

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. 60

Effective 2.01 A.M.

SUNDAY, APRIL 24, 1960

FOR EMPLOYEES ONLY

EASTERN STANDARD TIME

60

**THINK!
THEN ACT SAFELY**

J. R. EBERT,
Superintendent

T. E. McGINNIS,
Assistant General Manager

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

TRAIN STOPS FOR EMPLOYEES

Hackensack Bdge.	Weekdays: 1102, 1166, X155, 1111, 1181; Saturdays: 1750, 1762, 1757, 1703; Sundays: 1762, 1181.
County Road	Weekdays: 1100, 1152, 1600, 1602, 1104, 1118, 1120, 1162, 1166, 1176, 1178, 53, X-155, 1157, 1159, 1163, 1111, 1113, 1115, 1601, 1117, 1131, 1175, 1179, 1181, 1151; Saturdays: 1750, 1154, 1600, 1700, 1756, 1702, 58, 1178, 53, 1751, 1753, 73, 1757, 1701, 1703, 1765; Sundays: 1752, 1762, 1768, 1178, 71, 1759, 1763, 1181, 1151; Holidays: 1752, 1762, 1766, 1178, 71, 1759, 1763, 1151.
D. B. Jct.	Weekdays: 1300.

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 Res. 64 Prospect Park West, Brooklyn	NEvins 8-7494 SOUth 8-2122
RUDOLF AEBLI—Oculist	30 East 40th St., New York	MURray Hill 5-9400
R. ERDMAN	127 East 61st St., New York	TEmpleton 8-6161
BRONSON S. RAY	131 E. 69th St., New York	REgent 7-6877
J. MORIARTY	First Aid Room, Jersey City	OLdfield 3-6400
JOHN J. BROZDOWSKI	561½ Jersey Ave., Jersey City	OLdfield 3-0776
E. J. DALY	921 Bergen Ave., Jersey City	OLdfield 3-4079
F. P. NICHOLSON, Oculist	895 Summit Ave., Jersey City	OLdfield 3-3171
JOHN C. TALTY	935 Washington St., Hoboken	OLdfield 9-3028
J. L. EVANS	7117 Park Ave., No. Bergen	UNion 3-1857
ARTHUR D. DEVLIN Orthopedic Consultant	368 Mt. Prospect Ave., Newark	HUmbolt 2-8213
JOHN C. WARBURTON	333 Park Ave., Paterson	ARmory 4-1644
THOMAS SANFACON, Oculist	340 Park Ave., Paterson	SHERwood 2-4616
S. T. FERRARI, Oculist	798 Madison Ave., Paterson	ARmory 4-4762
A. VAN EERDE	339 Lafayette Ave., Hawthorne	HAwthorne 7-2161
A. D. REINKRAUT	7 Mineral Spring Ave., Passaic	PRescott 7-3540
WAYNE W. HALL	240 Prospect St., Ridgewood	GILbert 5-2699
JAMES S. BRESCIA	29 Franklin Turnpike, Waldwick	OLiver 2-5186
R. F. SENGSTACKEN	Hemion Rd., Suffern	SUFFern 5-0594
FRANK J. ERRICO, Oculist	95 Washington Ave., Suffern	SUFFern 5-0073
PAUL B. VAN DYKE	108 Washington Ave., Suffern	SUFFern 5-0785
PAUL S. INGRASSIA	1 Englewood Ave., Nanuet, N.Y.	NANuet 3-2456
H. F. MORRISON	Doctor's Bldg., Meyer's Hill, Tuxedo Park	TUxedo 4-0363
NATHANIEL T. KEYS	16 No Church St., Goshen, N.Y.	AXminister 4-5211
R. L. LIPPINCOTT	12 No. Church St., Goshen, N.Y.	AXminister 4-7165
R. S. QUACKENBUSH	159 No. Church St., Goshen, N.Y.	AXminister 4-5565
ROSWELL L. SCHMITT	34 Grove St., Middletown	DIamond 3-6502
C. HUDSON THOMPSON	27-31 Ridge St., Middletown	DIamond 3-5395
ORIN A. WAHL	154 Grand St., Newburgh	738
W. EARL MORRIS	182 Grand St., Newburgh	560
DANIEL RAKOV	102 Wiley St., Maybrook, N.Y.	HAzel 7-2040
EDWARD J. WALTER, Oculist	157 W. Main St., Port Jervis	POrt Jervis 4-4684
G. E. KENNY	Masonic Bldg., Port Jervis	POrt Jervis 3-0774
CLARE C. KENNY	206 Pennsylvania Ave., Matamoras	POrt Jervis 6-2622
EDWIN A. SEIFERT	31 Trinity Place, Montclair	PIlgrim 4-4468
T. NICOLA	96 Gates Ave., Montclair	PIlgrim 6-2200
M. V. MEIER	1062 Ringwood Ave., Haskell	TEmple 5-0040
FRANKLYN B. THEIS, Oculist	209 So. Broadway, Nyack	ELmwood 8-0089
GEORGE K. LOOSER	207 So. Broadway, So. Nyack	ELmwood 8-0999
EDWARD DANA	103 Prospect Ave., Hackensack	DIamond 2-6266
J. C. DINGMAN	164 Central Ave., Spring Valley	ELmwood 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 and Special Instructions governing operation over tracks of The Delaware, Lackawanna and Western Railroad Company between Greenwood Lake Jct., Bergen Jct. and Hoboken Station, N. J., and also thru Paterson Jct. Interlocking are listed on Pages 91 to 100, inclusive, of this timetable.

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

Engine Dispatcher's office, Jersey City.
Baggage Room, Dispatcher's office, Engine House and YMCA—Hoboken.

Passenger Trainmaster's office, Hoboken.

Engine Dispatcher's office, Secaucus.

Yardmaster's Office, Paterson

Waldwick	Port Jervis	Ticket office	Caldwell
Suffern Tower		Caller's office	Spring Valley
Middletown		PX Yard office	
Wanaque-Midvale			

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, Feb. 22; Memorial Day, May 30; Independence Day, July 4; Labor Day, Sept 5; Columbus Day, October 12; Election Day, Nov. 8; Veteran's Day, Nov. 11; Thanksgiving Day, Nov. 24; Christmas Day, Dec. 26.

SIGNS. Additional to Rule 6.

* Conditional stops.	H. Holiday stop.
X. Will not carry passengers	Sat. Saturday.
N.B. Will not carry Baggage.	Sun. Sunday.
	Hol. Holiday.

Trains having 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

WHISTLE SIGNALS

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

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

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

Train Dispatcher's Office, Engine Dispatcher's Office, Hoboken.

Croxtan Yard A	Goshen, for trains on Pine	Nanuet
Port Jervis	Island and Montgomery	Nyack
Newark	Branches only.	Sparkill
Paterson, for New-	Pine Island Jct. (Erie trains)	Ridgefield
ark Branch trains	Junction Montgomery	Wanaque-Midvale
only	Branch and NYNH&HRR	Great Notch
	Montgomery	Caldwell
	Spring Valley	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 Howells Jct. and Otisville will be authorized by train dispatcher.

Trains entering passing siding in single track territory to permit opposing trains to pass, will move with caution over first crossing protected by automatic gates, 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 in the 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.

In handling wreckers, train crews giving signals to locomotive engineers of these trains will use green flags by day and green lamps by night.

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.

Road diesel units except road switch locomotives are restricted from operating over humps to avoid damage to diaphragms between units, also to avoid damage to roof sheets between A & B units on FT's and in all classes of road power when excessive strains are applied to center castings, frame members and trucks.

Diesel engines and Roller Bearing equipped freight and passenger cars must not be operated in water that is higher than top of rail. Yard engines, Classes SA-3 and SG, will operate with or without train or be towed in trains under special instructions issued by Mechanical Department.

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 "NJ" Newburgh Jct.

East-Greycourt to "NJ" Newburgh Jct.

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

Main tracks between Hackensack River Bridge and Bergen Jct., Main Line.

Single track between Bergen Jct. and Grove St., Jersey City.

Single track GL Jct. to DB Jct.

RULES FOR INSPECTION TESTING AND MAINTENANCE OF AIR BRAKE SIGNAL EQUIPMENT ON LOCOMOTIVES AND CARS

Effective September 15, 1957

Running test provided for in Rule 51 will be made by Westward Trains from Jersey City entering Bergen Archways and from Hoboken before entering Tunnels. 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.

RULES GOVERNING AUTOMATIC TRAIN STOP SYSTEM

See Rules 520, 520-A and 520-B, Rules of the Operating Department, effective November 30, 1952, and Progressive Examination Questions and Answers on the Operation of Diesel-Electric Locomotives, effective June 1, 1954.

Open inductors are in service on engine dispatching tracks at Jersey City, Secaucus, Port Jervis and on tracks "E", "F" and "J" at Hoboken, also on tracks 11, 16 and 17, Hoboken station. Enginemen are required to take brake application passing over the first of these inductors and to acknowledge passing over the other.

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 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:

Controlled from Port Jervis Station:

Sparrowbush—Eastward main and yard tracks only.

Controlled by train dispatcher, Hoboken:

"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.

Switch at end of double track at "EAST MQ".

Switch at east end of double track East Greycourt

Controlled from "MQ" Tower:

Main track crossover, O & W Bridge West of "MQ" Tower

Switch leading from westward tracks to Maybrook Loop track

Controlled from Goshen Station:

Goshen—Main track crossover

—Crossover from Montgomery Branch to westward main track

—Pine Island Branch connection to eastward main track.

Controlled from HX Tower:

N. J. & N. Y. Junction—Junction switch between N. J. & N. Y. R. R. and Track 3.

Switches connecting main line with connection tracks at Bergen Jct.

Controlled from Grove St. Tower:

Switches west of Bergen Archways and east end of Croxton Yard.

Switches east end of Bergen Tunnel.

Switches Jersey City Passenger Terminal.

Controlled from WR Tower:

Forest Hill—Main track crossover

—Orange Branch connection to eastward main track

—Crossover from Orange Branch to South Canal siding

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"	East end double track East Greycourt
West end of Otisville Tunnel	Bergen Jct.
East end of Otisville Tunnel	Croxton "BR"
Howells Jct.	East end of Bergen Tunnel
East "MQ"	Forest Hill
Central Valley	

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:

Switch entering Seaboard Terminal, Jersey City
 Switch and derail entering American Can Co.—Secaucus, N. J.
 Switch and derail entering storage track 1, Rutherford
 West leg wye "NJ" Newburgh Jct.
 Switch entering Nepera Chemical Co. Harriman
 Station switch Monroe
 Carpenters switch Monroe
 Crossover to siding Monroe
 West end of siding Monroe
 Highland Mills Station Switch
 Eastward and westward cripple track M.P. 58.60 Graham Line
 Switch off westward track east end OV Tunnel
 East FX crossover
 Crossover between Greenwood Lake main track and Erie DL&W freight interchange M.P. 3.25 just west of Pen Horn Creek
 Great Notch westbound track east end of crossover
 Seaboard lead off Newark Branch
 Crossover between Erie track 1 and NYS&W track 2—Susquehanna Transfer
 Denman & Davis, Tie Yard, Paterson Spur, Newark Branch.

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 Jct.	—Westbound Main track to N. Y. S. & W. Connection.
Central Valley	—West end of siding 1000 feet east MP 48.00
Sparrowbush	—West track, connection to westbound yard.
Susquehanna Transfer	—West end of facing point crossover, Track 2.
Palisades Park	—West end double track east 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

Engine Dispatcher's Office, Jersey City	Yardmaster's Office, Croxton:
Train Dispatcher's and Engine	Paterson
Dispatcher's Office, Hoboken	Waldwick
Engine Dispatcher's Office,	Suffern Tower
Secaucus	Mahwah Yard
	Middletown
	Yard A
	Yard J
	KW Yard Office

Port Jervis:

Eastbound Yard Office

Caller's Office

Station

Newark

Newburgh

Silver Lake

Caldwell

Wanaque-Midvale

Spring Valley

Nyack

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

All territory from east bank of Hackensack River, and from Lundys Lane (Northern Branch) east to the Hudson River, except passenger main tracks Hackensack Bridge to Bergen Jct., single track Bergen Jct. to Jersey City Terminal and single track "DB" Jct. to "GL" Jct.

Newark
 Paterson
 Goshen
 Middletown
 Port Jervis

Piermont Branch—

Suffern to Spring Valley
 Orangeburg to Piermont Dock

Pine Island Branch—

Pine Island to Pine
 Island Jct.
 Goshen

Newburgh Branch

Montgomery Branch— Montgomery—

From a point 1500 feet west of "MQ" Tower to a point 6165 feet east of "MQ" Tower.

Maybrook Loop Track.

(Trains and Engines occupying Maybrook Loop Track must be protected in accordance with Rule 99.)
 Goshen

Crawford Branch

N.J. & N.Y.R.R.

Nanuet

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

Spring Valley

NORTHERN BRANCH

Nyack

Granton Jct. to end of double track Palisades Park.
 Freight tracks Nos. (3) and (4) Granton Jct. and Lundys Lane.

Sparkill

GREENWOOD LAKE DIVISION

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

Little Falls

Wanaque-Midvale

ORANGE BRANCH

Forest Hill to West Orange.

CALDWELL BRANCH

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 and Greenwood Lake Division, Forest Hill west, 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.

Grove St.	Waldwick	"MQ" Tower
Hackensack Bridge	Suffern	"DB" Jct.
Rutherford Jct	Newburgh Jct.	West Arlington
"XW" Tower	Goshen,	Newark Drawbridge
Ridgewood Jct	Main Line only	Granton Jct.

"BJ" Tower, Rutherford Jct., is closed from 10.00 P.M. until 6.00 A.M. Monday through Friday, and from 2.00 P.M. Saturday, until 6.00 A.M., Monday.

"XW" Tower, Paterson, is closed from 2.00 P.M., Saturday, until 10.00 P.M., Sunday.

"WC" Tower, Waldwick, is closed from 9.00 P.M. until 5.00 A.M. Monday through Thursday, and from 9.00 P.M. Friday, until 5.00 A.M., Monday.

"GN", Goshen, is closed from 9.00 P.M. Saturday, until 5.00 A.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.

Belleville	Verona	Great Notch
Franklin Ave.	Caldwell	Little Falls
Athenia	Essex Fells	Wayne
"XW" Tower { Newark Branch	Montclair	Pompton Plains
Rowe St. (Bloomfield)	Upper Montclair	Wanaque-Midvale

Train Order Signal: See Rule 221.

Goshen—for Montgomery Branch and Pine Island Branch trains only.

TELEPHONE TRAIN ORDER SIGNALS

EASTWARD

Automatic Signal, 87—2, Port Jervis, controlled by Port Jervis station

Automatic Signal, 34—2, east of Sloatsburg, controlled by Suffern

Automatic Signal, 14—2—B, Coalberg Jct., controlled by Ridgewood Jct.

WESTWARD

Automatic Signal, 4—1—1—N, Susquehanna Transfer

Automatic Signal, 14—1—B, Coalberg Jct., controlled by Ridgewood Jct.

Automatic Signal, 87—1, Port Jervis, controlled by Port Jervis station

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 or Structure
New York City	28th Street Yard	South side of roof of 29th Street Freight House
" " "	" " "	Express Highway Bridge on 13th Ave.
" " "	" " "	Door on west side of Terminal Warehouse
" " "	149th Street Yard	Roof over platform of Freight House
32.63	1/8 Mile East of Ramapo	Overhead Bridge
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 Miles East of Middletown	Overhead Bridge
67.12	1 Mile West of Middletown	"
69.33	1/2 " East of Howells, on switching lead	"
72.23	2 1/4 Miles 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	"
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	"
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	"
55.89	950 Ft. West of West Cornwall Station	"

PINE ISLAND BRANCH

60.63	1 Mile West of Goshen	"
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CRAWFORD BRANCH

5.40	1,000 Ft. West of Circleville	"
13.40	Unloading Dock Pine Bush	Canopy

INDUSTRIAL SIDE TRACKS

NEW YORK DIVISION

Location	Industry	Obstruction
Harriman	Nepera Chemical Co.	Building Plate
Chester	Roe Bros.	" "
Port Jervis	Depuy Coal Co.	" "
" "	L. D. Horn	" "
" "	Neversink Coal & Coke Co.	" "

PIERMONT BRANCH

Location	Industry	Obstruction
Piermont	R. Gair Co.	{ Pipe Chute Canopy Chute Shed
Nanuet	Hutton & Johnson	Shed
Monsey	Faber-Cement Block Co.	"
Suffern	Suffern Stone Co.	Hopper

NEWBURGH BRANCH

Washingtonville	Cooper Brothers	Building Plate
West Newburgh	Little Falls Paper Co.	" "
" "	Stair-siding	Telephone Wires
Newburgh	Cayuga Salt 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. Siding	Building Plate

CRAWFORD BRANCH

Middletown Castwell Foundry..... Building Plate
 " Rowly Coal & Lbr..... " "

N. J. & N. Y. RAILROAD

Spring Valley..... Rockland Light and Power Co..... Shed

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
0.00	Jersey City Terminal.....	Engine Yard Tracks
—	West End.....	St. Paul's Ave. Viaduct
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
 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

PIERMONT BRANCH

18.00 Suffern—Orange Ave..... Main and side tracks

NEW JERSEY & NEW YORK RAILROAD

8.60 Carlstadt..... Station switch

INDUSTRIAL SIDE TRACKS

NEW YORK DIVISION

Location	Industry
Rutherford.....	Hasselhuhn-Williams Coal Co.
Passaic.....	Sika Co. Siding
Clifton.....	New York Sash & Door Co.
Paterson.....	Leslie Boiler Works
Ramsey.....	Alex McKee Co.
".....	Ramsey Lumber Co.
Mahwah.....	Sam Braen
Goshen.....	Newberry Mfg. Co.
Otisville.....	L. R. Wallace Feed & Coal Co.
".....	Otisville Station Switch

BERGEN COUNTY R. R.

Rutherford.....	Sun Chemical Co.
Garfield.....	Stabilized Vitamin Co.
".....	Belmont Lumber Co.

NEWBURGH BRANCH

West Newburgh..... Fabrikoid Co.

NEW JERSEY AND NEW YORK R. R.

Carlstadt.....	Fries Bros. Inc.
".....	Jacques Wolf Co.
Hackensack.....	Fairmount Coal & Lumber Co.

SPEED RESTRICTIONS

New York Division

Miles per
Hour

All classes of yard engines when operating as a single unit running light.....	25
Yard engines, Classes SA (except SA-3), SB, SE, MSA and MSL when operated with train or towed in train.....	40
All classes of road engines, including road switchers, when operating as a single unit running light.....	35
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 or engines entering or leaving sidings or yards, passing from double to single, single to double track, or through crossovers unless otherwise provided.....	10
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
Freight Trains.....	50
Trains or engines entering Jersey City passenger station.....	5
Interlocking switches, Grove Street, Straight movement.....	30
Diverging movement.....	5
Grove Street to M.P. 1.14 800 feet west of west end Viaduct..	30
Curve east end of Bergen Tunnel Weehawken Branch.....	10
Bergen Tunnel.....	25
Diverging movements west end Bergen Archways.....	25
Curves 4, 5, 6, and 7 Croxton, M.P. 1.94 to 2.73.....	25
Bergen Jct. to and from D.L. & W.R.R.....	30
Bergen Jct. to County Road, westbound trains both main tracks.....	50
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
Track 3 to and from 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
Curves 10 and 11, Carlton Hill, M.P. 9.09 to 10.13.....	35
Passaic River Drawbridge, and to M.P. 10.60 Lafayette Ave., Passaic.....	20
Lafayette Ave. M.P. 10.60 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
Curve 40, west of SF Tower M.P. 30.91 to 31.13 westbound... ..	40
Curves 41, 42 and 43, west of Hillburn, M.P. 31.90 to 32.62....	50
Curve 48, west of Sloatsburg, M.P. 35.17 to 35.33.....	60

Miles per
Hour

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 switches, 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
Middletown, M.P. 65.21 to 66.72.....	30
Switching lead between Howells Jct. and Otisville.....	25
Otisville Tunnel and Curve 29, west of Otisville Tunnel, M.P. 81.80 to 83.18.....	40
Curves 127, 128, M.P. 84.46 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 and 133, east of Port Jervis, M.P. 86.04 to Bridge 90.48.....	40
Diverging movements, Sparrowbush.....	15
No. 3 Yard track PX yard office to east end Port Jervis yard..	25

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 { Passenger trains.....	50
Freight trains.....	40
Curve 6, Glen Rock, M.P. 18.13 to 18.44.....	50

Graham Line

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 and Moodna Viaduct, M.P. 54.61 to 55.34.....	30
MQ Crossing, Montgomery Branch.....	40
Diverging movements through crossover and through switches to Maybrook Loop track at O & W Bridge.....	15
Maybrook Loop Track from O & W Bridge west of MQ to Montgomery Branch connection.....	15
Otisville Tunnel and Curve 29, west of Otisville Tunnel, M.P. 81.80 to 83.18.....	40

Greenwood Lake Division

Passenger trains.....	60
West of Forest Hill.....	55
Freight trains.....	40
Trains hauling wrecking derrick, eight-wheel swivel truck cranes, steam shovels, or other similar pivoted machinery.....	30
G. L. Jct. to and from D.L. & W.R.R.....	25
D. B. Jct. M. P. 4.15 to M. P. 3.15.....	30
Third track, D. B. Jct. to Croxton.....	15
Hackensack River Drawbridge ("DB").....	20
Curve east of Arlington.....	45

	Miles per hour
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
National Grain Yeast Co. and Jergens Lotion Co. sidings, Belwood Park.....	5
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 X-451, 1400, 1425, X-450, over Francisco and Stevens Ave. crossings between Great Notch and Little Falls (5 miles per hour) and avoid unnecessary whistling. Between hours of 8.00 P.M. and 5.00 A.M. extra trains and light en- gines 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 Jet.....	15
Curve east of Wanaque-Midvale.....	40
Belmont Ave. crossing, West of Wanaque-Midvale.....	10

Newark Branch

Passenger Trains:

Between D. B. Jet. 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
Interlocking Switches, Paterson Junction.....	20
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
Newark Drawbridge, M.P. 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

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
Over switch west of Oradell.....	30
Street crossings, first east and first west, of Westwood Station.....	25
Through Borough of Park Ridge.....	30
Over Madison Ave. Crossing, Park Ridge.....	5
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
Essex Street, Hackensack	5.15 A.M.- 8.15 A.M. 1.15 P.M.- 6.15 P.M.	5.15 A.M.- 7.30 A.M. 11.30 A.M.- 5.15 P.M.
Central Avenue, Hackensack	5.15 A.M.- 8.15 A.M. 1.00 P.M.- 6.00 P.M.	-----
Clay Street, Hackensack	5.15 A.M.- 8.15 A.M. 1.00 P.M.- 6.00 P.M.	-----
Berry Street, Hackensack	5.15 A.M.- 8.15 A.M. 1.00 P.M.- 6.00 P.M.	-----
Passaic Street, Hackensack	5.15 A.M.- 8.15 A.M. 1.00 P.M.- 6.00 P.M.	5.15 A.M.- 7.30 A.M. 11.30 A.M.- 5.15 P.M.
Anderson Street, Hackensack	5.15 A.M.- 8.15 A.M. 1.00 P.M.- 6.00 P.M.	-----
Maple Avenue, Hackensack	5.15 A.M.- 8.15 A.M. 1.00 P.M.- 6.00 P.M.	-----
Clinton Place, Hackensack	5.15 A.M.- 8.15 A.M. 1.00 P.M.- 6.00 P.M.	-----
Poplar Avenue, Hackensack	5.15 A.M.- 8.15 A.M. 1.00 P.M.- 6.00 P.M.	5.15 A.M.- 7.30 A.M. 11.30 A.M.- 5.15 P.M.
Main Street, at Fairmount Ave.	5.15 A.M.- 8.15 A.M. 1.00 P.M.- 6.00 P.M.	5.15 A.M.- 7.30 A.M. 11.30 A.M.- 5.15 P.M.
Temple Avenue, west of Fair- mount Ave.	5.15 A.M.- 8.15 A.M. 1.00 P.M.- 6.00 P.M.	-----
Washington Ave., Westwood	5.00 A.M.- 8.00 A.M. 1.15 P.M.- 6.15 P.M.	-----
Central Avenue, Pearl River	4.45 A.M.- 7.45 A.M. 1.30 P.M.- 6.30 P.M.	4.45 A.M.- 7.15 A.M. 12.15 P.M.- 5.45 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.

Convent Rd., Nanuet, N. Y.—“To avoid unnecessary operation of flashing light signals, crews switching in Lederle’s east of crossing will avoid placing cars west of CIRCUIT sign located 400 ft. east of crossing. Crews switching in industrial switch west of crossing or using New City Branch switch will avoid placing cars east of Signal 27-1J located 500 ft. west of crossing.”

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 46, 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 Hoboken 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 conductor 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.

Conductors and trainmen stationed alongside their trains at Hoboken 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 gatemen.

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 Hoboken.

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 Hoboken and other large stations and have them unlocked on westbound trains before passing Bergen Jct., and when leaving other stations.

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

Rear trainmen on trains yarded at outlying terminals will lock markers and flagging equipment in toilets, in no case should markers and flagging equipment be left unprotected.

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 to Dispatcher's office, Hoboken, for orders before leaving time of each train.

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

Lost articles found on trains, or about stations must be turned in or forwarded under register to Lost and Found department, Baggage Room, Hoboken. 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 passenger-carrying car of passenger trains between Hoboken and Bergen Jct. and Hoboken and G. L. Jct., 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" shall, when length of train permits, be placed not nearer than the sixteenth car from both the engine or occupied caboose.

When transported in a freight train made up in blocks or classifications a car placarded explosives shall be placed near the middle of the block or classification in which moving, but not nearer than the sixth car from engine or occupied caboose.

Cars placarded "Explosives" may be placed in local freight trains, not nearer than the second 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.

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 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 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."

SPECIAL INSTRUCTIONS

New York Division

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

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.

Trains or engines operating on Old Main Line stop and send member of crew ahead to flag crossing M.P. 72.88 Otisville.

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.

Trains and engines on Crawford Branch will stop and flag over all road crossings East Main St. to Crawford Jct.

All switches on Crawford Branch between East Main St. and Crawford Jct. should be lined for main in normal position.

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.

Trains or engines operating over NYNH&HRR tracks between Jct. NYNH&HRR and Maybrook are operated under yard limit rules and must be protected in accordance with Rule 99.

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

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

Engines are restricted on trestle Nepera Chemical Co. siding Harriman.

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

Fourth Street crossing, Hillburn, N. Y. is not to be obstructed under any circumstances.

No cars are to be left in Hillburn Yard for westbound movement except in extreme emergency. If it is necessary to pick up cars at Hillburn, no double will be made over Fourth Street crossing.

In addition, there will be no switching performed over Fourth Street crossing. All switching in Hillburn yard will be performed from the east end.

Engines are restricted inside Ramsey Timber Structures shed at Ramsey.

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

"Light" indicator on eastbound waiting room Hohokus operated by Agent: When yellow light displayed, trains making station stop 6 A.M. to 3 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.

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.

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

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 precedence on single track lead at east end of terminal tracks, lower level.

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.

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

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.

Trains or engines making movements against current of traffic over Passaic Park Drawbridge must come to a full stop before passing home signal regardless of signal indication. After train has been brought to a stop and proper signal indication is received, movement may be made over the bridge when preceded by a member of the train crew.

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.

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

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.

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 6.00 P.M. and 10.00 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.

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

The third track between Croxton and "DB" Jct. will at all times be operated under yard limit rules. Eastbound trains will be governed by block signal indication at "DB" Jct. Westbound trains will get permission from train dispatcher before leaving Croxton.

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

County Road Crossing freight tracks 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. Tower and Croxton "BR", through Bergen Archways and through Bergen Tunnel, following movement of light engines.

Maximum overhead clearance on D. L. & W. R. R., Bergen Jct. to Hoboken, is 15 feet 3 inches. Cars exceeding this height are restricted.

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

Enginemen backing passenger trains into Hoboken 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 or switchman 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 Hoboken passenger station and coach storage yards without back-up hose on the rear car, controlled by yardman qualified to handle same.

Maximum overall clearance Bergen Tunnel 17' high 3' wide at this height. Cars exceeding this height are restricted. When cars are too high for tunnel, they will be handled through Bergen Archways.

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

All NYS&W freight trains moving to or from Northern Branch will be handled only on main track through 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 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.

Employees are warned of close overhead clearance, 16'6" on eastward Weehawken Branch under D L & W Bridges 1.32, 1.34, and 1.36 located just east of Hoboken Ave.

New York Central signal station at Willow Avenue, Weehawken, is closed from 10.00 P.M., Saturday, until 2.00 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.

New York Central 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.

Pennsylvania R.R. circuit controllers are connected to hand operated derails on tracks "Main" and "No. 2 West End" at Newark Ave. Before operating these derails permission must be obtained from P.R.R. Operator at SC Tower Marion Jct.

Employees are warned of close side clearances and must not ride on side of cars on Tracks F-16 to F-30 inclusive and Tracks F-39 to F-50 inclusive, Croxton Yard.

Employees are warned of close side clearance and must not ride on side steps of 65 foot Gondola cars when moving through crossover from tracks A-15 to No. 3 Float Bridge, Jersey City.

All engines except 300 series are restricted on apron at east end of Float Bridges Jersey City.

All engines except 300 series when exhaust outlet covered and 400-500-600 series are restricted inside Seaboard Warehouse Building Jersey City.

All engines are restricted on National Cold Storage Co. Siding, all Covered Docks and Emerson Radio Co. (New Building) Jersey City, and in Greenwood Lake Dump Tracks Croxton.

All engines except 300-400-500-600 series are restricted on Ice Dock and in Swift & Co. Plant, Jersey City, Yard Tracks F-41-50 Croxton, tracks approaching docks at Weehawken, and Industrial Tracks on Weehawken Branch.

All engines are restricted on Open Docks Weehawken, except 300-400-500-600 series on Dock H and to a point 250 feet from River End Dock B. Engines must not be double-headed on docks and cranes must not be operated while engine passes under same.

Graham Line

When necessary for eastward trains to take siding at Central Valley signal located just east of Bridge 47.88 will display stop and the letter "S" on indicator attached to mast will be illuminated. When the home signal displays stop and the letter "S" is displayed, the spring switch will be hand-operated and lined for the siding without verbal permission from the Dispatcher and movement into the siding will be governed by the indication then displayed on the home signal. After train has cleared in the siding the spring switch must be restored to the normal position.

Montgomery Branch

Flashing Light Highway Crossing Signals North Church and Erie Streets

Trains or engines making switching movements at west end of westbound passing siding or east or west end of L&NE Interchange tracks will approach North Church Street and Erie Street crossings prepared to stop and not enter upon or pass over same unless flashing light highway signals are operating except by flag protection.

Westbound trains cutting off east of Scotchtown Road for purpose of setting off or picking up cars in interchange will back head end of train east of Scotchtown Road before proceeding to insure proper operation of flashers at Erie Street.

Trains unable to back head end east of Scotchtown Road will not exceed a speed of 10 miles per hour until Erie Street crossing is reached. Sign reading "End of Circuit" located on south side of Main Track 250 feet east of Erie Street marks the beginning of the positive cut-in circuit.

Trains or engines operating in siding on Montgomery Branch over Erie St. crossing, Goshen, N. Y. in either direction will stop within 50 feet of either side of this crossing before passing over same. Controlling insulated joints are painted white.

Newark Branch

End of double track Newark is controlled by hand throw switch. Normal position eastbound track, except between hours of 11.50 A.M. and 5.10 P.M. week days westbound track. No. 1305 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. or 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.

Flashing light type highway crossing signals are in service at private crossing serving Napp Realty, Inc. on the Newark Branch in the City of Newark, N. J. at MP 8.62.

Trains or engine having been stopped, delayed or switching within 2000 feet of this crossing when moving in an easterly direction or 1000 feet in a westerly direction, will approach this crossing prepared to stop and will not pass over or enter upon the crossing until flashing light signals are operating except in case of failure of crossing devices and then only under flag protection.

Sidetracks over this crossing are circuited. Trains moving in either direction through these sidings intending to pass over crossing will stop before doing so within twenty-five (25) feet of crossing to insure operation of flashers.

Insulated joints on either side of this crossing in side-tracks are painted white. Cars or engines should be kept clear of these joints except when movement is to be made over crossing.

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.

Locomotive whistle prescribed by Operating Dept. Rule 14-L will not be sounded approaching the following highway grade crossings except in case of emergency: Colfax Ave., Clifton Ave., Van Houten Ave., (Clifton): Mt. Prospect Ave., (Athenia): Bloomfield Ave., Allwood Road, (Allwood).

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 each crossing.

DRAGGING EQUIPMENT DETECTOR INSTRUCTIONS

Main Line

Dragging equipment detectors are located between the rails of westward main track 200 feet west of main track crossover at Howells Junction, "GD", east of Otisville Tunnel, and eastward main track at M.P. 80.43, west of Otisville Tunnel. When actuated by dragging equipment, signs attached to signals 71-1-1 and 78-2-2 will be illuminated, displaying the letter "E". When letter "E" is displayed, train must be stopped and inspected to locate dragging equipment and Dispatcher notified.

Actuation of dragging equipment detector by westbound trains prevents westward home signal at east end of Otisville Tunnel from clearing.

Actuation of dragging equipment detector by eastbound trains prevents eastward home signal at west end of Otisville Tunnel from clearing.

When eastbound train reaches eastward home signal at west end of Otisville Tunnel or westbound train reaches westward home signal at east end of Otisville Tunnel, Dispatcher must be notified as to cause of delay. To permit signal to clear, break seal on switch key controller marked "E", located adjacent to home signal; insert switch key; turn clockwise and hold for ten seconds, then remove key; signal should then clear. If signal does not clear, confer with Dispatcher for further instructions.

Graham Line

Dragging equipment detectors are located between the rails of single main track at Signal 50-2-E, M.P. 50.30, east of Moodna Viaduct, and at signal 60-2-E, M.P. 60.52 west of Moodna Viaduct. When actuated by dragging equipment, signs attached to signals 52-1-E, 54-1-E, 58-2-E and 55-2-E will be illuminated, displaying the letter "E". When letter "E" is displayed, train must be stopped and inspected to locate dragging equipment and Dispatcher notified.

Actuation of dragging equipment detector by westbound trains prevents automatic signal 54-1-E from clearing. Actuation of dragging equipment detector by eastbound trains prevents automatic signal 55-2-E from clearing.

When westbound train reaches signal 54-1-E or eastbound train reaches signal 55-2-E, Dispatcher must be notified as to cause of delay. To permit signal to clear, break seal on switch key controller marked "E", located adjacent to signal 54-1-E or 55-2-E; insert switch key; turn clockwise and hold for ten seconds, then remove key. Signal will then clear. If signal does not clear, confer with Dispatcher for further instructions.

SHORT LINE TELEPHONES

	Connects to
Booth west end track 12, Jersey City	Grove Street
East end of Bergen Tunnel	" "
Monmouth St. Yard Office	" "
Ravine Road—DL&W Conn.	" "
Bergen Archways	" "
"BR" Croxton	" "
West End Tunnel	Grove St. & KW
Between connection tracks 1 & 2 Bergen Jct.	HX Tower
American Can Co. siding, Secaucus	Grove St. & HX Tower
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 "
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 "
Lake View front of station	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 "
300 feet west River Street station, west track	XW & WJ "
East of 5th Avenue Crossing, Paterson	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 Tower
Crossing east of Hillburn on westbound side	TC & SF "
Hillburn crossover westbound side	TC & SF "
West end of siding, Sterlington	TC & SF "
Sloatsburg station, west track	TC & SF "
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 Station
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 "
Crossover east of Port Jervis Depot	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
East end oil switches	BJ "
West end Nursery Switch	BJ "
Entrance to Wright's Plant	BJ "
Hammersley's Siding, west end oil switches	BJ "
Hobart Place, Garfield	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	DB Tower
Westbound signal east end bridge D. B. Jct.	DB "
Quarter mile west D. B. 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
Paterson Jct.	" "
Denman Davis	" "
Paterson Spur	" "

N. J. & N. Y. R. R.

Carlstadt, Paterson Plank Rd.	HX Tower
Teterboro Lead M.P. 11.76	HX "
St. Joe Lead, South Hackensack	Essex St. & HX "
Essex St., Hackensack	HX "
Fairmount Ave., Hackensack	HX "

Piermont Branch

Chestnut St., Suffern	SF Tower
Scale House, Crusher Switch	SF "
Tallmans	SF "
Monsey (on pole east of Main St. Crossing)	SF "
Opposite M of W shanty, Spring Valley	SF "
Spring Valley	SF "
Nanuet Jct.	SF "
Orangeburg Hospital Switch	SF "
Sparkill on station	SF "

Northern Branch

Piermont Station	Connects Sparkill & SF Tower
Grandview	Connects Sparkill & SF "
South Nyack (EB Signal)	Connects Sparkill & SF "
Nyack Station	Connects Sparkill & SF "

Graham Line

Newburgh Junction west leg of wye	NJ & MQ Tower
Signal east of Central Valley	NJ & MQ "
Signal west of relay house, Central Valley	NJ & MQ "
Highland Mills	NJ & MQ "
West End of Viaduct, Woodbury	NJ & MQ "
Signal east of "BS"	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 "
Maybrook, General ydm. office	MQ "
Maybrook, Shelter box at old Bk yard office	MQ "

Greenwood Lake

Arlington at crossover	Greenwood Lake Stations
No. Newark east end of yard	" " " "
Forest Hill—west end of station	" " " "
Willet St.—east side of crossing	" " " "
Montclair Hgts—east end of station	" " " "
Great Notch—Westbound Signal	" " " "
Eastbound signal	" " " "
Manual block signal	" " " "
Little Falls—outside station	" " " "
Wayne—outside station	" " " "
Pompton Plains—outside station	" " " "
Pompton Jct. at crossing of NYS&W RR	" " " "
Midvale—outside of station	" " " "

Caldwell Branch

Caldwell—outside of station	Great Notch—Essex Fells
Essex Fells—outside of station	" " —Caldwell

Orange Branch

Lawrence St.—west side of crossing	Silver Lake—Forest Hill
Kearney St. " " " "	" " " "
West Orange—east end of White St.	" " " "

New York Division, Connecting with Train Dispatchers' Circuit:

Note: See Bergen County R.R. Page 60.

Passaic Park Drawbridge Cabin	Eastbound home signal, Greycourt
West end Passaic Park Drawbridge, east side	Greycourt, east of station
Crossover Passaic (east of Chestnut St., south side).	East end Greycourt Yard
Crossover between Clifton and Lake View	New Hampton old station location
300 feet west River St. Station, west track	Middletown at crossover
East of 5th Avenue crossing, Paterson, westbound side	Crossover at Middletown Summit
Waldwick engine foreman's office	West end of siding Middletown Summit
200 feet west of station, westbound side, Allendale	Westbound signal, Main Line, East "GD"
Ramsey, 500 feet east road crossing, westbound side	West end Goshen station
Hillburn Crossover westbound side	Relay House "GD"
Ramapo Crossover westbound side	Howells Station
Crossover east of Tuxedo	Cripple switch, east of Otisville
Southfields, at crossover	End of spur track, Otisville
Newburg Jct., West Leg of Wye.	Westbound signal, east end Otisville Tunnel
Nepera Chemical Co. switch, Harriman	Eastbound signal, west end Otisville Tunnel
East side Carpenters switch, west of Monroe	Old Graham Station
Monroe, at crossover	East "FX" crossover
Westbound home signal, Greycourt	Westbound signal, "BC"
	Eastbound signal, "BC"
	Maybrook, General ydm. office
	Maybrook, Shelter box at old Bk yard office

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

Pavonia Ave., Jersey City	Rock Road, Glen Rock
County Rd., Secaucus	Chestnut St., (Swan's Crossing), Allendale
Park Ave., Rutherford	Main St. and Central Ave., Ramsey
Jackson Ave., Carlton Hill	Fourth Ave., Hillburn
Aycrigg, Lafayette and Paulison Aves., Passaic	Green St., Goshen
Gregory Ave. and Prospect St., Passaic	Main St. and Greenwich St., Goshen
Pennington Ave., Passaic	Washington St., Middletown
Park Place, Passaic	Houston Ave., Middletown
Passaic St., Passaic	North St., Middletown
Washington Place, Passaic	East Main, Montgomery and Cottage Sts., Middletown
Jefferson St., Passaic	West Main St., Middletown
Monroe St., Passaic	Harding St., Middletown
Harrison & Summer Sts., Passaic	West Main St., (Knox Crossing), Middletown
Crooks Ave., Lakeview	
Gould Ave., Paterson	
Fifth Avenue, Paterson	

NEWARK BRANCH

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

BERGEN COUNTY R.R.

Paterson Plank Rd., East Rutherford
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

Palisade Ave., Englewood
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

Paterson Plank Rd., Carlstadt
Malcolm Ave., Hasbrouck Heights
West Washington and Jefferson Aves, Pearl River

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 mile of crossings protected by automatic gates, will approach such crossings prepared to stop and not proceed until gates have lowered. To insure lowering of gates, stop should be made as close to edge of crossing as possible. Crews should not at any time enter upon a crossing protected by automatic gates until they have lowered except in case of failure of crossing devices and then only under flag protection.

Signs reading "Circuit" or "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

PAVONIA AVENUE, JERSEY CITY

All insulated joints controlling starting circuits will be painted white. Gates will remain down at all times while any portion of the tracks between the positive starting circuits (painted white) are occupied by engine or cars.

Tracks known as Horn 2, 3 and 4 are equipped with an advance starting circuit and a positive starting circuit located 140' and 40' respectively from east edge of crossing. Gates will lower when 140' section is entered upon and will remain lowered for one (1) minute, after which they will raise unless 40' circuit is entered upon.

All movements in either direction must come to a full stop within the positive limits of the starting circuits if gates have not lowered by the time movement reaches edge of crossing. Movement must not again be started until gates have lowered. If it is necessary to flag over this crossing a member of the crew must protect the crossing and know that highway traffic has been stopped before permitting movement over crossing.

COUNTY ROAD, SECAUCUS

Crews working on eastward or westward Main Line tracks between HX Tower and Croxton Tower within 3600 feet of the easterly edge of County Road or within 3100 feet of the westerly edge of County Road will observe the position of the automatic gates at this crossing and when necessary, clear circuits to permit the gates to raise within time prescribed by law.

Switch and derail serving American Can Co. are connected to crossing gate circuit to permit gates to raise when switch and derail are lined for movement into side track.

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.

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.

AUTOMATIC STRAIGHT TIME RELEASING CIRCUITS, PASSAIC

Automatic straight time releasing circuits are in effect on eastward and westward tracks between Monroe St. and Pennington Ave., inclusive, Passaic. Trains or engines approaching any of these crossings will be governed as follows:

When trains or engines are stopped or consume five minutes or more in this territory, the automatic releasing circuits will permit gates to raise on all crossings ahead of train.

Trains or engines on either track, in either direction, delayed or stopped in approach to the above named crossings will move to edge of each crossing prepared to stop, and not enter upon or proceed over crossing until gates have lowered.

Westbound train receiving "RESTRICTED" indication at westbound home signal at Passaic Park or "STOP AND PROCEED" indication at Signal 11-1 east side of Pennington Ave., will operate train as provided in preceding paragraph.

Eastward trains or engines receiving stop and proceed indication at Signal 12-2 east of Clifton station must stop at edge of Monroe St.

crossing and not proceed until gates have lowered except by flag protection.

Eastward trains or engines are not permitted to leave Passaic Station when Signal 11-2 indicates "STOP AND PROCEED" unless authorized by Train Dispatcher. After departing Passaic Station on stop and proceed indication at Signal 11-2, will move to edge of each of the above named crossings and not proceed until gates have lowered.

Trains or engines making normal station stop at Passaic Station and leaving on "APPROACH" or "CLEAR" indication at Signal 11-2 and making normal acceleration may continue to do so.

Westbound trains making normal station stop at Passaic Station and stopping between westerly end of Express building and derail of Express Co. switch, upon departing from station will approach Monroe St. crossing prepared to stop and will not pass over crossing until gates have lowered. All other westbound trains stopped or delayed in approach to Monroe St. must operate train in accordance with instructions in third paragraph.

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.

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.

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.

FIFTH AVENUE, PATERSON

Westbound trains making station stop at River Street will not exceed a speed of thirty-five (35) miles per hour until crossing is reached. To permit gates to raise when westward track is occupied by a train or engine intending to crossover to eastward track a straight time circuit has been provided starting at a point 300 feet west of the west end of River Street crossover and extending westward 700 feet. Trains or engines must occupy this 700 feet section of track to effect raising of gates.

Side track over this crossing is circuited, cars will be placed at least 30 feet from the crossing to clear white painted insulated joints.

Hand throw derail on this siding east of crossing is connected to crossing gate circuit. Derail must be restored when through using this track.

Eastbound trains making Hawthorne station stop will not exceed a speed of forty (40) miles per hour until crossing is reached.

A straight time circuit has been provided which will permit gates to raise when train or engine is standing on eastward track between easterly side of Passaic River bridge and clearance point of Enterprise company just west of Fifth Avenue crossing.

CHESTNUT ST. (SWAN'S CROSSING), ALLENDALE

Side track over this crossing is circuited over crossing only. Trains or engines intending to move over crossing through siding will move up to within 100 ft. of crossing and stop and not pass over same until gates have lowered, except by flag protection. One insulated joint either side of this crossing will be painted white indicating point beyond which cars should not be placed or stored.

Eastbound trains whose consist will permit will stop west of signal 24-22 when making Allendale station stop. All eastbound trains making station stop will not exceed a speed of 30 miles per hour until Chestnut St. crossing is reached.

When eastbound trains are held west of Chestnut St. crossing on tracks 4 or 3, trains or engines must stop west of sign reading "End of Circuit, tracks 3 or 4" which is located south of Track 2 and 500 ft. west of Chestnut St. crossing. This will permit gates to raise after a period of one and one-half (1½) minutes.

Starting circuits for westbound trains are located at westward limits of WC Interlocking.

To avoid lowering gates for excessive time, Operators at WC Tower will avoid moving trains into Tracks 1, 2, 3 and 4 for switching purposes unless they can be moved off these tracks at once.

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.

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.

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. "End of Circuit" sign has been placed 50 feet east of crossing which marks westbound starting circuit for crossing gates on this track. Cars should not be left standing west of this sign unless immediate movement is to be made over this crossing.

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.

Timing circuit for reverse movements on westward track permit automatic gates at Fourth Ave. Hillburn, to raise after 30 seconds. Trains or engines moving east on westward track intending to set out cars at Suffern or having Ford cars to leave in Hillburn yard will stop with entire train west of sign reading "END OF CIRCUIT" located along north side of westward track opposite west end of main track crossover and occupy section of track between this sign and Bridge 32.10 over Ramapo River. After stop is made or set-off completed at this location trains or engines proceeding eastward on westward main track to SF Tower will not exceed a speed of 25 miles per hour to Fourth St. crossing, Hillburn, and will not enter upon or proceed over this crossing until gates have lowered.

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.

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 850 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 and automatic gates at Green 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.

NORTH ST., MIDDLETOWN

Eastbound trains making station stop at Middletown whose consist will permit stopping west of North Street crossing will stop within 100 feet and west of white stripe across station platform 93 feet west of North Street, but will not pass same until ready to depart. Upon departing from station, trains or engines will not enter upon or pass over North Street crossing until gates have lowered. Trains whose consist require pulling on to or over North Street crossing may do so but will not pass sign reading "END OF CIRCUIT", located 237 feet east of North Street crossing. This will permit gates at Cottage Street, Montgomery Street and East Main Street to raise while station stop is made. Trains or engines after making such station stop or switching in vicinity will proceed slowly to first crossing east of North Street and will not enter upon or pass over same until gates have lowered, except by flag protection.

Trains or engines moving east of Signal 66-1 on westward track between West Main Street and North Street for switching purposes will hold part of train or engine on section of track between Signal 66-1 and a point 120 feet east. This will permit gates at North Street

to raise. If eastward movement towards North Street is continued, trains or engines will approach North Street prepared to stop and not enter upon or pass over crossing until gates are lowered, except by flag protection.

Trains or engines moving through third track in either direction will stop within 50 feet of North Street and will not enter upon or pass over crossing until gates are lowered.

EAST MAIN, MONTGOMERY AND COTTAGE STS., MIDDLETOWN

Eastbound trains making station stop at Middletown whose consist will permit stopping west of North Street crossing, will stop within 100 feet and west of white stripe across station platform 93 feet west of North Street, but will not pass same until ready to depart. Trains whose consist require pulling on to or over North Street crossing may do so but will not pass sign reading "END OF CIRCUIT", located 237 feet east of North Street crossing. This will permit gates at Cottage Street, Montgomery Street and West Main Street to raise while station stop is being made. Trains or engines, after making such station stop or switching in vicinity of crossings, will proceed slowly to first crossing and not enter upon or proceed over crossing until gates have lowered.

Trains or engines moving east on westward track and intending to make station stop or switching will not pass sign reading "END OF CIRCUIT" located to the north of third track 200 feet west of North Street.

Trains or engines moving through third track in either direction between East Main Street and West Main Street will stop within 50 feet of East Main Street, Montgomery Street and Cottage Street, and will not pass over same until gates have lowered, except by flag protection.

WEST MAIN ST., MIDDLETOWN

Eastbound trains or engines stopping west of this crossing will stop between Signal 66-2 and "END OF CIRCUIT" sign, located to the south of Taylor's switch 200 feet west of West Main Street. This will permit gates at West Main Street and other crossings east thereof to raise promptly.

If switching is to be performed, rear portion of train that is left on main track will be left on section of track between Signal 66-2 and "END OF CIRCUIT" sign 200 feet west of West Main St. This will permit gates to raise at West Main Street while engine or cars are not occupying crossing.

When engine is recoupled to train, engine must be west of "END OF CIRCUIT" sign before eastward movement is made.

At all times, when stop is made on this circuit, train or engine will proceed slowly to edge of crossing and not enter upon or pass over same until it is ascertained that gates have lowered.

Westbound trains or engines making station stop at Middletown whose consist will permit stopping east of Signal 66-1, will stop within 150 feet of this signal to permit gates at West Main Street to raise promptly.

Side track over this crossing is circuited and trains or engines in either direction will stop within 50 feet of this crossing and will not enter upon or pass same until gates have lowered, except by flag protection.

Main track switches in the vicinity of this crossing are equipped with automatic cut out device. Crews after using any of these switches will proceed carefully to this crossing and will not enter upon or pass over same until gates have lowered except by flag protection.

HARDING STREET, MIDDLETOWN

Westbound trains or engines whose consist require passing Signal 66-1 when making Middletown station stop will not exceed a speed of 15 M.P.H. until Harding Street is reached.

Eastbound main line trains or engines receiving restricting indication at Howells Jct. must approach Harding St. crossing prepared to stop and not enter upon or pass over same unless gates are lowered.

The westward siding and Taylor siding over this crossing is circuited. Trains or engines intending to pass over this crossing in either siding will stop at edge of crossing and not enter upon or pass over same until gates have lowered, except by flag protection. When cars are left in either siding they must not be placed within 50 ft. of this crossing in order to clear gate circuits.

AUTOMATIC STRAIGHT TIME RELEASING CIRCUITS, MIDDLETOWN

Automatic straight time releasing circuits are installed on eastward and westward tracks between Washington Avenue and Harding Street, inclusive, at Middletown, N. Y.

When trains or engines are stopped or consume five (5) minutes or more in this territory, the Automatic releasing circuits will permit gates to raise on all crossings ahead of train.

Trains or engines on either track in either direction which are delayed or stopped in approach to the above named crossings will move to edge of each crossing prepared to stop and not enter upon or proceed over crossing until gates have lowered.

Westward trains or engines receiving stop and proceed indication at westward automatic signal 63-1 will operate train as provided in third paragraph.

Eastward trains upon receiving stop and proceed indication at automatic signal 66-2 will operate train as provided in third paragraph.

Westward trains not making normal station stop at Middletown, receiving stop and proceed indication at Signal 66-1 will operate train as provided in third paragraph.

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.

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.

PATERSON PLANK RD., EAST RUTHERFORD

Eastward trains operating on eastward track, required to stop west of Paterson Plank Road, will stop west of, and within 750 feet of "LIGHT" indicator referred to in last paragraph on page 62 of current timetable but must not pass it unless indicator light displays "Yellow" or instructed to do so by telephone. Trains stopped west of "LIGHT" indicator on designated section of track will permit gates to raise after one (1) minute.

Eastward trains operating on westward track and notified to stop west of Paterson Plank Road will stop west of "LIGHT" indicator as specified in proceeding paragraph.

To permit gates to raise while switching is being performed, in Miller Tompkins Siding off eastward track, eastward trains or engines will store their train on eastward track west of west switch of crossover between eastward main and siding. When moving toward crossing while switching, train or engine will stop at edge of crossing and not enter upon or proceed over same until gates have been lowered.

Westward trains or engines moving from tracks 1, 2, 3, or 4 into westward Bergen County RR track, west of BJ Interlocking, and intending to leave part of their trains west of BJ Interlocking or make eastward movements after passing westerly limits of BJ Interlocking, will not pass sign reading "END OF CIRCUIT" located 800 feet west of reverse movement dwarf signal governing eastward moves off westward track, until one (1) minute has elapsed, after one (1) minute train making this movement can occupy westward track to within 300 feet of easterly edge of Paterson Plank Road without lowering gates "END OF CIRCUIT" sign will be located at this point.

Trains or engines moving westward on eastward Bergen County RR track west of BJ Interlocking will not pass sign reading "END OF CIRCUIT" located 500 feet west of Eastward Home Signal and opposite "END OF CIRCUIT" sign along westward track. Movements beyond this point will cause gates to remain in lowered position.

All switches in the vicinity of this crossing are equipped with automatic stick cutout and crews, after using any of these switches, will approach crossing prepared to stop and not enter upon or proceed over crossing until gates are lowered.

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.

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 of more than 50 cars 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.

Timing circuits permit crossing gates at Van Winkle Avenue, Monroe Street and Somerset Street, Bergen County RR, to raise while Eastbound track is occupied west of Van Winkle Ave.

Eastbound trains of 50 cars or less intending to set off or pick up cars at Garfield will clear Outwater Lane and occupy that section of track between signal 12-2B and "END OF CIRCUIT" sign located 1000 feet east thereof with rear portion of train.

Sufficient room should be left so that when backing on train after picking up, the entire train will be west of second "END OF CIRCUIT" sign located 500 feet west of Van Winkle Ave.

This circuit will not function for reverse traffic on Eastward track, therefore, cars must not be placed west of Van Winkle Ave., except by an Eastward train which has occupied the circuits as outlined above.

After stopping, setting off and/or picking up at this location, trains will approach Van Winkle Ave. prepared to stop and not enter upon or proceed over crossing until gates are lowered.

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.

NORTHERN BRANCH

PALISADE AVENUE, ENGLEWOOD

Automatic cut-out devices have been installed on all switches in vicinity of this crossing which will permit gates to raise when switching is being performed.

Timing circuits have been installed east and west of this crossing to permit gates to raise when main track is occupied as follows:

Eastbound—Between Demarest Avenue and a point 400 feet west of Palisade Avenue. Controlling insulated joints at this 400 ft. point will be painted white. Trains or engines occupying this section of track (1½) one and a half minutes or more must approach this crossing preparing to stop and not enter upon or pass over crossing until gates have lowered except in case of failure of crossing device and then only under flag protection.

Westbound—Between clearance point of Englewood Yard Switch and a point 200 feet east of Englewood Avenue. Controlling insulated joints at this 200 ft. point is painted white. If main track is occupied between this point and Palisade Avenue (1000 feet), gates will remain lowered.

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.

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

The westward siding is circuited for gate operation over each of these crossings. Cars should not be left standing closer than twenty-five (25) ft. either side of crossings. Trains switching in this siding will move to edge of crossings and not enter upon or pass over crossings until gates have lowered.

East and westbound trains switching at Arlington may store their trains during switching operations as follows:

Westbound—150 ft. east of Forest St. opposite sign reading "END OF CIRCUIT" and for a distance of 800 ft. east thereof.

Eastbound—400 ft. west of Devon St. opposite sign reading "END OF CIRCUIT" and for a distance of 800 ft. west thereof.

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 derails 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.

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.

NEW JERSEY AND NEW YORK RAILROAD

PATERSON PLANK ROAD, CARLSTADT

Westbound trains or engines stopping east of this crossing will stop east of sign reading "END OF CIRCUIT", located 1000 ft. east of crossing. This will permit gates to raise promptly.

If switching is to be performed, rear portion of train that is left on main track will be left on section of track east of "END OF CIRCUIT" sign and a point 800 ft. east thereof.

When engine is re-coupled to train same must be east of "END OF CIRCUIT" sign before westward movement is made.

Siding over this crossing is circuited for a distance of 50 ft. either side of this crossing. Trains or engines operating in siding, intending to enter upon or pass over this crossing will stop within 50 ft. of edge of crossing and not enter upon or pass over same until gates have lowered.

Westbound trains making station stop at Carlstadt, when consist will permit, will clear crossing sufficiently to permit gates to raise.

WEST WASHINGTON AVE. AND JEFFERSON AVE., PEARL RIVER

To permit gates at West Washington Ave. and Jefferson Ave. to raise when trains or engines occupy main track in the vicinity of station for a period of two (2) minutes or more an automatic straight time circuit has been installed extending between track circuit clearance post located east of station to the westerly side of Central Ave. crossing west of station. Trains or engines making station stop or occupying this portion of track will approach these crossings prepared to stop and not proceed over crossing until gates are lowered.

Trains or engines operating through passing siding intending to move over Jefferson Ave. crossing will approach crossing prepared to stop and not proceed until gates have lowered. To insure lowering of gates stop should be made as close to edge of crossing as possible.

Hand thrown derail on team track switch at West Washington Ave. is connected to crossing gate circuit. Derail must be restored except when immediate movement is to be made to permit prompt raising of gates.

		WESTWARD — FIRST CLASS — TRAINS (Read Down)				
Distance from Hoboken	Distance between Stations	No. 60 STATIONS	1759	1701	1165	57
			Sunday and Holiday Only	Saturday Only	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday
			P.M.	P.M.	P.M.	P.M.
...	...	N.Y.-Barclay St. L.	N.B. 2.15	N.B. 2.45	N.B. 2.45	N.B. 3.00
3.1	3.1	VIA DL&W HOBOKEN L. N	2.30	3.00	3.05	3.14
		BERGEN JCT.	2.37	3.07	3.12	3.21
8.4	3.5	RUTHERFORD	2.43	3.15		
8.9	0.5	RUTHERFORD JCT. D	2.45	3.17	3.19	3.28
9.6	0.7	CARLTON HILL	2.47	3.19		
10.2	0.6	PASSAIC PARK	2.49	3.21		
11.4	1.2	PASSAIC	2.53	3.25	3.25	
12.3	0.9	CLIFTON	2.56	3.28	3.28	
13.7	1.4	LAKE VIEW	2.59	3.31		
14.9	1.2	XW TOWER N	3.01	3.34	3.32	(B.C.R.R.)
15.6	0.7	PATERSON	3.03	3.37	3.36	
16.6	1.0	RIVER ST.	3.05	3.39		
17.7	1.1	HAWTHORNE	3.08	3.41		
19.4	1.7	GLEN ROCK	3.11	3.44	3.42	
20.2	0.8	RIDGEWOOD JCT. N	3.13	3.46	3.44	3.39
20.9	0.7	RIDGEWOOD	3.15	3.49	3.47	3.40
22.1	1.2	HOBOKUS	3.18	3.52	3.50	
23.2	1.1	WALDWICK	3.20	3.55	3.53	3.45
24.6	1.4	ALLEDALE	3.23		3.56	
26.5	1.9	RAMSEY	3.27		4.00	
29.1	2.6	MAHWAH	3.31		4.05	
30.5	1.4	SUFFERN	3.34		4.08	3.53
31.5	1.0	HILLBURN				
34.5	3.0	SLOATSBURG				3.59
37.1	2.6	TUXEDO				4.04
40.9	3.8	SOUTHFIELDS				4.11
43.3	2.4	ARDEN				4.15
44.9	1.6	NEWBURGH JCT. N				4.18
45.9	1.0	HARRIMAN				4.20
48.4	2.5	MONROE				4.25
53.4	5.0	GREYCOURT				
54.2	0.8	CHESTER				4.34
58.7	4.5	GOSHEN N				4.42
62.6	3.9	NEW HAMPTON				4.47
66.0	3.4	MIDDLETOWN D				4.55
68.7	2.7	HOWELLS JCT.				
69.3	0.6	HOWELLS				5.04
73.8	4.5	OTISVILLE				5.11
87.2	13.4	PORT JERVIS A. L. N				5.30
89.7	2.5	SPARROWBUSH				
			P.M.	P.M.	P.M.	P.M.

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

		WESTWARD — FIRST CLASS — TRAINS (Read Down)								
Distance from Hoboken	Distance between Stations	No. 60 STATIONS	1115	75	1117	1301	1167	1119	1169	1121
			Daily Except Saturday Sunday & Holiday	Saturday Only	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
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
...	...	N.Y.-Barclay St. L.	N.B. 3.00	N.B. 3.15	N.B. 3.37	N.B. 3.45	N.B. 3.45	N.B. 3.58	N.B. 4.04	N.B. 4.09
3.1	3.1	VIA DL&W HOBOKEN L. N	3.17	3.30	3.57	4.01	4.03	4.15	4.22	4.26
		BERGEN JCT.	3.24	3.37	4.04		4.10	4.22	4.29	4.33
8.4	3.5	RUTHERFORD	3.31		4.11			4.28		4.40
8.9	0.5	RUTHERFORD JCT. D	3.33	3.43	4.13		4.18	4.29	4.37	4.42
9.6	0.7	CARLTON HILL	3.35		4.15					
10.2	0.6	PASSAIC PARK	3.37		4.17					
11.4	1.2	PASSAIC	3.41		4.21			4.35		
12.3	0.9	CLIFTON	3.44		4.24			4.38		
13.7	1.4	LAKE VIEW	3.47		4.27					
14.9	1.2	XW TOWER N	3.49	(B.C.R.R.)	4.30	4.44	(B.C.R.R.)	4.42	(B.C.R.R.)	(B.C.R.R.)
15.6	0.7	PATERSON	3.51		4.32	4.47		4.44		
16.6	1.0	RIVER ST.	3.53		4.35	4.49		4.47		
17.7	1.1	HAWTHORNE	3.56		4.38	4.52		4.50		
19.4	1.7	GLEN ROCK	3.59		4.42	4.56				
20.2	0.8	RIDGEWOOD JCT. N	4.01	4.01	4.44	4.58	4.34	4.54	4.51	5.02
20.9	0.7	RIDGEWOOD	4.03	4.02	4.46	5.01	4.37	4.54		
22.1	1.2	HOBOKUS	4.06	4.04	4.49	5.04	4.41	4.57		
23.2	1.1	WALDWICK	4.09	4.08	4.52	5.07	4.44	5.01		
24.6	1.4	ALLEDALE		4.09			4.47	5.06		
26.5	1.9	RAMSEY		4.12			4.51	5.11		
29.1	2.6	MAHWAH		4.16			4.55	5.16		
30.5	1.4	SUFFERN		4.19			4.58	5.20		
31.5	1.0	HILLBURN								
34.5	3.0	SLOATSBURG		4.25						
37.1	2.6	TUXEDO		4.30						
40.9	3.8	SOUTHFIELDS		4.37						
43.3	2.4	ARDEN		4.44						
44.9	1.6	NEWBURGH JCT. N		4.47						
45.9	1.0	HARRIMAN		4.49						
48.4	2.5	MONROE		4.53						
53.4	5.0	GREYCOURT								
54.2	0.8	CHESTER		5.01						
58.7	4.5	GOSHEN N		5.08						
62.6	3.9	NEW HAMPTON		5.13						
66.0	3.4	MIDDLETOWN D		5.21						
68.7	2.7	HOWELLS JCT.								
69.3	0.6	HOWELLS		5.30						
73.8	4.5	OTISVILLE		5.37						
87.2	13.4	PORT JERVIS A. L. N		5.55						
89.7	2.5	SPARROWBUSH								
			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.

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

Operate
track No. 1
from
Ridgewood Jct.
Holidays.

Operate
track No. 1
from
Ridgewood Jct.
Holidays.

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

WESTWARD — FIRST CLASS — TRAINS (Read Down)

Distance from Hoboken	Distance between Stations	No. 60 STATIONS	1303	1761	1123	59	1125
			Daily Except Saturday Sunday & Holiday	Saturday Sunday 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.
		N.Y.-Barclay St. L.	N.B. 4.14	N.B. 3.45	N.B. 4.14	N.B. 4.25	N.B. 4.25
3.1	3.1	HOBOKEN L. N	4.30	4.32	4.33	4.42	4.44
		BERGEN JCT.		4.39	4.40	4.49	4.51
8.4	5.3	RUTHERFORD		4.46	4.48		
8.9	0.5	RUTHERFORD JCT. D		4.48	4.50	4.56	4.58
9.6	0.7	CARLTON HILL		4.50	4.52		5.00
10.2	0.6	PASSAIC PARK		4.52	4.55		5.02
11.4	1.2	PASSAIC		4.56	4.59		5.05
12.3	0.9	CLIFTON		4.59	5.03		5.08
13.7	1.4	LAKE VIEW		5.01	5.07		5.11
14.9	1.2	XW TOWER N	5.11	5.03	5.09		5.13
15.6	0.7	PATERSON	5.13	5.05	5.11		5.15
16.6	1.0	RIVER ST.		5.07			5.17
17.7	1.1	HAWTHORNE		5.09			5.20
19.4	1.7	GLEN ROCK		5.12			5.23
20.2	0.8	RIDGEWOOD JCT. N		5.14		5.08	5.25
20.9	0.7	RIDGEWOOD		5.16			5.28
22.1	1.2	HOBOKUS		5.19		5.11	5.31
23.2	1.1	WALDWICK		5.22		5.14	5.34
24.6	1.4	ALLENDALE		5.25			
26.5	1.9	RAMSEY		5.28			
29.1	2.6	MAHWAH		5.32		5.24	
30.5	1.4	SUFFERN		5.35		5.28	
31.5	1.0	HILLBURN				5.31	
34.5	3.0	SLOATSBURG				5.37	
37.1	2.6	TUXEDO				5.42	
40.9	3.8	SOUTHFIELDS				5.49	
43.3	2.4	ARDEN				*	
44.9	1.6	NEWBURGH JCT. N				5.55	
45.9	1.0	HARRIMAN				5.57	
48.4	2.5	MONROE				6.01	
53.4	5.0	GREYCOURT				6.11	
54.2	0.8	CHESTER				6.19	
58.7	4.5	GOSHEN N				6.19	
62.6	3.9	NEW HAMPTON				6.30	
66.0	3.4	MIDDLETOWN D				6.38	
68.7	2.7	HOWELLS JCT.				6.46	
69.3	0.6	HOWELLS				7.05	
73.8	4.5	OTISVILLE					
87.2	13.4	PORT JERVIS A. L. N					
89.7	2.5	SPARROWBUSH					

WESTWARD — FIRST CLASS — TRAINS (Read Down)

1171	1127	1305	1129	1173	1131	1133	61
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 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. 4.30	N.B. 4.36	N.B. 4.36	N.B. 4.45	N.B. 4.50	N.B. 5.00	N.B. 5.15	N.B. 5.15
4.45	4.51	4.52	5.02	5.07	5.15	5.35	5.38
4.52	4.58		5.09	5.14	5.22	5.42	5.45
	5.05		5.16		5.29	5.49	
5.01	5.07		5.18	5.21	5.31	5.51	5.53
			5.20		5.33	5.53	
			5.22		5.35	5.55	
(B.C.R.R.)			5.26		5.39	5.59	
	(B.C.R.R.)		5.29		5.42	6.02	
		5.34	5.32		5.45	6.05	
			5.36		5.47	6.07	
		5.36	5.39		5.49	6.09	
		5.39			5.51		
		5.41			5.54	6.13	
		5.44			5.56	6.16	
5.15	5.27	5.45		5.37	5.58	6.18	6.12
5.18		5.48		5.40	6.00	6.20	6.14
5.25	5.32	5.51		5.43	6.02	6.23	6.16
5.29		5.54		5.46	6.05	6.26	6.19
5.34				5.51			6.22
				5.56			6.25
				6.00			6.30
5.40				6.03			6.33
							6.38
							6.43
							*
							*
							6.53
							6.55
							7.00
							7.09
							7.17
							7.27
							7.32
							7.33
							7.55

No. 61 stop Southfields and Arden, discharge passengers. Take connection from No. 1131 at Ridgewood.

WESTWARD — FIRST CLASS — TRAINS (Read Down)

Distance from Hoboken	Distance between Stations	No. 60 STATIONS	77	1175	5
			Sunday and Holiday Only	Daily Except Sunday and Holiday	Daily
			P.M.	P.M.	P.M.
..	..	N.Y.-Barclay St. L.	N.B.	N.B.	
3.1	3.1	HOBOKEN L. N	6.00	6.15	7.00
		BERGEN JCT.	6.07	6.30	7.15
8.4	5.3	RUTHERFORD	6.14	6.37	7.22
8.9	0.5	RUTHERFORD JCT. D	6.16	6.44	7.29
9.6	0.7	CARLTON HILL	6.18	6.45	
10.2	0.6	PASSAIC PARK	6.20	6.47	
11.4	1.2	PASSAIC	6.24	6.49	
12.3	0.9	CLIFTON	6.27	6.53	* 7.34
13.7	1.4	LAKE VIEW	6.30	6.56	
14.9	1.2	XW TOWER N	6.32	6.58	
15.6	0.7	PATERSON	6.34	6.59	7.39
16.6	1.0	RIVER ST.		7.02	7.42
17.7	1.1	HAWTHORNE	6.38	7.04	
19.4	1.7	GLEN ROCK	6.41	7.06	
20.2	0.8	RIDGEWOOD JCT. N	6.43	7.10	
20.9	0.7	RIDGEWOOD	6.45	7.12	7.49
22.1	1.2	HOHOKUS	6.48	7.14	7.51
23.2	1.1	WALDWICK	6.50	7.16	
24.6	1.4	ALLENDALE	6.53	7.19	7.56
26.5	1.9	RAMSEY	6.57	7.22	
29.1	2.6	MAHWAH	7.01	7.25	
30.5	1.4	SUFFERN	7.04	7.28	
31.5	1.0	HILLBURN		7.31	8.05
34.5	3.0	SLOATSBURG	7.09		
37.1	2.6	TUXEDO	7.13		8.13
40.9	3.8	SOUTHFIELDS	7.19		
43.3	2.4	ARDEN	7.23		
44.9	1.6	NEWBURGH JCT. N	7.25		8.22
45.9	1.0	HARRIMAN	7.27		
48.4	2.5	MONROE	7.31		8.28
53.4	5.0	GREYCOURT			
54.2	0.8	CHESTER	7.39		
58.7	4.5	GOSHEN N	7.46		* 8.37
62.6	3.9	NEW HAMPTON			
66.0	3.4	MIDDLETOWN D	7.55		8.49
68.7	2.7	HOWELLS JCT.			
69.3	0.6	HOWELLS			
73.8	4.5	OTISVILLE	8.08		9.18
87.2	13.4	PORT JERVIS A. L. N	8.25		9.26
89.7	2.5	SPARROWBUSH			9.31

No. 77 will not operate Oct. 12, Nov. 8, Nov. 11 and Feb. 13.

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

No. 5 Monday to Friday make flag stop Passaic to receive passengers Binghamton west. Sat. Sun. and Hol. May 30, July 4, Sept. 5, make regular stop Passaic. Stop Goshen to discharge or take on passengers.

WESTWARD — FIRST CLASS — TRAINS (Read Down)

1177	1763	1179	1703	1181	1765	1151	7	9
Daily Except Saturday Sunday & Holiday	Sunday and Holiday Only	Daily Except Saturday Sunday & Holiday	Saturday Only	Daily Except Saturday	Saturday Only	Daily Except Saturday	Daily Except Saturday	Saturday Only
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
N.B. 7.15	N.B.	N.B. 8.15	N.B.	N.B. 9.45	N.B.	N.B. 11.15	11.15	
7.30	8 00	8.30	9.05	10.00	10.59	11.30	11.45	11.45
7.37	8 07	8 37	9.12	10.07	11.06	11.37	11.52	11.52
7.44	8.14	8.44	9.19	10.14	11.13	11.44		
7.46	8.16	8.46	9.21	10.16	11.15	11.46	11.59	11.59
7.48	8.18	8.48	9.23	10.18	11.17	11.48		
7.50	8.20	8.50	9.25	10.20	11.19	11.50		
7.54	8.24	8.54	9.29	10.24	11.23	11.54		
7.57	8.27	8.57	9.32	10.27	11.26	11.56		
8.00	8.29	8.59	9.35	10.30	11.29	11.58		
8.02	8.31	9.01	9.37	10.32	11.31	11.59	(B.C.R.R.)	(B.C.R.R.)
8.04	8.33	9.03	9.39	10.34	11.33	12.02		
* 8.07	8.35	9.05	9.41	10.36	11.35	12.04		
8.10	8.38	9.08	9.44	10.39	11.38	12.06		
8.12	8.41	9.11	9.47	10.42	11.41	12.09		
	8.43	9.13	9.49	10.44	11.43	12.11	12.10	12.10
8.14	8.45	9.15	9.52	10.46	11.45	12.13		
8.16	8.47	9.17	9.55	10.49	11.47	12.15		
8.18	8.50	9.20	9.58	10.52	11.50	12.18	12.16	12.13
8.21	8.53	9.23		10.55	11.53	12.20		
8.25	8.57	9.27		10.58	11.57	12.23		
8.30	9.01	9.32		11.02	12.02	12.27		
8.33	9.04	9.35		11.05	12.04	12.30	12.24	12.20
							12.32	12.27
							12.40	12.35
							12.48	12.48
							12.54	12.49
							1.08	12.59
							1.45	1.30
							1.55	1.40
							2.00	1.45

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

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

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

P.M. P.M. P.M. P.M. P.M. A.M. A.M. A.M. A.M.

BERGEN COUNTY RAILROAD —							
Distance from Ridgewood Jct.	Distance between Stations	STATIONS	1154	50	1108	1156	1754
			Daily Except Sunday and 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.
9.9	2.4	RUTHERFORD JCT. D	6.12	6.41	6.49	6.55	7.08
7.5	1.4	GARFIELD	s 6.08		s 6.47		s 7.04
6.1	1.1	PLAUDERVILLE	s 6.05		s 6.42		s 7.01
5.0	1.5	COALBERG JCT.					
3.5	1.2	BROADWAY—FAIR LAWN	s 6.01		s 6.38	s 6.46	s 6.57
2.3	1.7	RADBURN—FAIR LAWN	s 5.58	s 6.29	s 6.35	s 6.43	s 6.54
0.6	0.6	GLEN ROCK	s 5.55	s 6.26	s 6.32	s 6.40	s 6.51
..	..	RIDGEWOOD JCT. N	5.53	6.24	6.30	6.38	6.49
			A.M.	A.M.	A.M.	A.M.	A.M.

BERGEN COUNTY RAILROAD —

Distance from Rutherford Jct.	Distance between Stations	STATIONS	X157	57	75	1167	1169
			Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Saturday Only	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday
			A.M.	P.M.	P.M.	P.M.	P.M.
..	..	RUTHERFORD JCT. D	6.34	8.28	8.43	4.18	4.37
2.4	2.4	GARFIELD			s 3.45		
3.8	1.4	PLAUDERVILLE			s 3.48		
4.9	1.1	COALBERG JCT.					
6.4	1.5	BROADWAY—FAIR LAWN			s 3.52	s 4.25	
7.6	1.2	RADBURN—FAIR LAWN			s 3.55	s 4.28	
9.3	1.7	GLEN ROCK			s 3.58	s 4.32	s 4.48
9.9	0.6	RIDGEWOOD JCT. N	6.48	8.39	4.01	4.34	4.61
			A.M.	P.M.	P.M.	P.M.	P.M.

No. 1154 operates Oct. 12, Nov. 8, Nov. 11 and Feb. 13.
 No. 1156 operates Oct. 12, Nov. 8, Nov. 11 and Feb. 13.
 No. 52 operates Oct. 12, Nov. 8, Nov. 11 and Feb. 13.
 No. 1160 operates Oct. 12, Nov. 8, Nov. 11 and Feb. 13.
 No. X-157 operates Oct. 12, Nov. 8, Nov. 11 and Feb. 13.
 No. 1167 operates Oct. 12, Nov. 8, Nov. 11 and Feb. 13.
 No. 1121 operates Oct. 12, Nov. 8, Nov. 11 and Feb. 13.
 No. 59 operates Oct. 12, Nov. 8, Nov. 11 and Feb. 13.
 No. 1173 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)

1112	52	1158	1160	54	86		
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	Sept. 5 Only		
A.M.	A.M.	A.M.	A.M.	A.M.	P.M.		
7.01	7.05	7.13	7.35	7.56	6.41		
			s 7.31				
			s 7.28				
			s 7.24				
	s 6.57		s 7.21				
		s 7.02	s 7.18				
6.50	6.53	7.00	7.16	7.45	6.29		
A.M.	A.M.	A.M.	A.M.	A.M.	P.M.		

WESTWARD — FIRST CLASS — TRAINS (Read Down)

1121	59	1171	1127	1173	61		7	9
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 Saturday	Saturday Only
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		P.M.	P.M.
4.42	4.56	5.01	5.07	5.21	5.58		11.59	11.59
s 4.46			s 5.10		s 5.56			
s 4.49			s 5.13		s 5.59			
s 4.53			s 5.18		s 6.04			
s 4.57			s 5.21	s 5.31	s 6.07			
s 5.00		s 5.12		s 5.35	s 6.10			
5.02	5.08	5.15	5.27	5.37	6.12		12.10	12.10
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		A.M.	A.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 Remark's trestle, Garfield.

BERGEN COUNTY RAILROAD —

Distance from Ridgewood Jct.	Distance between Stations	No. 60 STATIONS				
9.9	2.4	RUTHERFORD JCT.D				
7.5	1.4	GARFIELD.....				
6.1	1.1	PLAUDERVILLE.....				
5.0	1.5	COALBERG JCT.....				
3.5	1.2	BROADWAY—FAIR LAWN..				
2.3	1.7	RADBURN—FAIR LAWN..				
0.6	0.6	GLEN ROCK.....				
..	..	RIDGEWOOD JCT...N				

Engines are restricted from operating in Stabilized Vitamins and Bellet Coal Co. sidings, Garfield.

Engines heavier than class SE-10-A are restricted from operating over Dundee Spur, including Passaic River Bridge.

Engines heavier than class SE-10-A are restricted from operating west of Dundee Island.

Over Bridges and Trestles, Dundee Spur, 5 miles per hour.

Trains or engines will stop and member of crew protect highway traffic over Midland Ave. Crossing N. Y. S. W. R. R. interchange Passaic Junction.

ALCO Locomotives are restricted in National Biscuit Company Plant, Fairlawn, account excessive exhaust fumes.

Telephones connecting with Train Dispatchers circuit:

Nursery	General Motors switch west of
Crossover east of Garfield	Broadway-Fairlawn
Hobart Place, Garfield	Broadway-Fairlawn at crossover
Garfield at crossover west of	Radburn-Fairlawn at crossover
Monroe St.	

BERGEN COUNTY RAILROAD —

Distance from Rutherford Jct.	Distance between Stations	No. 60 STATIONS				
..	..	RUTHERFORD JCT.D				
2.4	2.4	GARFIELD.....				
3.8	1.4	PLAUDERVILLE.....				
4.9	1.1	COALBERG JCT.....				
6.4	1.5	BROADWAY—FAIR LAWN..				
7.6	1.2	RADBURN—FAIR LAWN..				
9.3	1.7	GLEN ROCK.....				
9.9	0.6	RIDGEWOOD JCT...N				

EASTWARD — FIRST CLASS — TRAINS (Read Up)					
Distance from Paterson	Distance between Stations	No. 60 STATIONS	1300	1302	1304
			Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday
			A.M.	A.M.	A.M.
..	..	VIA DL&W N.Y.-Barclay St.....A.	N.B. 6.58	N.B. 7.43	N.B. 8.18
19.4	2.9	HOBOKEN.....A. N	6.40	7.28	7.57
16.5	1.3	G. L. JCT.....	6.31	7.21	7.50
15.2	2.9	D. P. JCT.....N	6.29	7.19	7.47
12.3	0.3	HARRISON.....	6.25	7.15	7.42
12.0	0.6	KEARNY.....	6.23	7.13	7.40
11.4	1.3	NEWARK.....D	6.21	7.11	7.39
10.1	0.6	WOODSIDE.....	6.18		f 7.36
9.5	0.8	CLEVELAND ST.....	6.16		6.35
8.7	1.3	BELLEVILLE.....D	6.14	7.03	7.33
7.4	0.6	WALNUT ST.....	6.12	7.01	7.31
6.8	0.5	NUTLEY.....	6.10	6.59	7.29
6.3	1.4	FRANKLIN AVE...D	6.08	6.57	7.27
4.9	1.4	ALLWOOD.....	6.05	6.54	7.24
3.5	1.6	ATHENIA.....D	6.02	6.51	7.21
1.9	0.8	PATERSON JCT..... (D. L. & W. R. R.)	6.00	6.49	7.20
1.1	0.4	SOUTH PATERSON.....	5.58	6.47	7.18
0.7	0.7	XW TOWER.....N	5.56	6.46	7.17
..	..	PATERSON.....	5.55	6.44	7.15
			Will operate Oct. 12, Nov. 8, Nov. 11, Feb. 13		Will operate Oct. 12, Nov. 8, Nov. 11, Feb. 13
			A.M.	A.M.	A.M.

Eastbound trains are superior to westbound trains of same class.

HOURS DURING WHICH BLOCK STATIONS ARE IN OPERATION

NEWARK DRAWBRIDGE.—5.45 A.M.—9.45 P.M.
 BELLEVILLE.—6.00 A.M.—3.00 P.M. Sat., Sun. and Hol. closed.
 FRANKLIN AVE.—6.00 A.M.—3.00 P.M. Sat., Sun. and Hol. closed.
 ATHENIA.—6.45 A.M.—10.00 A.M., 1.00 P.M.—5.45 P.M. Sat., Sun. and Hol. closed.

“XW” Tower, Paterson, is closed from 2.00 P.M. Saturday, until 10.00 P.M. Sunday.

Block Stations will operate Holidays Oct. 12, Nov. 8, Nov. 11 and Feb. 13.

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

During hours Newark Drawbridge Block station is closed, “DB” Jct. will block with “XW” Tower.

Newark drawbridge is opened for river traffic between 9.45 P.M. and 5.45 A.M., Monday to Friday incl.; 5.45 A.M. Saturday until 5.45 A.M. Sunday; and from 1.45 P.M. Sunday to 5.45 A.M. Monday.

TELEPHONES CONNECTING WITH TRAIN DISPATCHERS CIRCUIT

Gate Tower, Davis Ave., Harrison

Crossover, Kearny Newark station Athenia station

Newark Drawbridge cabin

Sonneborn's Switch, east of Walnut St., Nutley

East end of station, Walnut St., Nutley

WESTWARD — FIRST CLASS — TRAINS (Read Down)					
Distance from Hoboken	Distance between Stations	No. 60 STATIONS	1301	1303	1305
			Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday
			P.M.	P.M.	P.M.
..	..	VIA DL&W N.Y.-Barclay St.....L.	N.B. 3.45	N.B. 4.14	N.B. 4.36
..	..	HOBOKEN.....L. N	4.01	4.30	4.52
2.9	2.9	G. L. JCT.....	4.08	4.37	4.59
4.2	1.3	D. B. JCT.....N	4.10	4.39	5.01
7.1	2.9	HARRISON.....	4.14	4.43	5.05
7.4	0.3	KEARNY.....	4.16	4.45	5.07
8.0	0.6	NEWARK.....D	4.18	4.47	5.10
9.3	1.3	WOODSIDE.....	4.21		5.12
9.9	0.6	CLEVELAND ST.....	4.23	4.50	5.14
10.7	0.8	BELLEVILLE.....D	4.25	4.52	5.16
12.0	1.3	WALNUT ST.....	4.28	4.55	5.18
12.6	0.6	NUTLEY.....	4.31	4.57	5.20
13.1	0.5	FRANKLIN AVE...D	4.33	4.59	5.22
14.5	1.4	ALLWOOD.....	4.36	5.02	5.25
15.9	1.4	ATHENIA.....D	4.39	5.05	5.29
17.5	1.6	PATERSON JCT..... (D. L. & W. R. R.)	4.40	5.07	5.31
18.3	0.8	SOUTH PATERSON.....	4.42	5.09	5.33
18.7	0.4	XW TOWER.....N	4.44	5.11	5.34
19.4	0.7	PATERSON.....	4.47	5.13	5.36
			Will operate Oct. 12, Nov. 8, Nov. 11 and Feb. 13		Will operate Oct. 12, Nov. 8, Nov. 11 and Feb. 13
			P.M.	P.M.	P.M.

Hours of Crossing Protection

Week Days

Schuyler Ave., Kearny	5:30 A.M. to 10:00 A.M. and 2:00 P.M. to 7:30 P.M.
Davis Ave., Harrison	5:30 A.M. to 10:00 A.M. and 2:00 P.M. to 7:30 P.M.
Grant Ave., Kearny	5:30 A.M. to 10:00 A.M. and 2:00 P.M. to 7:30 P.M.
Passaic St., Newark	5:05 A.M. to 9:05 P.M.
Fourth Ave., Newark	5:05 A.M. to 9:05 P.M.
Third Ave., Newark	5:05 A.M. to 9:05 P.M.
Grafton Ave., Woodside	6:15 A.M. to 8:00 A.M. and 10:30 A.M. to 5:15 P.M.
Schuyler St., Belleville	6:00 A.M. to 7:45 A.M. and 11:15 A.M. to 5:30 P.M.
William St., Belleville	6:00 A.M. to 7:45 A.M. and 11:15 A.M. to 5:30 P.M.
Belleville Ave., Belleville	6:00 A.M. to 7:45 A.M. and 11:15 A.M. to 5:30 P.M.
Rutger St., Belleville	6:00 A.M. to 7:45 A.M. and 11:15 A.M. to 5:30 P.M.
Academy St., Belleville	6:00 A.M. to 7:45 A.M. and 11:15 A.M. to 5:30 P.M.
Holmes St., Belleville	6:00 A.M. to 7:45 A.M. and 11:15 A.M. to 5:30 P.M.
Joralemon St., Belleville	6:00 A.M. to 7:45 A.M. and 11:15 A.M. to 5:30 P.M.
Washington Ave., Nutley	6:00 A.M. to 7:45 A.M. and 10:45 A.M. to 5:30 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		<h2 style="text-align: center;">No. 60</h2> <h3 style="text-align: center;">STATIONS</h3>		Miles per Hour	25
		Speed restrictions: All trains..... 25 Wrecking derrick and trains hauling eight-wheel swivel truck cranes, steam shovels and other similar pivoted machinery..... 20			

Eastbound trains are superior to westbound trains of same class.

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 Bunk House

Newburgh freight station (east end)
Washingtonville (west end of station)

Graham Line

EASTWARD Read Up		WESTWARD Read Down			
Distance from Howells Jct.		<h2 style="text-align: center;">No. 60</h2> <h3 style="text-align: center;">STATIONS</h3>		Distance between Stations	
		Sidings "NJ" and Central Valley..... 200 Cars Eastbound Sdg. at "MQ"..... 96 "			

EASTWARD Read Up		WESTWARD Read Down			
Dist. from Middletown		<h2 style="text-align: center;">No. 60</h2> <h3 style="text-align: center;">STATIONS</h3>		Miles per Hour	25
		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 derrick located on main track east end of Pine Bush station..... Trains over State Road Crossing, 150 feet east Pine Bush Station..... 5 Trains over Crossing west of Bullville..... 5 Trains over Crossing one mile east of Bullville..... 10 East Main St. to Crawford Jct..... 15 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.			
Trains and engines stop at stop signs located fifty (50) feet either side of Goshen-Fair Oaks Highway, one half (1/2) mile west of Crawford Jct. and a member of the train crew place highway traffic lights at stop by inserting switch key in controller box located on the highway traffic light post at the crossing and turn key to the right or left to display stop, then withdraw key. Member of train crew operating switch key operated controller will make certain that traffic lights are displaying stop. In the event of failure, the crew must protect crossing and know that highway traffic has been stopped before permitting movement over crossing. After entire train has passed over crossing, insert key in key controller on opposite side of crossing, turn key to right or left to extinguish lights. In each case key must be withdrawn without turning key the second time.					

Pine Island Branch

EASTWARD Read Up		WESTWARD Read Down			
Distance from Goshen		<h2 style="text-align: center;">No. 60</h2> <h3 style="text-align: center;">STATIONS</h3>		Miles per Hour	35
		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 East end Curve 11 M.P. 67.60 west of Big Island to Pine Island Jct..... 30 Through turnout to L. & N. E. R. R. at Pine Island Jct..... 15 Wrecking derrick..... 10 Trains hauling eight-wheel swivel truck cranes, steam shovels and other similar pivoted machinery..... 20 Pine Island Jct., junction of Pine Island Branch and L. & N. E. R. R.—Normal position switch L. & N. E. R. R.			
Main track between Pine Island Junction and Pine Island will be under yard limit rules and blocked with cars.					

Montgomery Branch

EASTWARD Read Up		WESTWARD Read Down			
Distance from Goshen		<h2 style="text-align: center;">No. 60</h2> <h3 style="text-align: center;">STATIONS</h3>		Miles per Hour	35
		Eastbound trains are superior to westbound trains of same class. Speed restrictions: All trains Goshen to "MQ" Tower..... 35 "MQ" Tower to Montgomery..... 25 Through switches at Goshen..... 15 Curve Goshen station..... 5 Curve west of Goshen..... 10 Church Street Crossing, Goshen, eastward..... 5 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. by phone at Jct. N.Y.N.H. & H.R.R. from operator "MQ" Tower before proceeding..... 25 Trains from N.Y.N.H. & H.R.R. procure permission from operator "MQ" Tower before proceeding from Maybrook. Junction Montgomery Branch and N.Y.N.H. & H.R.R.—Normal position of switch—N.Y.N.H. & H.R.R.			

WESTWARD — FIRST CLASS — TRAINS (Read Down)

Distance from Hoboken	Distance between Stations	No. 60 STATIONS	X451	X401	X403		
			Monday Only Except Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday		
			A.M.	A.M.	A.M.		
..	..	VIA DL&W N. Y.-Barclay St. L.	x	x	x		
2.9	2.9	HOBOKEN L. N	12.45	5.38	6.20		
		"GL" JCT.	12.52	5.45	6.27		
4.2	1.3	"DB" JCT. N	12.54	5.47	6.29		
6.6	2.4	ARLINGTON					
7.3	0.7	WEST ARLINGTON N	12.59	5.51	6.33		
7.7	0.4	NORTH NEWARK					
8.3	0.6	FOREST HILL		5.53	6.35		
9.2	0.9	BELWOOD PARK					
9.6	0.4	ROWE ST.-Bloomfield D					
10.7	1.1	GLEN RIDGE					
11.7	1.0	MONTCLAIR D					
12.6	0.9	WATCHUNG AVE					
13.5	0.9	UPPER MONTCLAIR D					
14.0	0.5	MOUNTAIN AVE.					
14.6	0.6	MONTCLAIR HGTS.					
16.3	1.7	GREAT NOTCH D	1.10	6.04	6.58		
18.4	2.1	LITTLE FALLS D					
19.0	0.6	SINGAC					
21.3	2.3	MOUNTAIN VIEW D.L. & W.R.R. Crossing					
22.2	0.9	WAYNE D					
23.7	1.5	PEQUANNOCK					
25.3	1.6	POMPTON PLAINS D					
27.4	2.1	POMPTON					
27.8	0.4	POMPTON JCT. N.Y.S. & W.R.R. Crossing					
29.6	1.8	HASKELL					
31.1	1.5	WANAQUE-MIDVALE D	1.30				
			A.M.	A.M.	A.M.		

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

No. 1405 is superior to X400.

No. 1425 is superior to X450.

Between 5.00 A.M. and 8.00 A.M., westbound freight trains will clear eastbound passenger trains at Arlington 5 minutes.

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)

	1405			1407	1301	1409	1411	1303
	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
	P.M.			P.M.	P.M.	P.M.	P.M.	P.M.
	N.B.			N.B.	N.B.	N.B.	N.B.	N.B.
	2.07			3.30		4.04	4.04	
	2.25			3.46		4.18	4.20	
	2.32			3.53	4.08	4.25	4.27	4.37
	2.34			3.55	4.10	4.27	4.29	4.39
	2.37			3.58		4.32		
	2.40			4.01		4.35		
	2.42			4.03				
	2.45			4.05				
	2.45			4.07		4.39		
	2.49			4.11		4.42		
	2.52			4.14		4.45		
	2.54			4.17		4.39	4.47	
	2.57			4.20		4.42		
	2.59			4.22		4.44		
	3.01			4.24		4.46		
	3.05			4.28		4.50		
	3.09			4.32				
	3.13			4.34				
	3.13			4.37				
	3.16			4.40				
	3.19			4.43				
	3.22			4.46				
	3.25			4.49				
	3.29			4.53				
	3.32			4.56				
	P.M.			P.M.	P.M.	P.M.	P.M.	P.M.

Hours During Which Block Stations Are In Operation

ROWE ST. (Bloomfield)—6.30 A.M.—5.15 P.M. Saturdays, Sundays and Holidays closed.

MONTCLAIR.—5.30 A.M.—2.30 P.M. Saturdays, Sundays and Holidays closed.

NORTH FULLERTON AVE.—10.30 A.M.—6.30 P.M. Saturdays, Sundays and Holidays closed.

UPPER MONTCLAIR.—6.20 A.M.—4.55 P.M. Saturdays, Sundays and Holidays closed.

GREAT NOTCH.—5.45 A.M.—9.45 P.M. Sats., Suns. and Hols. closed.

LITTLE FALLS.—4.45 A.M.—1.45 P.M. Saturdays, Sundays and Holidays closed.

WAYNE.—5.59 A.M.—2.59 P.M. Saturdays, Sundays and Holidays closed.

POMPTON PLAINS.—5.00 A.M.—2.00 P.M. Saturdays, Sundays and Holidays closed.

WANAQUE-MIDVALE.—5.45 A.M.—2.45 P.M. Sats., Suns. and Hols. closed.

Block Stations will operate Holidays Oct. 12, Nov. 8, Nov. 11 and Feb. 13.

WESTWARD — FIRST CLASS — TRAINS (Read Down)						
Distance from Hoboken	Distance between Stations	No. 60 STATIONS	1413	1415	1451	1305
			Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Holiday Oct. 12, Nov. 8, 11, Feb. 13, Only	Daily Except Saturday Sunday & Holiday
			P.M.	P.M.	P.M.	P.M.
..	..	VIA DL&W N.Y.-Barclay St.....L.	N.B. 4.19	N.B. 4.25	N.B. 4.30	N.B.
..	..	HOBOKEN.....L. N	4.35	4.41	4.45	
2.9	2.9	VIA DL&W "GL" JCT.....	4.42	4.47	4.52	4.59
4.2	1.3	"DB" JCT.....N	4.44	4.49	4.54	5.01
6.6	2.4	ARLINGTON.....	4.47			
7.3	0.7	WEST ARLINGTON.....N		4.55	4.58	
7.7	0.4	NORTH NEWARK.....	4.51			
8.3	0.6	FOREST HILL.....		4.58		
9.2	0.9	BELWOOD PARK.....		5.00	5.02	
9.6	0.4	ROWE ST.-Bloomfield D		5.02	5.04	
10.7	1.1	GLEN RIDGE.....		5.06	5.07	
11.7	1.0	MONTCLAIR.....D	4.58	5.10	5.10	
12.6	0.9	WATCHUNG AVE.....		5.13	5.13	
13.5	0.9	UPPER MONTCLAIR D	5.04	5.17	5.15	
14.0	0.5	MOUNTAIN AVE.....		5.19	5.17	
14.6	0.6	MONTCLAIR HGTS.....		5.21	5.19	
16.3	1.7	GREAT NOTCH.....D	5.10	5.25	5.23	
18.4	2.1	LITTLE FALLS.....D	5.15			
19.0	0.6	SINGAC.....	5.17			
21.3	2.3	MOUNTAIN VIEW..... D.L. & W.R.R. Crossing	5.21			
22.2	0.9	WAYNE.....D	5.24			
23.7	1.5	PEQUANNOCK.....	5.27			
25.3	1.6	POMPTON PLAINS D	5.31			
27.4	2.1	POMPTON.....	5.34			
27.8	0.4	POMPTON JCT..... N.Y.S. & W.R.R. Crossing				
29.6	1.8	HASKELL.....	5.38			
31.1	1.5	WANAQUE-MIDVALE D	5.41			
			P.M.	P.M.	P.M.	P.M.

AUTOMATIC INTERLOCKINGS

Mountainview, New Jersey

Automatic two unit color light type interlocking signals govern movements over grade crossing of Greenwood Lake Division, Erie Railroad and DL&W Railroad at Mountainview, New Jersey. Eastward signal is located 700 feet west of this railroad crossing and westward signal is located 500 feet east of this railroad crossing. These signals will operate automatically upon approach of trains, but will be subject to supervisory control of DL&W Train Dispatcher.

Telephone connecting to DL&W Train Dispatcher is located in concrete house situated along DL&W right of way in the North-west quadrant of these intersecting railroads. Door to telephone compartment is located at north or west end and is secured by both Erie and DL&W Standard switch locks.

Should home signals at the crossing indicate "STOP" without apparent cause, crew member will proceed as follows:

- (1) Go to crossing and determine whether train is approaching on intersecting track. If so his train must wait until the other train has cleared, then signal will clear. If no train is approaching on intersecting track, he will then: (2) Enter concrete house, confer with DL&W Dispatcher and be governed by instructions from Dispatcher. Instructions for operating emergency manual control are posted on panel board in concrete house.

Westbound trains or engines being held will stop east of Boonton

WESTWARD — FIRST CLASS — TRAINS (Read Down)												
1419	Daily Except Saturday Sunday & Holiday	P.M.	N.B.	1421	Daily Except Saturday Sunday & Holiday	P.M.	X405	Daily Except Saturday Sunday & Holiday	P.M.	1425	Daily Except Saturday Sunday & Holiday	P.M.
4.50				5.15			x			7.80		
5.05				5.35						7.55		
5.12				5.42						8.02		
5.14				5.44						8.04		
5.17				5.47						8.08		
5.19				5.49						8.10		
5.21				5.51						8.12		
5.23				5.53						8.14		
5.25				5.55						8.17		
5.27				5.57						8.17		
5.30				6.00						8.20		
5.33				6.03						8.22		
5.35				6.06						8.24		
5.38				6.09						8.26		
5.40				6.11						8.28		
5.42				6.13						8.30		
5.46				6.17			6.45			8.33		
5.50				6.21						8.37		
				6.23						*		
5.54				6.26						8.42		
5.57				6.29						8.44		
6.00				6.32						8.47		
6.03				6.35						8.50		
6.06				6.38						8.53		
6.10				6.41						8.56		
6.13				6.44			7.05			8.59		
P.M.				P.M.			P.M.			P.M.		

Road crossing and be governed by instructions covering automatic gates at this crossing contained in first paragraph page 37 of current time table. The approach or clearing section for this automatic interlocking extends 6000 feet in either direction from the respective interlocking signals.

Trains or engines will avoid unnecessary occupancy of track in these sections to avoid delay to DL&W trains at crossing.

Pompton Junction

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:

White St., West Orange
 Forest Hill, outside station
 Bellwood Park Crossover
 West End Center Siding, east of Watchung Ave.
 Great Notch, next to register box
 Outside Caldwell Station
 Mountainview, outside station
 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 Center Street 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. 60 STATIONS	1408	1414		X430	X432
			Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday		Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday
			A.M.	A.M.		P.M.	P.M.
			N.B.	N.B.		x	x
5.7	1.9	GREAT NOTCH.....D	6.34	6.57	No. 1414 will operate Oct. 12, Nov. 8, Nov. 11 and Feb. 13.	5.16	6.30
3.8	1.7	CEDAR GROVE.....D	6.30	6.54			
2.1	1.1	VERONA.....D	6.27	6.51			
1.0	1.0	CALDWELL.....D	6.24	6.48			
..	..	ESSEX FELLS.....L. D	6.20	6.44		5.05	6.10
			A.M.	A.M.		P.M.	P.M.

WESTWARD — FIRST CLASS — TRAINS (Read Down)

Distance from Great Notch	Distance between Stations	No. 60 STATIONS	X401	1409	1433	1415	1451
			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	6.04	4.50	5.17	5.48	5.23
1.9	1.9	CEDAR GROVE.....D		4.54	5.20	5.52	5.27
3.6	1.7	VERONA.....D		4.58	5.23	5.55	5.30
4.7	1.1	CALDWELL.....D	6.16	5.01	5.26	5.58	5.33
5.7	1.0	ESSEX FELLS.....A. D		5.04	5.29	6.01	5.36
			A.M.	P.M.	P.M.	P.M.	P.M.

Eastbound trains are superior to westbound trains of the same class except: X401 is superior to 1408 between Great Notch and Caldwell. X401 is superior to 1414.

1409 and 1415 are superior to X430 and X432.

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. 5.45 A.M.— 9.45 P.M. Saturdays, Sundays and Holidays closed.

Verona. 6.00 A.M.—2.30 P.M. Saturdays, Sundays and Holidays closed.

Caldwell. 6.15 A.M.—5.45 P.M. Saturdays, Sundays and Holidays closed.

Essex Fells. 6.00 A.M.—3.00 P.M. Saturdays, Sundays and Holidays closed.

Block Stations will operate Holidays Oct. 12, Nov. 8, Nov. 11 and Feb. 13.

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

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 8.00 P.M. and 5.00 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 UpWESTWARD
Read Down

Distance from West Orange	Distance between Stations	No. 60 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.....					

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

Chevrolet Plant, Bloomfield: When movements are being made into tracks 3, 4, 10 and 11 cars or engines must stop before passing gates at the entrance of this property.

Crew will then ascertain if switches are properly lined, derails off, and there are no conditions which would interfere with movement of cars or engines into the proper track.

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	5.00 A.M.— 1.00 P.M.	
	2.00 P.M.—10.00 P.M.	
Belmont Ave., Silver Lake	5.00 A.M.— 1.00 P.M.	
	2.00 P.M.—10.00 P.M.	
Grove St., Bloomfield	5.00 A.M.— 1.00 P.M.	
	2.00 P.M.— 5.30 P.M.	
Bloomfield Ave., Bloomfield	5.00 A.M.— 9.00 P.M.	5.00 A.M.— 1.00 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				
Distance from Hoboken	Distance between Stations	No. 60 STATIONS	1651	1601	1603	1605
			Saturday Only Ex. Hol.	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday
		P.M.		P.M.		
..	..	N. Y.-Barclay St. L.	N.B. 12.15	N.B. 3.30	N.B. 3.58	N.B. 4.09
3.1	3.1	HOBOKEN L. N	12.33	3.44	4.13	4.28
		BERGEN JCT.	12.40	3.51	4.20	4.35
7.4	4.3	N. J. & N. Y. JCT.	12.47	3.57	4.26	4.43
8.7	1.3	CARLSTADT	12.50	4.00		
9.6	0.9	WOODRIDGE-Moonachie	12.52	4.02	4.29	
10.6	1.0	HASBROUCK H'GTS	12.54	4.04	4.31	
11.2	0.6	WILLIAMS AVE.	12.56	4.06		
12.4	1.2	HACKENSACK D	12.59	4.09		
13.5	1.1	ANDERSON ST.	1 05	4.12	4.36	
13.9	0.4	FAIRMOUNT AVE.	1 08	4.14	4.38	
14.7	0.8	NO. HACKENSACK	1 10	4.16	4.40	
16.4	1.7	RIVER EDGE	1 13	4.19	4.43	4.55
17.2	0.8	NEW MILFORD	1 15	4.21	4.45	4.57
17.8	0.6	ORADELL D	1 17	4.23	4.47	5.00
19.3	1.5	EMERSON	1 20	4.26		5.03
20.5	1.2	WESTWOOD D	1 23	4.29	4.52	5.06
21.4	0.9	HILLSDALE D	1 27	4.31	4.54	5.09
22.7	1.3	WOODCLIFF LAKE	1 30	4.34	4.58	5.13
23.6	0.9	PARK RIDGE D	1 32	4.36	5.01	5.16
24.2	0.6	MONTVALE	1 34	4.38	5.04	5.19
25.5	1.3	PEARL RIVER D	1 36	4.40	5.07	5.23
27.9	2.4	NANUET D	1 41	4.46	5.12	5.28
28.1	0.2	NANUET JUNCTION	1 42	4.47	5.13	5.29
30.6	2.5	SPRING VALLEY D	1 47	4.52	5.19	5.35
31.2	0.6	WOODBINE	1 51	4.56	5.23	5.39
33.2	2.0	NEW HEMPSTEAD				
34.0	0.8	SUMMIT PARK				
34.7	0.7	POMONA				
35.9	1.2	MOUNT IVY				
38.0	2.1	THIELLS				
			P.M.	P.M.	P.M.	P.M.

Flashing Light Signals, Park Ave. Crossing, Park Ridge

Automatic cut-out with cut-in device is located on instrument case at southeast corner of Park Avenue crossing to be used by train crews while switching and is to be restored to normal when through work at that point. This cut-out to be operated by standard switch key and will be identified by the wording 'cut-out' and 'cut-in'.

When trains meet at Park Ridge and westbound train backs out of siding, member of crew must be stationed on Park Ave. crossing 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 Hillside, 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.

		WESTWARD TRAINS (Read Down)			
		FIRST CLASS		SECOND CLASS	
Distance from Hoboken	Distance between Stations	1653	1607	1609	671
		Saturday Only Ex. Hol.	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Saturday Only Ex. Hol.
		P.M.		A.M.	
..	..	N.B.	N.B.	N.B.	
4.30		4.37	4.25	4.50	
4.44		4.47	4.40	5.05	
4.46		4.49	4.53	5.17	
4.49		4.51	4.55	5.19	
4.51		4.53	4.57	5.21	
4.53		4.55	4.59	5.23	
4.56		4.58	5.01	5.25	
4.56		5.04	5.04	5.28	
5.03		5.07	5.07	5.30	
5.04		5.09	5.09	5.32	10.15
5.07		5.11	5.11	5.34	
5.10		5.14	5.14	5.37	
5.12		5.16	5.16	5.39	
5.14		5.18	5.18	5.41	
5.16		5.20	5.20	5.43	
5.19		5.24	5.24	5.46	
5.23		5.26	5.26	5.48	
5.26		5.30	5.30	5.51	
5.28		5.32	5.32	5.53	
5.30		5.34	5.34	5.55	
5.34		5.37	5.37	5.58	
5.38		5.42	5.42	6.03	
5.39		5.43	5.43	6.04	11.15
5.44		5.49	5.49	6.09	11.30
5.48		5.53	5.53	6.13	
		P.M.	P.M.	P.M.	A.M.

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 Chestnut St., Hoyt St. and Maple Ave. crossings, Spring Valley and Church St. and Eckerson Rd. Crossings, west of Spring Valley.

All trains or engines must stop and flag over Union Avenue crossing west end Woodbine yard. All switching movements over crossing must be protected by member of crew.

Trains and engines will stop and send member of crew ahead and flag over the following crossings, Brick Church Road, New Hempstead, New Hempstead Road and Summit Park Road, Pomona.

Trains or engines stop not less than 25 feet from Suffern-Mt. Ivy highway crossing, east of Mt. Ivy station, send man ahead, flag over crossing.

Trains or engines stop, send member of crew ahead to flag over crossing located 515 feet west of MP 36.00, Township of Haverstraw, just west of Mount Ivy.

Trains or engines 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 1601 until departure of train 1608.

EASTWARD TRAINS (Read Up)						
FIRST CLASS						
Distance from Suffern	Distance between Stations	No. 60 STATIONS	1600	1602	1650	1604
			Daily Except Sunday & Holiday A.M.	Daily Except Saturday Sunday & Holiday A.M.	Saturday Only Ex. Hol. A.M.	Daily Except Saturday Sunday & Holiday A.M.
16.1	1.6	SPARKILL D	No. 1600 will operate Oct. 12, Nov. 8, Nov. 11, and Feb. 13.			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		4.52	5.50	
6.7	1.3	SPRING VALLEY.....D	s 4.48	s 5.46	s 6.09	s 6.08
5.4	2.3	MONSEY				
3.1	3.1	TALLMANS				
..	..	SUFFERN N				
			A.M.	A.M.	A.M.	A.M.

WESTWARD TRAINS (Read Down)

FIRST CLASS						
Distance from Sparkill	Distance between Stations	No. 60 STATIONS	1651	1601	1603	1605
			Saturday Only Ex. Hol. P.M.	Daily Except Saturday Sunday & Holiday P.M.	Daily Except Saturday Sunday & Holiday P.M.	Daily Except Saturday Sunday & Holiday P.M.
..	..	SPARKILL D	Will operate Oct. 12, Nov. 8, Nov. 11, and Feb. 13			
1.6	1.6	ORANGEBURG				
2.6	1.0	BLAUVELT				
6.9	4.3	NANUET CROSS'G.....				
7.1	0.2	NANUET JUNCTION		1.42	4.47	5.13
9.4	2.3	SPRING VALLEY.....D	s 1.47	s 4.52	s 5.19	s 5.35
10.7	1.3	MONSEY				
13.0	2.3	TALLMANS				
16.1	3.1	SUFFERN N				
			P.M.	P.M.	P.M.	P.M.

Trains and engines stop not less than fifty (50) feet from all Public grade crossings and send member of crew ahead to flag and know that highway traffic is stopped before proceeding with the following exceptions: Monsey Heights Rd., Main St.—Monsey, Main St.—Spring Valley and King's Highway—Sparkill.

Engine and cars are restricted in shed at end of side track serving Glo e-Requa Lumber Company, Monsey.

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

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.

KIPPS CROSSING SPARKILL

This crossing is protected by crossing bell inter-connected with highway traffic signals. There is an auto-manual cut-out and cut-in device located on instrument case at northwest quadrant of Kipps Crossing and secured by standard switch lock. The cut-out button is painted red and cut-in button painted white.

Crews switching in this vicinity should use cut-out button to avoid unnecessary delay to highway traffic.

EASTWARD TRAINS (Read Up)						
FIRST CLASS			SECOND CLASS			
1606	1608					672
Daily Except Saturday Sunday & Holiday A.M.	Daily Except Saturday Sunday & Holiday A.M.					Saturday Only Ex. Hol. A.M.
6.32	6.46					7.15
s 6.28	s 6.42					7.00
A.M.	A.M.					A.M.

WESTWARD TRAINS (Read Down)

SECOND CLASS						
1653	1607	1609				671
Saturday Only Ex. Hol. P.M.	Daily Except Saturday Sunday & Holiday P.M.	Daily Except Saturday Sunday & Holiday P.M.				Saturday Only Except Holiday A.M.
5.39	5.43	6.04				11.15
s 5.44	s 5.49	s 6.09				11.30
P.M.	P.M.	P.M.				A.M.

Speed restrictions:

	Miles per Hour
Passenger trains:	
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 ¼ mile east of Orangeburg to MP. 4.00 east of Blauvelt	15
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
Main Street crossing, Monsey	10
Monsey Heights Rd. crossing	5

EASTWARD — FIRST CLASS — TRAINS (Read Up)

Distance from Nyack	Distance between Stations	No. 60 STATIONS	N.Y.S.&W.	
			1200	906
			Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday
			A.M.	A.M.
	VIA DL&W	N.Y.-Barclay St.....A.	N.B. 6.27	
..	..	HOBOKEN.....A. N	6.18	
..	..	BERGEN JCT.....	6.08	
28.1	2.2	JERSEY CITY.....A.		6.20
25.9	2.7	CROXTON.....	6.00	6.15
23.2	0.2	SUSQUEHANNA TRANSFER.....		6.10
23.0	2.0	NORTH BERGEN.....		
21.0	1.1	GRANTON JCT.....N	5.52	6.08
19.9	0.9	FAIRVIEW.....		
19.0	0.7	RIDGEFIELD.....	5.47	
18.3	0.6	MORSEMERE.....		
17.7	1.0	PALISADES PARK.....	5.44	
16.7	2.5	LEONIA.....	5.40	
14.2	1.0	INGLEWOOD.....D	5.37	
13.2	1.0	HUDSON AVE.....	5.35	
12.2	1.2	TENAFLY.....D	5.32	
11.0	1.0	CRESSKILL.....	5.29	
10.0	1.0	DEMAREST.....	5.26	
9.0	1.8	CLOSTER.....D	5.23	
7.2	0.8	NORWOOD.....	5.20	
6.4	2.0	NORTHVALE.....	5.17	
4.4	1.2	SPARKILL.....D	5.18	
3.2	1.2	PIERMONT.....	5.09	
2.0	1.5	GRAND VIEW.....		
0.5	0.5	SOUTH NYACK.....	5.08	
..	..	NYACK.....L	5.02	
			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.

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.

EASTWARD — FIRST CLASS — TRAINS (Read Up)

N.Y.S.&W.	N.Y.S.&W.	1202	N.Y.S.&W.	1204	N.Y.S.&W.
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 Ex. Sat. Sun. and Hol.
A.M.	A.M.	A.M.	A.M.	A.M.	P.M.
N.B.	N.B.	N.B. 7.43		N.B. 7.59	X
		7.27		7.44	
		7.20		7.37	
6.50	7.06		7.33		5.10
6.45	7.01	7.14	7.28	7.31	5.05
6.40	6.56	7.08	7.23	7.27	
6.35	6.52	7.04	7.19	7.23	4.57
	No. 910 will operate Oct. 12, Nov. 8, Nov. 11 and Feb. 13.	7.01		7.21	
		6.58		7.18	
		6.54		7.14	
		6.51		7.10	
		6.48		7.07	
		6.45		7.05	
		6.42		7.02	
Stop North Bergen to discharge passengers. Will operate Oct. 12, Nov. 8, Nov. 11, Feb. 13.	No. 1202 will operate Oct. 12, Nov. 8, Nov. 11 and Feb. 13.	6.39		6.59	
		6.36		6.57	
		6.33		6.54	
		6.30		6.52	
		6.26		6.48	
		6.23		6.45	
		6.19		6.42	
		6.15		6.38	
		6.14		6.37	
A.M.	A.M.	A.M.	A.M.	A.M.	P.M.

West end of double track at Sparkill is controlled by hand thrown switch, Normal position for eastbound track, except that train 1201 will leave switch lined for westbound track. Train 1205 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.

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.

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.

WESTWARD — FIRST CLASS — TRAINS (Read Down)

Distance from Jersey City	Distance between Stations	No. 60 STATIONS	N.Y.S.&W.	N.Y.S.&W.		N.Y.S.&W.
			17	919	1201	923
			Daily Except Saturday Sunday and Hol.	Daily Except Saturday Sunday and Hol.	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday
			A.M.	P.M.	P.M.	P.M.
..	..	VIA DL&W N.Y.-Barclay St.....L.	x		N.B. 3.58	N.B.
..	..	HOBOKEN.....L. N			4.15	
..	..	BERGEN JCT.....			4.22	
..	..	JERSEY CITY.....L.	6.25	4.00		4.27
2.2	2.2	CROXTON.....	6.30	4.05	4.28	4.32
4.9	2.7	SUSQUEHANNA TRANSFER.....		4.10		4.37
5.1	0.2	NORTH BERGEN.....				
7.1	2.0	GRANTON JCT.....N	6.37	4.13	4.35	4.40
8.2	1.1	FAIRVIEW.....				
9.1	0.9	RIDGECFIELD.....			s 4.38	
9.8	0.7	MORSEMERE.....				
10.4	0.6	PALISADES PARK.....			s 4.41	
11.4	1.0	LEONIA.....			s 4.48	
13.9	2.5	ENGLEWOOD.....D			s 4.48	
14.9	1.0	HUDSON AVE.....			s 4.51	
15.9	1.0	TENAFLY.....D			s 4.54	
17.1	1.2	CRESSKILL.....			s 4.57	
18.1	1.0	DEMAREST.....			s 5.00	
19.1	1.0	CLOSTER.....D			s 5.02	
20.9	1.8	NORWOOD.....			s 5.05	
21.7	0.8	NORTHVALE.....			s 5.08	
23.7	2.0	SPARKILL.....D			s 5.12	
24.9	1.2	PIERMONT.....			s 5.16	
26.1	1.2	GRAND VIEW.....			s 5.20	
27.6	1.5	SOUTH NYACK.....			s 5.25	
28.1	0.5	NYACK.....A.			5.26	
			A.M.	P.M.	P.M.	P.M.

No train movements will be made by P.R.R. crews between new P.R.R. connection, just east of County Road bridge on NYS&W R.R., and interchange track at Lundy's Lane, between the hours of 5.00 A.M. and 7.45 A.M., or until after departure of NYS&W train 916, on weekdays.

Crews operating in sidings of De Angelis Packing Co. and Triple M Transportation Co., No. Bergen stop and flag over Eighth St. and Dell Ave.

SPEED RESTRICTIONS

Miles per Hour

Passenger trains, Jersey City to Sparkill.....	60
Sparkill to Piermont.....	30
Piermont to Nyack.....	40
Track 2, Sig. 5-2-2-N to Bergen Tower.....	45
Freight trains, Croxton to Sparkill.....	40
Sparkill to Nyack.....	20
Sparkill to Piermont Dock.....	15
Interlocking switches, Croxton.....	20
Tracks 3 and 4, Lundys Lane-Granton Junction.....	15
Interlocking switches, Granton Jct.	
Northern Br.—Eastbound—Passenger.....	30
Northern Br.—Eastbound—Freight.....	20
Northern Br.—Westbound—.....	20
NYS&W R.R.—Westbound—Passenger.....	30
NYS&W R.R.—Westbound—Freight.....	20
Signal 8-1-N to Railroad Ave. Crossing Fairview Westbound..	40
End of double track at Palisades Park.....	30

WESTWARD — FIRST CLASS — TRAINS (Read Down)

N.Y.S.&W.			N.Y.S.&W.		
929		1203	931		1205
Daily Except Saturday Sunday and Hol.		Daily Except Saturday Sunday & Holiday	Daily Ex. Sat. Sun. and Hol.		Daily Except Saturday Sunday & Holiday
P.M.		P.M.	P.M.		P.M.
N.B.		N.B. 4.30	N.B.		N.B. 5.15
		4.47			5.30
		4.54			5.37
4.40			5.15		
4.45		5.00	5.20		5.43
s 4.50		s 5.04	s 5.25		
4.53		5.08	5.28		5.51
		s 5.11			s 5.54
		s 5.15			s 5.57
		s 5.18			s 5.59
		s 5.23			s 6.03
		s 5.26			s 6.05
		s 5.29			s 6.08
		s 5.32			s 6.10
		s 5.35			s 6.13
		s 5.38			s 6.15
		s 5.41			s 6.18
		s 5.44			s 6.21
		s 5.49			s 6.25
		s 5.53			s 6.34
		s 5.57			s 6.41
		f 6.02			6.42
		6.03			
P.M.		P.M.	P.M.		P.M.

Reverse curve 800 feet west of Central Avenue, Leonia.....	30
Street crossings, first east and first west of Englewood.....	35
From a point 400 feet east of Clinton Ave., Tenafly to a point 400 feet west of River Edge Road.....	20
East end of double track Closter.....	25
West end of double track Closter, westbound.....	25
Pieron Street crossing, Northvale.....	10
East end of double track Sparkill.....	25
Kipp's crossing west of Sparkill—freight trains and light engines stop and flag, passenger trains.....	5
Between Brookside Ave. and Clinton Ave., eastbound.....	10
1000 ft. west of Clinton Ave. to Nyack station.....	15
Trains hauling wrecking derrick, eight-wheel swivel truck cranes, steam shovels or other similar pivoted machinery	
Jersey City and Sparkill.....	30
Sparkill and Nyack.....	20

Trains switching west of Central Ave. crossing, Leonia, will avoid placing cars east of sign reading "End of Circuit" located 300 ft. west of crossing. When storing train east of crossing, cars will be placed east of sign reading "End of Circuit" located 300 ft. east of crossing. Trains in both directions, except passenger trains making normal station stop, which have been delayed, stopped or switching will not exceed speed of 10 M.P.H. until crossing is reached.

Eastbound freight trains occupying eastward main track west of Main St., Closter, N. J., awaiting departure of westbound trains will not pass sign reading "End of Circuit", located 300 ft. west of Main St., to avoid unnecessary operation of flashers. After switching east or west of this crossing, trains will approach crossing prepared to stop and not proceed until it is known that flashers are operating. Two trains will not occupy the main track and the adjacent track within limits of this crossing at the same time.

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, Hoboken, 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.

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.

FLASHING LIGHT HIGHWAY CROSSING SIGNALS

KIPPS CROSSING SPARKILL

This crossing is protected by crossing bell inter-connected with highway traffic signals. There is an auto-manual cut-out and cut-in device located on instrument case at northwest quadrant of Kipps Crossing and secured by standard switch lock. The cut-out button is painted red and cut-in button painted white.

Crews switching in this vicinity should use cut-out button to avoid unnecessary delay to highway traffic.

WASHINGTON ST. (TAPPAN RD.) SPARKILL

The eastward station switch and derail and Piermont Branch switch and derail at "east leg of wye", Sparkill, N. Y. are equipped with automatic stick cutouts to prevent unnecessary operation of flashing light highway crossing signals at this crossing when switching is being performed.

Trains using these switches will approach this crossing prepared to stop and will not pass over or enter upon this crossing until lights are operating except in case of failure of crossing devices and then only under flag protection.

FOREST AVENUE, ENGLEWOOD

Westbound trains storing cars east of Forest Avenue while switching at Englewood Yard and other points will occupy main track up to east end of siding 400 feet east of crossing. Cars occupying main track west of east end of this siding will cause flashers to operate.

Eastbound trains storing cars west of Forest Avenue while switching at Englewood Yard or other points may occupy main track westerly from a point opposite derail of Englewood Yard Switch. Cars stored east of this point will cause flashers to operate except when a movement has been made into or out of Englewood Yard, flashers will be cut out to within 200 feet of the crossing.

Trains or engines having stopped, switching, or having been delayed approaching this crossing will do so prepared to stop and not enter upon or pass over this crossing until lights are working except in case of failure of crossing device and then only under flag protection.

Train crews or other employees operating hand thrown switches connected with main track in the vicinity of this crossing will avoid reversing switch until after train which has passed has reached the first crossing east or west of switch.

ENGLEWOOD AVENUE, ENGLEWOOD

Westbound trains or engines storing cars east of this crossing, or trains or engines setting out cars from Englewood Yard, will see that cars are not spotted closer than 200 feet east of this crossing. The controlling insulated joints at this point will be painted white.

Eastbound trains or engines intending to store their train west of this crossing will cut off at a point 400 feet west of Palisade Avenue. The controlling insulated joints at this point will be painted white.

The two sidetracks over this crossing are circuited and cars should not be left standing closer than 50 feet either side of this crossing.

Trains or engines having stopped, switching, or having been delayed approaching this crossing will do so prepared to stop and not enter upon or pass over this crossing until lights are working except in case of failure of crossing device and then only under flag protection.

Train crews or other employees operating hand thrown switches connected with main track in the vicinity of this crossing will avoid reversing switch until after train which has passed has reached the first crossing east or west of switch.

ROOSEVELT PLACE, PALISADES PARK, N. J.

All switches in the vicinity of this crossing are equipped with automatic stick cutouts. Side tracks over this crossing are circuited. Trains or engines which have been stopped, delayed, or switching within one mile of this crossing will approach crossing prepared to stop and not pass over same until lights are operated, except in case of failure, and then only under flag protection. Automatic timing circuit will prevent unnecessary operation of these flashers for trains or engines held or switching east of head block signal on westward track.

OWENS-ILLINOIS GLASS COMPANY
CROSSING, NORTH BERGEN

All switches in the vicinity of this crossing have been equipped with cutout facilities to prevent unnecessary operation of flashers while switching is being performed, which includes straight time cutouts on east and westward track to permit storing of cars on westward track between Signal 8-1N and a point 250 ft. east of Fairview Avenue marked by White Painted Insulated Joints and on eastward track from a point 50 ft. east of Fairview Avenue to a point opposite Signal 8-1N.

Trains or engines stopped, delayed or switching in the vicinity of this crossing will approach same prepared to stop and not proceed until crossing signals are working, except in case of failure of crossing device and then only under flag protection.

INSTRUCTIONS GOVERNING USE OF BACK-UP HOSE
NORTHERN BRANCH TRAINS BETWEEN BERGEN JCT.
AND CROXTON

Eastward

Back-up hose should be coupled to air hose and cut in on rear car and an application of air brakes made with back-up hose before trains depart Nyack. After test is made, back-up hose should be cut out to prevent any undesired brake action.

After train stops in Archways, Croxton, back-up hose should be cut in and after receiving proper signal indication, back-up movement can then be made under protection of member of train crew using the back-up hose. A running test of air brakes should be made by the rear trainman using the back-up hose before passing signal 2-1. If brakes do not function properly, immediate action must be taken to stop the train and ascertain the reason for malfunction of brakes.

Westward

Back-up hoses should be tested to make certain that air brakes apply and release before trains depart Hoboken. After leaving Bergen Jct., a running test of air brakes should be made by rear trainman using back-up hose before passing signal 2-2. If brakes do not function properly immediate action must be taken to stop the train and ascertain the reason for malfunction of brakes. Back-up hose should be cut out after train arrives in Archways at Croxton, to prevent any undesired brake action.

DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY OPERATING RULES AND SPECIAL INSTRUCTIONS GOVERNING OPERATION IN JOINT TERRITORY BETWEEN GREENWOOD LAKE JCT., BERGEN JCT. AND HOBOKEN STATION, N. J., AND ALSO THROUGH PATERSON JUNCTION INTERLOCKING

In the operation of Erie and New Jersey and New York trains over tracks of The Delaware, Lackawanna and Western Railroad Company to and from Hoboken, N. J., The Delaware, Lackawanna and Western Railroad Company Operating Rules effective April 27, 1952 and Special Instructions will govern operation of the joint territory between Greenwood Lake Jct., Bergen Jct., and Hoboken Station, and also through Paterson Junction Interlocking.

The Rules of the Operating Department and Special Instructions of The Delaware, Lackawanna and Western Railroad Company which differ from those of the Erie Railroad Company are quoted below. However the remainder of the Rules of the Operating Department of the Erie Railroad Company parallel those of The Delaware, Lackawanna and Western Railroad Company and, therefore, continue in effect and must be observed by Erie Railroad crews to insure prompt and safe movement of trains in the above mentioned territories.

OPERATING RULES

Definitions

- MEDIUM SPEED:** A speed not exceeding 30 miles per hour.
- REDUCED SPEED:** Proceed prepared to stop short of train or obstruction.
- RESTRICTED SPEED:** Proceed prepared to stop short of train, obstruction, or switch not properly lined and looking out for broken rail, but not to exceed fifteen miles per hour.
- YARD SPEED:** A speed that will permit stopping within one-half the range of vision.
- REVERSIBLE TRACK:** A main track signaled for movement of trains in either direction on which current of traffic is established by block signals.

Color Signals

Rule 10.

Color	Indication
(a) Red	Stop
(b) Yellow	Proceed at reduced speed, and for other uses prescribed by the rules.
(c) Green	Proceed, and for other uses prescribed by the rules.
(d) Green and White	Flag stop. See Rule 28.
(e) Blue	See Rule 26.
(f) Purple	Stop

Rule 11. A train or engine finding a fusee burning red on or near its track must stop and remove or extinguish the fusee and then proceed at restricted speed.

Rule 11. (a) A train or engine finding a fusee burning yellow on or near its track must regard it as a caution signal to alert the crew to a possible flag or obstruction, and reduce speed as may be necessary, unless or until by signal indication or otherwise, the way is seen or known to be clear.

Rule 11. (c) Fusees must not be placed on bridges, roadway crossings, interlocking plants or at places where fire may be communicated to structures or to cars.

Rule 26. A blue signal, displayed at one or both ends of an engine, car or train, indicates that workmen are under or about it; when thus protected it must not be coupled to or moved. Each class of workmen will display the blue signals and the same workmen are alone authorized to remove them. Other equipment must not be placed on the same track so as to intercept the view of the blue signals, without first notifying the workmen.

When emergency repair work is to be done under or about cars in a train and a blue signal is not available, the engine-man and fireman must be notified and protection must be given those engaged in making the repairs.

When a blue signal is placed at one or both ends of an engine or cars to which an engine is attached, the engineman and fireman must be notified; they must also be notified when the blue signal is removed.

Rule 28. A green and white signal will be used to stop a train only at the flag stations indicated on its schedule.

Movement of Trains and Engines

Rule 93 (a). Within yard limits, trains carrying passengers must be protected regardless of weather conditions, and during fog or other unfavorable conditions, all trains occupying main or running tracks must be protected as prescribed by Rule 99.

Rule 93 (b). Within yard limits on other than main tracks, all engines and trains will proceed at yard speed, expecting to find the tracks occupied.

Rule 99. When a train is moving under circumstances in which it may be overtaken by another train, the flagman must drop lighted fusees at proper intervals at night or by day in stormy or foggy weather or when view is obscured and take such other action as may be necessary to insure full protection.

When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes and, when necessary, in addition, displaying lighted fusees. When recalled and safety to the train will permit, he may return, leaving the torpedoes and, when necessary a lighted fusee.

When a train stops under circumstances in which it may be overtaken by another train, the engineman will immediately signal the flagman to protect the rear. When ready to proceed he will recall the flagman.

The front of the train must be protected in the same way when necessary by the head trainman or baggageman, and when they are not available, by the fireman.

Conductors and enginemen are responsible for the protection of their trains.

Instructions on Rule 99.

Under circumstances requiring protection of train, the flagman must go back immediately with flagman's signals, without being whistled out or otherwise instructed, a sufficient distance to insure full protection, taking into consideration the curves, grades, weather and surroundings that may affect the view, and will there place two torpedoes on top of the rail two rail-lengths apart on the engineman's side of track. He will remain at this point until recalled by the prescribed whistle signal or until overtaken by another train.

If a following train is within sight or hearing before the flagman has reached a point insuring full protection, he must, at once, place two torpedoes on the rail, and at night or in fog or stormy weather or where the view is obscured, he will, in addition, display a lighted red fusee and continue toward the approaching train, displaying stop signals until they are answered and the train arrives.

If recalled before reaching a point insuring full protection and a following train is within sight or hearing, the flagman must, at once, place two torpedoes on the rail, and at night, or in fog or stormy weather or where the view is obscured, in addition, display a lighted red fusee and continue toward the approaching train displaying stop signals until they are answered and the train arrives. If there is no train within sight or hearing the flagman may return, first placing and leaving two torpedoes on the rail, two rail-lengths apart, and, in addition, at night or by day in stormy or foggy weather or when view is obscured leave a lighted yellow fusee outside the rail on the engineman's side of track.

When recalled after reaching a point insuring full protection, if a following train is within sight or hearing, the flagman must display stop signals, and at night or in fog or stormy weather, or where the view is obscured, he will, in addition, display a lighted red fusee and remain until the following train arrives. If there is no following train within sight or hearing, the flagman may return, leaving the torpedoes as placed and in addition, at night or by day in stormy or foggy weather, or when view is obscured leave a lighted yellow fusee outside the rail on the engineman's side of track.

When practicable, torpedoes must be placed on straight line and not less than 500 feet from a whistling post. If absolutely necessary to place on a curve, and engineman's side of track is on outside of curve, two additional torpedoes must be placed on the opposite rail.

Light engines stopped by flag may proceed cautiously inside protection of such flag and flagman, until recalled, will protect these engines as prescribed.

Flagmen must protect their trains regardless of the presence of track cars and not depend upon employes using such cars to protect trains.

Proper precautions must be taken to insure protection of trains moving out of sidings or running tracks.

Fixed signals do not relieve conductors, enginemen or flagmen from responsibility of properly protecting their trains as prescribed by the rules.

Rule 101 (a). Towermen and specified station employes at points required and designated by timetable or other instructions must observe from the ground when practicable and in a position of safety to themselves—all passing trains, noting whether they are complete and without apparent mechanical defects. Appropriate signal to be given to the train crew and, if defects are noted, train dispatcher to be notified immediately.

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

Employes concerned are expected to give the signals prescribed below when observing any condition endangering the train, and when possible should also notify the train dispatcher. The following code of hand and lamp signals should be used:

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

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

Rules Governing the Movement of Trains or Engines on Reversible Tracks by Block Signals

Rule D-261. On reversible tracks, so specified in the timetable trains or engines will run by block signals whose indications will supersede timetable superiority.

Rule D-262. The movement of trains or engines will be supervised by the train dispatcher, who will issue instructions to operators.

Rule D-263. A train or engine must not enter reversible track, except as provided in Rule D-261, without authority from the train dispatcher or operator.

Rule D-263 (a). Home signals governing train or engine movements on reversible tracks must not be passed when indicating "Stop" without Clearance Form B authorized by train dispatcher which will be authority to pass signal and proceed at restricted speed.

When Traffic Locking fails, Clearance Form B for a train or engine moving in direction against traffic must not be authorized by train dispatcher until Train Order Form J is issued to hold trains and engines at opposite end of reversible track.

Rule D-263 (b). On reversible track when a train or engine is stopped by a "Stop and Proceed" signal it may proceed at once at restricted speed.

Rule D-264. Except as affected by Rules D-261 to D-263 (b) inclusive, all Block Signal Rules and Operating Rules remain in force.

Fixed Signals

Aspects may be shown by the position of semaphore arms, color of lights, position of lights, flashing of lights, or a combination of color, position and flashing of lights.

Rule 281. (g) Indication—Proceed.
Name: Clear

Rule 282. (b) Indication—Proceed approaching next signal at not to exceed medium speed and be governed by indication displayed by that signal.
Name: Approach—Medium

Rule 283. (c) Indication—Proceed through diverging route at not to exceed 15 miles per hour unless otherwise provided. Block is clear.
Name: Clear—Medium

Rule 285. (h) Indication—Proceed preparing to stop at next signal. Train or engine exceeding medium speed must at once reduce to that speed.
Name: Approach

Rule 290. (b) & (d) Indication—Proceed at restricted speed.
Name: Restricting

Rule 292. (b) & (g) Indication—Stop
Name: Stop

Automatic Block System Rules

Rule 509. (e) Engineman of a train or engine passing a "Stop" signal upon proper authority, a "Stop and Proceed" signal, or "Restricting" signal will be held responsible in case of accident for not stopping short of train ahead, engine or car fouling track, or other obstruction; a switch or derail not properly lined or track that is unsafe. He must look out for a broken rail.

Rule 517. Trains or engines moving on restricting signal indications following another train on the same track will keep sufficient distance to insure safety. Under such circumstances, moving or standing trains should be at least 500 feet apart, unless otherwise provided.

Interlocking Rules

Rule 606. Emergency signals at Interlocking Stations and other Designated Points (Whistle or Horn).

Note: The signals prescribed are illustrated by "O" for the short sounds; "—" for the longer sounds; and must be used only for purposes designated.

Sound	Indication
(a) —————	All trains, engines and track cars within interlocking limits stop immediately.
(b) O O	Resume normal movement after receiving the proper interlocking signals or permission from the operator.
(c) O O O	Whistle or horn test.
(d) O O O O	Call signal maintainer.
(e) O O O O O	Call Electrical Department employes.
(f) O O O O O O	Call section foreman.

Emergency whistles at electro-pneumatic interlocking plants must be sounded each day for test purposes at 12 o'clock noon or at such time as will not interfere with train movements.

Rule 673. An interlocking signal showing "Restricting" indications does not signify that track is unoccupied, but shows switches are locked for a route. Engineman of a train or engine moving under "Restricting" signal indication, or the trainman riding leading car when cars are being pushed by an engine, must note position of rails and know that switches are set for route desired, that no obstructions exist and be prepared to stop before using a wrong route or colliding with cars or engines.

Rule 675. The clearing of a signal does not permit more than one train or engine to pass the signal. A following train or engine may proceed only after signal has been returned to "Stop" and again cleared.

Temporary Slow Order

Rule 796. A yellow sign by day, displaying a yellow light by night, placed beside the track on the engineman's side, indicates that the track 5,000 feet distant is not in condition for normal speed. The permitted speed for the entire train over the slow track (5,000 feet distant) will be indicated by bulletin or train order instruction and the speed of trains and engines must be controlled accordingly.

At the point where the slow order begins, an additional yellow sign reading, "slow" by day, displaying a yellow light by night, will be located and trains and engines must approach this sign prepared to stop if flagged. In the absence of being flagged, trains and engines may proceed at not to exceed the speed authorized by bulletin or order or this rule to

the point beyond where a green sign by day, displaying a green light by night is located to indicate end of temporary slow order.

Where above signs have to be placed between tracks and clearance is insufficient, signs with short posts will be used.

In case engineman has no copy of or has not seen bulletin or train order instruction, a speed of ten (10) miles per hour will not be exceeded.

Engineman must sound whistle, as provided in Rule 14 (m) when approaching temporary slow order signs.

Enginemen of passenger trains must be given a signal from the rear of the train, as provided in Rule 16 (h), and enginemen of freight trains must be given a signal, as provided in Rule 12 (c) where physically possible, when the rear end of the train has passed over the track or structure covered by the slow order.

Permanent Slow-Speed Signs

Rule 797. Permanent slow speed signs at points indicated in timetable will consist of a post with two signs, one placed over the other. Speed of trains must not exceed that shown on this sign.

The lower sign, rectangular in shape with cut-out figures having a black background will indicate the speed restriction at that point.

The top sign, diamond shaped and with cut-out figures having a yellow background, will indicate the permissible speed at the next restriction in advance.

Where permanent speed restrictions are four miles or more apart, and where speeds of 70 miles per hour or more are permissible, an advance diamond shaped yellow speed sign, similar to the top sign on the double speed sign, will be placed 2,500 feet in advance of the next double speed sign.

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

45	or	30
TR.1		TR.2

General Regulations for Employes

Passenger Conductors

Rule 865. Conductors and trainmen of passenger trains, when trains start from station, must remain on car steps while passing station platform in order to look out for and warn people against jumping on or off trains in motion.

Timetable Instructions

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

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

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

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

113. Enginemen will use extreme care to allow adequate braking distance entering Hoboken train-shed, having their train under such control that they will be able to stop short of bumping block, car or other obstruction.

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

Operation of Three or More Tracks

137. Tracks are assigned for operation as follows and are signalled accordingly: (See Rules D-251, D-254 and D-261-D-264)

Tracks are numbered from North to South as follows:

Between Bergen Jct. and West End and West End and Grove Street—

3—Reversible	2—Reversible
1—Reversible	4—Reversible

Between Grove Street and Hoboken Station—

3—Reversible	4—Reversible
1—Reversible	6—Reversible
2—Reversible	

Speed Restrictions

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

<i>Speed Restrictions</i>	<i>Miles per hour</i>
Passenger trains except as otherwise specified	70
Freight trains	50
Passenger Train handling freight cars	50
Hoboken—	
Between Station and west end of M. U. shed	15
Between west end of M. U. shed and east end of Bergen Tunnel	40
Thru Bergen Tunnel	50
West End curve at west end M. P. 2.0 to 2.1	30
West End Interlocking—Boonton Line	
On "Clear-Medium" signal:—	
Turnouts Boonton Line tracks 4 and 2 to Morristown Line track 3	15

Turn out track 3, Morristown Line to track 3, Boonton Line	25
Crossover track 1 to track 3	20
Crossover track 2 to track 1, west of wye track	25
Crossover track 4 to track 2, east of Greenwood Lake Branch connection	25
Turnout Greenwood Lake Branch to track 4	25
At Bergen Junction, turnouts to and from Erie Railroad, all tracks	30
At Bergen Junction, crossover track 1 to track 2	30

Clearance Stations

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

140. Location of Standard Clocks:

Hoboken—Passenger station (baggage room)
Dispatcher's office
Engine House
YMCA

161. (a) — Clearance Restrictions:

Maximum overhead clearance Bergen Jct. to Hoboken is 15 feet 3 inches. Cars in excess of this height are restricted on DL&WRR.

Employees (except qualified electric service employees in the discharge of their duties) are prohibited from going on top of box cars, locomotives, tenders or other high equipment on all main tracks between Hoboken and West End Tower, on track No. 4 between West End Tower and Greenwood Lake Jct. and all yard tracks in Hoboken Terminal and train shed account high tension wires in overhead catenary.

Rules Governing Movement of Trains Through Bergen Tunnel:

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

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

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

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

(e) When a train is disabled in the tunnel, or is stopped by the emergency application of the air brake, or by some unknown cause, it must be protected against following trains on its own track and adjacent track must be protected in both

directions until it is ascertained that this track is clear and safe for movement of trains.

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

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

Telephones

Telephones connected with tower controlling signal will be located at each interlocking home signal and instructions for calling tower will be posted in telephone box.

Paterson Junction Dual Control Switches

Train movements over these switches are governed by Home signals, the most restrictive indication of which is "Stop."

Should switch fail to operate or signal indicate "Stop," member of crew will immediately communicate with DL&W R.R. train dispatcher for instructions. If so instructed, member of crew may then throw switch by hand and be governed by instructions given below, but unless the switch has actually been transferred to hand operation and full movement of hand throw lever completed, switch must be spiked before movement over switch is made when signal indicates "Stop."

When authorized to operate remote control switches by hand, the procedure listed below must be followed.

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

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

Before making movements over the switch trainman must notify engineman when dual control selector lever is in "Hand" position so that engineman will be governed by hand signals. Under these circumstances, Form "B" is not required to pass "Stop" signal governing movement over hand-operated dual control switch.

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. (Hoboken, N. J.)	Station No.	
—	Jersey City, N. J. (Hoboken, N. J.)	0
2	Croton	2
8	N. J. & N. Y. Junction	8
9	Rutherford	9
9	Rutherford Junction	9800
10	Carlton Hill	10
10	Passaic Park	9801
10	Prospect Street (Passaic)	9802
11	Passaic	11
12	Harrison Street (Passaic)	12
12	Clifton	9803
13	N. J. Flour Co.'s Switch	13
14	Lake View	14
16	Paterson	16
17	River Street (Paterson)	17
18	Hawthorne	18
19	Glen Rock	19
20	Ridgewood Junction	20
21	Ridgewood	21
22	Hobokus	22
22	Nagles Switch	9804
23	Waldwick	23
25	Allendale	25
27	Ramsey	27
28	Ramsey Lbr. Switch	28
28	Ward Switch	9805
29	Mahwah	29
30	West Mahwah	30
31	Suffern, N. Y.	31
32	Hillburn	32
33	Ramapo	33
33	Ramapo Storage	9806
34	Sterlington	34
35	Sloatsburg	35
37	Tuxedo	37
41	Southfields	41
43	Arden	43
45	Newburgh Junction	45
46	Harriman	46
49	Monroe	49
50	Rockland Electric Light Switch	50
51	Oxford	51
53	Greencourt	53
54	Chester	54
59	Goshen	59
63	New Hampton	63
65	Main Street (Middletown)	65
66	Middletown	66
67	Middletown Summit	67
69	Howells Junction—Fish's Switch	69
70	Howells	70
75	Ottsville	75
87	Port Jervis	87

NEWARK BRANCH

Miles from Jersey City, N. J. (Hoboken, N. J.)	Station No.	
—	Jersey City, N. J. (Hoboken, N. J.)	0
2	Croton	2
4	DB Junction	1004
5	Seaboard	1005
7	Harrison	1007
7	Grant Avenue	9808
8	Newark	1008
9	Riverside	1009
9	Woodside	9809
10	Belleville (Cleveland St.)	1010
11	Belleville	1011
12	Nutley (Walnut St.)	1012
13	Nutley	1013
13	Nutley (Franklin Ave.)	9810
14	Allwood	1014
16	Athena	1016
18	South Paterson	1018
19	Paterson (1019)	16

WEEHAWKEN BRANCH

Miles from Jersey City, N. J. (Hoboken, N. J.)	Station No.	
—	Jersey City, N. J. (Hoboken, N. J.)	0
3	Weehawken	3004

BERGEN COUNTY RAILROAD

Miles from Rutherford Junction	Station No.	
—	Rutherford Junction, N. J.	9800
2	Garfield	5011
3	Dundee Junction	5012
4	Plauderville	5013
5	Passaic Junction	5014
6	Coalberg Junction	5015
7	Broadway—Fairlawn	5016
8	Radburn—Fairlawn	5017
9	Glen Rock	5018
10	Ridgewood Junction (5019)	20

DUNDEE SPUR

Miles from Dundee Junction	Station No.	
—	Dundee Junction	5013
1	Dundee	9014

PIERMONT BRANCH

Miles from Piermont Dock	Station No.
- Piermont Dock, N. Y.	6225
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 Craigville	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	1061
5 Campbell Hall	9813
10 Montgomery	1069

CRAWFORD BRANCH

Miles from Main St. Middletown	Station No.
- Main Street (Middletown)	65
4 Crawford Junction	5089
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	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, N. J. (Hoboken, N. J.)	Station No.
- Jersey City, N. J. (Hoboken, 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 Ridgeland	2009
10 Morsemere	2010
11 Palisades 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. (Hoboken, N. J.)	Station No.
16 Tenafly	2016
17 Cresskill	2017
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. (Hoboken, N. J.)	Station No.
- Jersey City, N. J. (Hoboken, N. J.)	0
2 Croxton	2
4 DB Junction	1004
7 Arlington	3007
7 West Arlington	9814
8 North Newark	3008
9 Forest Hill	3009
9 Belwood Park	9816
9 Rowe 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 Falls	6022

NEW JERSEY & NEW YORK RAILROAD

Miles from Jersey City, N. J. (Hoboken, N. J.)	Station No.
- Jersey City, N. J. (Hoboken, 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

HOURS OF FERRY BOAT OPERATION

Ferry Service is operated as follows:

From Hoboken — Weekdays

4:15 A.M. to 11:30 P.M. Daily

Saturdays, Sundays and Major Holidays

7:30 A.M. to 3:30 P.M. only

From New York — Weekdays

4:30 A.M. to 11:45 P.M. Daily

Saturdays, Sundays and Major Holidays

7:45 A.M. to 3:45 P.M. only

Major Holidays: New Year's Day
Washington's Birthday
Memorial Day
Independence Day
Labor Day
Thanksgiving Day
Christmas Day

MR. J. R. EBERT
Superintendent
Hoboken, N. J.

I hereby acknowledge receipt of Timetable #60;
I have not obtained a copy at another distribution
point.

Signature

Occupation

Date

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1- 9.	Special Instructions.
10-12.	Speed Restrictions.
13.	Special Instructions, N. J. & N. Y. R. R.
14-16.	General Instructions.
16-22.	Special Instructions.
22-24.	Telephones.
25-37.	Automatic Electric Crossing Gate Instructions.
38-47.	New York Division Eastward Trains.
48-57.	New York Division Westward Trains
58-61.	Bergen County Railroad Trains.
62-63.	Newark Branch Trains.
64.	Newburgh Branch and Graham Line.
65.	Crawford, Pine Island and Montgomery Branches.
66-69.	Greenwood Lake Division Eastward Trains.
70-73.	Greenwood Lake Division Westward Trains.
74-75.	Special Instructions, Greenwood Lake Division.
76-77.	Caldwell Branch and Orange Branch
78-79.	N. J. and N. Y. Railroad Eastward Trains.
80-81.	N. J. and N. Y. Railroad Westward Trains.
82-83.	Piermont Branch Trains.
84-85.	Northern Branch Eastward Trains.
86-87.	Northern Branch Westward Trains.
88-90.	Northern Branch Special Instructions.
91-100.	D. L. & W. R. R. Rules and Special Instructions.
101-103.	Station Number List.
104.	Hours of Ferry Operation.
Front Cover	Trains Stop for Employees, Surgeons and Speed Table.

Assistant Superintendent

W. J. BETZ

Train Masters

H. A. RHOADS

J. T. CORBETT

R. L. DOWNING

E. G. LUKOW

Train Master - Road Foreman of Engines

H. B. HART

Road Foremen of Engines

W. J. KLINK

J. L. CRAFT

Chief Train Dispatcher

F. W. DANA

Assistant Chief Train Dispatchers

F. J. CONKLIN

R. C. APPELD

C. HANSEN

F. L. SPRATT