.R.)	(B.C.R.R.)		5.57	6.03		6.08
5.50				5.59	6.07		6.11
5.53			6.08	6.01	6.10		6.13
5.56				6.03	6.12	(B.C.R.R.) Stop Arden, discharge passengers.	6.15
5.59				6.05			6.17
6.01				6.07			6.20
6.05				6.10			6.24
6.07	5.51	6.02		6.12		6.08	6.26
6.09	5.54			6.14			6.28
6.12	5.57			6.17		6.11	6.31
6.15	6.01	6.07		6.20		6.14	6.34
6.19	6.06			6.23			
6.23	6.11			6.26			
6.28	6.16			6.30		6.24	
6.31	6.20			6.33		6.28	
				6.35		6.31	
				6.40		6.37	
				6.45		6.42	
				6.52		6.49	
				6.59		6.55	
				7.01		6.57	
				7.05		7.01	
				7.14		7.11	
				7.23		7.19	
				7.33		7.30	
				7.40		7.38	
				7.47		7.46	
				8.05		8.05	
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

Will operate
Oct. 12, Nov. 8,
Nov. 11 and
Feb. 13.

Will operate
Oct. 12, Nov. 8,
Nov. 11 and
Feb. 13.

No. 207 stop
Arden, discharge
passengers.

BERGEN COUNTY RAILROAD —

Distance from Ridgewood Jct.	Distance between Stations	No. 50 STATIONS	154	50	112	156	120
			Daily Except Sunday and Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Sunday and Holiday	Daily Except Saturday Sunday & Holiday
			A.M.	A.M.	A.M.	A.M.	A.M.
9.9	2.4	RUTHERFORD JCT. N	7.04	7.42	7.51	7.56	8.02
7.5	1.4	GARFIELD	s 7.00		s 7.47	*	
6.1	1.1	PLAUDERVILLE	s 6.57		s 7.44	*	
5.0	1.5	COALBERG JCT.					
3.5	1.2	BROADWAY—FAIR LAWN	s 6.53		s 7.40	s 7.47	
2.3	1.7	RADBURN—FAIR LAWN	s 6.50	s 7.31	s 7.37	s 7.44	
0.6	0.6	GLEN ROOK	s 6.47	s 7.28	s 7.34	s 7.41	
..	..	RIDGEWOOD JCT. N	6.45	7.26	7.32	7.39	7.50
			A.M.	A.M.	A.M.	A.M.	A.M.

BERGEN COUNTY RAILROAD —

Distance from Rutherford Jct.	Distance between Stations	No. 50 STATIONS	7	233	257	63	161
			Daily	Saturday Only	Saturday Only	Daily Except Sunday and Holiday	Daily Except Saturday Sunday & Holiday
			A.M.	P.M.	P.M.	P.M.	P.M.
..	..	RUTHERFORD JCT. N	1.00	1.15	3.06	4.28	5.18
2.4	2.4	GARFIELD		s 1.18	s 3.09		
3.8	1.4	PLAUDERVILLE			s 3.12		
4.9	1.1	COALBERG JCT.					
6.4	1.5	BROADWAY—FAIR LAWN		s 1.24	s 3.16		s 5.25
7.6	1.2	RADBURN—FAIR LAWN		s 1.26	s 3.18		s 5.28
9.3	1.7	GLEN ROOK		s 1.29	s 3.21	*	s 5.32
9.9	0.6	RIDGEWOOD JCT. N	1.12	1.31	3.23	4.39	5.34
			A.M.	P.M.	P.M.	P.M.	P.M.

No. 156 Saturdays stop Garfield, 7.54 A.M. Will operate Oct. 12, Nov. 8, Nov. 11 and Feb. 13, stop Plauderville and Garfield.

No. 184 operates Oct. 12, Nov. 8, Nov. 11 and Feb. 13.

No. 63 Saturday stop Glen Rock to discharge passengers.

No. 125 operates Oct. 12, Nov. 8, Nov. 11 and Feb. 13.

When switching over Central Ave. crossing west of Rutherford Jct. on main or side tracks, member of crew must be stationed on crossing before switching movements are made to protect highway traffic.

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

EASTWARD — FIRST CLASS — TRAINS (Read Up)

52	54	160	184	56	8		
Daily Except Saturday Sunday & Holiday	Holiday Oct. 12, Nov. 8, 11, Feb. 13, 22, Only	Daily Except Saturday Sunday & Holiday	Daily Except Sunday and Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Sunday		
A.M.	A.M.	A.M.	A.M.	A.M.	P.M.		
8.05	8.13	8.13	8.35	8.56	9.55		
	s 8.08		s 8.31				
			s 8.28				
	s 8.02		s 8.24				
7.57	s 7.59		s 8.21				
	s 7.56	s 8.02	s 8.18				
7.53	7.54	8.00	8.16	8.45	9.43		
A.M.	A.M.	A.M.	A.M.	A.M.	P.M.		

WESTWARD — FIRST CLASS — TRAINS (Read Down)

163	125	67	165	133	167	71	
Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Sunday and Holiday	
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
5.37	5.42	5.55	6.01	6.05	6.21	6.53	
	s 5.46			s 6.08		s 6.56	
	s 5.49			s 6.11		s 6.59	
	s 5.53			s 6.16		s 7.04	
	s 5.57			s 6.20	s 6.31	s 7.07	
5.48	s 6.00		s 6.12		s 6.35	s 7.10	
5.51	6.02	6.08	6.15	6.25	6.37	7.12	
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	

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

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

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

EASTWARD — FIRST CLASS — TRAINS (Read Up)

Distance from XW Tower	Distance between Stations	No. 50 STATIONS	302	304	306	308
			Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday
			A.M.	A.M.	A.M.	A.M.
18.9	2.2	JERSEY CITY.....A.	N.B. 7.25	N.B. 7.58	N.B. 8.28	N.B. 8.57
16.7	2.2	CROXTON.....N	7.20	7.53	8.28	8.52
14.5	2.9	N. Y. & G. L. JCT.....N	7.16	7.49	8.20	8.47
11.6	0.3	HARRISON.....	s 7.12	s 7.45	s 8.16	s 8.43
11.3	0.6	KEARNY.....	f 7.11	s 7.43	s 8.14	s 8.42
10.7	0.6	NEWARK.....D (End of Single Track)	s 7.09	s 7.42	s 8.12	s 8.41
9.9	0.5	RIVERSIDE.....	s 7.07	s 7.40		s 8.39
9.4	0.6	WOODSIDE.....		s 7.38		f 8.37
8.8	0.8	CLEVELAND ST.....	s 7.05	s 7.36		s 8.36
8.0	1.3	BELLEVILLE.....D	s 7.03	s 7.34	s 8.06	s 8.34
6.7	0.6	WALNUT ST.....	s 7.00	s 7.32	s 8.08	s 8.32
6.1	0.5	NUTLEY.....	s 6.58	s 7.30	s 8.00	s 8.30
5.6	1.4	FRANKLIN AVE.....D	s 6.56	s 7.28	s 7.58	s 8.28
4.2	1.4	ALLWOOD.....	s 6.53	s 7.25	s 7.55	s 8.25
2.8	2.4	ATHENIA.....D	s 6.50	s 7.22	s 7.52	s 8.22
0.4	0.4	SOUTH PATERSON.....	s 6.46	s 7.18	s 7.48	s 8.19
..	..	XW TOWER.....N (End of Single Track)	6.45	7.17	7.47	8.18
			A.M.	A.M.	A.M.	A.M.

WESTWARD — FIRST CLASS — TRAINS (Read Down)

Distance from Jersey City	Distance between Stations	No. 50 STATIONS	313	315	317	319	321
			Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday
			P.M.	P.M.	P.M.	P.M.	P.M.
..	..	JERSEY CITY.....L.	N.B. 4.40	N.B. 5.04	N.B. 5.27	N.B. 5.45	N.B. 6.22
2.2	2.2	CROXTON.....N	4.45	5.09	5.32	5.50	6.27
4.4	2.2	N. Y. & G. L. JCT.....N	4.48	5.13	5.36	5.54	6.30
7.3	2.9	HARRISON.....	s 4.52	s 5.16	s 5.39	s 5.58	s 6.34
7.6	0.3	KEARNY.....	f 4.54	s 5.18	f 5.40	s 5.59	s 6.35
8.2	0.6	NEWARK.....D (End of Single Track)	s 4.56	s 5.20	s 5.42	s 6.02	s 6.37
9.0	0.6	RIVERSIDE.....	f 4.58				s 6.39
9.5	0.5	WOODSIDE.....	s 5.00	s 5.23			s 6.41
10.1	0.6	CLEVELAND ST.....	s 5.02	s 5.25	s 5.46		s 6.43
10.9	0.8	BELLEVILLE.....D	s 5.04	s 5.27	s 5.48	s 6.07	s 6.45
12.2	1.3	WALNUT ST.....	s 5.06	s 5.30	s 5.51	s 6.09	s 6.47
12.8	0.6	NUTLEY.....	s 5.08	s 5.33	s 5.53	s 6.11	s 6.49
13.3	0.5	FRANKLIN AVE.....D	s 5.10	s 5.35	s 5.55	s 6.13	s 6.51
14.7	1.4	ALLWOOD.....	f 5.13	s 5.39	s 5.59	s 6.16	s 6.54
16.1	1.4	ATHENIA.....D	s 5.16	s 5.42	s 6.03	s 6.19	s 6.57
18.5	2.4	SOUTH PATERSON.....	s 5.20	s 5.46	s 6.07	s 6.23	s 7.01
18.9	0.4	XW TOWER.....N (End of Single Track)	5.21	5.47	6.08	6.25	7.02
			P.M.	P.M.	P.M.	P.M.	P.M.

No. 304 and 308 will operate Oct. 12, Nov. 8, Nov. 11, Feb. 13.
No. 317 and 321 will operate Oct. 12, Nov. 8, Nov. 11, Feb. 13.

SPEED RESTRICTIONS

Passenger Trains:	Miles per hour
Between N. Y. & G. L. Jct. to east end first curve east of Harrison station.....	50
From a point 1,000 feet east of Main Street, South Paterson to Harrison.....	45
From XW Tower to a point 1,000 feet east of Main Street, South Paterson.....	20
Freight trains and trains hauling wrecking derrick.....	25
Trains hauling eight-wheel swivel truck cranes, steam shovels, and other similar pivoted machinery.....	20
Curve east D. L. & W. Bridge, east N. Y. & G. L. Jct.....	15
Hackensack River Drawbridge.....	25
Bridge 7.96 Kearny to end of double track, both tracks.....	20
Through turnout at end of double track westbound.....	10
Verona Ave. Crossing east of Cleveland St.....	25

Eastbound trains are superior to westbound trains of same class.

HOURS DURING WHICH BLOCK STATIONS ARE IN OPERATION

NEWARK.—6.45 A.M.—10.45 P.M.
BELLEVILLE.—7.00 A.M.—5.00 P.M. Sat., Sun. and Hol. closed.
FRANKLIN AVE.—6.45 A.M.—7.15 P.M. Sat., Sun. and Hol. closed.
ATHENIA.—7.15 A.M.—11.00 A.M., 12.45 P.M.—5.00 P.M. Sat., Sun. and Hol. closed.

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

During hours Newark Block station is closed, N. Y. & G. L. Jct. will block with XW Tower.

Newark drawbridge is opened for river traffic between 10.45 P. M. and 6.45 A.M., Daily.

TELEPHONES CONNECTING WITH TRAIN DISPATCHERS CIRCUIT

Gate Tower, Davis Ave, Harrison
Crossover, Kearny Newark station Athenia station
Newark Drawbridge cabin
Federal Creosoting Company siding, South Paterson
Sonneborn's Switch, east of Walnut St., Nutley
East end of station, Walnut St., Nutley

Hours of Crossing Protection	Week Days	Saturdays
Schuyler Ave., Kearny	6.10 A.M.—10.10 P.M.	7.00 A.M.—11.00 A.M. 2.00 P.M.—6.00 P.M.
Davis Ave., Harrison	6.10 A.M.—10.10 P.M.	7.00 A.M.—11.00 A.M. 2.00 P.M.—6.00 P.M.
Grant Ave., Kearny	6.10 A.M.—10.10 P.M.	7.00 A.M.—11.00 A.M. 2.00 P.M.—6.00 P.M.
Passaic St., Newark	6.05 A.M.—10.05 P.M.	6.05 A.M.—10.05 P.M.
Fourth Ave., Newark	6.05 A.M.—10.05 P.M.	6.05 A.M.—10.05 P.M.
Third Ave., Newark	6.05 A.M.—10.05 P.M.	6.05 A.M.—10.05 P.M.
Grafton Ave., Woodside	6.05 A.M.—12.01 P.M.	
Schuyler St., Belleville	4.50 P.M.—6.55 P.M.	
William St., Belleville	6.00 A.M.—8.40 A.M.	
Belleville Ave., Belleville	1.30 P.M.—6.50 P.M.	
Rutger St., Belleville	6.00 A.M.—8.40 A.M.	
Academy St., Belleville	1.30 P.M.—6.50 P.M.	
Holmes St., Belleville	6.00 A.M.—8.40 A.M.	
Joralemon St., Belleville	1.30 P.M.—6.50 P.M.	
Washington Ave., Nutley	6.00 A.M.—8.40 A.M.	
	11.40 A.M.—7.00 P.M.	

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

EASTWARD Read Up		WESTWARD Read Down			
Distance from Newburgh		No. 50 STATIONS		Miles per Hour	25
18.8	GREYCOURT				
13.8	BLOOMING GROVE				
12.1	WASHINGTONVILLE				
9.4	SALISBURY MILLS				
5.0	VAILS GATE JCT.				
3.1	NEW WINDSOR				
1.8	WEST NEWBURGH				
..	NEWBURGH				

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

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

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

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

Graham Line

EASTWARD Read Up		WESTWARD Read Down	
Distance from Howells Jct.		Distance between Stations	
No. 50 STATIONS		31.3 2.8	
		28.5 0.8	
27.7 6.1		21.6 10.9	
21.6 10.9		10.7 10.7	
..	
	NEWBURGH JCT. N		
	CENTRAL VALLEY		
	HIGHLAND MILLS		
	MOODNA VIADUCT		
	MQ CROSSING N		
	HOWELLS JCT.		

EASTWARD Read Up		WESTWARD Read Down	
Distance from Pine Bush		No. 50 STATIONS	
..		MIDDLETOWN D	
13.4	MIDDLETOWN MAIN ST.		
9.9	CRAWFORD JCT.		
8.2	CIRCLEVILLE		
5.8	BULLVILLE		
3.4	THOMPSON RIDGE		
..	PINE BUSH		
Single Track		Trains and engines stop at Stop Signs located fifty (50) feet either side of Goshen-Fair Oaks Highway, 1/2 mile west of Crawford Jct., and member of train crew operate illuminating top signs on highway by inserting switch key in controller box located on back of stop light pole, turn key to right or left to display "stop", then withdraw key and proceed over crossing with entire train. Insert key in controller box on opposite side of crossing, turn key to right or left to extinguish lights. In each case key must be withdrawn without turning key second time.	
Westbound trains are superior to eastbound trains of same class.		Speed restrictions:	
All trains 25		Wrecking derrick 10	
Trains hauling eight-wheel swivel truck cranes, steam shovels and other similar pivoted machinery 20		Hand operated derail located on main track east end of Pine Bush station 5	
Trains over State Road Crossing, 150 feet east Pine Bush Station 5		Trains over Crossing west of Bullville 10	
Trains over Crossing one mile east of Bullville 10		Engines restricted on Sheffield Farms siding, Bullville. All trains and engines stop not less than 50 ft. from State Highway Route 17-K crossing, member of crew to proceed ahead and flag movement over crossing.	

EASTWARD Read Up		WESTWARD Read Down	
Distance from Goshen		No. 50 STATIONS	
..		GOSHEN N	
3.9	ORANGE FARM		
5.8	FLORIDA		
8.4	BIG ISLAND		
11.4	PINE ISLAND JCT.		
11.9	PINE ISLAND		
Single Track		Eastbound trains are superior to westbound trains of same class.	
Speed restrictions:		All trains 35	
East end Curve 5 M.P. 61.80 east of Orange Farm to east end Curve 9 M.P. 64.40 Florida		East end Curve 9 M.P. 64.40 Florida to east end Curve 11 M.P. 67.60 west of Big Island 25	
East end Curve 11 M.P. 67.60 west of Big Island to Pine Island Jct. 20		Through turnout to L. & N. E. R. R. at Pine Island Jct. 30	
Wrecking derrick 15		Trains hauling eight-wheel swivel truck cranes, steam shovels and other similar pivoted machinery 10	
Pine Island Jct., junction of Pine Island Branch and L. & N. E. R. R.—Normal position switch L. & N. E. R. R.		20	

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

EASTWARD Read Up		WESTWARD Read Down	
Distance from Goshen		No. 50 STATIONS	
10.2		MONTGOMERY	
8.2	NEELEY TOWN		
5.4	O. & W. CROSSING		
4.7	MQ CROSSING N		
..	GOSHEN N		
Single Track		Eastbound trains are superior to westbound trains of same class.	
Speed restrictions:		All trains Goshen to O. & W. Crossing 35	
O. & W. Crossing to Montgomery 25		Through switches at Goshen 15	
Curve east of Goshen 5		Church Street Crossing, Goshen, eastward 10	
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 15		Montgomery Branch to N.Y. N.H. & H.R.R. 25	
Trains from Montgomery Branch procure permission by telephone at O. & W. Crossing from operator MQ Crossing before proceeding. Trains from N.Y. N.H. & H.R.R. procure permission from operator MQ Crossing before proceeding from Maybrook. 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.		15	
		10	

WESTWARD — FIRST CLASS — TRAINS (Read Down)							
Distance from Jersey City	Distance between Stations	No. 50 STATIONS	503	551		507	553
			Daily Except Saturday Sunday & Holiday	Sunday Only		Daily Except Sunday	Sunday Only
			A.M.	A.M.		A.M.	A.M.
..	..	NEW YORK Chambers St. (Fy.) L.	7.00	N. B. 8.43		9.15	N. B. 10.12
2.2	2.2	JERSEY CITY.....L.N	7.15	8.55		9.30	10.30
4.4	2.2	CROXTON.....N	7.20	9.00		9.35	10.35
6.8	2.4	N. Y. & G. L. JCT.....N	7.24	9.04		9.39	10.39
7.5	0.7	ARLINGTON.....s	7.28	9.08		9.42	10.42
7.9	0.4	WEST ARLINGTON.....N	7.30			10.43	
8.5	0.6	NORTH NEWARK.....s	7.31	9.11		9.45	10.45
9.4	0.9	FOREST HILL.....s	7.33			9.47	10.46
9.8	0.4	BELWOOD PARK.....f	7.35				10.48
10.9	1.1	ROWE ST.-Bloomfield D	7.37	9.15		9.49	10.49
11.9	1.0	GLEN RIDGE.....s	7.40			9.53	
12.8	0.9	MONTCLAIR.....D	7.42	9.19		9.56	10.52
13.7	0.9	WATCHUNG AVE.....s	7.44			9.58	10.54
14.2	0.5	UPPER MONTCLAIR D	7.50	9.22		10.02	10.56
14.8	0.6	MOUNTAIN AVE.....				*	10.57
16.5	1.7	MONTCLAIR HG'TS. D	7.53				10.59
18.6	2.1	GREAT NOTCH.....D	7.56	9.27		10.06	11.02
19.2	0.6	LITTLE FALLS.....D		9.31		10.15	11.06
21.5	2.3	SINGAC.....					
22.4	0.9	MOUNTAIN VIEW.....		9.35		10.19	11.10
23.9	1.5	D.L. & W.R.R. Crossing					
25.5	1.6	WAYNE.....D		9.37		10.23	11.12
27.6	2.1	PEQUANNOCK.....		9.40		10.26	11.15
28.0	0.4	POMPTON PLAINS D		9.43		10.29	11.18
29.8	1.8	POMPTON.....		9.46		10.33	11.21
31.3	1.5	POMPTON JCT. N.Y.S. & W.R.R. Crossing					
		HASKELL.....				*	11.25
		WANAQUE-MIDVALE D		9.50		10.40	11.28
			A.M.	A.M.		A.M.	A.M.

No. 507 stop Mountain Ave. and Haskell to discharge passengers.

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

No. 507 is superior to No. 524.

No. 513 is superior to No. 530.

No. 535 is superior to No. 534.

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

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

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

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

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

WESTWARD — FIRST CLASS — TRAINS (Read Down)									
			579	513	517	519	521	523	
			Saturday Only	Daily Except Sunday and Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
			N. B. 1.12		N. B. 4.30	N. B. 4.57	N. B. 5.05	N. B. 5.21	
			1.25	3.10	4.46	5.14	5.21	5.33	
			1.30	3.30	4.51	5.19	5.26	5.38	
			1.34	3.34	4.55	5.23	5.30	5.42	
			s 1.37	s 3.37	s 4.59		s 5.33		
			s 1.39	*					
			s 1.40	s 3.40	s 5.03		s 5.36	s 5.46	
			s 1.42	s 3.42	s 5.05				
			s 1.44	*	s 5.07				
			s 1.45	s 3.45	s 5.09		s 5.39		
			s 1.48	s 3.48	s 5.13		s 5.43		
			s 1.50	s 3.51	s 5.16		s 5.46	s 5.53	
			s 1.52	s 3.53	s 5.19	s 5.34	s 5.48		
			s 1.54	s 3.58	s 5.22	s 5.37	s 5.51		
			s 1.56	s 4.00	s 5.24	s 5.39	s 5.53		
			s 1.58	s 4.02	s 5.26	s 5.41	s 5.55		
			s 2.02	s 4.06	s 5.30	5.45	s 5.59	s 6.05	
			s 2.06	s 4.11	s 5.35			s 6.10	
			s 2.07		f 5.37			s 6.12	
			s 2.10	f 4.15	s 5.40			s 6.16	
			s 2.12	s 4.19	s 5.43			s 6.19	
			s 2.14	s 4.21	s 5.46			s 6.22	
			s 2.17	s 4.24	s 5.49			s 6.26	
			s 2.20	s 4.27	s 5.53			s 6.30	
			s 2.24	s 4.34	s 5.57			s 6.35	
			s 2.27	s 4.38	s 6.00			s 6.38	
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	

No. 513 will stop Belwood Park to discharge passengers. Saturdays stop West Arlington to discharge passengers. Will operate Oct. 12, Nov. 8, Nov. 11 and Feb. 13.

No. 517 will operate Oct. 12, Nov. 8, Nov. 11, and Feb. 13.

Hours During Which Block Stations Are In Operation

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

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

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

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

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

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

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

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

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

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

WESTWARD — FIRST CLASS — TRAINS (Read Down)						
Distance from Jersey City	Distance between Stations	No. 50 STATIONS	591	527	409	529
			Saturday and Holiday Only	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday
			P.M.	P.M.	P.M.	P.M.
..	..	NEW YORK Chambers St. (Fy.) L.	N.B. 5.10	N.B. 5.29	N.B. 5.29	N.B. 5.41
..	..	JERSEY CITY..... L. N	5.34	5.40	5.43	5.55
2.2	2.2	CROXTON..... N	5.39	5.45	5.48	6.00
4.4	2.2	N. Y. & G. L. JCT..... N	5.43	5.49	5.52	6.04
6.8	2.4	ARLINGTON..... S	5.47		5.55	6.07
7.5	0.7	WEST ARLINGTON..... N	5.49		5.57	6.09
7.9	0.4	NORTH NEWARK..... S	5.51		6.00	6.11
8.5	0.6	FOREST HILL..... S	5.53		6.02	6.13
9.4	0.9	BELWOOD PARK..... S	5.55	5.56		6.15
9.8	0.4	ROWE ST.-Bloomfield D	5.57	5.58		6.17
10.9	1.1	GLEN RIDGE..... S	6.01	6.02		6.21
11.9	1.0	MONTCLAIR..... D	6.04	6.06		6.24
12.8	0.9	WATCHUNG AVE..... S	6.06	6.10		6.27
13.7	0.9	UPPER MONTCLAIR D	6.09	6.14		6.30
14.2	0.5	MOUNTAIN AVE..... S	6.11	6.16		6.32
14.8	0.6	MONTCLAIR HGTS. D	6.13	6.18		6.34
16.5	1.7	GREAT NOTCH..... D	6.17	6.23		6.38
18.6	2.1	LITTLE FALLS..... D	6.22	6.28		6.43
19.2	0.6	SINGAC..... S	6.24			6.45
21.5	2.3	MOUNTAIN VIEW..... S D.L. & W.R.R. Crossing	6.26	6.32		6.49
22.4	0.9	WAYNE..... D	6.29	6.35	Will operate Oct. 12, Nov. 8, Nov. 11 and Feb. 13.	6.52
23.9	1.5	PEQUANNOCK..... S	6.32	6.38		6.55
25.5	1.6	POMPTON PLAINS D	6.35	6.41		6.58
27.6	2.1	POMPTON..... S	6.39	6.45		7.02
28.0	0.4	POMPTON JCT..... S N.Y.S. & W.R.R. Crossing				
29.8	1.8	HASKELL..... S	6.42	6.49		7.06
31.3	1.5	WANAQUE-MIDVALE D	6.45	6.53		7.09
			P.M.	P.M.	P.M.	P.M.

Sidings

Capacity

Little Falls.....	26 Cars
Wayne.....	20 "
Pompton Plains.....	25 "
Pompton Jct.....	12 "
Orange.....	5 "
Watsessing Jct.....	15 "

Main tracks over North Fullerton Ave. are not circuited for reverse movement, nor is siding at this point circuited. Trains making reverse movement or movement through siding between 7:00 P. M. and 7:00 A. M., Monday to Friday, and from 7:00 P. M., Friday, to 7:00 A. M., Monday, will not enter upon crossing, except under flag protection.

WESTWARD — FIRST CLASS — TRAINS (Read Down)								
531	593	535		555		539		545
Daily Except Saturday Sunday & Holiday	Holiday Oct. 12, Nov. 8, 11, Feb. 13, only	Daily Except Saturday and Sunday		Sunday Only		Daily Except Saturday Sunday & Holiday		Daily
P.M.	P.M.	P.M.		P.M.		P.M.		P.M.
N.B. 6.00	N.B. 6.10	N.B. 6.35		N.B. 7.30		N.B. 8.43		N.B. 11.30
6.14	6.25	6.52		7.42		8.55		11.55
6.19	6.30	6.57		7.47		9.00		12.00
6.23	6.35	7.01		7.51		9.03		12.04
6.26	6.37	7.04		7.55		9.06		12.07
6.28	6.39	7.06				9.08		12.09
6.30	6.41	7.08		7.58		9.10		12.11
6.32	6.43	7.10				9.12		12.13
6.35	6.45	7.12						12.15
	6.47	7.13		8.01		9.15		12.16
	6.51	7.16	No. 555 Stop Watching Ave. to receive or discharge passengers			9.18		12.19
6.40	6.54	7.18		8.05		9.20		12.21
6.43	6.56	7.20		8.07		9.22		12.23
6.46	6.59	7.22		8.09		9.24		12.25
6.48	7.01	7.24				9.26		12.27
6.50	7.03	7.26				9.28		12.29
6.54	7.06	7.29				9.31		12.33
		7.33		8.14		9.35		12.37
				8.18				
		7.37				9.39		12.41
		7.40	No. 535 stop Singac to dis- charge passengers.	8.22		9.41	No. 545 stop Singac to discharge passengers.	12.43
		7.43		8.24		9.44		12.45
		7.46		8.26		9.47		12.48
		7.49		8.29		9.50		12.51
		7.53		8.32				
		7.56		8.36		9.53		12.54
				8.39		9.56		12.57
P.M.	P.M.	P.M.		P.M.		P.M.		A.M.

AUTOMATIC INTERLOCKING

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

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

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

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

Telephones connecting with Train Dispatcher's Circuit:

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

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

Main track crossover

Orange Branch connection to eastward main track

Crossover from Orange Branch to South Canal Siding

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

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

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

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

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

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

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

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

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

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

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

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

Switch will be unlocked as follows: Press down the upper latch and remove switch padlock then insert a switch key in the switch key circuit controller located at the switch and turning key as far as it will go to the right holding it there for five (5) seconds and after a four (4) minute interval the indicator will clear and the switch may be operated in the usual manner and the movement made on signal indication.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

EASTWARD — FIRST CLASS — TRAINS (Read Up)						
Distance from Essex Fells	Distance between Stations	No. 50 STATIONS	458	464	516	492
			Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday
			A.M.	A.M.	A.M.	P.M.
			N.B.	N.B.	N.B.	X
5.7	1.9	GREAT NOTCH A. D	7.38	7.58	8.37	6.35
3.8	1.7	CEDAR GROVE	7.38	7.55	8.38	
2.1	1.1	VERONA D	7.29	7.52	8.29	
1.0	1.0	CALDWELL D	7.26	7.49	8.26	
..	..	ESSEX FELLS L. D	7.22	7.45	8.23	6.24
			A.M.	A.M.	A.M.	P.M.

WESTWARD — FIRST CLASS — TRAINS (Read Down)							
Distance from Great Notch	Distance between Stations	No. 50 STATIONS	491	519	521	531	593
			Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Holiday Oct. 12, Nov. 8, 11, Feb. 13, Only
			A.M.	P.M.	P.M.	P.M.	P.M.
			X	N.B.	N.B.	N.B.	N.B.
..	..	GREAT NOTCH L. D	8.01	5.45	6.06	6.54	7.06
1.9	1.9	CEDAR GROVE		5.49	6.11	6.58	7.10
3.6	1.7	VERONA D		5.54	6.16	7.02	7.14
4.7	1.1	CALDWELL D		5.57	6.19	7.06	7.17
5.7	1.0	ESSEX FELLS A. D	8.12	6.00	6.22	7.09	7.20
			A.M.	P.M.	P.M.	P.M.	P.M.

No. 516 will operate Oct. 12, Nov. 8, Nov. 11 and Feb. 13.

Eastbound trains are superior to westbound trains of the same class, except: No. 491 is superior to No. 516.

Nos. 519 and 521 are superior to No. 492.

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

Hours during which block stations are in operation:

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

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

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

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

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

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

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

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

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

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

Orange Branch

EASTWARD Read Up			WESTWARD Read Down		
Distance from West Orange	Distance between Stations	No. 50 STATIONS			
4.0	0.8	FOREST HILL			
3.2	0.5	SILVER LAKE			
2.7	0.5	BLOOMFIELD			
2.2	0.3	WATSESSING JCT.			
1.9	0.6	EAST ORANGE			
1.3	0.4	BRIGHTON AVE.			
0.9	0.6	ORANGE			
0.3	0.3	LLEWELLYN			
..	..	WEST ORANGE			

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

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

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

Speed Restrictions:	Miles per Hour
All trains.....	20
Orange Branch trains entering Forest Hill station.....	5

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

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

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

WESTWARD TRAINS (Read Down)							
		FIRST CLASS					
		689	601	603	605	693	
Distance from Jersey City	Distance between Stations	No. 50 STATIONS					
		Saturday Only	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Saturday Only	
		P.M.	P.M.	P.M.	P.M.	P.M.	
..	..	NEW YORK Chambers St. (Fy.)..L.	N.B. 1.36	N.B. 4.30	N.B. 4.57	N.B. 5.15	N.B. 5.10
..	..	JERSEY CITY.....L. N	1.48	4.45	5.13	5.30	5.25
2.2	2.2	CROXTON.....N	1.53	4.50	5.18	5.35	5.30
7.5	5.3	N. J. & N. Y. JCT.....	2.02	4.58	5.25	5.44	5.39
8.8	1.3	CARLSTADT.....s	2.05	5.00			5.41
9.7	0.9	WOODRIDGE-Moonachie s	2.07	5.02	5.28		5.44
10.7	1.0	HASBROUCK H'GTS s	2.09	5.04	5.30		5.46
11.3	0.6	WILLIAMS AVE.....f	2.11	5.06			5.48
12.5	1.2	HACKENSACK.....D	2.14	5.08			5.51
13.6	1.1	ANDERSON ST.....s	2.20	5.10	5.37		5.58
14.0	0.4	FAIRMOUNT AVE...s	2.23	5.12	5.38		5.59
14.8	0.8	NO. HACKENSACK s	2.25	5.14	5.39		6.02
16.5	1.7	RIVER EDGE.....s	2.28	5.17	5.42	5.56	6.05
17.3	0.8	NEW MILFORD.....s	2.30	5.19	5.44	5.58	6.07
17.9	0.6	ORADELL.....D	2.32	5.21	5.46	6.01	6.09
19.4	1.5	EMERSON.....s	2.35	5.24		6.04	6.11
20.6	1.2	WESTWOOD.....D	2.38	5.27	5.50	6.07	6.14
21.5	0.9	HILLSDALE.....D	2.42	5.29	5.53	6.10	6.18
22.8	1.3	WOODCLIFF LAKE..s	2.45	5.32	5.56	6.14	6.21
23.7	0.9	PARK RIDGE.....D	2.47	5.34	5.58	6.17	6.23
24.3	0.6	MONTVALE.....s	2.49	5.36	6.01	6.20	6.25
25.6	1.3	PEARL RIVER.....D	2.51	5.39	6.04	6.24	6.29
28.0	2.4	NANUET.....D	2.56	5.44	6.09	6.29	6.33
28.2	0.2	NANUET JUNCTION	3.02	5.50	6.14	6.30	6.38
30.7	2.5	SPRING VALLEY...D	3.07	5.55	6.19	6.36	6.43
31.3	0.6	WOODBINE.....	3.10	5.59	6.23	6.40	6.47
33.3	2.0	NEW HEMPSTEAD..					
34.1	0.8	SUMMIT PARK.....					
34.8	0.7	POMONA.....					
36.0	1.2	MOUNT IVY.....					
38.1	2.1	THIELLS.....A.					
		P.M.	P.M.	P.M.	P.M.	P.M.	

to protect movement over crossing on account of flasher lights not operating.

Light engines, work extras and crews performing switching service must not clear the main track for the purpose of meeting or passing trains at—Comfort Coal Co. switch, Pearl River, M. P. 25.80. Cars must not be left standing on passing siding at Pearl River within 200 feet of Jefferson Ave. crossing.

When trains meet at Pearl River or Hillsdale, eastbound trains will not pass track circuit clearance post until westbound train arrives at siding.

Nanuet Junction, normal position of switch N. J. & N. Y. R. R. Nanuet crossing of Piermont Branch and wye tracks, trains will stop, send man ahead turn target signal to proceed position before passing over crossing.

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

All trains and light engines must stop, send member of crew ahead and flag over Church St. Crossing, west of Spring Valley.

All trains must stop and flag over Union Avenue crossing west end

WESTWARD TRAINS (Read Down)									
FIRST CLASS						SECOND CLASS			
607	609	611				671			
Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday				Saturday Only			
P.M.	P.M.	P.M.				A.M.			
N.B. 5.29	N.B. 5.48	N.B. 6.35							
5.42	6.04	6.55							
5.47	6.09	7.00							
5.55	6.17	7.08							
5.57	6.19	7.10							
5.59	6.21	7.12							
6.01	6.23	7.14							
6.03	6.25								
6.06	6.28	7.17							
6.08	6.30	7.19							
6.10	6.32	7.21				11.15			
6.12	6.34	7.23							
6.15	6.37	7.26							
6.17	6.39	7.28							
6.19	6.41	7.30							
6.21	6.43	7.32							
6.25	6.46	7.35							
6.27	6.48	7.37							
6.30	6.51	7.40							
6.32	6.53	7.42							
6.34	6.55	7.44							
6.37	6.58	7.46							
6.42	7.03	7.51							
6.48	7.09	7.57				12.15			
6.53	7.14	8.02				12.30			
6.57	7.18	8.06							
Will operate Oct. 12, Nov. 8, Nov. 11, Feb. 13 and Feb. 22									
Will operate Oct. 12, Nov. 8, 11 and Feb. 13									
P.M.	P.M.	P.M.				P.M.			

Woodbine yard. All switching movements over crossing must be protected by member of crew.

Trains stop not less than 25 feet from Suffern-Mt. Ivy highway crossing, east of Mt. Ivy station, send man ahead, flag over crossing. Trains on Piermont Branch and Wye track stop before crossing Main Street Crossing, Nanuet.

Main track at Woodbine will be occupied by passenger equipment from arrival of train 611 until departure of train 604 week days and from arrival of train 689 Saturdays to departure of train 604 Mondays.

Telephone located at St. Joe Paper Switch, east of Hackensack Station connects with Hackensack Station (Essex St.)

SIDINGS:

Following sidings are designated as passing sidings:

	Capacity
PEARL RIVER—	30 Cars
HILLSDALE—	20 "
FAIRMOUNT AVE. to HACKENSACK.....	180 "

EASTWARD TRAINS (Read Up)										
FIRST CLASS										
Distance from Suffern	Distance between Stations	No. 50 STATIONS	600	602	604	656				
			Daily Except Sunday & Holiday A.M.	Daily Except Saturday Sunday & Holiday A.M.	Daily Except Saturday Sunday & Holiday A.M.	Saturday Only A.M.				
16.1	1.6	SPARKILL A. D	No. 600 will operate Oct. 12, Nov. 8, Nov. 11, Feb. 13 and Feb. 22.		Will operate Oct. 12, Nov. 8, Nov. 11, Feb. 13					
14.5	1.0	ORANGEBURG.....								
13.5	4.3	BLAUVELT.....								
9.2	0.2	NANUET CROSS'G.....								
9.0	2.3	NANUET JUNCTION.....					5.52	6.53	7.14	7.13
6.7	1.3	SPRING VALLEY..... D					5.48	6.49	7.10	7.09
5.4	2.3	MONSEY.....								
3.1	3.1	TALLMANS.....								
..	..	SUFFERN L. N	A.M.	A.M.	A.M.	A.M.				

WESTWARD TRAINS (Read Down)												
FIRST CLASS												
Distance from Sparkill	Distance between Stations	No. 50 STATIONS	689	601	603	605	693					
			Saturday Only P.M.	Daily Except Saturday Sunday & Holiday P.M.	Daily Except Saturday Sunday & Holiday P.M.	Daily Except Saturday Sunday & Holiday P.M.	Saturday Only P.M.					
..	..	SPARKILL L. D	Single Track									
1.6	1.6	ORANGEBURG.....										
2.6	1.0	BLAUVELT.....										
6.9	4.3	NANUET CROSS'G.....										
7.1	0.2	NANUET JUNCTION.....						3.02	5.50	6.14	6.30	6.38
9.4	2.3	SPRING VALLEY..... D						3.07	5.55	6.19	6.36	6.48
10.7	1.3	MONSEY.....										
13.0	2.3	TALLMANS.....										
16.1	3.1	SUFFERN A. N	P.M.	P.M.	P.M.	P.M.	P.M.					

Eastbound trains are superior to Westbound trains of the same class, except Nos. 601, 603, 605, 607, 609 and 611 are superior to No. 632.

Trains and engines stop at Saddle River Road crossing, located 540 feet west of Monsey and flag over crossing.

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

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

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

Trains on Piermont Branch and wye track stop before crossing Main Street crossing, Nanuet.

Trains and engines stop not less than fifty (50) feet from Erie Hill Road and Greenbush Road Crossings, (1st and 2nd crossings east of Orangeburg station) and Mountainview Ave. crossing (west of Orangeburg), send member of crew ahead and flag over crossings.

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

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

Engines and trains on Piermont Branch will flag over Kipps crossing, Sparkill.

Hours during which block stations are in operation.

SPRING VALLEY.—7.00 A.M.—5.00 P.M. Sat., Sun. and Holiday closed.

NANUET.— 8.30 A.M.—3.30 P.M. Sat., Sun. and Holiday closed.

SPARKILL.—7.15 A.M.—4.15 P.M. Sat., Sun. and Holiday closed.

EASTWARD TRAINS (Read Up)									
FIRST CLASS					SECOND CLASS				
606	608	632						672	
Daily Except Saturday Sunday & Holiday A.M.	Daily Except Saturday Sunday & Holiday A.M.	Daily Except Saturday Sunday & Holiday P.M.						Saturday Only A.M.	
		x							
7.36	7.46	7.32						8.15	
7.32	7.42	7.28						8.00	
A.M.	A.M.	P.M.						A.M.	

WESTWARD TRAINS (Read Down)									
FIRST CLASS					SECOND CLASS				
607	609	611						671	
Daily Except Saturday Sunday & Holiday P.M.	Daily Except Saturday Sunday & Holiday P.M.	Daily Except Saturday Sunday & Holiday P.M.						Saturday Only P.M.	
Will operate Oct. 12, Nov. 8, Nov. 11, Feb. 13 and Feb. 22		Will operate Oct. 12, Nov. 8, Nov. 11 and Feb. 13.							
6.48	7.09	7.57						12.15	
6.53	7.14	8.02						12.30	
P.M.	P.M.	P.M.						P.M.	

Speed restrictions:

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

Hours of Crossing Protection

WEEKDAYS

Orange Ave., Suffern—3.00 P.M.—11.00 P.M.

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

All movements over Chestnut St. crossing, Suffern, not to exceed 5 m.p.h., and must be protected by sending member of crew ahead who shall station himself at the crossing preceding such movement.

EASTWARD — FIRST CLASS — TRAINS (Read Up)

Distance from Nyack	Distance between Stations	No. 50 STATIONS	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.
			904	804	1100	906	960
			Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Saturday Only
			A.M.	A.M.	A.M.	A.M.	A.M.
..	..	NEW YORK Chambers St. (Fy.)...A.	6.42		N.B. 7.27	7.37	8.04
28.1	2.2	JERSEY CITY...A. N	6.15		7.13	7.23	7.49
25.9	2.7	CROXTON...N	6.10		7.08	7.18	7.44
23.2	0.2	SUSQUEHANNA TRANSFER	6.03	6.50	7.12	7.38	
23.0	2.0	NORTH BERGEN					
21.0	1.1	GRANTON JCT....D	6.00	6.47	7.00	7.08	7.35
19.9	0.9	FAIRVIEW					
19.0	0.7	RIDGEFIELD			6.55		
18.3	0.6	MORSEMERE					
17.7	1.0	PALISADES PARK			6.52		
16.7	2.5	LEONIA			6.48		
14.2	1.0	INGLEWOOD...D			6.45		
13.2	1.0	HUDSON AVE.			6.43		
12.2	1.2	TENAFLY...D			6.40		
11.0	1.0	ORESSKILL			6.37		
10.0	1.0	DEMAREST	Will operate Oct. 12, Nov. 8, Nov. 11 and Feb. 13.	No. 804 will operate Oct. 12, Nov. 8, Nov. 11 and Feb. 13.	No. 1100 will operate Oct. 12, Nov. 8, Nov. 11, Feb. 13 and Feb. 22.	No. 906 will operate Oct. 12, Nov. 8, Nov. 11 and Feb. 13.	6.34
9.0	1.8	CLOSTER...D					6.31
7.2	0.8	NORWOOD					6.28
6.4	2.0	NORTHVALE					6.25
4.4	1.2	SPARKILL...D					6.21
3.2	1.2	PIERMONT	6.17				
2.0	1.5	GRAND VIEW			6.11		
0.5	0.5	SOUTH NYACK			6.10		
..	..	NYACK...L. D					
			A.M.	A.M.	A.M.	A.M.	A.M.

Eastbound trains are superior to westbound trains of the same class.

West end of facing point cross over on track 2—330 feet west of Susquehanna Transfer, is equipped with automatic spring type switch. Normal position for eastward main track 2. Trains finding eastbound signal located 670 feet west of Susquehanna Transfer in Stop position will inspect facing point spring switch.

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.

Track 2 Highway Crossing New Durham not equipped with reverse circuit, trains operating against current of traffic will not exceed speed of 5 miles per hour over crossing.

End of double track west of Palisades Park 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 Palisades Park 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 Br. 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, except that train 1101 weekdays and train 1183 Saturdays will leave switch lined for westbound track.

EASTWARD — FIRST CLASS — TRAINS (Read Up)

N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.
806	908	808	910	1102	962	912	810	1104
Daily Except Saturday & Sunday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Saturday Only	Daily Except Saturday Sunday & Holiday	Daily Except Saturday	Daily Except Saturday Sunday & Holiday
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
	N.B. 8.14		N.B. 8.22	N.B. 8.37	9.03	N.B. 8.44		N.B. 8.54
	7.58		8.10	8.22	8.41	8.29		8.39
	7.53		8.05	8.17	8.36	8.24		8.34
s 7.25	s 7.47	s 7.53	s 8.00	s 8.13	s 8.30	s 8.17	s 8.22	s 8.30
7.22	7.43	7.50	7.57	8.09	8.27	8.14	8.19	8.26
				8.05				8.24
				8.02				8.21
				7.58				8.17
				7.54				8.13
				7.51				8.10
				7.48				8.08
				7.45				8.05
				7.42				8.02
				7.39				8.00
				7.36				7.57
				7.33				7.55
				7.29				7.51
				7.25				7.48
				7.22				7.45
				7.18				7.41
				7.17				7.40
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

Train 1105 weekdays and train 1185 Saturdays will leave switch lined for eastbound track.

Engines are restricted on McIndoe's trestle, Sparkill.

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.

Cars in excess of 50 ton capacity must not be placed on J. J. Demarest Trestle at Closter.

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.

Westward trains serving industries in the vicinity of Brookside Ave., Englewood, and occupying main track east of this crossing, will store train or a portion thereof between Signal 12-2N and sign reading "END OF CIRCUIT", located 400 feet east of Signal 12-2N, in order to avoid unnecessary operation of flashing light signals.

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.

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

In addition to obtaining permission from Dispatcher to occupy tracks 4 and 2 at Secaucus Road, or Lundy's Lane, crews are also required to obtain permission from Dispatcher to operate westward from Secaucus Road via track 4.

EASTWARD — FIRST CLASS — TRAINS (Read Up)

Distance from Nyack	Distance between Stations	No. 50 STATIONS	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.
			832	22	834	836	838
			Daily P.M.	Daily Ex. Sat. Sun. and Hol. P.M.	Daily Ex. Sat. Sun. and Hol. P.M.	Daily P.M.	Daily Ex. Sat. Sun. and Hol. P.M.
..	..	NEW YORK Chambers St. (Fy.)...A.		x			
28.1	2.2	JERSEY CITY.....A. N					
25.9	2.7	CROXTON.....N					
23.2	0.2	SUSQUEHANNA TRANSFER	s 5.25	s 5.32	s 5.55	s 6.25	s 6.55
23.0	2.0	NORTH BERGEN.....					
21.0	1.1	GRANTON JCT.....D	5.22	5.29	5.52	6.22	6.52
19.9	0.9	FAIRVIEW.....					
19.0	0.7	RIDGEFIELD.....					
18.3	0.6	MORSEMERE.....					
17.7	1.0	PALISADES PARK.....					
16.7	2.5	LEONIA.....					
14.2	1.0	ENGLEWOOD.....D					
13.2	1.0	HUDSON AVE.....					
12.2	1.2	TENAFLY.....D					
11.0	1.0	CRESSKILL.....					
10.0	1.0	DEMAREST.....					
9.0	1.8	CLOSTER.....D					
7.2	0.8	NORWOOD.....					
6.4	2.0	NORTHVALE.....					
4.4	1.2	SPARKILL.....D					
3.2	1.2	PIERMONT.....					
2.0	1.5	GRAND VIEW.....					
0.5	0.5	SOUTH NYACK.....					
..	..	NYACK.....L. D					
			P.M.	P.M.	P.M.	P.M.	P.M.

Will operate Oct. 12,
Nov. 8, Nov. 11
and Feb. 13.

Will operate Oct. 12,
Nov. 8, Nov. 11
and Feb. 13.

ELECTRIC SWITCH LOCK

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

Westward movements from P.R.R. Viaduct track to track No. 2 will not be made until permission has first been obtained from Train Dispatcher. No attempt will be made to open the switch which is electrically locked until indicator above lever in release box indicates "UNLOCKED".

When indicator shows "UNLOCKED", main track switch must be lined, derail closed and train may proceed when dwarf signal governing westward movement from P.R.R. connection displays "RESTRICTING" indication.

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

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

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

At east end of new interchange tracks, south side.

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

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

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

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

EASTWARD — FIRST CLASS — TRAINS (Read Up)

Distance from Nyack	Distance between Stations	No. 50 STATIONS	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.
			840	842	844	846	848
			Daily P.M.	Daily P.M.	Daily P.M.	Daily P.M.	Daily P.M.
..	..	NEW YORK Chambers St. (Fy.)...A.					
28.1	2.2	JERSEY CITY.....A. N					
25.9	2.7	CROXTON.....N					
23.2	0.2	SUSQUEHANNA TRANSFER	s 7.25	s 8.25	s 9.25	s 10.25	s 11.40
23.0	2.0	NORTH BERGEN.....					
21.0	1.1	GRANTON JCT.....D	7.22	8.22	9.22	10.22	11.37
19.9	0.9	FAIRVIEW.....					
19.0	0.7	RIDGEFIELD.....					
18.3	0.6	MORSEMERE.....					
17.7	1.0	PALISADES PARK.....					
16.7	2.5	LEONIA.....					
14.2	1.0	ENGLEWOOD.....D					
13.2	1.0	HUDSON AVE.....					
12.2	1.2	TENAFLY.....D					
11.0	1.0	CRESSKILL.....					
10.0	1.0	DEMAREST.....					
9.0	1.8	CLOSTER.....D					
7.2	0.8	NORWOOD.....					
6.4	2.0	NORTHVALE.....					
4.4	1.2	SPARKILL.....D					
3.2	1.2	PIERMONT.....					
2.0	1.5	GRAND VIEW.....					
0.5	0.5	SOUTH NYACK.....					
..	..	NYACK.....L. D					
			P.M.	P.M.	P.M.	P.M.	P.M.

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

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

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

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

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

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

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

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

WESTWARD — FIRST CLASS — TRAINS (Read Down)							
Distance from Jersey City	Distance between Stations	No. 50 STATIONS	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.		
			833	1185	923	927	1103
			Daily	Saturday Only	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday
			P.M.	P.M.	P.M.	P.M.	P.M.
..	..	NEW YORK Chambers St. (Fy.) L		N.B. 5 10	N.B. 5.15	N.B. 5.21	N.B. 5 29
..	..	JERSEY CITY L. N		5.23	5.30	5.35	5.40
2.2	2.2	CROXTON N		5.28	5.35	5.40	5.45
4.9	2.7	SUSQUEHANNA TRANSFER	5.30	s 5.40	s 5.45	s 5.45	s 5.49
5.1	0.2	NORTH BERGEN					
7.1	2.0	GRANTON JCT. D	5.35	5.36	5.43	5.48	5.53
8.2	1.1	FAIRVIEW					
9.1	0.9	RIDGEFIELD		s 5.39			s 5.56
9.8	0.7	MORSEMERE					
10.4	0.6	PALISADES PARK		s 5.42			s 6.00
11.4	1.0	LEONIA		s 5.44			s 6.03
13.9	2.5	ENGLEWOOD D		s 5.50			s 6.08
14.9	1.0	HUDSON AVE		s 5.55			s 6.11
15.9	1.0	TENAFLY D		s 5.58			s 6.14
17.1	1.2	CRESSKILL		s 6.01			s 6.17
18.1	1.0	DEMAREST		s 6.05			s 6.20
19.1	1.0	CLOSTER D		s 6.08			s 6.23
20.9	1.8	NORWOOD		s 6.10			s 6.26
21.7	0.8	NORTHVALE		s 6.13			s 6.29
23.7	2.0	SPARKILL D		s 6.16			s 6.34
24.9	1.2	PIERMONT		s 6.23			s 6.38
26.1	1.2	GRAND VIEW		s 6.26			s 6.42
27.6	1.5	SOUTH NYACK		f 6.32			f 6.47
28.1	0.5	NYACK A. D		6.33			6.48
			P.M.	P.M.	P.M.	P.M.	P.M.

WESTWARD — FIRST CLASS — TRAINS (Read Down)								
	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.		N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.	
	835	929	837		1105	931	21	841
	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday and Hol.	Daily		Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday and Hol.	Daily Except Saturday Sunday and Hol.	Daily
	P.M.	P.M.	P.M.		P.M.	P.M.	P.M.	P.M.
		N.B. 5.48			N.B. 6.20	N.B. 6.35	X	
		6.05			6.35	6.50		
		6.10			6.40	6.55		
	6.00	s 6.15	6.30		s 7.00	7.08	7.08	7.30
	6.05	6.18	6.35		6.48	7.03	7.08	7.35
					s 6.51			
					s 6.54			
					s 6.56			
					s 7.00			
					s 7.02			
					s 7.05			
					s 7.07			
					s 7.10			
					s 7.12			
					s 7.15			
					s 7.18			
					s 7.22			
					s 7.31			
					f 7.38			
					7.39			
	P.M.	P.M.	P.M.		P.M.	P.M.	P.M.	P.M.

WESTWARD — FIRST CLASS — TRAINS (Read Down)

Distance from Jersey City	Distance between Stations	No. 50 STATIONS	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.	N.Y.S.&W.
			843	845	933	847	23
			Daily P.M.	Daily P.M.	Daily Ex. Sat. Sun. and Hol. P.M.	Saturday Sunday and Hol. P.M.	Daily Ex. Sat. Sun. and Hol. P.M.
		NEW YORK			N.B.		X
..	..	Chambers St. (Fy.) L.			10.00		
2.2	2.2	JERSEY CITY L. N			10.20		
4.9	2.7	CROXTON N			10.25		
5.1	0.2	SUSQUEHANNA TRANSFER	8.30	9.30	10.30	10.30	10.33
7.1	2.0	NORTH BERGEN					
8.2	1.1	GRANTON JCT. D	8.35	9.35	10.33	10.35	10.38
9.1	0.9	FAIRVIEW					
9.8	0.7	RIDGEFIELD					
10.4	0.6	MORSEMERE					
11.4	1.0	PALISADES PARK					
13.9	2.5	LEONIA					
14.9	1.0	INGLEWOOD D					
15.9	1.0	HUDSON AVE					
17.1	1.2	TENAFLY D					
18.1	1.0	CRESSKILL					
19.1	1.0	DEMAREST					
20.9	1.8	CLOSTER D					
21.7	0.8	NORWOOD					
23.7	2.0	NORTHVALE					
24.9	1.2	SPARKILL D					
26.1	1.2	PIERMONT					
27.6	1.5	GRAND VIEW					
28.1	0.5	SOUTH NYACK					
		NYACK A. D					
			P.M.	P.M.	P.M.	P.M.	P.M.

WESTWARD — FIRST CLASS — TRAINS (Read Down)

Distance from Jersey City	Distance between Stations	No. 50 STATIONS	N.Y.S.&W.				
			849				
			Daily P.M.				
		NEW YORK					
..	..	Chambers St. (Fy.) L.					
2.2	2.2	JERSEY CITY L. N					
4.9	2.7	CROXTON N					
5.1	0.2	SUSQUEHANNA TRANSFER	11.45				
7.1	2.0	NORTH BERGEN					
8.2	1.1	GRANTON JCT. D	11.50				
9.1	0.9	FAIRVIEW					
9.8	0.7	RIDGEFIELD					
10.4	0.6	MORSEMERE					
11.4	1.0	PALISADES PARK					
13.9	2.5	LEONIA					
14.9	1.0	INGLEWOOD D					
15.9	1.0	HUDSON AVE					
17.1	1.2	TENAFLY D					
18.1	1.0	CRESSKILL					
19.1	1.0	DEMAREST					
20.9	1.8	CLOSTER D					
21.7	0.8	NORWOOD					
23.7	2.0	NORTHVALE					
24.9	1.2	SPARKILL D					
26.1	1.2	PIERMONT					
27.6	1.5	GRAND VIEW					
28.1	0.5	SOUTH NYACK					
		NYACK A. D					
			P.M.				

STATION LIST

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

NEW YORK DIVISION

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

NEWARK BRANCH

Miles from Jersey City, N. J.	Station No.
0	Jersey City, N. J.
2	Croxton
4	New York, Greenwood Lake Junction
5	Seaboard
7	Harrison
7	Grant Avenue
8	Newark
9	Riverside
9	Woodside
10	Belleville (Cleveland St.)
11	Belleville
12	Nutley (Walnut St.)
13	Nutley
13	Nutley (Franklin Ave.)
14	Allwood
16	Athenia
18	South Paterson
19	Paterson (1019)

WEEHAWKEN BRANCH

Miles from Jersey City, N. J.	Station No.
0	Jersey City, N. J.
3	Weehawken

BERGEN COUNTY RAILROAD

Miles from Rutherford Junction	Station No.
0	Rutherford Junction, N. J.
2	Garfield
3	Dundee Junction
4	Plauderville
5	Passaic Junction
6	Coalberg Junction
7	Broadway—Fairlawn
8	Radburn—Fairlawn
9	Glen Rock
10	Ridgewood Junction (5019)

DUNDEE SPUR

Miles from Dundee Junction	Station No.
0	Dundee Junction
1	Dundee

PIERMONT BRANCH

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

PINE ISLAND BRANCH

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

WEST CORNWALL SPUR

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

NEWBURGH BRANCH

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

MONTGOMERY BRANCH

Miles from Goshen	Station No.
- Goshen	59
2 Kipp's	1001
5 Campbell Hall Junction	9813
10 Montgomery	1069

MIDDLETOWN & CRAWFORD BRANCH

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

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

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

GRAHAM LINE

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

NORTHERN BRANCH

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

NORTHERN BRANCH—Continued

Miles from Jersey City, N. J.	Station No.
16 Tenafly	016
17 Cresskill	017
18 Demarest	2018
19 Closter	2019
21 Norwood	2021
22 Northvale	2022
23 Tappan, N. Y.	2023
24 Sparkill	2024
25 Piermont	2025
26 Grand View	2026
27 South Nyack	2027
28 Nyack	2028

GREENWOOD LAKE DIVISION

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

ORANGE BRANCH

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

CALDWELL BRANCH

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

NEW JERSEY & NEW YORK RAILROAD

Miles from Jersey City, N. J.	Station No.
- Jersey City, N. J.	0
2 Croxton	2
8 N. J. & N. Y. Junction	8
9 Carlstadt	4009
10 Wood Ridge	4010
11 Hasbrouck Heights	4011
12 Hasbrouck Heights (Williams Ave.)	4012
12 South Hackensack	9826
12 Hackensack (Essex Street)	9827
13 Hackensack (Central Avenue)	4013
14 Hackensack (Anderson Street)	4014
14 Hackensack (Fairmount Avenue)	9828
15 North Hackensack	4015
16 River Edge	4016
17 New Milford	4017
18 Oradell	4018
19 Emerson	4019
20 Westwood	4020
21 Hillsdale	4021
22 Hillsdale Manor	4022
23 Woodcliff Lake	4023
24 Park Ridge	4024
25 Montvale	4025
26 Pearl River, N. Y.	4026
28 Nanuet	4028
28 Nanuet Junction (4028)	5031
29 Smith's Switch (4029)	5032
30 Spring Valley (4030)	5033
33 New Hempstead	4033
34 Summit Park	4034
35 Pomona	4035
36 Mount Ivy	4036
37 Letchworth Village	4037
38 Thiells	4038

I N D E X

Pages

- 1- 8. Special instructions.
 - 9-11. Speed Restrictions.
 - 12. Special Instructions, N. J. & N. Y. R. R.
 - 13-15. General Instructions.
 - 15-20. Special Instructions.
 - 21-22. Telephones.
 - 23-30. Automatic Electric Crossing Gate Instructions.
 - 30-31. Automatic Train Stop Instructions.
 - 32-43. New York Division Eastward Trains.
 - 44-55. New York Division Westward Trains.
 - 56-59. Bergen County Railroad Trains.
 - 60-61. Newark Branch Trains.
 - 62. Newburgh Branch and Graham Line.
 - 63. Middletown and Crawford, Pine Island and Montgomery Branches.
 - 64-67. Greenwood Lake Division Eastward Trains.
 - 68-71. Greenwood Lake Division Westward Trains.
 - 72-73. Special Instructions, Greenwood Lake Division.
 - 74-75. Caldwell Branch and Orange Branch
 - 76-77. N. J. and N. Y. Railroad Eastward Trains.
 - 78-79. N. J. and N. Y. Railroad Westward Trains.
 - 80-81. Piermont Branch Trains.
 - 82-87. Northern Branch Eastward Train..
 - 88-94. Northern Branch Westward Trains
 - 95-97. Station Number List.
- Front Cover Trains Stop for Employees, Surgeons and Speed Table.

Assistant Superintendent

J. D. Mc FADDEN

Train Masters

**H. A. RHOADS
J. W. CONWAY
J. T. CORBETT
W. J. BETZ
H. E. JOYCE**

Asst. Train Master

E. V. VAN SCHAICK

Road Foremen of Engines

**W. J. KLINK
G. T. SHEETS
R. R. MITCHELL
H. B. HART**

Chief Train Dispatcher

F. W. DANA

Assistant Chief Train Dispatchers

**C. FULTON
R. C. APPELD
C. HANSEN
H. D. TERWILLIGER**