

NY

The Pennsylvania Railroad

EASTERN REGION

New Jersey Division

NEW YORK DIVISION

Time Table No. 7

In effect 2.00 A. M., Sunday, April 29, 1928

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

E. W. SMITH,
General Manager.

J. W. ROBERTS,
General Supt. Transportation.

R. C. MORSE,
General Superintendent.

J. E. BURRELL,
Supt. Pass. Transportation.

N. B. PITCAIRN,
Superintendent.

H. A. HOESON,
Asst. Superintendent.

NY

C. J. Winter
Elect. Eng. Helper
The Pennsylvania Railroad

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INDEX.

	PAGE
American Railway Express and Milk Trains.....	212-213
Arrangement Services Freight Trains.....	214
Automatic Block System.....	250
Bulletin Boards.....	220-224
Color Signals.....	217
Company Surgeons.....	266
Controlled Manual Block System.....	249
Distances.....	3-5
Electric Operation:	
To and from H. & M. R. R.....	252-254
Harold Ave. "H" Interlocking and Manhattan Transfer "S" Interlocking.....	255-262
Employees Register.....	263-265
Engine Whistle Signals.....	218
Extra stops by Passenger Trains.....	200
First Aid Boxes.....	267
General Orders.....	225-226
Hand Flag and Lamp Signals.....	218
Hospitals.....	267
Letters and Characters.....	217
Manual Block System.....	248
Miscellaneous.....	260 and 270
Movement of Trains.....	230
Movements by Train Orders.....	234
Passing Points for Passenger Trains.....	223-229
Personal Injuries.....	266
Speed Restrictions.....	238-245
Speed Tables.....	236
Standard Time.....	216
Stations, Passenger, Block and Interlocking.....	3-5
Superiority of Trains.....	220
Signal Aspects.....	246-247
Symbols.....	217
Street Crossing Protection.....	233
Steam Heat Regulation.....	270
Ticket Offices at Stations open and close.....	215
Telephones—List of.....	269
Telephones—Use of.....	268
Track Assignment.....	227
Track Cars.....	251
Trains wait for connections.....	201-209
Train Signals.....	218
U. S. Mail Work.....	210-211
Use of Signals.....	219
Unattended Block Stations.....	5 and 249
Yard and Yard Instructions.....	234-235

SCHEDULE PAGES.

Westward.....	6 to 101
Eastward.....	102 to 195
Millstone Branch.....	196
Rocky Hill Branch.....	197
Princeton Branch.....	198-199

Index to Trains

A—Saturday only.

B—Sunday only.

D—Daily.

—Daily except Sunday.

+ From Pennsylvania Station, New York.

N—Daily except Saturday.

E—Daily except Monday.

H—Monday only.

K—Daily except Saturday and Sunday.

* To Pennsylvania Station, New York.

WESTWARD			EASTWARD		
NUMBER AND NAME OF TRAIN	Sched- ule Page		NUMBER AND NAME OF TRAIN	Sched- ule Page	
1			2*The Pennsylvania Limited	D	165
3			4		
5*The Pennsylvania Limited	D	43	6*Mercantile Express.....	D	111
7			8*Eastern Express.....	D	179
8*Western Express.....	D	80	10		
11*St. Louis Mail.....		88	12		
13*Mail, Southwestern.....	D	9	14		
15			16*Iron City Express.....	D	109
17			18*Chicago Mail & Am. Ry. Express..	D	102
19*Cleveland, Cincin. & Chicago Exp.	D	89	20*Keystone Express.....	D	148
21*Pan-Handle Express.....	D	52	22*Manhattan Limited.....	D	122
23*Manhattan Limited.....	D	80	24*Day Express.....	D	183
25*Metropolitan Express.....	D	25	26*Commercial Express.....	D	187
27*Commercial Express.....	D	33	28*Broadway Limited.....	D	127
29*Broadway Limited.....	D	56	30*Spirit of St. Louis.....	D	145
31*Spirit of St. Louis.....	D	51	32		
33			34*Seaboard Express.....	D	163
35			36		
37*Iron City Express.....	D	93	36*Buckeye Limited.....	D	116
38*The Clevelander.....	D	83	40*The Cincinnati Limited.....	D	121
41*The Cincinnati Limited.....	D	84	42		
43			44*The Juniata.....	D	174
45			48		
47			48*American Railway Express.....	D	190
49*New England & Am. Ry. Ex.....	E	16	50		
51			52		
53			54*The Gotham Limited.....	D	172
55			56		
57			58		
59			60*The Pittsburger.....	D	116
61*The Pittsburger.....	D	97	62		
63			64		
65*The American.....	D	79	66*The American.....	D	129
67			68*The Red Arrow.....	D	127
69*The Red Arrow.....	D	58	70		
71			72		
73			74		
75			76		
77			78		
79			80		
81*Western Mail.....	D	92	82		
83			84		
85			86		
87*American Railway Express.....	E	7	88*American Railway Express.....	D	106
89*American Railway Express.....		97	90		
91			92		
93			94		
95			96		
97			98		

INDEX TO TRAINS—(Continued)

WESTWARD		EASTWARD	
NUMBER AND NAME OF TRAIN	Sched- ule Page	NUMBER AND NAME OF TRAIN	Sched- ule Page
101*S. A. L., So. Ry.—Wash. Exp... D	7	100*S.A.L., Wash. and New York Exp.D	104
103*New York—Washington Express. D	7	102	102
105*Washington Newspaper Express... D	9	104	104
107 .....	.....	108	108
109*New York—Washington Express. D	26	108	108
111 .....	.....	110*A. C. L., So. Ry., N. & W. Ry., Washington—New York Express..	139
113 .....	.....	112	112
115 .....	.....	114*So. Ry., Wash.—New York Exp. D	145
117*New York—Wash. So. Ry. Exp...D	33	116*Washington—New York Express... D	152
119*New York—Washington Express. D	37	118*Washington—New York and S.A.L. Express... D	156
121*N.Y.—Wash. and So. Ry. and S. A. L. Express... D	49	120	120
123 .....	.....	122	122
125*New York—Wash. S.A.L. ExpressD	43	124*Washington and New York Exp. D	177
127*Congressional Limited... D	57	126	126
129*New York—Wash. So. Ry. Exp...D	72	128*So. Ry., Wash.—New York Exp. D	169
131*New York—Wash. C. & O. Ry. Exp. D	77	130*Congressional Limited... D	182
133*So. Ry. and N. & W. Ry. Exp. D	61	132*A. C. L., Wash.—New York Exp. D	182
135 .....	.....	134*Washington and New York Exp. D	193
137*Crescent Limited (via So. Ry.) D	89	136*Washington and New York Mall... D	186
139*Am. Ry. Express and Mail South... D	94	138*Crescent Limited (via So. Ry.) D	137
141 .....	.....	140*Wash'n & N.Y. Mail & Am. Ry. Exp...D	103
143 .....	.....	142*Washington and New York and A. C. L. Express... D	190
145*American Railway Express South... D	99	144	144
147 .....	.....	146*Washington and New York Mall. B	185
149 .....	.....	148	148
151 .....	.....	150*Washington and New York Exp. D	186
153 .....	.....	152	152
155 .....	.....	154	154
157 .....	.....	156	156
159 .....	.....	158	158
161 .....	.....	160	160
163 .....	.....	162*A. C. L., N. & W. and So. Ry. Exp. D	108
165*A. C. L., So. Ry. and S. A. L. D	6	164	164
167 .....	.....	166*Southern Railway, N & W. Exp. D	110
169*Bar Harbor and Philadelphia Exp. D	28	168*So. Ry. and C. & O. Ry. Express. D	125
171*Federal Express... D	6	170*Philadelphia and Bar Harbor Exp. D	167
173*Colonial Express... D	54	172*Federal Express... D	194
175*Havana Special (via A. C. L.) D	59	174*Colonial Express... D	144
177 .....	.....	176*Havana Special (via A. C. L.) D	130
179*Boston-Philadelphia Express... D	11	178*Pittsburgh, Phila.-Boston Exp... D	102
181*The Washingtonian... D	29	180*The Montrealer... D	177
183*New York, Wash. and A.C.L. Exp. D	84	182	182
185*New York, Wash. and A.C.L. Exp. D	91	184	184
187 .....	.....	186*A. C. L. and Wash. and N. Y. Exp. D	173
189*A.C.L., So. Ry., N. & W. R.R. Exp. D	90	188	188
191 .....	.....	190*American Railway Express... D	124
193 .....	.....	192	192
195 .....	.....	194	194
197 .....	.....	196*American Railway Express... D	195
199*New York-Wash., S.A.L. Exp... D	82	198*Wash.-New York, S. A. L. Exp. D	130
201 .....	.....	200	200
203*New York—Philadelphia Accom. D	101	202*Philadelphia—New York Accom. D	195
205*New York—Philadelphia Accom. D	21	204 Philadelphia—New York Accom... D	114
207*New York—Philadelphia Accom... D	11	206 Philadelphia—New York Accom. A	144
209 .....	.....	208*Philadelphia—New York Express. D	126
211*New York—Philadelphia Express. D	19	210*Philadelphia—New York Express. D	126
213*New York—Philadelphia Accom... D	15	212*Philadelphia—New York Accom. D	126
215*New York—Philadelphia Express. D	25	214*Philadelphia—New York Express. D	133
217*New York—Philadelphia Express. D	26	218*Philadelphia—New York Express. D	137
219 .....	.....	218*Philadelphia—New York Accom... D	139
221*New York—Philadelphia Express. D	33	220*Philadelphia—New York Express... D	142
223*New York—Philadelphia Express. D	36	222*Philadelphia—New York Express... D	142
225 New York—Philadelphia Accom... D	34	224*Philadelphia—New York Accom. N	146
227*New York—Philadelphia Express... D	42	226*Philadelphia—New York Express. D	161
229 .....	.....	228*Philadelphia—New York Accom... D	149
231*New York—Philadelphia Express. D	48	230*Philadelphia—New York Express. D	166
233*New York—Philadelphia Accom... D	45	232*Philadelphia—New York Express. D	162

INDEX TO TRAINS—(Continued)

WESTWARD		EASTWARD	
NUMBER AND NAME OF TRAIN	Sched- ule Page	NUMBER AND NAME OF TRAIN	Sched- ule Page
235*New York—Philadelphia Express. D	53	234*Philadelphia—New York Accom... D	158
237*New York—Philadelphia Express... D	14	236*Philadelphia—New York Express. D	168
239*New York—Philadelphia Express. D	57	238*Philadelphia—New York Express. D	173
241*New York—Philadelphia Express. D	63	240*Philadelphia—New York Express... D	171
243*New York—Philadelphia Express. D	58	242*Philadelphia—New York Express. D	178
245 .....	.....	244*Philadelphia—New York Express... D	117
247*New York—Philadelphia Express. D	73	246*Philadelphia—New York Express. D	183
249*New York—Philadelphia Express... D	73	248 Philadelphia—New York Express... D	117
251*New York—Philadelphia Express. D	79	250*Philadelphia—New York Exp... D	187
253 New York—Philadelphia Express. D	83	252	252
255 New York—Philadelphia Accom. D	84	254*Philadelphia—New York Accom. D	189
257*New York—Philadelphia Accom. D	87	256 Philadelphia—New York Express... D	124
258*New York—Philadelphia Express. D	91	258	258
261*New York—Philadelphia Express... D	62	260	260
263 .....	.....	262	262
265 .....	.....	264	264
267 New York—Philadelphia Accom. D	93	266	266
269*New York—Philadelphia Accom. D	99	268	268
271 .....	.....	270	270
273 .....	.....	272	272
275 .....	.....	274	274
277 .....	.....	276	276
279 .....	.....	278	278
281 .....	.....	280	280
283 .....	.....	282	282
285 .....	.....	284	284
287 .....	.....	286	286
289 .....	.....	288	288
291 .....	.....	290	290
293 .....	.....	292	292
295 .....	.....	294	294
297 .....	.....	296	296
299 .....	.....	298	298
301*New York—Philadelphia Accom. B	12	300	300
303 New York—Philadelphia Accom. B	31	302	302
305 .....	.....	304*Philadelphia—New York Express. B	142
307 .....	.....	306	306
309*New York—Philadelphia Accom. B	65	308 Philadelphia—New York Accom... B	171
311 .....	.....	310 Philadelphia—New York Accom... B	176
313 .....	.....	312	312
315 .....	.....	314	314
317 .....	.....	316	316
319 .....	.....	318	318
321 .....	.....	320	320
323 .....	.....	322	322
325 .....	.....	324	324
327 .....	.....	326	326
329 .....	.....	328	328
331 .....	.....	330	330
333 .....	.....	332	332
335 .....	.....	334	334
337 .....	.....	336	336
339 .....	.....	338	338
341 .....	.....	340	340
343 .....	.....	342	342
345 .....	.....	344	344
347 .....	.....	346	346
349 .....	.....	348	348
351 .....	.....	350	350
353 .....	.....	352	352
355 .....	.....	354	354
357 Pocono Limited... B	85	356 Delaware Valley Express... D	133
359 Stroudsburg Express... D	21	358	358
361 .....	.....	360	360
363 Scranton—Philadelphia Express... D	37	362 Scranton Express... D	150
365 .....	.....	364 Pocono Limited... A	145

INDEX TO TRAINS—(Continued)

WESTWARD		EASTWARD	
NUMBER AND NAME OF TRAIN	Sched- ule Page	NUMBER AND NAME OF TRAIN	Sched- ule Page
367		366	
369		368	
371		370	
373		372 Stroudsburg Express	161
375 Delaware Valley Express	82	374	
377		376	
379		378	
381		380	
383		382	
385 Stroudsburg Express	B 80	384	
387 Stroudsburg Express	B 23	386 Stroudsburg Express	B 128
389		388	
391		390	
393		392	
395		394 Philadelphia—Stroudsburg Exp.	B 183
397		396	
399		398	
449*New York and Norfolk Express	D 97	450*Norfolk—New York Express	D 115
601 L. V. R. R.	D 20	602*L. V. R. R.	D 131
603*L. V. R. R.	D 78	604*L. V. R. R.	D 111
605*L. V. R. R.	D 88	606*L. V. R. R.	D 118
607*L. V. R. R.	D 41	608*L. V. R. R.	D 166
609*L. V. R. R.	D 29	810*L. V. R. R.	D 181
611*L. V. R. R.	D 101	612*L. V. R. R.	180
629*L. V. R. R.	67	622 L. V. R. R.	113
633 L. V. R. R.	69	624 L. V. R. R.	121
641 L. V. R. R.	K 77	626	
687 L. V. R. R.	A 41	630*L. V. R. R.	143
		634 L. V. R. R.	175
		640 L. V. R. R.	107
		672 L. V. R. R.	B 134
		674 L. V. R. R.	B 179
		700	
701*New York—Long Branch Local	D 98	702 Long Branch—New York Express	111
703*New York—Long Branch Exp.	17	704 Long Branch—New York Express	115
705		706*Long Branch—New York Express	116
707 New York—Long Branch Express A	38	708 Long Branch—New York Express	120
709*New York—Long Branch Exp.	D 27	710 Long Branch—New York Express	123
711*New York—Long Branch Exp.	D 32	712*Long Branch—New York Express	123
713		714*Long Branch—New York Accom. D	129
715 New York—Long Branch Express A	39	716*Long Branch—New York Express	119
717*New York—Long Branch Express	39	718*Long Branch—New York Express	147
719		720*Long Branch—New York Express	157
721 New York—Long Branch Express A	46	722*Long Branch—New York Express	163
723*New York—Long Branch Express	51	724*Long Branch—New York Express	145
725*Long Branch Express	56	726*Long Branch—New York Local	170
727		728	
729 New York—Long Branch Express K	60	730*Long Branch—New York Exp.	D 187
731*New York—Long Branch Express	60	732	
733 New York—Long Branch Express K	63	734	
735*New York—Long Branch Express	65	736	
737		738	
739*New York—Long Branch Express	81	740*Long Branch—New York Local	111
741*New York—Long Branch Local	67	742	
743*New York—Long Branch Express	75	744	
745		746	
747		748	

INDEX TO TRAINS—(Continued)

WESTWARD		EASTWARD	
NUMBER AND NAME OF TRAIN	Sched- ule Page	NUMBER AND NAME OF TRAIN	Sched- ule Page
749		750	
751		752	
753		754	
755		756	
781*New York—Long Branch Express B	23	780	
783		782*Long Branch—New York Express B	149
785		784*Long Branch—New York Express B	167
787*New York—Long Branch Express B	45	786*Long Branch—New York Express B	170
789		788*Long Branch—New York Express B	179
791*New York—Long Branch Express B	68	790	
793		792	
795		794	
797		796	
799		798	
801 Long Branch—Camden Accom.	11	800	
803		802 Camden—Long Branch Accom.	124
805 Long Branch—Philadelphia Exp.	15	804 Philadelphia—Long Branch Exp.	131
807 Long Branch—Trenton Local	21	806	
809		808 Philadelphia—Long Branch Exp.	150
811		810	
813 Long Branch and Philadelphia Exp.	65	812 Philadelphia—Long Branch Exp.	161
815 Long Branch and Trenton Local	45	814 Trenton—Long Branch Express	143
817 Long Branch—Philadelphia Exp.	67	816 Trenton—Long Branch Local	169
819 Long Branch—Philadelphia Exp.	66	818	
821 Long Branch—Trenton Express. B	83	820 Trenton—Long Branch Express. A	141
823		822	
825		824	
827		826	
829		828	
831 Long Branch—Philadelphia Accom B	20	830 Philadelphia—Long Branch Accom B	131
833 Long Branch—Philadelphia Accom B	65	832 Philadelphia—Long Branch Exp. B	131
835 Long Branch—Philadelphia Accom B	76	834 Philadelphia—Long Branch Accom B	176
837 Long Branch—Philadelphia Accom B	75	836	
839		838	
841		840	
843		842	
845		844	
847		846	
849		848	
851		850	
853		852	
855		854	
857		856	
859		858	
		859	
1071*New York—Atlantic City Express B	21	1070*Atlantic City—New York Express D	135
1073*New York—Atlantic City Express D	30	1072*Atlantic City—New York Express	169
1075*New York—Atlantic City Express A	44	1074*Atlantic City—New York Express B	189
1077*New York—Atlantic City Express	53	1076*Atlantic City—New York Express B	175
1079		1078*Atlantic City—New York Express B	169
1081		1080	
1083*New York—Atlantic City Express	49	1082	
1085		1084	
1087*New York—Atlantic City Express B	51	1086	
1089		1088	
1091		1090	
1093		1092	
1095		1094	
1097		1096	
1099		1098	
2501 New York—Camden Accom.	12	2500	
2503		2502*Camden—New York Accom.	129
2505		2504	
2507		2506	
2509*New York—Camden Accom.	70	2508	

F

INDEX TO TRAINS—(Continued)

WESTWARD		EASTWARD	
NUMBER AND NAME OF TRAIN	Sched- ule Page	NUMBER AND NAME OF TRAIN	Sched- ule Page
2511		2510 Camden—New York Accom.	171
2513		2512	
2516		2514	
2517		2516	
2519		2518	
2521		2520	
2523		2522	
2525		2524	
2527		2526	
2529		2528	
2531 New York—Camden Accom.	B 17	2530 Camden—New York Accom.	B 132
2533		2532	
2535 New York—Camden Accom.	B 69	2534 Camden—New York Accom.	B 175
2537		2536	
2539		2538	
2541		2540	
2543		2542	
2545		2544	
2547		2546	
2549		2548	
3701		3700	
3703		3702	
3705		3704	
3707		3706	
3709		3708	
3711		3710	
3713		3712	
3715 Rahway Local	16	3714	
3717		3718	
3719		3718 Rahway Local	122
3721		3720	
3723		3722	
3725		3724	
3727		3726* Rahway Local	161
3729		3728	
3731 South Amboy Local	A 36	3730	
3733 Rahway Local	72	3732	
3735		3734	
3737		3736	
3739		3738	
3741		3740	
3743		3742	
3745		3744	
3747		3746	
3749		3748	
3751 South Amboy Local	99	3750 South Amboy Local	104
3753 South Amboy Local	13	3752 South Amboy Local	107
3755 South Amboy Local	17	3754 South Amboy Local	D 113
3757 South Amboy Local	33	3756 South Amboy Local	119
3759 South Amboy Local	47	3758 South Amboy Local	D 125
3761 South Amboy Local	55	3760 South Amboy Local	D 141
3763 South Amboy Local	82	3762 South Amboy Local	155
3765 South Amboy Local	70	3764 South Amboy Local	169
3767 South Amboy Local	77	3766 South Amboy Local	164
3769 South Amboy Local	87	3768 South Amboy Local	110
3771 South Amboy Local	40	3770	
3773 New Brunswick Local	50	3772	
3775 New Brunswick Local	D 22	3774	
3777 New Brunswick Local	31	3776 South Amboy Local	191
3779		3778	
3781 New Brunswick Local	55	3780 New Brunswick Local	106
3783 New Brunswick—Half Holiday...A	43	3782 New Brunswick Local	106
3785 New Brunswick—Half Holiday...A	47	3784 New Brunswick Local	112
3787 New Brunswick Local	K 69	3786 New Brunswick Local	D 162

G

INDEX TO TRAINS—(Continued)

WESTWARD		EASTWARD	
NUMBER AND NAME OF TRAIN	Sched- ule Page	NUMBER AND NAME OF TRAIN	Sched- ule Page
3789 New Brunswick Local	K 71	3788 New Brunswick Local	D 165
3791 New Brunswick Local	74	3790 New Brunswick Local	138
3793 New Brunswick Local	D 81	3792 New Brunswick Local	133
3795*New Brunswick Local	95	3794 New Brunswick Local	103
3797 New Brunswick Local	61	3796 New Brunswick Local	124
3799 New Brunswick Local	15	3798 New Brunswick Local	160
3801		3800 Millstone Local	112-196
3803 D. H. Trip	196	3802	
3805 Millstone Local	A 196	3804 Millstone Local	A 196
3807 Millstone Local	67-196	3806	
3809		3808 Millstone Local	175-196
3811 Monmouth Jr.—Rocky Hill Local	187	3810 Rocky Hill—Monmouth Jr. Local	197
3813		3812 Rocky Hill—Monmouth Jr. Local	197
3815		3814	
3817 Rocky Hill Local	59-187	3816 Monmouth Junction Local	143
3819		3818	
3821 Princeton Branch Local	198	3820 Princeton Branch Local	198
3823 Princeton Branch Local	198	3822 Princeton Branch Local	198
3825 Princeton Branch Local	198	3824 Princeton Branch Local	198
3827 Princeton Branch Local	199	3826 Princeton Branch Local	199
3829 Princeton Branch Local	199	3828 Princeton Branch Local	199
3831 Princeton Branch Local	199	3830 Princeton Branch Local	199
3833		3832	
3835 Princeton Branch Local	199	3834 Princeton Branch Local	199
3837 Princeton Branch Local	199	3836 Princeton Branch Local	199
3839 Princeton Branch Local	198	3838 Princeton Branch Local	198
3841 Princeton Branch Local	198	3840 Princeton Branch Local	198
3843 Princeton Branch Local	198	3842 Princeton Branch Local	198
3845		3844	
3847 Princeton Branch Local	199	3846 Princeton Branch Local	199
3849 Princeton Branch Local	199	3848 Princeton Branch Local	199
3851 Princeton Branch Local	199	3850 Princeton Branch Local	199
3853 Princeton Branch Local	199	3852 Princeton Branch Local	199
3855 Princeton Branch Local	199	3854 Princeton Branch Local	198
3857 Princeton Branch Local	198	3856 Princeton Branch Local	D 198
3859 Princeton Branch Local	199	3858 Princeton Branch Local	198
3861 Princeton Branch Local	D 199	3860 Princeton Branch Local	D 199
3863 Princeton Branch Local	D 199	3862 Princeton Branch Local	D 199
3865		3864	
3867		3866	
3869		3868 Trenton—New York Local	119
3871 New York—Trenton Local	D 10	3870 Trenton—New York Local	114
3873 New York—Trenton Local	49	3872 Trenton—New York Local	126
3875*New York—Trenton Local	27	3874 Trenton—New York Local	106
3877*New York—Trenton Local	39	3876 New York Local	165
3879 New York—Trenton Local	69	3878*American Railway Express	D 196
3881		3880	
3883 Trenton—Philadelphia Local	30	3882	
3885 Trenton—Philadelphia Local	D 49	3884 Philadelphia—Trenton Local	172
3887		3886	
3889		3888	
3891 Trenton—Philadelphia Local	14	3890 Philadelphia—Trenton Local	121
3893 Trenton—Philadelphia Local	9	3892	
3895 Trenton—Philadelphia Local	10	3894 Philadelphia—Trenton Local	165
3897		3896 Philadelphia—Trenton Local	177
3899		3898	
3901		3900	
3903		3902	
3905		3904 Philadelphia—Bristol Local	154
3907		3906	
3909 Bristol—Philadelphia Local	63	3908	
3911		3910	
3913		3912	
3915		3914	

STATIONS	FIRST CLASS		
	● 3205	171	● 3503
	DAILY	DAILY	SUN. ONLY.
Leave	A. M.	A. M.	A. M.
NEW YORK		\$ 1.15	
		1.30	
NEW YORK (Hud. Ter.)	\$ 1.00		\$ 1.30
JERSEY CITY			
JOURNAL SQUARE	\$ 1.09		\$ 1.39
MARION	1.10		1.40
MANHATTAN TRANS.	\$ 1.16	\$ 1.45	
	1.17	1.49	1.46
HARRISON	\$ 1.18		\$ 1.48
PARK PLACE (Newark)	\$ 1.20		\$ 1.50
FOURTH ST. (Harrison)		\$ 1.54	
NEWARK			
SOUTH ST. (Newark)	MU		MU
WEST NEWARK JCT.		1.58	
WAVERLY			
NORTH ELIZABETH			
ELIZABETH			
SOUTH ELIZABETH		2.04	
LINDEN			
SCOTT AVENUE			
RAHWAY			
PERTH AMBOY JCT.		2.10	
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WOODBIDGE JCT.			
COLONIA			
ISBLIN			
MENLO PARK			
METUCHEN		2.18	
STELTON			
NEW BRUNSWICK			
MILLSTONE JCT.		2.26	
ADAMS			
DEANS			
MONMOUTH JCT.		2.35	
PLAINSBORO			
PRINCETON JCT.		2.42	
LAWRENCE			
MILLHAM JCT.			
TRENTON		\$ 2.56	
MORRISVILLE		2.59	
TULLYTOWN			
EDGELY			
BRISTOL		3.09	
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS		3.16	
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMESBURG JCT.		3.23	
NORTH PHILAD'A		\$ 3.34	
WEST PHILAD'A		\$ 3.44	
PHILADELPHIA			
Arrive	A. M.	A. M.	A. M.
	3205	171	3503

	FIRST CLASS				
	105	● 3207	● 3505	13	3893
	DAILY	DAILY	SUN. ONLY.	DAILY	DAILY EX. SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.
	E 1.40			\$ 2.40	
		\$ 2.00	\$ 2.30		
		\$ 2.09	\$ 2.39		
		2.10	2.40		
	\$ 1.54	\$ 2.16		\$ 2.54	
	1.58	2.17	2.46	2.58	
		\$ 2.18	\$ 2.48		
		\$ 2.20	\$ 2.50		
	E 2.04			E 3.03	
	2.08	MU	MU	3.07	
	2.14			3.14	
	2.20			3.20	
	2.27			3.27	
	2.34			3.35	
	2.43			3.45	
	2.49			3.51	
	E 3.03			4.02	\$ 4.20
	3.06			4.04	F 4.23
					F 4.30
					F 4.38
	3.16			4.14	S 4.38
					S 4.44
					S 4.47
	3.23			4.21	S 4.51
					F 4.53
					S 4.58
	3.29			4.28	S 5.01
	E 3.39			4.38	S 5.22
					\$ 5.31
	E 3.53			\$ 4.52	S 5.35
	A. M.	A. M.	A. M.	A. M.	A. M.
	105	3207	3505	13	3893

STATIONS	FIRST CLASS		
	3891 DAILY EX. SUN.	237 DAILY EX. SUN.	0237 DAILY
	A. M.	A. M.	A. M.
Leave			
NEW YORK		\$ 6.00	
NEW YORK (Hud. Ter.)			\$ 6.00
JERSEY CITY			
JOURNAL SQUARE			\$ 6.09
MARION			6.10
MANHATTAN TRANS.		\$ 6.14	\$ 6.18
		6.18	6.17
HARRISON			\$ 6.19
PARK PLACE (Newark)			\$ 6.21
FOURTH ST. (Harrison)			
NEWARK		\$ 6.22	
SOUTH ST. (Newark)			MU
WEST NEWARK JOT.		6.26	
WAVERLY			
NORTH ELIZABETH			
ELIZABETH			
SOUTH ELIZABETH		6.31	
LINDEN			
SCOTT AVENUE			
RAHWAY			
PERTH AMBOY JOT.		6.36	
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WOODBIDGE JCT.			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN		6.43	
STELTON			
NEW BRUNSWICK			
MILLSTONE JOT.		6.50	
ADAMS			
DEANS			
MONMOUTH JOT.		6.58	
PLAINSBORO			
PRINCETON JOT.		7.04	
LAWRENCE			
MILLHAM JOT.			
TRENTON	\$ 6.55	\$ 7.14	
MORRISVILLE	\$ 6.58	7.17	
TULLYTOWN	\$ 7.05		
EDGELEY	\$ 7.08		
BRISTOL	\$ 7.13	7.25	
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS	\$ 7.21	7.30	
ANDALUSIA			
TORRESDALE	\$ 7.25		
(P. T. Div.)			
HOLMESBURG JOT.	7.30	7.35	
NORTH PHILAD'A	\$ 7.40	\$ 7.45	
WEST PHILAD'A	\$ 7.50	\$ 7.55	
PHILADELPHIA	\$ 7.55	\$ 8.00	
Arrive	A. M.	A. M.	A. M.
	3891	237	0237

	FIRST CLASS				
	805 DAILY EX. SUN.	218 DAILY EX. SUN.	3221 DAILY EX. SUN.	3223 DAILY EX. SUN.	3799 DAILY EX. SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.
		\$ 6.05			
			\$ 6.05	\$ 6.10	\$ 6.07
					\$ 6.16
			\$ 6.14	\$ 6.19	
			6.15	6.20	\$ 6.23
		\$ 6.19			
		6.23	6.21	6.26	6.29
			\$ 6.28	\$ 6.28	
			\$ 6.26	\$ 6.31	
		\$ 6.27	MU	MU	\$ 6.33
		6.31			\$ 6.36
					6.38
					\$ 6.42
		\$ 6.36			\$ 6.45
		6.38			\$ 6.48
					\$ 6.53
					\$ 6.56
		\$ 6.44			\$ 6.59
		6.45			7.00
					\$ 7.03
					\$ 7.06
					F 7.09
		\$ 6.53			\$ 7.14
					\$ 7.19
		\$ 7.01			\$ 7.25
		7.04			7.29
			F 7.08		
			\$ 7.12		
	\$ 7.10	\$ 7.17			
			\$ 7.25		
	7.18	\$ 7.29			
	\$ 7.30	\$ 7.41			
	7.32	7.44			
	7.41	\$ 7.53			
		7.46	7.59		
		\$ 8.02			
		7.51	8.08		
	\$ 8.01	\$ 8.18			
	\$ 8.11	\$ 8.28			
	\$ 8.16	\$ 8.33			
	A. M.	A. M.	A. M.	A. M.	A. M.
	805	218	3221	3223	3799

STATIONS	FIRST CLASS			
	*601	●3237	831	
	DAILY	DAILY	SUN. ONLY.	
Leave	A. M.	A. M.	A. M.	
NEW YORK				
NEW YORK (Hud. Ter.)	\$ 7.00	\$ 7.12		
JERSEY CITY	\$ 7.08			
JOURNAL SQUARE		\$ 7.21		
MARION	7.17	7.22		
MANHATTAN TRANS.		\$ 7.28		
	7.24	7.29		
HARRISON		\$ 7.30		
PARK PLACE (Newark)		\$ 7.33		
FOURTH ST. (Harrison)				
NEWARK	7.28			
SOUTH ST. (Newark)		MU		
WEST NEWARK JOT.	7.33			
WAVERLY				
NORTH ELIZABETH				
ELIZABETH	L. V. R. R.			
SOUTH ELIZABETH				
LINDEN				
SCOTT AVENUE				
RAHWAY				
PERTH AMBOY JOT.				
AVENEL	P. A. & W. B.			
EDGAR				
WOODBIDGE				
GENASCO				
WOODBIDGE JCT.				
COLONIA				
ISELIN				
MENLO PARK				
METUCHEN				
STELTON				
NEW BRUNSWICK				
MILLSTONE JOT.				
ADAMS				
DEANS				
MONMOUTH JOT.			\$ 8.23	
PLAINSBORO				
PRINCETON JOT.			\$ 8.31	
LAWRENCE				
MILLHAM JOT.				
TRENTON			\$ 8.45	
MORRISVILLE			8.48	
TULLYTOWN				
EDGELY				
BRISTOL			\$ 8.58	
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS			9.05	
ANDALUSIA				
TORRESDALE				
(P. T. Div.)				
HOLMESBURG JOT.			9.10	
NORTH PHILAD'A			\$ 9.20	
WEST PHILAD'A			\$ 9.30	
PHILADELPHIA			\$ 9.35	
Arrive	A. M.	A. M.	A. M.	
	601	3237	831	

	FIRST CLASS				
	205	●3239	1071	359	807
	DAILY	DAILY EX. SUN.	SUN. ONLY.	DAILY EX. SUN.	DAILY EX. SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 7.15		\$ 7.20		
		\$ 7.18			
		\$ 7.27			
		7.28			
	\$ 7.29		\$ 7.34		
	7.33	7.34	7.38		
		\$ 7.36			
		\$ 7.38			
	\$ 7.37		\$ 7.43		
	\$ 7.40	MU			
	7.42		7.47		
	\$ 7.46				
	\$ 7.49		C 7.53		
	7.51		7.55		
	\$ 7.55				
	\$ 7.58				
	\$ 8.01				
	8.02		8.00		
			Will not run Sept. 2.		
	\$ 8.10		8.07		
	\$ 8.18				
	8.21		8.14		
	L 8.30		8.22		\$ 8.37
	\$ 8.37		8.28		\$ 8.45
					\$ 8.48
			\$ 8.41		\$ 9.03
	\$ 8.50			\$ 8.53	
	8.53			8.56	
	\$ 9.02				
	\$ 9.07			9.05	
	\$ 9.12				
	\$ 9.17			9.10	
	\$ 9.20				
	\$ 9.23				
	9.28			9.15	
	\$ 9.41			\$ 9.25	
	\$ 9.51			\$ 9.35	
	\$ 9.56			\$ 9.40	
	A. M.	A. M.	A. M.	A. M.	A. M.
	205	3239	1071	359	807

STATIONS	FIRST CLASS		
	● 3247 DAILY EX. SUN.	● 3249 DAILY EX. SUN.	● 3513 SUN. ONLY.
	A. M.	A. M.	A. M.
NEW YORK			
NEW YORK (Hud. Ter.)	\$ 7.42	\$ 7.48	\$ 7.50
JERSEY CITY			
JOURNAL SQUARE	\$ 7.51	\$ 7.57	\$ 7.59
MARION	7.52	7.58	8.00
MANHATTAN TRANS.	7.58	8.04	8.06
HARRISON	\$ 8.01	\$ 8.06	\$ 8.08
PARK PLACE (Newark)	\$ 8.03	\$ 8.09	\$ 8.10
FOURTH ST. (Harrison)			
NEWARK			
SOUTH ST. (Newark)	MU	MU	MU
WEST NEWARK JCT.			
WAVERLY			
NORTH ELIZABETH			
ELIZABETH			
SOUTH ELIZABETH			
LINDEN			
SCOTT AVENUE			
RAHWAY			
PERTH AMBOY JCT.			
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WOODBIDGE JCT.			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN			
STELTON			
NEW BRUNSWICK			
MILLSTONE JCT.			
ADAMS			
DEANS			
MONMOUTH JCT.			
PLAINSBORO			
PRINCETON JCT.			
LAWRENCE			
MILLHAM JCT.			
TRENTON			
MORRISVILLE			
TULLYTOWN			
EDGELY			
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMESBURG JCT.			
NORTH PHILAD'A			
WEST PHILAD'A			
PHILADELPHIA			
Arrive	A. M.	A. M.	A. M.
	3247	3249	3513

	FIRST CLASS				
	● 3251 DAILY EX. SUN.	215 DAILY	● 0215 DAILY	25 DAILY	● 3255 DAILY EX. SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.
		\$ 8.00		\$ 8.05	
	\$ 7.54		\$ 8.00		\$ 8.06
	\$ 8.03		\$ 8.09		\$ 8.15
	8.04		8.10		8.16
		\$ 8.14	\$ 8.16	\$ 8.19	
	8.10	8.18	8.17	8.23	8.22
	\$ 8.12		\$ 8.18		\$ 8.24
	\$ 8.15		\$ 8.20		\$ 8.27
		8.22		\$ 8.27	
	MU		MU		MU
		8.25		8.30	
		8.30		8.35	
		8.36		8.41	
		8.48		8.48	
		8.50		8.55	
		8.58		9.03	
		9.04		9.09	
		9.14		\$ 9.20	
		9.16		9.23	
		9.25		9.31	
		9.30		9.37	
		9.35		9.42	
		\$ 9.45		\$ 9.52	
		\$ 9.55		\$ 10.02	
		\$ 10.00		\$ 10.07	
	A. M.	A. M.	A. M.	A. M.	A. M.
	3251	215	0215	25	3255

STATIONS	FIRST CLASS		
	● 3259	● 0609	169
	DAILY	DAILY	See Note
Leave	A. M.	A. M.	A. M.
NEW YORK			\$ 8.30 8.45
NEW YORK (Hud. Ter.)	\$ 8.30	\$ 8.40	
JERSEY CITY			
JOURNAL SQUARE	\$ 8.39	\$ 8.49	
MARION	8.40	8.50	
MANHATTAN TRANS.	\$ 8.46 8.47	\$ 8.56 8.57	\$ 9.00 9.04
HARRISON	\$ 8.48	\$ 8.58	
PARK PLACE (Newark)	\$ 8.50	\$ 9.00	
FOURTH ST. (Harrison)			
NEWARK			9.08
SOUTH ST. (Newark)	MU	MU	
WEST NEWARK JOT.			9.11
WAVERLY			
NORTH ELIZABETH			
ELIZABETH			
SOUTH ELIZABETH			9.17
LINDEN			
SCOTT AVENUE			
RAHWAY			
PERTH AMBOY JOT.			9.23
AVENEL	P. A. & W. B.		Will run June 20 to July 3 inc. daily, ex. Sun.; July 6 to Aug. 20, inc. Mon., Wed. and Fri.; Aug. 22 to Sept. 24 daily, except Sunday. Will not run July 2.
EDGAR			
WOODBIDGE			
GENASCO			
WOODBIDGE JCT.			
COLONIA			
ISBLIN			
MENLO PARK			
METUCHEN			9.30
STELTON			
NEW BRUNSWICK			
MILLSTONE JOT.			9.38
ADAMS			
DEANS			
MONMOUTH JOT.			9.47
PLAINSBORO			
PRINCETON JOT.			9.53
LAWRENCE			
MILLHAM JOT.			
TRENTON			U 10.05
MORRISVILLE			10.08
TULLYTOWN			
EDGELY			
BRISTOL			10.17
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			10.24
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMESBURG JOT.			10.30
NORTH PHILAD'A			\$ 10.40
WEST PHILAD'A			\$ 10.50
PHILADELPHIA			\$ 10.55
Arrive	A. M.	A. M.	A. M.
	3259	0609	169

	FIRST CLASS				
	609	● 3261	217	● 0217	181
	DAILY	DAILY	DAILY	DAILY	DAILY
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 8.50		\$ 9.00		\$ 8.40 9.05
		\$ 8.50		\$ 9.00	
		\$ 8.59		\$ 9.09	
	\$ 9.04	9.00		9.10	
	9.08	9.06	\$ 9.14	\$ 9.16	\$ 9.19
			9.18	9.17	9.23
		\$ 9.08		\$ 9.18	
		\$ 9.10		\$ 9.20	
	9.13		C 9.22		\$ 9.28
	9.18	MU	9.26	MU	9.31
	L. V. R. R.				
			9.31		9.37
			9.36		9.43
			9.48		9.50
			9.50		9.57
			9.58		10.05
			10.04		10.11
			\$ 10.14		\$ 10.25
			10.17		10.28
			10.25		10.37
			10.30		10.44
			10.35		10.50
			\$ 10.45		\$ 11.00
			\$ 10.55		\$ 11.11
			\$ 11.00		
	A. M.	A. M.	A. M.	A. M.	A. M.
	609	3261	217	0217	181

STATIONS	FIRST CLASS		
	3883 DAILY EX. SUN.	1073 DAILY	3263 DAILY
	A. M.	A. M.	A. M.
Leave			
NEW YORK		\$ 9.10	
NEW YORK (Hud. Ter.)			\$ 9.10
JERSEY CITY			
JOURNAL SQUARE			\$ 9.19
MARION			\$ 9.20
MANHATTAN TRANS.		\$ 9.24	\$ 9.26
		9.28	9.27
HARRISON			\$ 9.28
PARK PLACE (Newark)			\$ 9.30
FOURTH ST. (Harrison)			
NEWARK		\$ 9.33	
SOUTH ST. (Newark)			MU
WEST NEWARK JCT.		9.36	
WAVERLY			
NORTH ELIZABETH			
ELIZABETH		\$ 9.41	
SOUTH ELIZABETH		9.43	
LINDEN			
SCOTT AVENUE			
RAHWAY			
PERTH AMBOY JCT.			9.48
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WOODBIDGE JCT.			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN			9.55
STELTON			
NEW BRUNSWICK			
MILLSTONE JCT.			10.02
ADAMS			
DEANS			
MONMOUTH JCT.			10.10
PLAINSBORO			
PRINCETON JCT.			10.16
LAWRENCE			
MILLHAM JCT.			
TRENTON		\$ 10.30	
	\$ 10.32		
MORRISVILLE	\$ 10.36		
TULLYTOWN	\$ 10.44		
EDGELY	\$ 10.47		
BRISTOL	\$ 10.51		
CROYDON	\$ 10.56		
EDDINGTON	\$ 10.59		
CORNWELLS HEIGHTS	\$ 11.02		
ANDALUSIA	\$ 11.05		
TORRESDALE	\$ 11.08		
(P. T. Div.)			
HOLMESBURG JCT.	\$ 11.15		
NORTH PHILAD'A	\$ 11.37		
WEST PHILAD'A	\$ 11.46		
PHILADELPHIA	\$ 11.51		
Arrive	A. M.	A. M.	A. M.
	3883	1073	3263

	FIRST CLASS				
	0185 DAILY	303 SUN. ONLY.	3777 DAILY EX. SUN.	185 DAILY	3265 DAILY
	A. M.	A. M.	A. M.	A. M.	A. M.
				\$ 9.30	
	\$ 9.20	\$ 9.19	\$ 9.17		\$ 9.30
		\$ 9.28	\$ 9.28		
	\$ 9.29				\$ 9.39
	9.30	9.35	\$ 9.35		9.40
	\$ 9.36			\$ 9.44	\$ 9.46
	9.37	9.41	9.41	9.48	9.47
	\$ 9.38				\$ 9.48
	\$ 9.40				\$ 9.50
		\$ 9.46	\$ 9.45	\$ 9.53	
	MU	\$ 9.49	\$ 9.48		MU
		9.50	9.49	9.56	
			\$ 9.58		
		\$ 9.56	\$ 9.56		
		9.59	F 9.59	10.01	
		\$ 10.04	\$ 10.04		
		\$ 10.10	\$ 10.08		
		\$ 10.10	\$ 10.11		
		10.12	10.13	10.06	
			\$ 10.17		
			\$ 10.20		
			F 10.23		
		\$ 10.20	\$ 10.29	10.13	
		\$ 10.25	F 10.34		
		\$ 10.30	\$ 10.39		
		10.33	10.43	10.20	
		\$ 10.42		10.28	
		\$ 10.51		10.34	
		\$ 11.08		\$ 10.47	
		\$ 11.06		10.51	
		F 11.13			
		F 11.16			
		\$ 11.21		11.00	
		\$ 11.26			
		\$ 11.29			
		\$ 11.32		11.07	
		F 11.35			
		\$ 11.38			
		11.44		11.13	
		\$ 12.04		\$ 11.23	
		\$ 12.14		\$ 11.33	
		\$ 12.19			
	A. M.	P. M.	A. M.	A. M.	A. M.
	0185	303	3777	185	3265

STATIONS	FIRST CLASS		
	● 0711	711	● 3269
	DAILY	DAILY	DAILY
Leave	A. M.	A. M.	A. M.
NEW YORK		\$ 9.50	
NEW YORK (Hud. Ter.)	\$ 9.40		\$ 9.50
JERSEY CITY			
JOURNAL SQUARE	\$ 9.49		\$ 9.59
MARION	9.50		10.00
MANHATTAN TRANS.	\$ 9.56	\$ 10.04	
	9.57	10.08	10.08
HARRISON	\$ 9.58		\$ 10.08
PARK PLACE (Newark)	\$ 10.00		\$ 10.10
FOURTH ST. (Harrison)		\$ 10.12	
NEWARK			
SOUTH ST. (Newark)	MU		MU
WEST NEWARK JCT.		10.15	
WAVERLY			
NORTH ELIZABETH			
ELIZABETH			
SOUTH ELIZABETH		10.22	
LINDEN			
SCOTT AVENUE			
RAHWAY			
PERTH AMBOY JCT.		10.30	
AVENEL			
EDGAR			
WOODBIDGE		10.33	
GENASCO			
WOODBIDGE JCT.		10.37	
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN			
STELTON			
NEW BRUNSWICK			
MILLSTONE JCT.			
ADAMS			
DEANS			
MONMOUTH JCT.			
PLAINSBORO			
PRINCETON JCT.			
LAWRENCE			
MILLHAM JCT.			
TRENTON			
MORRISVILLE			
TULLYTOWN			
EDGELY			
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMESBURG JCT.			
NORTH PHILAD'A			
WEST PHILAD'A			
PHILADELPHIA			
Arrive	A. M.	A. M.	A. M.
	0711	711	3269

	FIRST CLASS				
	3757	221	● 0221	27	117
	DAILY EX. SUN.	DAILY	DAILY	DAILY	DAILY
	A. M.	A. M.	A. M.	A. M.	A. M.
		\$ 10.00		\$ 10.05	\$ 10.10
	\$ 9.47		\$ 10.00		
	\$ 9.59				
			\$ 10.09		
	10.05		10.10		
		\$ 10.14	\$ 10.16	\$ 10.19	\$ 10.24
	10.12	10.18	10.17	10.23	10.28
			\$ 10.18		
			\$ 10.20		
	\$ 10.16	10.22		R 10.27	\$ 10.32
	10.20	10.25	MU	10.30	10.35
	\$ 10.25				
	F 10.28	10.31		10.36	10.41
	\$ 10.35				
	\$ 10.41				
	10.42	10.36		10.42	10.47
	\$ 10.47				
	F 10.49				
	\$ 10.52				
	F 10.55				
	10.58				
		10.48		10.49	10.54
		10.50		10.56	11.01
		10.58		11.04	11.09
		11.04		11.10	11.15
		11.14		11.20	\$ 11.27
		11.16		11.22	11.30
		11.26		11.32	11.39
		11.30		11.39	11.45
		11.36		11.44	11.50
				\$ 11.54	
		\$ 11.45		11.57	\$ 12.00
		\$ 11.55			\$ 12.10
		\$ 12.00			
	A. M.	NOON	A. M.	A. M.	P. M.
	3757	221	0221	27	117

STATIONS	FIRST CLASS			
	1075 SAT. ONLY.	● 3303 SAT. ONLY.	4245 SUN. ONLY.	
	P. M.	P. M.	P. M.	
NEW YORK	\$ 12.15			
NEW YORK (Hud. Ter.)		\$ 12.15	\$ 12.13	
JERSEY CITY			\$ 12.21	
JOURNAL SQUARE		\$ 12.24		
MARION		12.25	\$ 12.27	
MANHATTAN TRANS.	\$ 12.29 12.33	12.31	12.34	
HARRISON		\$ 12.33		
PARK PLACE (Newark)		\$ 12.35		
FOURTH ST. (Harrison)				
NEWARK	C 12.38		\$ 12.39	
SOUTH ST. (Newark)		MU	\$ 12.42	
WEST NEWARK JOT.	12.41		12.44	
WAVERLY				
NORTH ELIZABETH			\$ 12.49	
ELIZABETH			\$ 12.52	
SOUTH ELIZABETH	12.47		\$ 12.55	
LINDEN			\$ 1.02	
SCOTT AVENUE				
RAHWAY			\$ 1.08	
PERTH AMBOY JOT.	12.53		1.12	
AVENEL				
EDGAR				
WOODBIDGE				
GENASCO				
WOODBIDGE JCT.				
COLONIA			\$ 1.16	
ISELIN			\$ 1.19	
MENLO PARK			\$ 1.22	
METUCHEN	1.00		\$ 1.27	
STELTON			\$ 1.32	
NEW BRUNSWICK			\$ 1.37	
MILLSTONE JOT.	1.07		1.41	
ADAMS				
DEANS				
MONMOUTH JOT.	1.15			
PLAINSBORO				
PRINCETON JOT.	1.21			
LAWRENCE				
MILLHAM JOT.				
TRENTON	1.35			
MORRISVILLE				
TULLYTOWN				
EDGELY				
BRISTOL				
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
(P. T. Div.)				
HOLMESBURG JOT.				
NORTH PHILAD'A				
WEST PHILAD'A				
PHILADELPHIA				
Arrive	P. M.	P. M.	P. M.	
	1075	3303	4245	

	FIRST CLASS				
	233 DAILY EX. SUN.	815 DAILY EX. SUN.	● 3305 DAILY	787 SUN. ONLY.	● 3307 SAT. ONLY.
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 12.20			\$ 12.25	
			\$ 12.20		\$ 12.25
			\$ 12.29		\$ 12.34
			12.30		12.35
	\$ 12.34		K 12.36	\$ 12.39	
	12.38		12.37	12.43	12.41
			\$ 12.38		\$ 12.43
			\$ 12.40		\$ 12.45
	\$ 12.42			\$ 12.48	
			MU		MU
	12.45			12.51	
	\$ 12.52			\$ 12.57	
	12.54			12.59	
	\$ 1.02			\$ 1.07	
	1.04			1.09	
				\$ 1.14	
				1.20	
	F 1.08				
	\$ 1.15				
	\$ 1.24				
	1.27				
	1.35	\$ 1.38			
		\$ 1.46			
	\$ 1.42	\$ 1.49			
		\$ 2.05			
	\$ 1.57				
	2.00				
	\$ 2.10				
	2.17				
	F 2.21				
	\$ 2.26				
	\$ 2.40				
	\$ 2.50				
	\$ 2.55				
	P. M.	P. M.	P. M.	P. M.	P. M.
	233	815	3305	787	3307

STATIONS	FIRST CLASS			
	21	● 3327	● 3329	
	DAILY	DAILY	DAILY	
Leave	P. M.	P. M.	P. M.	
NEW YORK	\$ 1.50			
NEW YORK (Hud. Ter.)		\$ 1.50	\$ 1.55	
JERSEY CITY				
JOURNAL SQUARE		\$ 1.59	\$ 2.04	
MARION		2.00	2.05	
MANHATTAN TRANS.	\$ 2.04			
	2.08	2.06	2.11	
HARRISON		\$ 2.08	\$ 2.13	
PARK PLACE (Newark)		\$ 2.10	\$ 2.15	
FOURTH ST. (Harrison)				
NEWARK	\$ 2.13			
SOUTH ST. (Newark)		MU	MU	
WEST NEWARK JCT.	2.16			
WAVERLY				
NORTH ELIZABETH				
ELIZABETH				
SOUTH ELIZABETH	2.22			
LINDEN				
SCOTT AVENUE				
RAHWAY				
PERTH AMBOY JCT.	2.28			
AVENEL				
EDGAR				
WOODBIDGE				
GENASCO				
WOODBIDGE JCT.				
COLONIA				
ISELIN				
MENLO PARK				
METUCHEN	2.35			
STELTON				
NEW BRUNSWICK				
MILLSTONE JCT.	2.42			
ADAMS				
DEANS				
MONMOUTH JCT.	2.50			
PLAINSBORO				
PRINCETON JCT.	2.56			
LAWRENCE				
MILLHAM JCT.				
TRENTON	\$ 3.08			
MORRISVILLE	3.11			
TULLYTOWN				
EDGELY				
BRISTOL	3.19			
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS	3.25			
ANDALUSIA				
TORRESDALE				
(P. T. Div.)				
HOLMESBURG JCT.	3.30			
NORTH PHILAD'A	\$ 3.40			
WEST PHILAD'A				
PHILADELPHIA				
Arrive	P. M.	P. M.	P. M.	
	21	3327	3329	

	FIRST CLASS				
	235	● 0235	● 01077	1077	3909
	DAILY	DAILY	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.	EX. SUN.	EX. SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 2.00			\$ 2.15	
		\$ 2.00	\$ 2.10		
		\$ 2.09	\$ 2.19		
		2.10	2.20		
	\$ 2.14	\$ 2.16	\$ 2.26	\$ 2.29	
	2.18	2.17	2.27	2.33	
		\$ 2.18	\$ 2.29		
		\$ 2.20	\$ 2.31		
	\$ 2.22			\$ 2.37	
	2.25	MU	MU	2.40	
				C 2.45	
	2.30			2.47	
	2.36			2.53	
	2.43			3.00	
	2.50			3.07	
	2.58			3.14	
	3.04			\$ 3.22	
				\$ 3.35	
	\$ 3.14				
	3.17				
	3.25				\$ 3.45
					\$ 3.49
					F 3.52
	3.30				\$ 3.55
					\$ 3.59
					\$ 4.02
	3.35				\$ 4.10
	\$ 3.45				\$ 4.31
	\$ 3.55				\$ 4.41
	\$ 4.00				\$ 4.45
	P. M.	P. M.	P. M.	P. M.	P. M.
	235	0235	01077	1077	3909

STATIONS	FIRST CLASS			
	725 DAILY EX. SUN.	3335 DAILY EX. SUN.	29 DAILY	
	Leave P. M.	P. M.	P. M.	
NEW YORK	\$ 2.45		\$ 2.55	
NEW YORK (Hud. Ter.)		\$ 2.45		
JERSEY CITY				
JOURNAL SQUARE		\$ 2.54		
MARION		2.55		
MANHATTAN TRANS.	\$ 2.59 3.03	3.01	\$ 3.09 3.13	
HARRISON		\$ 3.03		
PARK PLACE (Newark)		\$ 3.06		
FOURTH ST. (Harrison)				
NEWARK	\$ 3.08		3.17	
SOUTH ST. (Newark)		MU		
WEST NEWARK JCT.	3.12		3.19	
WAVERLY				
NORTH ELIZABETH				
ELIZABETH				
SOUTH ELIZABETH	3.17		3.24	
LINDEN				
SCOTT AVENUE				
RAHWAY				
PERTH AMBOY JCT.	3.22		3.29	
AVENEL				
EDGAR				
WOODBIDGE	3.26			
GENASCO				
WOODBIDGE JCT.	3.30			
COLONIA				
ISELIN				
MENLO PARK				
METUCHEN			3.36	
STELTON				
NEW BRUNSWICK				
MILLSTONE JCT.			3.43	
ADAMS				
DEANS				
MONMOUTH JCT.			3.51	
PLAINSBORO				
PRINCETON JCT.			3.58	
LAWRENCE				
MILLHAM JCT.				
TRENTON			4.09	
MORRISVILLE			4.11	
TULLYTOWN				
EDGELY				
BRISTOL			4.19	
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS			4.25	
ANDALUSIA				
TORRESDALE				
(P. T. Div.)				
HOLMESBURG JCT.			4.30	
NORTH PHILAD'A			\$ 4.40	
WEST PHILAD'A				
PHILADELPHIA				
Arrive	P. M.	P. M.	P. M.	
	725	3335	29	

	FIRST CLASS				
	029 DAILY	239 DAILY	0239 DAILY	127 DAILY	069 DAILY EX. SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 3.00		\$ 3.05	
	\$ 2.55		\$ 3.00		\$ 3.07
	\$ 3.04		\$ 3.09		\$ 3.16
	3.05		3.10		3.17
	\$ 3.11	\$ 3.14	\$ 3.16	\$ 3.19	\$ 3.23
	3.12	3.18	3.17	3.23	3.24
	\$ 3.13		\$ 3.18		\$ 3.26
	\$ 3.15		\$ 3.20		\$ 3.28
		C 3.22		3.27	
		MU		MU	MU
		3.26		3.31	
				3.36	
				3.41	
				3.43	
				3.48	
				3.50	
				3.55	
				3.58	4.03
				4.04	4.09
				4.14	4.19
				4.17	4.21
				4.25	4.30
				4.30	4.35
				4.35	4.40
		\$ 4.45		\$ 4.50	
		\$ 4.55		\$ 5.00	
		\$ 5.00			
	P. M.	P. M.	P. M.	P. M.	P. M.
	029	239	0239	127	069

STATIONS	FIRST CLASS		
	● 3847 DAILY EX. SAT. & SUN.	● 0791 SUN. ONLY.	● 3849 DAILY EX. SUN.
	Leave P. M.	P. M.	P. M.
NEW YORK			
NEW YORK (Hud. Ter.)	\$ 4.09	\$ 4.10	\$ 4.12
JERSEY CITY			
JOURNAL SQUARE	\$ 4.18	\$ 4.19	\$ 4.21
MARION	4.19	4.20	4.22
MANHATTAN TRANS.		\$ 4.26	
	4.25	4.27	4.28
HARRISON	\$ 4.27	\$ 4.28	\$ 4.30
PARK PLACE (Newark)	\$ 4.30	\$ 4.30	\$ 4.32
FOURTH ST. (Harrison)			
NEWARK			
SOUTH ST. (Newark)	MU	MU	MU
WEST NEWARK JOT.			
WAVERLY			
NORTH ELIZABETH			
ELIZABETH			
SOUTH ELIZABETH			
LINDEN			
SCOTT AVENUE			
RAHWAY			
PERTH AMBOY JOT.			
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WOODBIDGE JCT.			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN			
STELTON			
NEW BRUNSWICK			
MILLSTONE JOT.			
ADAMS			
DEANS			
MONMOUTH JOT.			
PLAINSBORO			
PRINCETON JOT.			
LAWRENCE			
MILLHAM JOT.			
TRENTON			
MORRISVILLE			
TULLYTOWN			
EDGELY			
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMESBURG JOT.			
NORTH PHILAD'A			
WEST PHILAD'A			
PHILADELPHIA			
Arrive	P. M.	P. M.	P. M.
	3847	0791	3849

	FIRST CLASS				
	3807 DAILY EX. SUN.	629 DAILY EX. SUN.	817 DAILY EX. SUN.	● 3351 DAILY EX. SUN.	741 DAILY EX. SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 4.15			
	\$ 4.10			\$ 4.18	\$ 4.16
	\$ 4.18				\$ 4.24
				\$ 4.27	
	4.25			4.28	4.30
		\$ 4.30			
	4.32	4.34		4.34	4.37
				\$ 4.36	
				\$ 4.38	
	\$ 4.36	4.38			\$ 4.41
	4.39	4.42		MU	4.44
					\$ 4.49
	\$ 4.46	L. V. R. R.			\$ 4.52
	4.48				4.54
	\$ 4.54				
	4.55				5.00
					\$ 5.05
					5.09
			First trip June 30.		
	\$ 5.04				
	\$ 5.13				
	5.17				
				5.36	
				5.45	
					Will not run May 30, July 4, Sept. 3.
				\$ 5.58	
				6.01	
				6.10	
				6.16	
				6.23	
				\$ 6.33	
				\$ 6.43	
				\$ 6.48	
	P. M.	P. M.	P. M.	P. M.	P. M.
	3807	629	817	3351	741

STATIONS	FIRST CLASS		
	3733 DAILY EX. SUN.	129 DAILY	0247 DAILY EX. SUN.
	P. M.	P. M.	P. M.
NEW YORK		\$ 4.50	
NEW YORK (Hud. Ter.)	\$ 4.43		\$ 4.54
JERSEY CITY	\$ 4.54		
JOURNAL SQUARE			\$ 5.03
MARION	5.00		5.04
MANHATTAN TRANS.		\$ 5.04	\$ 5.10
	5.08	5.08	5.11
HARRISON			\$ 5.13
PARK PLACE (Newark)			\$ 5.15
FOURTH ST. (Harrison)			
NEWARK	\$ 5.10	5.12	
SOUTH ST. (Newark)	\$ 5.13		MU
WEST NEWARK JCT.	5.15	5.14	
WAVERLY			
NORTH ELIZABETH	\$ 5.19		
ELIZABETH	\$ 5.22		
SOUTH ELIZABETH	\$ 5.25	5.19	
LINDEN	\$ 5.30		
SCOTT AVENUE	\$ 5.34		
RAHWAY	\$ 5.37		
PERTH AMBOY JCT.	5.40	5.24	
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WOODBIDGE JCT.			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN		5.31	
STELTON			
NEW BRUNSWICK		K 5.38	
MILLSTONE JCT.		5.41	
ADAMS			
DEANS			
MONMOUTH JCT.		5.49	
PLAINSBORO			
PRINCETON JCT.		K 5.56	
LAWRENCE	Will not run May 30, July 4, Sept. 3.		
MILLHAM JCT.			
TRENTON		K 6.08	
MORRISVILLE		6.10	
TULLYTOWN			
EDGELEY			
BRISTOL		6.18	
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS		6.24	
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMESBURG JCT.		6.30	
NORTH PHILAD'A		\$ 6.42	
WEST PHILAD'A		\$ 6.51	
PHILADELPHIA			
Arrive	P. M.	P. M.	P. M.
	3733	129	0247

	FIRST CLASS				
	3365 DAILY EX. SAT. & SUN.	247 DAILY	0249 DAILY	249 DAILY. EX. SUN.	3367 DAILY EX. SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 5.00		\$ 5.05	
	\$ 4.57		\$ 5.00		\$ 5.06
	\$ 5.06		\$ 5.09		\$ 5.15
	5.07		5.10		5.16
		\$ 5.14	\$ 5.16	\$ 5.19	
	5.13	5.18	5.17	5.23	5.22
	\$ 5.15		\$ 5.19		\$ 5.24
	\$ 5.18		\$ 5.21		\$ 5.27
		5.22		\$ 5.27	
	MU		MU		MU
		5.25		5.30	
				\$ 5.36	
		5.30		5.38	
		5.36		5.44	
	Will not run May 30, July 4, Sept. 3.				
		5.43		5.51	
				\$ 5.59	
		5.50		6.02	
		5.58		6.10	
		6.04		\$ 6.17	
		6.14		\$ 6.29	
		6.16		6.31	
		6.25		6.39	
		6.30		6.45	
		6.35		6.50	
		\$ 6.45		\$ 7.00	
		\$ 6.55		\$ 7.10	
		\$ 7.00		\$ 7.15	
	P. M.	P. M.	P. M.	P. M.	P. M.
	3365	247	0249	249	3367

STATIONS	FIRST CLASS			
	3791 DAILY EX. SUN.	• 3535 SUN. ONLY.	• 0743 DAILY EX. SUN.	
	Leave P. M.	P. M.	P. M.	
NEW YORK				
NEW YORK (Hud. Ter.)	\$ 5.04	\$ 5.10	\$ 5.12	
JERSEY CITY	\$ 5.13			
JOURNAL SQUARE		\$ 5.19	\$ 5.21	
MARION	5.19	5.20	5.22	
MANHATTAN TRANS.			\$ 5.28	
	5.26	5.26	5.29	
HARRISON		\$ 5.28	\$ 5.31	
PARK PLACE (Newark)		\$ 5.30	\$ 5.33	
FOURTH ST. (Harrison)				
NEWARK	\$ 5.31			
SOUTH ST. (Newark)	\$ 5.34	MU	MU	
WEST NEWARK JOT.	5.35			
WAVERLY				
NORTH ELIZABETH	\$ 5.40			
ELIZABETH	\$ 5.43			
SOUTH ELIZABETH	\$ 5.46			
LINDEN	\$ 5.49			
SCOTT AVENUE				
RAHWAY	\$ 5.54			
PERTH AMBOY JOT.	5.56			
AVENEL	P. A. & W. B.			
EDGAR				
WOODBIDGE				
GENASCO				
WOODBIDGE JCT.				
COLONIA	\$ 5.58			
ISHLIN	\$ 6.01			
MENLO PARK	\$ 6.04			
METUCHEN	\$ 6.09			
STELTON	\$ 6.14			
NEW BRUNSWICK	\$ 6.20			
MILLSTONE JOT.	6.24			
ADAMS				
DEANS				
MONMOUTH JOT.				
PLAINSBORO				
PRINCETON JOT.				
LAWRENCE				
MILLHAM JOT.				
TRENTON				
MORRISVILLE				
TULLYTOWN				
EDGELY				
BRISTOL				
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
(P. T. Div.)				
HOLMESBURG JOT.				
NORTH PHILAD'A				
WEST PHILAD'A				
PHILADELPHIA				
Arrive	P. M.	P. M.	P. M.	
	3791	3535	0743	

	FIRST CLASS				
	837 SUN. ONLY.	835 SUN. ONLY.	• 3369 DAILY EX. SUN.	• 743 DAILY EX. SUN.	• 3537 SUN. ONLY.
	P. M.	P. M.	P. M.	P. M.	P. M.
				\$ 5.20	
			\$ 5.18		\$ 5.20
			\$ 5.27		\$ 5.29
			5.28		5.30
				\$ 5.35	\$ 5.36
			5.34	5.39	5.37
			\$ 5.36		\$ 5.38
			\$ 5.39		\$ 5.40
				\$ 5.43	
			MU		MU
				5.47	
				5.53	
				5.59	
				6.04	
				6.07	
	First trip July 1.	First trip July 1.		First trip May 28.	
	\$ 6.16	\$ 6.29			
	\$ 6.22				
	\$ 6.26	\$ 6.40		Will not run May 30, July 4, Sept. 3.	
	\$ 6.40	\$ 6.54			
	6.43	6.57			
	\$ 6.53	\$ 7.07			
	\$ 6.58				
	7.01	7.14			
	\$ 7.06				
	7.11	7.19			
	\$ 7.22	\$ 7.29			
	\$ 7.31	\$ 7.39			
	\$ 7.36	\$ 7.44			
	P. M.	P. M.	P. M.	P. M.	P. M.
	837	835	3369	743	3537

STATIONS	FIRST CLASS			
	●0603 DAILY. EX. SUN.	●4215 SUN. ONLY.	603 DAILY	●3377 DAILY
	P. M.	P. M.	P. M.	P. M.
NEW YORK			\$ 5.30	
NEW YORK (Hud. Ter.)	\$ 5.24	\$ 5.19		\$ 6.30
JERSEY CITY		\$ 5.30		
JOURNAL SQUARE	\$ 5.33			\$ 5.39
MARION	5.34	\$ 5.35		5.40
MANHATTAN TRANS.	\$ 5.40		\$ 5.45	
	5.41	5.43	5.49	5.46
HARRISON	\$ 5.42			\$ 5.48
PARK PLACE (Newark)	\$ 5.45			\$ 5.51
FOURTH ST. (Harrison)				
NEWARK		\$ 5.47	5.54	
SOUTH ST. (Newark)	MU	\$ 5.50		MU
WEST NEWARK JOT.		5.52	5.58	
WAVERLY				
NORTH ELIZABETH				
ELIZABETH		\$ 5.59	L. V. R. R.	
SOUTH ELIZABETH		6.01		
LINDEN		\$ 6.04		
SCOTT AVENUE				
RAHWAY		\$ 6.09		
PERTH AMBOY JOT.		6.12		
AVENEL	P. A. & W. B.			
EDGAR				
WOODBIDGE				
GENASCO				
WOODBIDGE JCT.				
COLONIA				
ISELIN				
MENLO PARK				
METUCHEN				
STELTON				
NEW BRUNSWICK				
MILLSTONE JCT.				6.43
ADAMS				
DEANS				
MONMOUTH JOT.				6.51
PLAINSBORO				
PRINCETON JOT.				6.57
LAWRENCE				
MILLHAM JOT.				
TRENTON				7.07
MORRISVILLE				7.09
TULLYTOWN				
EDGELY				
BRISTOL				7.17
OROYDON				
EDDINGTON				
CORNWELLS HEIGHTS				7.23
ANDALUSIA				
TORRESDALE				
(P. T. Div.)				
HOLMESBURG JOT.				7.29
NORTH PHILAD'A				\$ 7.39
WEST PHILAD'A				\$ 7.49
PHILADELPHIA				
Arrive	P. M.	P. M.	P. M.	P. M.
	0603	4215	603	3377

	FIRST CLASS				
	●3767 DAILY EX. SUN.	●0131 DAILY EX. SUN.	●3539 SUN. ONLY.	*●641 ‡ DAILY EX. SAT. & SUN.	131 DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
					\$ 5.45
	\$ 5.33	\$ 5.37	\$ 5.40	\$ 5.33	
	\$ 5.40			\$ 5.44	
		\$ 5.46	\$ 5.49		
	\$ 5.46	5.47	5.50	5.51	
		\$ 5.53	\$ 5.56		\$ 5.59
	5.53	5.54	5.57	5.59	6.03
		\$ 5.55	\$ 5.58		
		\$ 5.57	\$ 6.00		
	\$ 5.57			6.03	\$ 6.08
	\$ 6.00	MU	MU		
	6.02			6.08	6.11
	6.04				
	6.07				
	6.10			L. V. R. R.	
	6.13				6.18
	6.18				
	6.22				
	6.24				
	6.25				6.24
	6.28				
	6.31				
	6.33				
	6.36				
	6.39				
				Will not run May 30, July 4, Sept. 3	6.33
					6.43
					6.51
					6.57
					7.07
					7.09
					7.17
					7.23
					7.29
					\$ 7.39
					\$ 7.49
	P. M.	P. M.	P. M.	P. M.	P. M.
	3767	0131	3539	641	131

STATIONS	FIRST CLASS		
	● 3379 DAILY EX. SUN.	● 3541 SUN. ONLY.	● 0251 DAILY EX. SUN.
	P. M.	P. M.	P. M.
NEW YORK			
NEW YORK (Hud. Ter.)	\$ 5.45	\$ 5.50	\$ 5.52
JERSEY CITY			
JOURNAL SQUARE	\$ 5.54	\$ 5.59	\$ 6.01
MARION	5.55	6.00	6.02
MANHATTAN TRANS.	6.01	6.07	6.09
HARRISON	\$ 6.03	\$ 6.08	\$ 6.10
PARK PLACE (Newark)	\$ 6.05	\$ 6.10	\$ 6.12
FOURTH ST. (Harrison)			
NEWARK			
SOUTH ST. (Newark)	MU	MU	MU
WEST NEWARK JCT.			
WAVERLY			
NORTH ELIZABETH			
ELIZABETH			
SOUTH ELIZABETH			
LINDEN			
SCOTT AVENUE			
RAHWAY			
PERTE AMBOY JCT.			
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WOODBIDGE JCT.			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN			
STELTON			
NEW BRUNSWICK			
MILLSTONE JCT.			
ADAMS			
DEANS			
MONMOUTH JCT.			
PLAINSBORO			
PRINCETON JCT.			
LAWRENCE			
MILLHAM JCT.			
TRENTON			
MORRISVILLE			
TULLYTOWN			
EDGELY			
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMESBURG JCT.			
NORTH PHILAD'A			
WEST PHILAD'A			
PHILADELPHIA			
Arrive	P. M.	P. M.	P. M.
	3379	3541	0251

	FIRST CLASS				
	● 3543 SUN. ONLY.	251 DAILY	● 3381 DAILY	◇ 65 DAILY	● 023 DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 6.00		\$ 6.05	
	\$ 5.55		\$ 6.00		\$ 6.10
	\$ 6.04		\$ 6.09		\$ 6.19
	6.05		6.10		6.20
	\$ 6.11	\$ 6.14		\$ 6.19	\$ 6.26
	6.12	6.18	6.16	6.23	6.27
	\$ 6.13		\$ 6.18		\$ 6.28
	\$ 6.15		\$ 6.20		\$ 6.30
		6.22		6.27	
	MU		MU		MU
		6.25		6.30	
		6.30		6.35	
		6.36		6.41	
		6.43		6.48	
		6.50		6.55	
		6.53		7.03	
		7.04		7.09	
		7.14		7.19	
		7.16		7.21	
		7.25		7.29	
		7.30		7.35	
		7.35		7.40	
		\$ 7.45		\$ 7.50	
		\$ 7.55			
		\$ 8.00			
	P. M.	P. M.	P. M.	P. M.	P. M.
	3543	251	3381	65	023

STATIONS	FIRST CLASS		
	● 3391	● 3393	● 3551
	DAILY	DAILY	SUN. ONLY.
Leave	P. M.	P. M.	P. M.
NEW YORK			
NEW YORK (Hud. Ter.)	\$ 7.40	\$ 7.50	\$ 7.55
JERSEY CITY			
JOURNAL SQUARE	\$ 7.49	\$ 7.59	\$ 8.04
MARION	7.50	8.00	8.05
MANHATTAN TRANS.	\$ 7.56	\$ 8.06	
	7.57	8.07	8.11
HARRISON	\$ 7.58	\$ 8.08	\$ 8.13
PARK PLACE (Newark)	\$ 8.00	\$ 8.10	\$ 8.15
FOURTH ST. (Harrison)			
NEWARK			
SOUTH ST. (Newark)	MU	MU	MU
WEST NEWARK JCT.			
WAVERLY			
NORTH ELIZABETH			
ELIZABETH			
SOUTH ELIZABETH			
LINDEN			
SCOTT AVENUE			
RAHWAY			
PERTH AMBOY JCT.			
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WOODBIDGE JCT.			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN			
STELTON			
NEW BRUNSWICK			
MILLSTONE JCT.			
ADAMS			
DEANS			
MONMOUTH JCT.			
PLAINSBORO			
PRINCETON JCT.			
LAWRENCE			
MILLHAM JCT.			
TRENTON			
MORRISVILLE			
TULLYTOWN			
EDGELY			
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMESBURG JCT.			
NORTH PHILAD'A			
WEST PHILAD'A			
PHILADELPHIA			
Arrive	P. M.	P. M.	P. M.
	3391	3393	3551

	FIRST CLASS			
	257	● 0257	4249	3769
	DAILY	DAILY	SUN. ONLY.	DAILY EX. SUN.
	P. M.	P. M.	P. M.	P. M.
	\$ 8.00			
		\$ 8.00	\$ 8.01	\$ 8.01
			\$ 8.10	\$ 8.10
		\$ 8.09		
		\$ 8.10	8.16	\$ 8.17
	\$ 8.14	\$ 8.16		
	8.18	8.17	8.23	8.23
		\$ 8.18		
		\$ 8.20		
	\$ 8.23		\$ 8.27	\$ 8.27
		MU	\$ 8.30	\$ 8.30
	8.26		8.32	8.32
				\$ 8.36
	\$ 8.31		\$ 8.37	\$ 8.39
	8.33		\$ 8.40	\$ 8.42
			\$ 8.45	\$ 8.47
				\$ 8.51
	\$ 8.39		\$ 8.50	\$ 8.53
	8.41		8.52	8.55
				\$ 8.58
				F 9.00
				\$ 9.02
				F 9.05
				9.08
			\$ 8.54	
			\$ 8.57	
	\$ 8.49		\$ 9.03	
	\$ 8.54		\$ 9.10	
	\$ 8.59		\$ 9.15	
	9.02		9.19	
	9.11			
	\$ 9.20			
	\$ 9.35			
	9.38			
	\$ 9.49			
	9.56			
	F 9.59			
	10.04			
	\$ 10.15			
	\$ 10.25			
	\$ 10.30			
	P. M.	P. M.	P. M.	P. M.
	257	0257	4249	3769

STATIONS	FIRST CLASS			
	● 3395	● 019	605	
	DAILY	DAILY	DAILY	
Leave	P. M.	P. M.	P. M.	
NEW YORK			\$ 8.25	
NEW YORK (Hud. Ter.)	\$ 8.10	\$ 8.20		
JERSEY CITY				
JOURNAL SQUARE	\$ 8.19	\$ 8.29		
MARION	8.20	8.30		
MANHATTAN TRANS.	\$ 8.26	\$ 8.36	\$ 8.39	
	8.27	8.37	8.43	
HARRISON	\$ 8.28	\$ 8.38		
PARK PLACE (Newark)	\$ 8.30	\$ 8.40		
FOURTH ST. (Harrison)			8.48	
NEWARK				
SOUTH ST. (Newark)	MU	MU		
WEST NEWARK JCT.			8.53	
WAVERLY				
NORTH ELIZABETH				
ELIZABETH			L. V. R. R.	
SOUTH ELIZABETH				
LINDEN				
SCOTT AVENUE				
RAHWAY				
PERTH AMBOY JCT.				
AVENEL	P. A. & W. B.			
EDGAR				
WOODBIDGE				
GENASCO				
WOODBIDGE JCT.				
COLONIA				
ISBLIN				
MENLO PARK				
METUOHEN				
STELTON				
NEW BRUNSWICK				
MILLSTONE JCT.				
ADAMS				
DEANS				
MONMOUTH JCT.				
PLAINSBORO				
PRINCETON JCT.				
LAWRENCE				
MILLHAM JCT.				
TRENTON				
MORRISVILLE				
TULLYTOWN				
EDGELY				
BRISTOL				
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
(P. T. Div.)				
HOLMESBURG JCT.				
NORTH PHILAD'A				
WEST PHILAD'A				
PHILADELPHIA				
Arrive	P. M.	P. M.	P. M.	
	3395	019	605	

	FIRST CLASS				
	● 3553	19	● 0137	● 3557	137
	SUN. ONLY.	DAILY	DAILY	SUN. ONLY.	DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 8.30			\$ 8.40
	\$ 8.25		\$ 8.30	\$ 8.35	
	\$ 8.34		\$ 8.39	\$ 8.44	
	8.35		8.40	8.45	
		\$ 8.44	\$ 8.46		\$ 8.54
		8.48	8.47	8.51	8.58
	\$ 8.43		\$ 8.48	\$ 8.53	
	\$ 8.45		\$ 8.50	\$ 8.55	
		R 8.53			9.03
		MU	MU	MU	9.06
		9.03			9.13
		9.09			9.19
		9.17			9.27
		9.24			9.34
		9.32			9.42
		9.38			9.48
		C 9.50			\$ 10.01
		9.53			10.04
		10.02			10.13
		10.08			10.19
		10.14			10.24
		\$ 10.25			
		10.30			\$ 10.34
					\$ 10.44
	P. M.	P. M.	P. M.	P. M.	P. M.
	3553	19	0137	3557	137

STATIONS	FIRST CLASS		
	● 3401	● 81	● 0267
	DAILY	DAILY	DAILY
Leave	P. M.	P. M.	P. M.
NEW YORK		E 9.20	
NEW YORK (Hud. Ter.)	\$ 9.10		\$ 9.20
JERSEY CITY			
JOURNAL SQUARE	\$ 9.19		\$ 9.29
MARION	9.20		9.30
MANHATTAN TRANS.		\$ 9.34	\$ 9.36
	9.26	9.38	9.37
HARRISON	\$ 9.28		\$ 9.38
PARK PLACE (Newark)	\$ 9.30		\$ 9.40
FOURTH ST. (Harrison)		E 9.44	
NEWARK			
SOUTH ST. (Newark)	MU		MU
WEST NEWARK JCT.		9.47	
WAVERLY			
NORTH ELIZABETH			
ELIZABETH			
SOUTH ELIZABETH		9.53	
LINDEN			
SCOTT AVENUE			
RAHWAY			
PERTH AMBOY JCT.		9.59	
AVENEL	P. A. & W. B.		
EDGAR			
WOODBIDGE			
GENASCO			
WOODBIDGE JCT.			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN		10.06	
STELTON			
NEW BRUNSWICK			
MILLSTONE JCT.		10.14	
ADAMS			
DEANS			
MONMOUTH JCT.		10.22	
PLAINSBORO			
PRINCETON JCT.		10.29	
LAWRENCE			
MILLHAM JCT.			
TRENTON		10.39	
MORRISVILLE		10.41	
TULLYTOWN			
EDGEELY			
BRISTOL		10.50	
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS		10.57	
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMESBURG JCT.		11.03	
NORTH PHILAD'A		E 11.13	
WEST PHILAD'A			
PHILADELPHIA		E 11.28	
Arrive	P. M.	P. M.	P. M.
	3401	81	0267

	FIRST CLASS				
	267	● 3563	37	821	● 3403
	DAILY	SUN. ONLY.	DAILY	SUN. ONLY.	DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 9.25		\$ 9.30		
		\$ 9.25			\$ 9.30
		\$ 9.34			\$ 9.39
		9.35			9.40
	\$ 9.39		\$ 9.44		\$ 9.46
	9.43	9.41	9.48		9.47
		\$ 9.43			\$ 9.48
		\$ 9.45			\$ 9.50
	\$ 9.47		R 9.52		
	\$ 9.50	MU			MU
	9.51		9.55		
	\$ 9.56				
	\$ 9.59				
	10.01		10.00		
	\$ 10.06				
	\$ 10.11				
	10.13		10.06		
				First trip July 1. Last Trip Sept. 2. Will run Sept. 3.	
	\$ 10.22		10.13		
	\$ 10.31				
	10.34		10.20		
	F 10.39				
	\$ 10.44				
	F 10.49		10.28	\$ 10.40	
	F 10.57				
	\$ 11.01		10.35	10.47	
	\$ 11.14		10.45	\$ 11.00	
	\$ 11.18		10.47		
	\$ 11.26				
	F 11.29				
	\$ 11.34		10.56		
	F 11.39				
	F 11.45		11.03		
	\$ 11.51				
	11.56		11.09		
	\$ 12.07		\$ 11.19		
	\$ 12.16		17.21		
	\$ 12.21				
	A. M.	P. M.	P. M.	P. M.	P. M.
	267	3563	37	821	3403

STATIONS	FIRST CLASS		
	● 0248	● 3234	606
	A. M.	A. M.	A. M.
NEW YORK			\$ 8.10
NEW YORK (Hud. Ter.)	\$ 8.00	\$ 8.07	
JERSEY CITY			
JOURNAL SQUARE	\$ 7.51	\$ 7.58	
MARION	7.50	7.57	
MANHATTAN TRANS.	\$ 7.44	7.50	\$ 7.55
	\$ 7.43		\$ 7.51
HARRISON	\$ 7.41	\$ 7.47	
PARK PLACE (Newark)	\$ 7.39	\$ 7.45	
FOURTH ST. (Harrison)			
NEWARK			7.46
SOUTH ST. (Newark)	MU	MU	
WEST NEWARK JCT.			7.41
WAVERLY			
NORTH ELIZABETH			
ELIZABETH			L. V. R. R.
SOUTH ELIZABETH			
LINDEN			
SCOTT AVENUE			
RAHWAY			
PERTH AMBOY JCT.			
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WOODBIDGE JCT.			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN			
STELTON			
NEW BRUNSWICK			
MILLSTONE JCT.			
ADAMS			
DEANS			
MONMOUTH JCT.			
PLAINSBORO			
PRINCETON JCT.			
LAWRENCE			
MILLHAM JCT.			
TRENTON			
MORRISVILLE			
TULLYTOWN			
EDGELY			
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMESBURG JCT.			
NORTH PHILAD'A			
WEST PHILAD'A			
PHILADELPHIA			
Leave	A. M.	A. M.	A. M.
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY
	0248	3234	606

STATIONS	FIRST CLASS					
	● 3756	● 0606	● 3508	4240	● 716	3868
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
NEW YORK					\$ 8.20	
NEW YORK (Hud. Ter.)	\$ 8.16	\$ 8.13	\$ 8.18	\$ 8.28		\$ 8.24
JERSEY CITY	\$ 8.07			\$ 8.16		\$ 8.16
JOURNAL SQUARE		\$ 8.04	\$ 8.09			
MARION	8.01	8.03	8.08	8.10		8.10
MANHATTAN TRANS.	7.55	7.57	8.02	8.03	8.04	8.04
		\$ 7.56	\$ 8.01		\$ 8.00	
HARRISON		\$ 7.54	\$ 8.00			
PARK PLACE (Newark)		\$ 7.52	\$ 7.58			
FOURTH ST. (Harrison)						
NEWARK	\$ 7.51			\$ 8.00	\$ 7.55	\$ 8.00
SOUTH ST. (Newark)	\$ 7.48	MU	MU	\$ 7.58		\$ 7.57
WEST NEWARK JCT.	7.46			7.55	7.50	7.55
WAVERLY						
NORTH ELIZABETH				\$ 7.51		
ELIZABETH				\$ 7.48		\$ 7.50
SOUTH ELIZABETH				\$ 7.45	7.45	7.48
LINDEN						
SCOTT AVENUE	\$ 7.31			\$ 7.40		
RAHWAY	\$ 7.27					
PERTH AMBOY JCT.	\$ 7.25			\$ 7.35		
	7.23			7.33	7.40	7.43
AVENEL	\$ 7.17					
EDGAR	\$ 7.15					
WOODBIDGE	\$ 7.12				7.36	
GENASCO						
WOODBIDGE JCT.	7.07				7.33	
COLONIA				\$ 7.29		
ISELIN				\$ 7.26		
MENLO PARK					First trip May 28.	
METUCHEN				\$ 7.20		\$ 7.36
STELTON				\$ 7.15		
NEW BRUNSWICK				\$ 7.10		\$ 7.28
MILLSTONE JCT.				7.08		7.25
ADAMS						
DEANS						
MONMOUTH JCT.						\$ 7.16
PLAINSBORO						
PRINCETON JCT.						
LAWRENCE					Will not run May 30, July 4, Sept. 3.	\$ 7.08
MILLHAM JCT.						
TRENTON						\$ 6.55
MORRISVILLE						
TULLYTOWN						
EDGELY						
BRISTOL						
CROYDON						
EDDINGTON						
CORNWELLS HEIGHTS						
ANDALUSIA						
TORRESDALE						
(P. T. Div.)						
HOLMESBURG JCT.						
NORTH PHILAD'A						
WEST PHILAD'A						
PHILADELPHIA						
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SUN.	DAILY EX. SUN.	SUN. ONLY.	SUN. ONLY.	‡DAILY EX. SUN.	DAILY EX. SUN.
	3756	0606	3508	4240	716	3868

STATIONS	FIRST CLASS		
	3872	03872	212
	Arrive A. M.	A. M.	A. M.
NEW YORK	\$ 9.20		\$ 10.05
NEW YORK (Hud. Ter.)		\$ 9.21	
JERSEY CITY			
JOURNAL SQUARE		\$ 9.12	
MARION		9.11	
MANHATTAN TRANS.	\$ 9.05	9.04	\$ 9.51
	\$ 9.01	\$ 9.03	\$ 9.47
HARRISON		\$ 9.02	
PARK PLACE (Newark)		\$ 9.00	
FOURTH ST. (Harrison)			
NEWARK	\$ 8.57		\$ 9.43
SOUTH ST. (Newark)	\$ 8.54	MU	K 9.40
WEST NEWARK JCT.	8.52		9.39
WAVERLY			
NORTH ELIZABETH			
ELIZABETH	\$ 8.47		\$ 9.34
SOUTH ELIZABETH	8.45		9.32
LINDEN			
SCOTT AVENUE			
RAHWAY			\$ 9.23
PERTH AMBOY JCT.	8.39		9.21
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WOODBIDGE JCT.			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN	8.32		\$ 9.13
STELTON			
NEW BRUNSWICK	\$ 8.25		\$ 9.05
MILLSTONE JCT.	8.23		9.02
ADAMS			
DEANS			L 8.53
MONMOUTH JCT.	8.15		\$ 8.48
PLAINSBORO			K 8.42
PRINCETON JCT.	\$ 8.07		\$ 8.39
LAWRENCE			
MILLHAM JCT.			
TRENTON	\$ 7.55		8.26
			\$ 8.21
MORRISVILLE			\$ 8.18
TULLYTOWN			\$ 8.10
EDGELY			F 8.07
BRISTOL			\$ 8.03
CROYDON			\$ 7.57
EDDINGTON			\$ 7.53
CORNWELLS HEIGHTS			\$ 7.50
ANDALUSIA			F 7.47
TORRESDALE			\$ 7.44
(P. T. Div.)			
HOLMESBURG JCT.			\$ 7.39
NORTH PHILAD'A			\$ 7.17
WEST PHILAD'A			\$ 7.08
PHILADELPHIA			\$ 7.03
Leave	A. M.	A. M.	A. M.
	DAILY EX. SUN.	DAILY	DAILY
	3872	03872	212

	FIRST CLASS			
	068	068	28	088
	A. M.	A. M.	A. M.	A. M.
	\$ 9.30		\$ 9.40	
		\$ 9.31		\$ 9.41
		\$ 9.22		\$ 9.32
		9.21		9.31
	9.16	9.14	9.26	9.24
	\$ 9.12	\$ 9.13	\$ 9.22	\$ 9.23
		\$ 9.12		\$ 9.22
		\$ 9.10		\$ 9.20
	9.09		9.17	
		MU		MU
	9.06		9.13	
	9.00		9.07	
	8.54		9.02	
	8.47		8.55	
	8.40		8.48	
	8.32		8.40	
	8.26		8.34	
	8.16		8.24	
	8.14		8.22	
	8.02		8.14	
	7.56		8.09	
	7.51		8.04	
	\$ 7.41		\$ 7.54	
	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY	DAILY
	68	068	28	088

STATIONS Leave	FIRST CLASS			
	● 066	386		
	A. M.	A. M.		
NEW YORK				
NEW YORK (Hud. Ter.)	\$ 9.51			
JERSEY CITY				
JOURNAL SQUARE	\$ 9.42			
MARION	9.41			
MANHATTAN TRANS.	\$ 9.33			
HARRISON	\$ 9.32			
PARK PLACE (Newark)	\$ 9.30			
FOURTH ST. (Harrison)				
NEWARK				
SOUTH ST. (Newark)	MU			
WEST NEWARK JCT.				
WAVERLY				
NORTH ELIZABETH				
ELIZABETH				
SOUTH ELIZABETH				
LINDEN				
SCOTT AVENUE				
RAHWAY				
PERTH AMBOY JCT.				
AVENEL				
EDGAR				
WOODBIDGE				
GENASCO				
WOODBIDGE JCT.				
COLONIA				
ISELIN				
MENLO PARK				
METUCHEN				
STELTON				
NEW BRUNSWICK				
MILLSTONE JCT.				
ADAMS				
DEANS				
MONMOUTH JCT.				
PLAINSBORO				
PRINCETON JCT.				
LAWRENCE				
MILLHAM JCT.				
TRENTON		\$ 8.33		
MORRISVILLE		8.30		
TULLYTOWN				
EDGELY				
BRISTOL		8.22		
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS		8.16		
ANDALUSIA				
TORRESDALE				
(P. T. Div.)				
HOLMESBURG JCT.		\$ 8.11		
NORTH PHILAD'A		\$ 7.59		
WEST PHILAD'A		\$ 7.50		
PHILADELPHIA		\$ 7.45		
Arrive	A. M.	A. M.		
	DAILY	SUN. ONLY.		
	066	386		

FIRST CLASS					
2502	◇ 66	810	● 0810	714	● 0714
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 9.55	\$ 9.50	\$ 10.00		\$ 10.10	
			\$ 10.00		\$ 10.11
			\$ 9.52		\$ 10.02
			9.51		10.01
9.40	9.35	9.45	9.44	9.56	9.54
\$ 9.36	\$ 9.31	\$ 9.41	\$ 9.43	\$ 9.52	\$ 9.53
			\$ 9.42		\$ 9.52
			\$ 9.40		\$ 9.50
\$ 9.32	9.27	9.38		\$ 9.47	
\$ 9.28			MU		MU
9.27	9.24	9.35		9.44	
\$ 9.22				\$ 9.38	
9.20	9.18	9.30		9.36	
\$ 9.14					
\$ 9.08				\$ 9.29	
9.06	9.13	9.25		9.27	
\$ 9.01				N 9.22	
8.57				9.18	
	9.07	9.19			
	9.00	9.12			
	8.52	9.03			
	8.46	\$ 8.57			
	8.36	8.45			
	8.34	8.43			
	8.26	8.35			
	8.20	8.30			
	8.15	8.25			
	\$ 8.05	\$ 8.14			
		\$ 8.05			
		\$ 8.00			
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
EX. SUN.					
2502	66	810	0810	714	0714

STATIONS	FIRST CLASS		
	2530	3248	3250
	Active A. M.	A. M.	A. M.
NEW YORK			
NEW YORK (Hud. Ter.)	\$ 10.41	\$ 10.41	\$ 10.51
JERSEY CITY	\$ 10.32		
JOURNAL SQUARE		\$ 10.32	\$ 10.42
MARION	10.25	10.31	10.41
MANHATTAN TRANS.	10.17	10.24	10.34
HARRISON		\$ 10.22	\$ 10.32
PARK PLACE (Newark)		\$ 10.20	\$ 10.30
FOURTH ST. (Harrison)			
NEWARK	\$ 10.12		
SOUTH ST. (Newark)	\$ 10.08	MU	MU
WEST NEWARK JCT.	10.06		
WAVERLY			
NORTH ELIZABETH			
ELIZABETH	\$ 10.00		
SOUTH ELIZABETH	9.58		
LINDEN			
SCOTT AVENUE			
RAHWAY	\$ 9.51		
PERTH AMBOY JCT.	9.49		
AVENEL			
EDGAR			
WOODBIDGE	\$ 9.43		
GENASCO			
WOODBIDGE JCT.	9.37		
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN			
STELTON			
NEW BRUNSWICK			
MILLSTONE JCT.			
ADAMS			
DEANS			
MONMOUTH JCT.			
PLAINSBORO			
PRINCETON JCT.			
LAWRENCE			
MILLHAM JCT.			
TRENTON			
MORRISVILLE			
TULLYTOWN			
EDGELY			
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMESBURG JCT.			
NORTH PHILAD'A			
WEST PHILAD'A			
PHILADELPHIA			
Leave	A. M.	A. M.	A. M.
	SUN. ONLY.	DAILY	DAILY
	2530	3248	3250

	FIRST CLASS				
	3792	356	214	0214	3252
	A. M.	A. M.	A. M.	A. M.	A. M.
			\$ 11.00		
	\$ 10.59			\$ 11.00	\$ 11.11
	\$ 10.49				
				\$ 10.52	\$ 11.02
	10.43			10.51	11.01
	10.37		10.45	10.44	10.54
			\$ 10.41	\$ 10.43	
				\$ 10.42	\$ 10.52
				\$ 10.40	\$ 10.50
	\$ 10.33		10.38		
	\$ 10.30			MU	MU
	10.28		10.35		
	\$ 10.23				
	10.20		10.30		
	\$ 10.17				
	\$ 10.12				
	10.10		10.25		
	\$ 10.07				
	\$ 10.04				
	\$ 9.59		10.19		
	\$ 9.50				
	9.47		10.12		
			10.04		
				\$ 9.57	
				N 9.45	
		\$ 9.25			
		9.22	9.42		
		9.13	9.34		
			9.06	9.29	
		9.01	9.25		
		\$ 8.49	\$ 9.14		
		\$ 8.40	\$ 9.06		
		\$ 8.35	\$ 9.00		
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY	DAILY	DAILY
	3792	356	214	0214	3252

STATIONS	FIRST CLASS		
	● 4242	218	● 0218
	Arrive A. M.	A. M.	A. M.
NEW YORK		\$ 11.48	
NEW YORK (Hud. Ter.)	\$ 11.52		\$ 11.51
JERSEY CITY	\$ 11.45		
JOURNAL SQUARE			\$ 11.42
MARION	11.39		11.41
MANHATTAN TRANS.	11.32	11.33	11.34
		\$ 11.29	\$ 11.33
HARRISON			\$ 11.32
PARK PLACE (Newark)			\$ 11.30
FOURTH ST. (Harrison)			
NEWARK	\$ 11.28	\$ 11.25	
SOUTH ST. (Newark)	\$ 11.24	\$ 11.21	MU
WEST NEWARK JCT.	11.22	11.20	
WAVERLY			
NORTH ELIZABETH	F 11.18	G 11.16	
ELIZABETH	\$ 11.15	\$ 11.14	
SOUTH ELIZABETH	\$ 11.12	11.11	
LINDEN	\$ 11.08		
SCOTT AVENUE			
RAHWAY	\$ 11.03	\$ 11.04	
PERTH AMBOY JCT.	11.01	11.02	
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WOODBIDGE JCT.			
COLONIA	F 10.58		
ISELIN	S 10.55		
MENLO PARK	F 10.52		
METUCHEN	\$ 10.49	\$ 10.54	
STELTON	\$ 10.44		
NEW BRUNSWICK	\$ 10.39	\$ 10.46	
MILLSTONE JCT.	10.36	10.43	
ADAMS			
DEANS			
MONMOUTH JCT.		\$ 10.33	
PLAINSBORO			
PRINCETON JCT.		\$ 10.25	
LAWRENCE			
MILLHAM JCT.		\$ 10.12	
TRENTON			
MORRISVILLE		10.08	
TULLYTOWN			
EDGELY			
BRISTOL		\$ 9.57	
CROYDON			
EDDINGTON		\$ 9.49	
CORNWELLS HEIGHTS		\$ 9.46	
ANDALUSIA		\$ 9.43	
TORRESDALE		\$ 9.41	
(P. T. Div.)			
HOLMESBURG JCT.		\$ 9.37	
NORTH PHILAD'A		\$ 9.19	
WEST PHILAD'A		\$ 9.10	
PHILADELPHIA		\$ 9.05	
Leave	A. M.	A. M.	A. M.
	SUN. ONLY.	DAILY EX. SUN.	DAILY
	4242	218	0218

	FIRST CLASS				
	138	● 3268	216	● 0216	● 3272
	A. M.	A. M.	NOON	NOON	P. M.
	\$ 11.53		\$ 12.00		
		\$ 11.56		\$ 12.00	\$ 12.06
		\$ 11.47		\$ 11.52	\$ 11.57
		11.46		11.51	11.56
	11.39	11.39	11.46	11.44	11.49
	\$ 11.35		\$ 11.42	\$ 11.43	
		\$ 11.37		\$ 11.42	\$ 11.47
		\$ 11.35		\$ 11.40	\$ 11.45
	11.31		\$ 11.37		
		MU		MU	MU
	11.26		11.34		
	11.21		11.29		
	11.08		11.18		
	10.59		11.11		
	10.51		11.03		
	10.44		10.57		
	T 10.32		\$ 10.45		
	10.28		10.42		
	10.19		10.34		
	10.14		10.29		
	10.09		10.25		
	\$ 9.58		\$ 10.14		
	\$ 9.48		\$ 10.05		
			\$ 10.00		
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	SAT. ONLY.	DAILY	DAILY	SAT. ONLY.
	138	3268	216	0216	3272

STATIONS	FIRST CLASS		
	206	174	0174
	Arrive P. M.	P. M.	P. M.
NEW YORK	\$ 1.45	\$ 1.38	1.55
NEW YORK (Hud. Ter.)			\$ 1.41
JERSEY CITY			
JOURNAL SQUARE			\$ 1.32
MARION			1.31
MANHATTAN TRANS.	\$ 1.31	\$ 1.23	1.24
	\$ 1.27	\$ 1.19	\$ 1.23
HARRISON			\$ 1.22
PARK PLACE (Newark)			\$ 1.20
FOURTH ST. (Harrison)			
NEWARK	\$ 1.23	\$ 1.14	
SOUTH ST. (Newark)	\$ 1.19		MU
WEST NEWARK JCT.	1.17	1.10	
WAVERLY			
NORTH ELIZABETH			
ELIZABETH	\$ 1.12		
SOUTH ELIZABETH	1.10	1.02	
LINDEN			
SCOTT AVENUE			
RAHWAY	\$ 1.05		
PERTH AMBOY JCT.	1.03	12.56	
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WOODBIDGE JCT.			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN	\$ 12.56	12.48	
STELTON			
NEW BRUNSWICK	\$ 12.48		
MILLSTONE JCT.	12.45	12.38	
ADAMS			
DEANS			
MONMOUTH JCT.	12.37	12.30	
PLAINSBORO			
PRINCETON JCT.	\$ 12.30	12.28	
LAWRENCE			
MILLHAM JCT.			
TRENTON	\$ 12.18	\$ 12.10	
MORRISVILLE	\$ 12.15	12.08	
TULLYTOWN			
EDGELY			
BRISTOL	\$ 12.06	11.59	
CROYDON	\$ 12.00		
EDDINGTON	\$ 11.57		
CORNWELLS HEIGHTS	F 11.55	11.52	
ANDALUSIA	\$ 11.52		
TORRESDALE	\$ 11.50		
(P. T. Div.)			
HOLMESBURG JCT.	\$ 11.46	11.47	
NORTH PHILAD'A	\$ 11.26	\$ 11.37	
WEST PHILAD'A	\$ 11.17	\$ 11.27	
PHILADELPHIA	\$ 11.12		
Leave	A. M.	A. M.	P. M.
	SAT. ONLY.	DAILY	DAILY
	806	174	0174

FIRST CLASS					
724	224	30	030	364	114
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 1.42	\$ 1.45	\$ 1.50			\$ 1.55
			\$ 1.60		
			\$ 1.42		
			1.41		
1.28	1.31	1.36	1.34		1.41
\$ 1.24	\$ 1.27	\$ 1.32	\$ 1.33		\$ 1.37
			\$ 1.32		
			\$ 1.30		
\$ 1.18	\$ 1.22	\$ 1.27			T 1.32
	\$ 1.18		MU		
1.13	1.16	1.23			1.28
\$ 1.07	\$ 1.11				
1.05	1.09	1.16			1.23
\$ 12.57	\$ 1.03				
12.55	1.01	1.09			1.18
\$ 12.50					
12.46					
	\$ 12.54	1.01			1.12
	\$ 12.46			First Trip	
	12.43	12.52		June 30.	1.03
				Last Trip	
	K 12.35	12.43		Sept. 1.	12.54
First Trip	\$ 12.28	12.35			12.48
June 30.	\$ 12.16	12.23			12.37
				\$ 12.27	
	12.18	12.20		12.24	12.35
	\$ 12.04	12.11		12.16	12.26
	\$ 11.58				
	11.56	12.04		12.11	12.21
	11.51	11.57		12.07	12.17
	\$ 11.40	\$ 11.45		\$ 11.56	\$ 12.07
	\$ 11.30			\$ 11.47	\$ 11.57
	\$ 11.25			\$ 11.42	
P. M.	A. M.	A. M.	P. M.	A. M.	A. M.
DAILY	DAILY	DAILY	DAILY	SAT.	DAILY
EX. SUN.	EX. SAT.			ONLY	
724	224	30	030	364	114

STATIONS	FIRST CLASS		
	● 3304	● 3512	● 3306
	Leave P. M.	P. M.	P. M.
NEW YORK			
NEW YORK (Hud. Ter.)	\$ 2.39	\$ 2.41	\$ 2.46
JERSEY CITY			
JOURNAL SQUARE	\$ 2.30	\$ 2.32	\$ 2.37
MARION	2.29	2.31	2.36
MANHATTAN TRANS.	2.22	2.24	2.29
HARRISON	\$ 2.19	\$ 2.22	\$ 2.26
PARK PLACE (Newark)	\$ 2.17	\$ 2.20	\$ 2.24
FOURTH ST. (Harrison)			
NEWARK			
SOUTH ST. (Newark)	MU	MU	MU
WEST NEWARK JCT.			
WAVERLY			
NORTH ELIZABETH			
ELIZABETH			
SOUTH ELIZABETH			
LINDEN			
SCOTT AVENUE			
RAHWAY			
PERTH AMBOY JCT.			
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WOODBIDGE JCT.			
COLONIA			
ISELIN			
MENLO PARK			
METUOHEN			
STELTON			
NEW BRUNSWICK			
MILLSTONE JCT.			
ADAMS			
DEANS			
MONMOUTH JCT.			
PLAINSBORO			
PRINCETON JCT.			
LAWRENCE			
MILLHAM JCT.			
TRENTON			
MORRISVILLE			
TULLYTOWN			
EDGELY			
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMESBURG JCT.			
NORTH PHILAD'A			
WEST PHILAD'A			
PHILADELPHIA			
Arrive	P. M.	P. M.	P. M.
	DAILY EX. SUN.	SUN. ONLY.	DAILY EX. SUN.
	3304	3512	3306

	FIRST CLASS				
	782	● 0782	● 3306	● 4244	228
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 2.50				\$ 2.55
		\$ 2.51	\$ 2.54	\$ 2.58	
				\$ 2.51	
		\$ 2.42	\$ 2.45		
		2.41	2.44	\$ 2.45	
	\$ 2.35	2.34	2.37	2.38	2.40
	\$ 2.31	\$ 2.33			\$ 2.36
		\$ 2.32	\$ 2.34		
		\$ 2.30	\$ 2.32		
	\$ 2.26			\$ 2.34	\$ 2.32
		MU	MU	\$ 2.31	\$ 2.29
	2.21			2.29	2.27
				\$ 2.25	
	\$ 2.14			\$ 2.22	\$ 2.22
	2.12			\$ 2.19	2.20
				\$ 2.14	\$ 2.17
	\$ 2.05			\$ 2.09	\$ 2.13
	2.03			2.07	2.11
	1.59				
	1.55				
				\$ 2.03	
				\$ 2.00	
				F 1.56	
				\$ 1.51	\$ 2.04
				\$ 1.46	
				\$ 1.41	\$ 1.56
				1.37	1.53
					\$ 1.43
					\$ 1.35
					\$ 1.22
					\$ 1.19
					\$ 1.11
					\$ 1.08
					\$ 1.05
					\$ 12.59
					\$ 12.56
					\$ 12.53
					\$ 12.50
					\$ 12.48
					12.43
					\$ 12.29
					\$ 12.20
					\$ 12.15
	P. M.	P. M.	P. M.	P. M.	P. M.
	SUN. ONLY.	SUN. ONLY.	DAILY EX. SUN.	SUN. ONLY.	DAILY EX. SUN.
	782	0782	3306	4244	228

STATIONS	FIRST CLASS		
	● 3536	● 02	● 3766
	Arrive P. M.	P. M.	P. M.
NEW YORK			
NEW YORK (Hud. Ter.)	\$ 5.26	\$ 5.30	\$ 5.37
JERSEY CITY			\$ 5.29
JOURNAL SQUARE	\$ 5.17	\$ 5.22	
MARION	5.16	5.21	\$ 5.23
MANHATTAN TRANS.	5.10	5.14	5.16
HARRISON	\$ 5.08	\$ 5.11	
PARK PLACE (Newark)	\$ 5.06	\$ 5.09	
FOURTH ST. (Harrison)			
NEWARK			\$ 5.12
SOUTH ST. (Newark)	MU	MU	\$ 5.08
WEST NEWARK JOT.			5.06
WAVERLY			
NORTH ELIZABETH			\$ 5.03
ELIZABETH			\$ 5.00
SOUTH ELIZABETH			4.58
LINDEN			
SCOTT AVENUE			
RAHWAY			\$ 4.47
PERTH AMBOY JOT.			4.45
AVENEL			\$ 4.41
EDGAR			
WOODBIDGE			\$ 4.38
GENASCO			\$ 4.36
WOODBIDGE JCT.			4.33
COLONIA			
ISELIN			
MENLO PARK			
METUOHEN			
STELTON			
NEW BRUNSWICK			
MILLSTONE JOT.			
ADAMS			
DEANS			
MONMOUTH JOT.			
PLAINSBORO			
PRINCETON JOT.			
LAWRENCE			
MILLHAM JOT.			
TRENTON			
MORRISVILLE			
TULLYTOWN			
EDGELY			
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMESBURG JOT.			
NORTH PHILAD'A			
WEST PHILAD'A			
PHILADELPHIA			
Leave	P. M.	P. M.	P. M.
	SUN. ONLY.	DAILY EX. SUN.	DAILY EX. SUN.
	3536	02	3766

	FIRST CLASS				
	● 3538	4214	3876	3894	2
	P. M.	P. M.	P. M.	P. M.	P. M.
					\$ 5.30
	\$ 5.36	\$ 5.46	\$ 5.44		
		\$ 5.38	\$ 5.35		
	\$ 5.27				
	5.26	\$ 5.29	\$ 5.28		
	5.20	5.21	5.20		5.16
	\$ 5.19				\$ 5.12
	\$ 5.18				
	\$ 5.16				
		\$ 5.16	\$ 5.16		D 5.08
	MU	\$ 5.13	\$ 5.12		
		5.11	5.10		5.04
		F 5.07			
		\$ 5.04	\$ 5.04		
		\$ 5.01	5.02		4.57
		F 4.55	\$ 4.58		
			\$ 4.54		
		\$ 4.50	\$ 4.52		
		4.46	4.49		4.51
			F 4.45		
			\$ 4.42		
			F 4.40		
			\$ 4.36		4.42
			\$ 4.31		
			\$ 4.26		
			4.23		4.33
			\$ 4.20		
			\$ 4.15		
			\$ 4.11		4.24
			\$ 4.04		
			\$ 4.01		4.17
			\$ 3.55		
			\$ 3.48		P 4.04
			\$ 4.18		
			\$ 4.15		4.01
			\$ 4.07		
			\$ 4.04		
			\$ 4.00		3.51
			\$ 3.55		
			\$ 3.52		
			\$ 3.49		3.44
			\$ 3.46		
			\$ 3.44		
				\$ 3.38	3.39
				\$ 3.20	\$ 3.27
				\$ 3.11	
				\$ 3.08	\$ 3.14
	P. M.	P. M.	P. M.	P. M.	P. M.
	SUN. ONLY.	SUN. ONLY.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY
	3538	4214	3876	3894	2

STATIONS	FIRST CLASS			
	● 3338	608	● 0608	
	Arrive P. M.	P. M.	P. M.	
NEW YORK		\$ 5.45		
NEW YORK (Hud. Ter.)	\$ 5.39		\$ 5.46	
JERSEY CITY				
JOURNAL SQUARE	\$ 5.30		\$ 5.37	
MARION	5.29		5.36	
MANHATTAN TRANS.	5.22	5.30	5.29	
		\$ 5.26	\$ 5.28	
HARRISON	\$ 5.19		\$ 5.27	
PARK PLACE (Newark)	\$ 5.17		\$ 5.25	
FOURTH ST. (Harrison)				
NEWARK		5.21		
SOUTH ST. (Newark)	MU		MU	
WEST NEWARK JCT.		5.17		
WAVERLY				
NORTH ELIZABETH				
ELIZABETH		L. V. R. R.		
SOUTH ELIZABETH				
LINDEN				
SCOTT AVENUE				
RAHWAY				
PERTH AMBOY JCT.				
AVENEL				
EDGAR				
WOODBIDGE				
GENASCO				
WOODBIDGE JCT.				
COLONIA				
ISELIN				
MENLO PARK				
METUCHEN				
STELTON				
NEW BRUNSWICK				
MILLSTONE JCT.				
ADAMS				
DEANS				
MONMOUTH JCT.				
PLAINSBORO				
PRINCETON JCT.				
LAWRENCE				
MILLHAM JCT.				
TRENTON				
MORRISVILLE				
TULLYTOWN				
EDGELY				
BRISTOL				
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
(P. T. Div.)				
HOLMESBURG JCT.				
NORTH PHILAD'A				
WEST PHILAD'A				
PHILADELPHIA				
Leave	P. M.	P. M.	P. M.	
	DAILY EX. SUN.	DAILY	DAILY	
	3338	608	0608	

	FIRST CLASS				
	26	● 026	● 784	170	
	P. M.	P. M.	P. M.	P. M.	
					6.25
	\$ 5.50		\$ 5.55	\$ 5.55	
		\$ 5.54			
		\$ 5.45			
		5.44			
	5.35	5.37	5.40	5.40	
	\$ 5.31	\$ 5.36	\$ 5.36	\$ 5.36	\$ 5.36
		\$ 5.35			
		\$ 5.33			
	\$ 5.26		\$ 5.31	5.31	
	5.21	MU	5.25	5.27	
			\$ 5.20		
	5.15		5.18	5.20	
	5.08		5.10	5.14	
			5.04		Will run June 18 to June 30, inc., daily, ex. Sun.; July 4 to Aug. 17, inc., Mon., Wed. and Fri.; Aug. 20 to Sept. 21 inc. daily except Sunday.
			5.01		
	5.01			5.07	
	4.53			4.59	
	4.44			4.50	
	4.37			4.43	
	4.26			U 4.31	
	4.24			4.29	
	4.14			4.19	
	4.09			4.14	
	4.04			4.10	
	\$ 3.52			C 3.59	
				C 3.50	
				\$ 3.45	
	P. M.	P. M.	P. M.	P. M.	
	DAILY EX. SUN.	DAILY	SUN. ONLY	SEE NOTE	
	26	026	784	170	

STATIONS	FIRST CLASS			
	726	● 0726	786	
	Arrive P. M.	P. M.	P. M.	
NEW YORK	\$ 6.32		\$ 6.40	
NEW YORK (Hud. Ter.)		\$ 6.31		
JERSEY CITY				
JOURNAL SQUARE		\$ 6.22		
MARION		6.21		
MANHATTAN TRANS.	\$ 6.17	6.14	\$ 6.25	
	\$ 6.13	\$ 6.13	\$ 6.21	
HARRISON		\$ 6.12		
PARK PLACE (Newark)		\$ 6.10		
FOURTH ST. (Harrison)				
NEWARK	\$ 6.08		\$ 6.16	
SOUTH ST. (Newark)		MU	\$ 6.12	
WEST NEWARK JCT.	6.05		6.10	
WAVERLY				
NORTH ELIZABETH				
ELIZABETH	\$ 6.00		\$ 6.05	
SOUTH ELIZABETH	5.58		6.02	
LINDEN				
SCOTT AVENUE				
RAHWAY	\$ 5.51		\$ 5.55	
PERTH AMBOY JCT.	5.49		5.53	
AVENEL			\$ 5.50	
EDGAR				
WOODBIDGE	\$ 5.44		\$ 5.47	
GENASCO				
WOODBIDGE JCT.	5.39		5.42	
COLONIA				
ISELIN				
MENLO PARK				
METUCHEN				
STELTON				
NEW BRUNSWICK				
MILLSTONE JCT.				
ADAMS				
DEANS				
MONMOUTH JCT.				
PLAINSBORO				
PRINCETON JCT.				
LAWRENCE				
MILLHAM JCT.				
TRENTON				
MORRISVILLE				
TULLYTOWN				
EDGELY				
BRISTOL				
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
(P. T. Div.)				
HOLMESBURG JCT.				
NORTH PHILAD'A				
WEST PHILAD'A				
PHILADELPHIA				
Leave	P. M.	P. M.	P. M.	
	DAILY EX. SUN.	DAILY	SUN. ONLY	
	726	0726	786	

	FIRST CLASS				
	240	● 0240	● 3540	2510	308
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 6.40				
		\$ 6.41	\$ 6.46	\$ 6.56	\$ 6.58
				\$ 6.46	\$ 6.46
		\$ 6.32	\$ 6.37		
		6.31	6.36	6.39	6.39
	6.25	6.24	6.29	6.32	6.32
	\$ 6.21	\$ 6.23			
		\$ 6.22	\$ 6.27		
		\$ 6.20	\$ 6.25		
	\$ 6.16			\$ 6.27	\$ 6.27
		MU	MU	\$ 6.24	
	6.10			6.22	6.22
	\$ 6.05			\$ 6.17	\$ 6.17
	6.03			6.15	6.15
				\$ 6.11	
	\$ 5.56			\$ 6.06	\$ 6.08
	5.55			6.04	6.06
				\$ 6.00	
				\$ 5.56	
				5.52	
	\$ 5.50				F 6.03
					\$ 6.00
					F 5.57
	\$ 5.45				\$ 5.53
	\$ 5.37				\$ 5.48
	5.34				\$ 5.43
					\$ 5.48
					\$ 5.43
					\$ 5.34
	\$ 5.25				F 5.29
	\$ 5.16				F 5.22
	\$ 5.02				\$ 5.10
	4.59				5.07
					\$ 5.00
	\$ 4.47				\$ 4.55
					\$ 4.50
	\$ 4.38				\$ 4.46
					\$ 4.43
	4.32				\$ 4.38
	\$ 4.21				\$ 4.19
	\$ 4.12				\$ 4.10
	\$ 4.07				\$ 4.05
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SUN.	DAILY	SUN. ONLY	DAILY EX. SUN.	SUN. ONLY
	240	0240	3540	2510	308

STATIONS	FIRST CLASS			
	● 0610	● 132	130	● 0130
	Arrive P. M.	P. M.	P. M.	P. M.
NEW YORK		\$ 8.55	\$ 9.00	
NEW YORK (Hud. Ter.)	\$ 8.51			\$ 9.01
JERSEY CITY				
JOURNAL SQUARE	\$ 8.42			\$ 8.52
MARION	8.41			8.51
MANHATTAN TRANS.	8.34	8.40	8.45	8.44
	\$ 8.33	\$ 8.36	\$ 8.41	\$ 8.43
HARRISON	\$ 8.32			\$ 8.42
PARK PLACE (Newark)	\$ 8.30			\$ 8.40
FOURTH ST. (Harrison)				
NEWARK		8.31	8.36	
SOUTH ST. (Newark)	MU			MU
WEST NEWARK JCT.		8.28	8.33	
WAVERLY				
NORTH ELIZABETH				
ELIZABETH				
SOUTH ELIZABETH		8.22	8.27	
LINDEN				
SCOTT AVENUE				
RAHWAY				
PERTH AMBOY JCT.		8.15	8.20	
AVENEL				
EDGAR				
WOODBIDGE				
GENASCO				
WOODBIDGE JCT.				
COLONIA				
ISELIN				
MENLO PARK				
METUCHEN		8.08	8.13	
STELTON				
NEW BRUNSWICK				
MILLSTONE JCT.		8.00	8.05	
ADAMS				
DEANS				
MONMOUTH JCT.		7.52	7.57	
PLAINSBORO				
PRINCETON JCT.		7.46	7.51	
LAWRENCE				
MILLHAM JCT.				
TRENTON		7.35	7.40	
MORRISVILLE		7.33	7.38	
TULLYTOWN				
EDGELY				
BRISTOL		7.25	7.29	
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS		7.20	7.24	
ANDALUSIA				
TORRESDALE				
(P. T. Div.)				
HOLMESBURG JCT.		7.15	7.19	
NORTH PHILAD'A		\$ 7.04	7.09	
WEST PHILAD'A		\$ 6.54	\$ 7.01	
PHILADELPHIA				
Leave	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY
	0610	132	130	0130

	FIRST CLASS				
	● 3354	● 3550	246	● 0246	394
	F. M.	P. M.	P. M.	P. M.	P. M.
			\$ 9.20		
	\$ 9.11	\$ 9.16		\$ 9.21	
	\$ 9.02	\$ 9.07		\$ 9.12	
	9.01	9.06		9.11	
	8.54	8.59	\$ 9.06	9.04	
			\$ 9.02	\$ 9.03	
	\$ 8.52	\$ 8.57		\$ 9.02	
	\$ 8.50	\$ 8.55		\$ 9.00	
			\$ 8.57		
	MU	MU		MU	
			8.58		
			\$ 8.48		
			8.46		
			\$ 8.32		
			\$ 8.22		
			8.19		
			8.10		
			\$ 8.02		
			\$ 7.48		
					\$ 7.50
			7.45		7.48
			\$ 7.85		7.40
			7.30		7.35
			7.25		7.31
			\$ 7.14		\$ 7.19
			\$ 7.05		\$ 7.10
			\$ 7.00		\$ 7.05
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	SUN. ONLY.	DAILY	DAILY	SUN. ONLY.
	3354	3550	246	0246	394

STATIONS	FIRST CLASS			
	● 3552	● 3356		
	Arrive P. M.	P. M.		
NEW YORK				
NEW YORK (Hud. Ter.)	S 9.26	S 9.31		
JERSEY CITY				
JOURNAL SQUARE	S 9.17	S 9.22		
MARION	9.16	9.21		
MANHATTAN TRANS.	9.09	9.14		
HARRISON	S 9.07	S 9.12		
PARK PLACE (Newark)	S 9.05	S 9.10		
FOURTH ST. (Harrison)				
NEWARK				
SOUTH ST. (Newark)	MU	MU		
WEST NEWARK JOT.				
WAVERLY				
NORTH ELIZABETH				
ELIZABETH				
SOUTH ELIZABETH				
LINDEN				
SCOTT AVENUE				
RAHWAY				
PERTH AMBOY JOT.				
AVENEL	P. A. & W. B.			
EDGAR				
WOODBIDGE				
GENASCO				
WOODBIDGE JCT.				
COLONIA				
ISELIN				
MENLO PARK				
METUCHEN				
STELTON				
NEW BRUNSWICK				
MILLSTONE JOT.				
ADAMS				
DEANS				
MONMOUTH JOT.				
PLAINSBORO				
PRINCETON JOT.				
LAWRENCE				
MILLHAM JOT.				
TRENTON				
MORRISVILLE				
TULLYTOWN				
EDGELY				
BRISTOL				
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
(P. T. Div.)				
HOLMESBURG JOT.				
NORTH PHILAD'A				
WEST PHILAD'A				
PHILADELPHIA				
Leave	P. M.	P. M.		
	SUN. ONLY.	DAILY		
	3552	3356		

	FIRST CLASS				
	● 3358	● 3554	● 3360	3788	● 146
	P. M.	P. M.	P. M.	P. M.	P. M.
					E 10.05
	S 9.41	S 9.46	S 9.51	S 9.58	S 9.50
	S 9.32	S 9.37	S 9.42		
	9.31	9.36	9.41	S 9.48	
	9.24	9.29	9.34	9.36	9.50
	S 9.22	S 9.27	S 9.32		S 9.46
	S 9.20	S 9.25	S 9.30		
	MU	MU	MU	S 9.31	E 9.41
				S 9.27	
				9.25	9.35
				S 9.21	
				S 9.18	E 9.30
				S 9.16	9.29
				F 9.11	
				S 9.06	
				9.04	9.28
				F 9.01	
				F 8.58	
				S 8.56	
				S 8.52	9.17
				S 8.47	
				S 8.42	E 9.08
				8.39	9.08
					8.55
					E 8.48
					8.38
					E 8.21
					8.18
					E 8.07
					8.00
					7.55
					E 7.44
					E 7.35
					E 7.30
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	SUN. ONLY	DAILY	DAILY	SUN. ONLY
	3358	3554	3360	3788	146

STATIONS	FIRST CLASS			
	1078	● 3364	● 3366	
	Arrive P. M.	P. M.	P. M.	
NEW YORK	\$ 10.25			
NEW YORK (Hud. Ter.)		\$ 10.31	\$ 10.41	
JERSEY CITY				
JOURNAL SQUARE		\$ 10.22	\$ 10.32	
MARION		10.21	10.31	
MANHATTAN TRANS.	10.10	10.14	10.24	
	\$ 10.06	\$ 10.13		
HARRISON		\$ 10.12	\$ 10.22	
PARK PLACE (Newark)		\$ 10.10	\$ 10.20	
FOURTH ST. (Harrison)				
NEWARK	\$ 10.01			
SOUTH ST. (Newark)		MU	MU	
WEST NEWARK JCT.	9.57			
WAVERLY				
NORTH ELIZABETH				
ELIZABETH	B 9.51			
SOUTH ELIZABETH	9.49			
LINDEN				
SCOTT AVENUE				
RAHWAY				
PERTH AMBOY JCT.	9.43			
AVENEL				
EDGAR				
WOODBIDGE				
GENASCO				
WOODBIDGE JCT.				
COLONIA				
ISELIN				
MENLO PARK				
METUCHEN	9.35			
STELTON				
NEW BRUNSWICK	B 9.27			
MILLSTONE JCT.	9.24			
ADAMS				
DEANS				
MONMOUTH JCT.	9.15			
PLAINSBORO				
PRINCETON JCT.	9.07			
LAWRENCE				
MILLHAM JCT.				
TRENTON	B 8.53			
MORRISVILLE				
TULLYTOWN				
EDGELY				
BRISTOL				
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
(P. T. Div.)				
HOLMESBURG JCT.				
NORTH PHILAD'A				
WEST PHILAD'A				
PHILADELPHIA				
Leave	P. M.	P. M.	P. M.	
	SUN. ONLY.	DAILY	DAILY	
	1078	3364	3366	

	FIRST CLASS				
	● 3558	● 3370	3878	254	● 0254
	P. M.	P. M.	P. M.	P. M.	P. M.
			E 10.54	\$ 11.05	
	\$ 10.46	\$ 10.51			\$ 11.05
	\$ 10.37	\$ 10.42			\$ 10.56
	10.36	10.41			10.55
	10.29	10.34	10.39	10.51	10.49
		\$ 10.33	\$ 10.35	\$ 10.47	\$ 10.48
	\$ 10.27	\$ 10.32			\$ 10.47
	\$ 10.25	\$ 10.30			\$ 10.45
			E 10.30	\$ 10.42	
	MU	MU		\$ 10.38	MU
				10.34	
			E 10.04	\$ 10.28	
				10.26	
				\$ 10.22	
				\$ 10.18	
				10.17	
				F 10.13	
				\$ 10.11	
				F 10.09	
				\$ 10.06	
				F 10.01	
			E 9.40	\$ 9.58	
				9.53	
				\$ 9.49	
				F 9.41	
				\$ 9.34	
			E 9.15	\$ 9.31	
				F 9.25	
			E 9.00	\$ 9.18	
				F 9.13	
				F 9.08	
				F 9.04	
				\$ 9.00	
				\$ 8.55	
				F 8.52	
				\$ 8.50	
				F 8.47	
				\$ 8.45	
				8.40	
				\$ 8.24	
				\$ 8.15	
				\$ 8.10	
	P. M.	P. M.	P. M.	P. M.	P. M.
	SUN. ONLY.	DAILY	DAILY	DAILY	DAILY
	3558	3370	3878	254	0254

STATIONS	FIRST CLASS		
	● 3378	4252	● 3382
	Arrive P. M.	A. M.	A. M.
NEW YORK			
NEW YORK (Hud. Ter.)	\$ 11.50	\$ 12.05	\$ 12.05
JERSEY CITY		\$ 11.52	
JOURNAL SQUARE	\$ 11.41		\$ 11.56
MARION	11.40	\$ 11.46	11.55
MANHATTAN TRANS.	11.34	11.39	11.49
			\$ 11.48
HARRISON	\$ 11.32		\$ 11.47
PARK PLACE (Newark)	\$ 11.30		\$ 11.45
FOURTH ST. (Harrison)			
NEWARK		\$ 11.35	
SOUTH ST. (Newark)	MU	\$ 11.32	MU
WEST NEWARK JCT.		11.30	
WAVERLY			
NORTH ELIZABETH			
ELIZABETH		\$ 11.25	
SOUTH ELIZABETH		11.22	
LINDEN		F 11.17	
SCOTT AVENUE			
RAHWAY		\$ 11.12	
PERTH AMBOY JCT.		11.10	
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WOODBIDGE JCT.			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN		\$ 11.02	
STELTON			
NEW BRUNSWICK		\$ 10.53	
MILLSTONE JCT.		10.50	
ADAMS			
DEANS			
MONMOUTH JCT.			
PLAINSBORO			
PRINCETON JCT.			
LAWRENCE			
MILLHAM JCT.			
TRENTON			
MORRISVILLE			
TULLYTOWN			
EDGELY			
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMESBURG JCT.			
NORTH PHILAD'A			
WEST PHILAD'A			
PHILADELPHIA			
Leave	P. M.	P. M.	P. M.
	DAILY	SUN. ONLY.	DAILY
	3378	4252	3382

	FIRST CLASS				
	24	● 0134	134	● 3562	● 3384
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 12.10		\$ 12.25		
		\$ 12.23		\$ 12.35	\$ 12.50
		\$ 12.14		\$ 12.26	\$ 12.41
		12.13		12.25	12.40
		11.56	12.07	12.10	12.34
	\$ 11.52	\$ 12.06	\$ 12.06		\$ 12.33
		\$ 12.05		\$ 12.17	\$ 12.32
		\$ 12.03		\$ 12.15	\$ 12.30
	\$ 11.46		\$ 12.01		
		MU		MU	MU
	11.38		11.58		
			\$ 11.53		
	11.32		11.51		
	11.27		11.46		
	11.20		11.40		
			\$ 11.33		
	11.13		11.30		
	11.05		11.22		
	10.58		11.16		
	\$ 10.45		\$ 11.04		
	10.42		11.02		
	10.34		\$ 10.52		
	10.29		10.45		
	10.25		10.40		
	\$ 10.14		\$ 10.29		
	\$ 10.05		\$ 10.20		
	\$ 10.00		\$ 10.15		
	P. M.	A. M.	P. M.	A. M.	A. M.
	DAILY	DAILY	DAILY	SUN. ONLY.	DAILY
	24	0134	134	3562	3384

STATIONS	FIRST CLASS		
	172	● 3386	● 3390
	Arrive A. M.	A. M.	A. M.
NEW YORK	1.15 \$ 1.00		
NEW YORK (Hud. Ter.)		\$ 1.00	\$ 1.20
JERSEY CITY			
JOURNAL SQUARE		\$ 12.51	\$ 1.11
MARION		12.50	1.10
MANHATTAN TRANS.	12.45 \$ 12.41	12.44	1.04
HARRISON		\$ 12.42	\$ 1.02
PARK PLACE (Newark)		\$ 12.40	\$ 1.00
FOURTH ST. (Harrison)			
NEWARK	12.36		
SOUTH ST. (Newark)		MU	MU
WEST NEWARK JCT.	12.32		
WAVERLY			
NORTH ELIZABETH			
ELIZABETH			
SOUTH ELIZABETH	12.26		
LINDEN			
SCOTT AVENUE			
RAHWAY			
PERTH AMBOY JCT.	12.20		
AVENEL			
EDGAR			
WOODBRIDGE			
GENASCO			
WOODBRIDGE JCT.			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN	12.18		
STELTON			
NEW BRUNSWICK			
MILLSTONE JCT.	12.05		
ADAMS			
DEANS			
MONMOUTH JCT.	11.56		
PLAINSBORO			
PRINCETON JCT.	11.50		
LAWRENCE			
MILHAM JCT.			
TRENTON	\$ 11.38		
MORRISVILLE	11.34		
TULLYTOWN			
EDGELY			
BRISTOL	11.25		
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS	11.19		
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMESBURG JCT.	11.14		
NORTH PHILAD'A	\$ 11.03		
WEST PHILAD'A	\$ 10.53		
PHILADELPHIA			
Leave	P. M.	A. M.	A. M.
	DAILY	DAILY	DAILY
	172	3386	3390

	FIRST CLASS				
	● 196	● 3392	● 3564	202	● 0202
	A. M.	A. M.	A. M.	A. M.	A. M.
	1.40			\$ 2.45	
		\$ 1.50	\$ 2.20		\$ 2.50
		\$ 1.41	\$ 2.11		\$ 2.41
		1.40	2.10		2.40
	1.25	1.84	2.04	2.31	2.34
	\$ 1.20			\$ 2.27	\$ 2.33
		\$ 1.32	\$ 2.02		\$ 2.32
		\$ 1.30	\$ 2.00		\$ 2.30
	1.15			\$ 2.23	
		MU	MU	\$ 2.13	MU
				2.11	
				\$ 2.06	
				2.02	
				\$ 1.57	
				\$ 1.52	
				1.50	
				\$ 1.42	
				\$ 1.84	
				1.28	
				F 1.19	
				F 1.14	
				F 1.11	
				12.57	
				\$ 12.50	
				F 12.47	
				F 12.39	
				F 12.36	
				\$ 12.33	
				F 12.27	
				F 12.24	
				F 12.20	
				F 12.17	
				F 12.14	
	11.35			12.08	
	11.23			\$ 11.44	
	11.10			\$ 11.35	
				\$ 11.30	
	P. M.	A. M.	A. M.	F. M.	A. M.
	DAILY	DAILY	SUN. ONLY	DAILY	DAILY
	196	3392	3564	202	0202

196 PENNSYLVANIA EXPRESS TERMINAL TO NEW YORK NY

STATIONS	FIRST CLASS			
	● 87 DAILY EX. MON.		● 145 DAILY EX. SUN.	
	Leave	A. M.	P. M.	
SUNNYSIDE	\$ 12.40		\$ 10.55	
NEW YORK	12.55		11.10	
Arrive	A. M.		P. M.	
	87		145	

STATIONS	FIRST CLASS			
	● 89 DAILY EX. SUN.			
	Leave	P. M.		
SUNNYSIDE	\$ 10.15			
NEW YORK	10.30			
Arrive	P. M.			
	89			

NEW YORK TO PENNSYLVANIA EXPRESS TERMINAL

STATIONS	FIRST CLASS			
	● 196	202	● 88	
	Arrive	A. M.	A. M.	A. M.
SUNNYSIDE	\$ 2.00	\$ 3.05	\$ 6.35	
NEW YORK	1.40	\$ 2.45	6.15	
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	196	202	88	

STATIONS	FIRST CLASS			
	● 48			
	Arrive	A. M.		
SUNNYSIDE	\$ 12.10			
NEW YORK	\$ 11.40			
Leave	P. M.			
	DAILY			
	48			

MILLSTONE BRANCH—WESTWARD

STATIONS	FIRST CLASS			
		3803 DAILY EX. SUN.	3805 SAT. ONLY	3807 DAILY EX. SUN.
	Leave	A. M.	P. M.	P. M.
MILLSTONE JOT.		5.20	F 2.33	F 5.17
VOORHEES			F 2.37	F 5.21
CLYDE				F 5.24
MIDDLEBUSH			F 2.43	F 5.27
METTLER			F 2.46	F 5.30
EAST MILLSTONE		5.35	\$ 2.51	\$ 5.35
Arrive		A. M.	P. M.	P. M.
		3803	3805	3807

MILLSTONE BRANCH—EASTWARD

STATIONS	FIRST CLASS			
	3800		3804	3808
	Arrive	A. M.	P. M.	P. M.
MILLSTONE JOT.	F 6.18		F 3.44	F 6.26
VOORHEES	F 6.15		F 3.40	F 6.22
CLYDE	F 6.12			F 6.19
MIDDLEBUSH	F 6.09		F 3.34	F 6.16
METTLER	F 6.06			F 6.13
EAST MILLSTONE	\$ 6.01		\$ 3.26	\$ 6.08
Leave	A. M.		P. M.	P. M.
	DAILY EX. SUN.		SAT. ONLY	DAILY EX. SUN.
	3800		3804	3808

NY
WESTWARD
197

FIRST CLASS				

FIRST CLASS				

EASTWARD

STATIONS	FIRST CLASS			
	● 190			● 3878
	Arrive	A. M.		P. M.
SUNNYSIDE	\$ 11.05			\$ 11.80
NEW YORK	10.45			\$ 11.00
Leave	A. M.			P. M.
	DAILY			DAILY
	190			3878

FIRST CLASS				

ROCKY HILL BRANCH—WESTWARD

STATIONS	FIRST CLASS			
	3811 DAILY EX. SUN.	3817 DAILY EX. SUN.		
	Leave	A. M.	P. M.	
MONMOUTH JOT.	\$ 8.01	\$ 4.50		
STOUTS ROAD		F 4.55		
TREN. & N.BRUN.TURNPIKE		F 4.59		
WITHINGTON				
KINGSTON	\$ 8.20	\$ 5.07		
ROCKY HILL	\$ 8.26	\$ 5.15		
Arrive	A. M.	P. M.		
	3811	3817		

ROCKY HILL BRANCH—EASTWARD

STATIONS	FIRST CLASS			
	3810	3812		
	Arrive	A. M.	A. M.	
MONMOUTH JOT.	\$ 7.08	\$ 11.34		
STOUTS ROAD				
TREN. & N.BRUN.TURNPIKE	F 6.52			
WITHINGTON		F 11.21		
KINGSTON	\$ 6.45	\$ 11.17		
ROCKY HILL	\$ 6.38	\$ 11.09		
Leave	A. M.	A. M.		
	DAILY EX. SUN.	DAILY EX. SUN.		
	3810	3812		

STATIONS	FIRST CLASS			
	3821	3823	3825	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	
Leave	A. M.	A. M.	A. M.	
PRINCETON JOT.....	\$ 5.10	\$ 6.80	\$ 7.02	
PENNS NECK.....	F 5.14	F 6.34	F 7.06	
PRINCETON.....	S 5.19	S 6.39	S 7.11	
Arrive	A. M.	A. M.	A. M.	
	3821	3823	3825	

STATIONS	FIRST CLASS			
	3839	3841	3843	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	
Leave	A. M.	P. M.	P. M.	
PRINCETON JOT.....	\$ 11.50	\$ 1.00	\$ 1.52	
PENNS NECK.....	F 11.54	F 1.04	F 1.56	
PRINCETON.....	S 11.59	S 1.09	S 2.01	
Arrive	A. M.	P. M.	P. M.	
	3839	3841	3843	

STATIONS	FIRST CLASS			
	4261	3857	4263	
	SUN. ONLY.	DAILY EX. SUN.	SUN. ONLY.	
Leave	P. M.	P. M.	P. M.	
PRINCETON JOT.....	\$ 5.42	\$ 6.20	\$ 6.45	
PENNS NECK.....	F 5.46	F 6.24	F 6.49	
PRINCETON.....	S 5.51	S 6.29	S 6.54	
Arrive	P. M.	P. M.	P. M.	
	4261	3857	4263	

PRINCETON BRANCH

STATIONS	FIRST CLASS			
	3820	3822	3824	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	
Arrive	A. M.	A. M.	A. M.	
PRINCETON JOT.....	\$ 4.58	\$ 5.37	\$ 6.53	
PENNS NECK.....	F 4.54	F 5.33	F 6.49	
PRINCETON.....	S 4.49	S 5.28	S 6.44	
Leave	A. M.	A. M.	A. M.	
	3820	3822	3824	

STATIONS	FIRST CLASS			
	3838	3840	3842	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	
Arrive	A. M.	P. M.	P. M.	
PRINCETON JOT.....	\$ 11.37	\$ 12.25	\$ 1.30	
PENNS NECK.....	F 11.33	F 12.21	F 1.36	
PRINCETON.....	S 11.28	S 12.16	S 1.21	
Leave	A. M.	P. M.	P. M.	
	3838	3840	3842	

STATIONS	FIRST CLASS			
	3854	3856	3858	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	
Arrive	P. M.	P. M.	P. M.	
PRINCETON JOT.....	\$ 5.44	\$ 6.14	\$ 7.00	
PENNS NECK.....	F 5.40	F 6.10	F 6.56	
PRINCETON.....	S 5.35	S 6.05	S 6.51	
Leave	P. M.	P. M.	P. M.	
	3854	3856	3858	

	FIRST CLASS					
	3827	3829	3831	3835	3837	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	
	A. M.	A. M.	A. M.	A. M.	A. M.	
	\$ 7.31	\$ 8.02	\$ 9.00	\$ 10.00	\$ 10.30	
	F 7.35	F 8.06	F 9.04	F 10.04	F 10.34	
	S 7.40	S 8.11	S 9.09	S 10.08	S 10.39	
	A. M.	A. M.	A. M.	A. M.	A. M.	
	3827	3829	3831	3835	3837	

	FIRST CLASS					
	3847	3849	3851	3853	3855	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	
	P. M.	P. M.	P. M.	P. M.	P. M.	
	\$ 3.26	\$ 4.06	\$ 4.38	\$ 5.20	\$ 5.51	
	F 3.30	F 4.10	F 4.42	F 5.24	F 5.56	
	S 3.35	S 4.15	S 4.47	S 5.29	S 6.00	
	P. M.	P. M.	P. M.	P. M.	P. M.	
	3847	3849	3851	3853	3855	

	FIRST CLASS					
	3859	3861	3863			
	DAILY EX. SUN.	DAILY	DAILY			
	P. M.	P. M.	P. M.			
	\$ 7.15	\$ 8.18	\$ 9.37			
	F 7.19	F 8.22	F 9.41			
	S 7.24	S 8.27	S 9.46			
	P. M.	P. M.	P. M.			
	3859	3861	3863			

EASTWARD

	FIRST CLASS					
	3826	3828	3830	3834	3836	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	
	A. M.	A. M.	A. M.	A. M.	A. M.	
	\$ 7.25	\$ 7.53	\$ 8.32	\$ 9.38	\$ 10.21	
	F 7.21	F 7.49	F 8.28	F 9.34	F 10.17	
	S 7.16	S 7.44	S 8.23	S 9.29	S 10.13	
	A. M.	A. M.	A. M.	A. M.	A. M.	
	3826	3828	3830	3834	3836	

	FIRST CLASS					
	3846	3848	3850	3852	4260	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	SUN. ONLY.	
	P. M.	P. M.	P. M.	P. M.	P. M.	
	\$ 3.00	\$ 3.58	\$ 4.30	\$ 5.08	\$ 5.15	
	F 2.56	F 3.52	F 4.26	F 5.02	F 5.11	
	S 2.51	S 3.47	S 4.21	S 4.57	S 5.06	
	P. M.	P. M.	P. M.	P. M.	P. M.	
	3846	3848	3850	3852	4260	

	FIRST CLASS					
	3860	3862				
	DAILY EX. SUN.	DAILY				
	P. M.	P. M.				
	\$ 7.56	\$ 9.16				
	F 7.52	F 9.12				
	S 7.47	S 9.07				
	P. M.	P. M.				
	3860	3862				

EXTRA STOPS BY PASSENGER TRAINS

TRAIN No.	STOP AT	FOR
3781	East of Portals of Tunnel, east of Waldo Ave. Engine House.....	Employes.
4251	East of Portals of Tunnel, east of Waldo Ave. Engine House.....	Employes.
3795	"W" Interlocking Station.....	Operator.
4255	East of Portals of Tunnel, east of Waldo Ave. Engine House.....	Employes.
3751	East of Portals of Tunnel, east of Waldo Ave. Engine House.....	Employes.
3751	Automatic Signal 55.....	Operator.
3794	East of Portals of Tunnel, east of Waldo Ave. Engine House.....	Employes.
3782	Automatic Signal 58.....	Employes.
224	"W" Interlocking Station.....	Operator.
206	"W" Interlocking Station.....	Operator.
3788	Opposite "GY" Interlocking Station.....	Operator.
3788	West End of Hackensack Drawbridge.....	Employes.

TRAINS WAIT FOR CONNECTIONS

Trains must wait for their respective connections unless otherwise ordered, and must not be ordered to leave without connections unless a delay of more than five (5) minutes will result. When late, conductors must telegraph the Superintendent whether or not they have passengers for connecting trains, giving number and destination.

Junction	Train No.	Due to Leave	Will Wait 5min. for Train No.	From	Due to Arrive
Manhattan Transfer....	203	12.08 AM	0203	Hudson Terminal, N. Y.	12.01 AM
	611	12.03 "	0203	Hudson Terminal, N. Y.	12.01 "
	165	12.49 "	0165	Hudson Terminal, N. Y.	12.46 "
	103	12.54 "	0165	Hudson Terminal, N. Y.	12.46 "
	101	12.59 "	0165	Hudson Terminal, N. Y.	12.46 "
	171	1.49 "	3205	Hudson Terminal, N. Y.	1.16 "
	3871	3.18 "	03871	Hudson Terminal, N. Y.	3.16 "
	207	4.23 "	0207	Hudson Terminal, N. Y.	4.16 "
	301	5.18 "	3211	Hudson Terminal, N. Y.	5.16 "
	237	6.18 "	0237	Hudson Terminal, N. Y.	6.16 "
	213	6.23 "	0237	Hudson Terminal, N. Y.	6.16 "
	703	6.48 "	0703	Hudson Terminal, N. Y.	6.36 "
	2531	6.57 "	3227	Hudson Terminal, N. Y.	6.46 "
	3715	7.03 "	3231	Hudson Terminal, N. Y.	6.58 "
	211	7.18 "	0211	Hudson Terminal, N. Y.	7.16 "
	205	7.33 "	0205	Hudson Terminal, N. Y.	7.22 "
	*205	7.33 "	3237	Hudson Terminal, N. Y.	7.28 "
	1071	7.38 "	3237	Hudson Terminal, N. Y.	7.28 "
	781	7.53 "	3243	Hudson Terminal, N. Y.	7.46 "
	215	8.18 "	3508	Park Place.....	8.01 "
	215	8.18 "	0716	Park Place.....	8.04 "
	215	8.18 "	0215	Hudson Terminal, N. Y.	8.16 "
	25	8.23 "	0215	Hudson Terminal, N. Y.	8.16 "
	109	8.28 "	0215	Hudson Terminal, N. Y.	8.16 "
	3875	8.33 "	03875	Hudson Terminal, N. Y.	8.28 "
	709	8.43 "	0709	Hudson Terminal, N. Y.	8.34 "
	709	8.43 "	3517	Hudson Terminal, N. Y.	8.36 "
	609	9.08 "	0609	Hudson Terminal, N. Y.	8.56 "
	217	9.18 "	0217	Hudson Terminal, N. Y.	9.16 "
	181	9.23 "	0217	Hudson Terminal, N. Y.	9.16 "
	1073	9.28 "	0217	Hudson Terminal, N. Y.	9.16 "
	185	9.48 "	0185	Hudson Terminal, N. Y.	9.36 "
	711	10.08 "	0711	Hudson Terminal, N. Y.	9.56 "
	221	10.18 "	0176	Park Place.....	10.03 "
	221	10.18 "	0221	Hudson Terminal, N. Y.	10.16 "
	27	10.23 "	0221	Hudson Terminal, N. Y.	10.16 "
	117	10.28 "	0221	Hudson Terminal, N. Y.	10.16 "
	223	11.18 "	3254	Park Place.....	11.03 "
	223	11.18 "	0223	Hudson Terminal, N. Y.	11.16 "
	119	11.28 "	0223	Hudson Terminal, N. Y.	11.16 "
	3877	11.40 "	03877	Hudson Terminal, N. Y.	11.26 "
	717	11.52 "	0717	Hudson Terminal, N. Y.	11.46 "
	607	12.08 PM	0607	Hudson Terminal, N. Y.	11.56 "
	227	12.18 "	3278	Park Place.....	12.03 PM
	227	12.18 "	0227	Hudson Terminal, N. Y.	12.16 "
	5	12.23 "	0227	Hudson Terminal, N. Y.	12.16 "
	125	12.28 "	0227	Hudson Terminal, N. Y.	12.16 "
1075	12.33 "	0233	Hudson Terminal, N. Y.	12.26 "	
	* Connection	Sund	ay only.		

Junction	Train No.	Due to Leave	Will Wait 5min. for Train No.	From	Due to Arrive
Manhattan Transfer....	233	12.38 PM	0233	Hudson Terminal, N.Y.	12.26 PM
	787	12.43 "	3305	Hudson Terminal, N.Y.	12.36 "
	231	1.18 "	0231	Hudson Terminal, N.Y.	1.16 "
	121	1.23 "	0231	Hudson Terminal, N.Y.	1.16 "
	1083	1.33 "	0174	Park Place.....	1.23 "
	1083	1.33 "	3321	Hudson Terminal, N.Y.	1.26 "
	723	1.48 "	0723	Hudson Terminal, N.Y.	1.36 "
	1087	1.48 "	0723	Hudson Terminal, N.Y.	1.36 "
	81	2.03 "	031	Hudson Terminal, N.Y.	1.56 "
	21	2.08 "	031	Hudson Terminal, N.Y.	1.56 "
	235	2.18 "	0235	Hudson Terminal, N.Y.	2.16 "
	1077	2.33 "	01077	Hudson Terminal, N.Y.	2.26 "
	173	2.38 "	01077	Hudson Terminal, N.Y.	2.26 "
	725	3.03 "	0725	Hudson Terminal, N.Y.	2.53 "
	29	3.13 "	0116	Park Place.....	3.06 "
	29	3.13 "	029	Hudson Terminal, N.Y.	3.11 "
	239	3.18 "	0239	Hudson Terminal, N.Y.	3.16 "
	127	3.23 "	3314	Park Place.....	3.13 "
	127	3.23 "	0239	Hudson Terminal, N.Y.	3.16 "
	243	3.28 "	0239	Hudson Terminal, N.Y.	3.16 "
	69	3.33 "	034	Park Place.....	3.19 "
	69	3.33 "	3520	Park Place.....	3.23 "
	69	3.33 "	069	Hudson Terminal, N. Y.	3.23 "
	69	3.33 "	3521	Hudson Terminal, N. Y.	3.26 "
	175	3.38 "	0175	Hudson Terminal, N. Y.	3.31 "
	175	3.38 "	3521	Hudson Terminal, N. Y.	3.26 "
	731	3.49 "	0731	Hudson Terminal, N. Y.	3.38 "
	133	3.58 "	0133	Hudson Terminal, N. Y.	3.46 "
	261	4.08 "	0261	Hudson Terminal, N. Y.	3.58 "
	241	4.18 "	3324	Park Place.....	4.07 "
	241	4.18 "	0241	Hudson Terminal, N. Y.	4.16 "
	41	4.23 "	0234	Park Place.....	4.13 "
	41	4.23 "	0241	Hudson Terminal, N. Y.	4.16 "
	309	4.28 "	0241	Hudson Terminal, N. Y.	4.16 "
	735	4.28 "	0735	Hudson Terminal, N. Y.	4.22 "
	629	4.34 "	0735	Hudson Terminal, N. Y.	4.22 "
	791	4.38 "	0791	Hudson Terminal, N. Y.	4.26 "
	2509	4.51 "	02509	New York.....	4.40 "
	129	5.08 "	3332	Park Place.....	4.49 "
	129	5.08 "	3532	Park Place.....	4.53 "
	129	5.08 "	0129	Hudson Terminal, N. Y.	4.58 "
	129	5.08 "	3531	Hudson Terminal, N. Y.	4.56 "
	247	5.18 "	3534	Park Place.....	5.03 "
	247	5.18 "	3336	Park Place.....	5.07 "
	247	5.18 "	0247	Hudson Terminal, N. Y.	5.10 "
	*247	5.18 "	0249	Hudson Terminal, N. Y.	5.16 "
	249	5.23 "	0249	Hudson Terminal, N. Y.	5.16 "
743	5.39 "	0743	Hudson Terminal, N. Y.	5.28 "	
603	5.49 "	3537	Hudson Terminal, N. Y.	5.36 "	
603	5.49 "	0603	Hudson Terminal, N. Y.	5.40 "	
131	6.03 "	0131	Hudson Terminal, N. Y.	5.53 "	
131	6.03 "	3539	Hudson Terminal, N. Y.	5.56 "	
251	6.18 "	3342	Park Place.....	6.03 "	

* Connection Sunday only.

Junction	Train No.	Due to Leave	Will Wait 5min. for Train No.	From	Due to Arrive
Manhattan Transfer....	251	6.18 PM	0251	Hudson Terminal, N.Y.	6.08 PM
	251	6.18 "	3543	Hudson Terminal, N. Y.	6.11 "
	65	6.23 "	3342	Park Place.....	6.03 "
	65	6.23 "	0251	Hudson Terminal, N. Y.	6.08 "
	65	6.23 "	3543	Hudson Terminal, N. Y.	6.11 "
	23	6.33 "	023	Hudson Terminal, N. Y.	6.26 "
	9	6.38 "	023	Hudson Terminal, N. Y.	6.26 "
	739	6.48 "	0739	Hudson Terminal, N. Y.	6.36 "
	199	6.58 "	0238	Park Place.....	6.43 "
	199	6.58 "	0199	Hudson Terminal, N. Y.	6.46 "
	39	7.09 "	039	Hudson Terminal, N. Y.	6.56 "
	253	7.18 "	0253	Hudson Terminal, N. Y.	7.16 "
	183	7.28 "	0253	Hudson Terminal, N. Y.	7.16 "
	257	8.18 "	0257	Hudson Terminal, N. Y.	8.16 "
	605	8.43 "	019	Hudson Terminal, N. Y.	8.36 "
	19	8.48 "	019	Hudson Terminal, N. Y.	8.36 "
	137	8.58 "	0130	Park Place.....	8.43 "
	137	8.58 "	0137	Hudson Terminal, N. Y.	8.46 "
	189	9.03 "	0189	Hudson Terminal, N. Y.	8.56 "
	259	9.18 "	0259	Hudson Terminal, N. Y.	9.16 "
	267	9.43 "	0267	Hudson Terminal, N. Y.	9.36 "
	37	9.48 "	0267	Hudson Terminal, N. Y.	9.36 "
	3795	10.18 "	03795	Hudson Terminal, N. Y.	10.06 "
	61	10.58 "	061	Hudson Terminal, N. Y.	10.46 "
	61	10.58 "	0254	Park Place.....	10.48 "
	449	11.03 "	0449	Hudson Terminal, N. Y.	10.56 "
	701	11.08 "	0449	Hudson Terminal, N. Y.	10.56 "
	269	11.23 "	0269	Hudson Terminal, N. Y.	11.16 "
	0134	12.07 AM	24	Pittsburgh.....	11.52 "
	0134	12.07 "	134	Washington.....	12.06 AM
	3388	12.44 "	172	Washington.....	12.41 "
	0202	2.34 "	202	Philadelphia.....	2.27 "
	0140	5.34 "	140	Washington.....	5.26 "
	0100	5.41 "	100	Washington.....	5.35 "
	3208	5.48 "	100	Washington.....	5.35 "
	0162	6.29 "	162	Washington.....	6.24 "
	*3222	6.35 "	162	Washington.....	6.24 "
	016	6.41 "	16	Pittsburgh.....	6.35 "
	0166	6.47 "	166	Washington.....	6.41 "
	*06	6.54 "	16	Pittsburgh.....	6.35 "
	*06	6.54 "	166	Washington.....	6.41 "
	06	6.54 "	6	Pittsburgh.....	6.46 "
	06	6.54 "	604	L. V. R. R.....	6.51 "
	0740	7.00 "	740	N. Y. & L. B. R. R....	6.57 "
	060	7.24 "	450	Cape Charles.....	7.16 "
	3504	7.32 "	450	Cape Charles.....	7.16 "
	060	7.24 "	60	Pittsburgh.....	7.21 "
3504	7.32 "	60	Pittsburgh.....	7.21 "	
038	7.35 "	704	N. Y. & L. B. R. R....	7.26 "	
038	7.35 "	3*	Cleveland.....	7.31 "	
3506	7.42 "	38	Cleveland.....	7.31 "	
0248	7.44 "	244	Philadelphia.....	7.37 "	
0248	7.44 "	248	Philadelphia.....	7.42 "	
0606	7.57 "	606	L. V. R. R.....	7.51 "	
3508	8.02 "	606	L. V. R. R.....	7.51 "	
0716	8.05 "	716	N. Y. & L. B. R. R....	8.00 "	
3510	8.14 "	40	Cincinnati.....	8.11 "	
040	8.18 "	40	Cincinnati.....	8.11 "	
040	8.18 "	22	Chicago.....	8.16 "	
3238	8.26 "	22	Chicago.....	8.16 "	

* Connection Sunday only.

Junction	Train No.	Due to Leave	Will Wait 5min. for Train No.	From	Due to Arrive
Manhattan Transfer....	0712	8.34 AM	712	N. Y. & L. B. R. R....	8.32 AM
	0208	8.44 "	256	Philadelphia.....	8.37 "
	0208	8.44 "	208	Philadelphia.....	8.42 "
	0168	8.54 "	168	Washington.....	8.51 "
	03872	9.04 "	3872	Trenton.....	9.01 "
	068	9.14 "	68	Detroit.....	9.12 "
	028	9.24 "	28	Chicago.....	9.22 "
	066	9.24 "	66	St. Louis.....	9.31 "
	0210	9.44 "	2502	Camden.....	9.36 "
	0210	9.44 "	210	Philadelphia.....	9.41 "
	0714	9.54 "	212	Philadelphia.....	9.47 "
	0714	9.54 "	714	N. Y. & L. B. R. R....	9.52 "
	0176	10.04 "	176	Washington.....	10.00 "
	0198	10.14 "	198	Washington.....	10.06 "
	0198	10.14 "	602	L. V. R. R.....	10.12 "
	0214	10.44 "	214	Philadelphia.....	10.41 "
	01070	11.14 "	1070	Atlantic City.....	11.11 "
	0218	11.34 "	218	Philadelphia.....	11.29 "
	0216	11.44 "	138	Washington.....	11.35 "
	0216	11.44 "	216	Philadelphia.....	11.42 "
	0110	12.14 PM	110	Washington.....	12.12 PM
	0220	12.44 "	220	Philadelphia.....	12.42 "
	3298	1.04 "	304	Philadelphia.....	12.56 "
	0174	1.24 "	630	L. V. R. R.....	1.14 "
	0174	1.24 "	174	Washington.....	1.19 "
	030	1.34 "	724	N. Y. & L. B. R. R....	1.24 "
	030	1.34 "	224	Philadelphia.....	1.27 "
	030	1.34 "	206	Philadelphia.....	1.27 "
	030	1.34 "	30	St. Louis.....	1.32 "
	0114	1.44 "	114	Washington.....	1.37 "
	0114	1.44 "	222	Philadelphia.....	1.42 "
	020	1.54 "	20	St. Louis.....	1.52 "
	0718	2.04 "	718	N. Y. & L. B. R. R....	2.01 "
	0782	2.34 "	782	N. Y. & L. B. R. R....	2.31 "
	0226	2.44 "	228	Philadelphia.....	2.36 "
	0226	2.44 "	226	Philadelphia.....	2.42 "
	0116	3.07 "	116	Washington.....	3.00 "
	034	3.20 "	34	Chicago.....	3.16 "
	3520	3.24 "	34	Chicago.....	3.16 "
	0230	3.44 "	230	Philadelphia.....	3.42 "
	0118	3.50 "	118	Washington.....	3.47 "
	3524	3.54 "	118	Washington.....	3.47 "
	0720	4.02 "	720	N. Y. & L. B. R. R....	3.57 "
	0234	4.14 "	234	Philadelphia.....	4.11 "
	01072	4.26 "	1072	Atlantic City.....	4.20 "
	0232	4.44 "	232	Philadelphia.....	4.42 "
	0722	4.56 "	722	N. Y. & L. B. R. R....	4.54 "
	02	5.14 "	2	Chicago.....	5.12 "
	3538	5.20 "	2	Chicago.....	5.12 "
	0608	5.29 "	608	L. V. R. R.....	5.26 "
	026	5.37 "	26	St. Louis.....	5.31 "
	0784	5.40 "	26	St. Louis.....	5.31 "
	0784	5.40 "	784	N. Y. & L. B. R. R....	5.36 "
	0236	5.44 "	170	Washington.....	5.36 "
0236	5.44 "	236	Philadelphia.....	5.42 "	
0128	5.54 "	128	Washington.....	5.47 "	
3342	6.04 "	1074	Atlantic City.....	5.56 "	
0726	6.14 "	726	N. Y. & L. B. R. R....	6.13 "	
0240	6.24 "	786	N. Y. & L. B. R. R....	6.21 "	
0240	6.24 "	240	Philadelphia.....	6.21 "	
054	6.34 "	54	Chicago.....	6.31 "	
0238	6.44 "	186	Washington.....	6.36 "	

Junction	Train No.	Due to Leave	Will Wait 5min. for Train No.	From	Due to Arrive	
Manhattan Transfer....	0238	6.44 PM	238	Philadelphia.....	6.42 PM	
	044	6.54 "	44	Pittsburgh.....	6.52 "	
	3348	7.24 "	1076	Atlantic City.....	7.15 "	
	3348	7.24 "	2534	Camden.....	7.20 "	
	0180	7.34 "	180	Washington.....	7.25 "	
	0242	7.44 "	124	Washington.....	7.37 "	
	0242	7.44 "	242	Philadelphia.....	7.42 "	
	08	8.04 "	8	Chicago.....	8.01 "	
	0788	8.09 "	788	N. Y. & L. B. R. R....	8.07 "	
	03726	8.24 "	612	L. V. R. R.....	8.16 "	
	03726	8.24 "	3726	Rahway.....	8.23 "	
	0610	8.34 "	610	L. V. R. R.....	8.28 "	
	0130	8.44 "	132	Washington.....	8.36 "	
	0130	8.44 "	130	Washington.....	8.41 "	
	0246	9.04 "	246	Philadelphia.....	9.02 "	
	0150	9.44 "	150	Washington.....	9.40 "	
	0250	9.54 "	250	Philadelphia.....	9.51 "	
	0730	10.04 "	730	N. Y. & L. B. R. R....	10.01 "	
	3364	10.14 "	1078	Atlantic City.....	10.06 "	
	0254	10.49 "	254	Philadelphia.....	10.47 "	
	0142	10.54 "	142	Washington.....	10.51 "	
	*Newark.....	2501	5.29 AM	207	New York.....	4.28 AM
		3799	6.33 "	213	New York.....	6.27 "
		3755	6.59 "	703	New York.....	6.53 "
		3775	7.47 "	205	New York.....	7.37 "
		3777	9.45 "	1073	New York.....	9.33 "
		303	9.46 "	1073	New York.....	9.33 "
		3757	10.16 "	711	New York.....	10.12 "
		225	10.36 "	117	New York.....	10.32 "
		4237	10.44 "	117	New York.....	10.32 "
		4243	11.40 "	119	New York.....	11.32 "
		3771	12.00 PM	717	New York.....	11.57 "
		4245	12.39 "	125	New York.....	12.32 PM
		3759	1.03 "	233	New York.....	12.42 PM
		3873	1.32 "	121	New York.....	1.28 "
		4235	1.39 "	121	New York.....	1.28 "
		3773	1.40 "	121	New York.....	1.28 "
		4251	2.46 "	21	New York.....	2.13 "
		3781	2.46 "	1077	New York.....	2.37 "
		3761	2.59 "	1077	New York.....	2.37 "
		3817	3.46 "	243	New York.....	3.33 "
		2535	4.47 "	791	New York.....	4.43 "
		3765	5.01 "	2509	New York.....	4.57 "
	3791	5.31 "	249	New York.....	5.27 "	
	3767	5.57 "	249	New York.....	5.27 "	
	3793	6.48 "	9	New York.....	6.42 "	
	255	7.27 "	253	New York.....	7.22 "	
	4249	8.27 "	257	New York.....	8.23 "	
	3769	8.27 "	257	New York.....	8.23 "	
	4233	9.29 "	259	New York.....	9.22 "	
	4253	9.57 "	267	New York.....	9.47 "	
	3751	11.36 "	269	New York.....	11.27 "	

* When trains mentioned are to be held for connection, the train dispatcher will hold them east of "CK" Home Signal.

Junction	Train No.	Due to Leave	Will Wait 5min. for Train No.	From	Due to Arrive	
Rahway.....	3751	12.03 AM	254	Philadelphia.....	10.18 PM	
	2501	5.53 "	3780	New Brunswick.....	5.35 AM	
	3753	6.24 "	3782	New Brunswick.....	6.00 "	
	213	6.44 "	3752	South Amboy.....	5.48 "	
	3799	6.59 "	3754	South Amboy.....	6.44 "	
	703	7.11 "	3870	Trenton.....	6.54 "	
	3755	7.19 "	3870	Trenton.....	6.54 "	
	205	8.01 "	3756	South Amboy.....	7.25 "	
	205	8.01 "	708	N. Y. & L. B. R. R....	7.47 "	
	781	8.18 "	4240	New Brunswick.....	7.35 "	
	3875	9.00 "	3758	South Amboy.....	8.27 "	
	709	9.09 "	3796	New Brunswick.....	8.15 "	
	303	10.10 "	714	N. Y. & L. B. R. R....	9.29 "	
	303	10.10 "	2530	Camden.....	9.51 "	
	4237	11.08 "	4242	New Brunswick.....	11.03 "	
	717	12.14 PM	3790	New Brunswick.....	11.40 "	
	233	1.02 "	3760	South Amboy.....	12.19 "	
	233	1.02 "	724	N. Y. & L. B. R. R....	12.57 "	
	787	1.07 "	304	Philadelphia.....	12.31 "	
	4245	1.08 "	3760	South Amboy.....	12.19 "	
	3759	1.30 "	224	Philadelphia.....	1.03 "	
	3759	1.30 "	206	Philadelphia.....	1.05 "	
	3873	1.53 "	718	N. Y. & L. B. R. R....	1.37 "	
	723	2.10 "	224	Philadelphia.....	1.03 "	
	723	2.10 "	206	Philadelphia.....	1.05 "	
	4251	3.12 "	782	N. Y. & L. B. R. R....	2.05 "	
	243	3.56 "	720	N. Y. & L. B. R. R....	8.35 "	
	781	4.11 "	234	Philadelphia.....	3.46 "	
	3763	4.32 "	3798	New Brunswick.....	4.07 "	
	3807	4.54 "	3766	South Amboy.....	4.47 "	
	791	5.03 "	4250	New Brunswick.....	4.22 "	
	2535	5.09 "	4250	New Brunswick.....	4.22 "	
	2509	5.19 "	3876	Trenton.....	4.52 "	
	3765	5.27 "	3876	Trenton.....	4.52 "	
	3767	6.24 "	240	Philadelphia.....	5.56 "	
	3793	7.10 "	726	N. Y. & L. B. R. R....	5.51 "	
	3793	7.10 "	786	N. Y. & L. B. R. R....	5.55 "	
	3793	7.10 "	2510	Camden.....	6.06 "	
	739	7.10 "	3808	East Millstone.....	6.54 "	
	4233	9.54 "	3788	New Brunswick.....	9.06 "	
	267	10.11 "	730	N. Y. & L. B. R. R....	9.33 "	
	701	11.31 "	254	Philadelphia.....	10.18 "	
	701	11.31 "	4252	New Brunswick.....	11.12 "	
	269	11.50 "	3776	South Amboy.....	10.55 "	
	New Brunswick.....	213	7.01 AM	3800	East Millstone.....	6.22 AM
		3807	5.13 "	3876	Trenton.....	4.26 PM
		255	8.19 "	3808	East Millstone.....	6.30 "

Junction	Train No.	Due to Leave	Will Wait 5min. for Train No.	From	Due to Arrive
Monmouth Junction....	213	7.17 AM	3810	Rocky Hill.....	7.03 AM
	3811	8.01 "	801	N. Y. & L. B. R. R....	6.20 "
	3811	8.01 "	3868	Trenton.....	7.16 "
	3811	8.01 "	802	Camden.....	7.50 "
	225	11.37 "	3812	Rocky Hill.....	11.34 "
	3877	12.45 PM	3812	Rocky Hill.....	11.34 "
	3817	4.50 "	3876	Trenton.....	4.11 PM
	204	6.40 AM	801	N. Y. & L. B. R. R....	6.20 AM
	3868	7.16 "	3810	Rocky Hill.....	7.03 "
	3868	7.16 "	805	N. Y. & L. B. R. R....	7.10 "
	212	8.48 "	831	N. Y. & L. B. R. R....	8.23 "
	212	8.48 "	807	N. Y. & L. B. R. R....	8.37 "
	228	1.43 PM	815	N. Y. & L. B. R. R....	1.38 PM
	816	5.21 "	3817	Jersey City.....	4.41 "
			(813)		
			(819)		
		240	5.25 "	833	N. Y. & L. B. R. R....	5.14 "
	308	5.29 "	837	N. Y. & L. B. R. R....	5.09 "
	310	6.30 "	837	N. Y. & L. B. R. R....	6.16 "
Princeton Junction....	3871	5.05 AM	3820	Princeton.....	4.58 AM
	207	5.40 "	3822	Princeton.....	5.37 "
	801	6.28 "	3822	Princeton.....	5.37 "
	213	7.29 "	3826	Princeton.....	7.25 "
	205	8.37 "	3830	Princeton.....	8.32 "
	807	8.48 "	3830	Princeton.....	8.32 "
	3875	9.42 "	3834	Princeton.....	9.38 "
	225	11.46 "	3838	Princeton.....	11.37 "
	3877	12.56 PM	3840	Princeton.....	12.25 PM
	233	1.42 "	3842	Princeton.....	1.30 "
	815	1.49 "	3842	Princeton.....	1.30 "
	1077	3.22 "	3846	Princeton.....	3.00 "
	243	4.33 "	3850	Princeton.....	4.30 "
	261	4.58 "	3850	Princeton.....	4.30 "
	833	5.18 "	4260	Princeton.....	5.15 "
	813	5.23 "	3852	Princeton.....	5.06 "
	309	5.35 "	4260	Princeton.....	5.15 "
	3879	5.49 "	3854	Princeton.....	5.44 "
	129	5.56 "	4260	Princeton.....	5.15 "
	249	6.17 "	3856	Princeton.....	6.14 "
	837	6.26 "	3856	Princeton.....	6.14 "
	835	6.40 "	3856	Princeton.....	6.14 "
	253	8.15 "	3860	Princeton.....	7.56 "
	257	9.20 "	3862	Princeton.....	9.16 "
	3874	5.06 AM	3820	Princeton.....	4.58 AM
	3870	5.55 "	3822	Princeton.....	5.37 "
	204	6.28 "	3822	Princeton.....	5.37 "
	248	6.57 "	3824	Princeton.....	6.53 "
	3868	7.08 "	3824	Princeton.....	6.53 "
	802	7.33 "	3826	Princeton.....	7.25 "
	208	7.57 "	3828	Princeton.....	7.53 "
	3872	8.07 "	3823	Princeton.....	7.53 "
	212	8.39 "	3830	Princeton.....	8.32 "
	210	8.57 "	3830	Princeton.....	8.32 "
	804	9.18 "	3830	Princeton.....	8.32 "
	214	9.57 "	3834	Princeton.....	9.38 "
	218	10.25 "	3836	Princeton.....	10.21 "
814	12.03 PM	3838	Princeton.....	11.37 "	
224	12.28 "	3840	Princeton.....	12.25 PM	
206	12.30 "	3840	Princeton.....	12.25 "	
228	1.35 "	3842	Princeton.....	1.30 "	
234	3.10 "	3846	Princeton.....	3.00 "	
812	3.47 "	3846	Princeton.....	3.00 "	
3876	4.01 "	3848	Princeton.....	3.56 "	
816	5.09 "	3852	Princeton.....	5.06 "	
240	5.16 "	3852	Princeton.....	5.06 "	
308	5.22 "	4260	Princeton.....	5.15 "	
310	6.21 "	3856	Princeton.....	6.14 "	

Junction	Train No.	Due to Leave	Will Wait 5min. for Train No.	From	Due to Arrive
Princeton Junction....	834	6.28 PM	3856	Princeton	6.14 PM
	8	7.12 "	3858	Princeton.....	7.00 "
	246	8.02 "	3860	Princeton.....	7.56 "
	254	9.31 "	3862	Princeton.....	9.16 "
	3821	5.10 AM	3871	New York.....	5.05 AM
	3821	5.10 "	3874	Trenton.....	5.06 "
	3823	6.30 "	3870	Trenton.....	5.55 "
	3823	6.30 "	207	New York.....	5.40 "
	3823	6.30 "	204	Philadelphia.....	6.28 "
	3823	6.30 "	801	N. Y. & L. B. R. R....	6.28 "
	3825	7.02 "	248	Philadelphia.....	6.57 "
	3827	7.31 "	3868	Trenton.....	7.08 "
	3827	7.31 "	213	New York.....	7.29 "
	3829	8.02 "	802	N. Y. & L. B. R. R....	7.33 "
	3829	8.02 "	208	Philadelphia.....	7.57 "
	3831	9.00 "	205	New York.....	8.37 "
	3831	9.00 "	212	Philadelphia.....	8.39 "
	3831	9.00 "	807	N. Y. & L. B. R. R....	8.48 "
	3831	9.00 "	210	Philadelphia.....	8.57 "
	3835	10.00 "	3875	New York.....	9.42 "
	3835	10.00 "	214	Philadelphia.....	9.57 "
	3837	10.30 "	218	Philadelphia.....	10.25 "
	3839	11.50 "	225	Jersey City.....	11.46 "
	3841	1.00 PM	224	Philadelphia.....	12.28 PM
	3841	1.00 "	206	Philadelphia.....	12.30 "
	3841	1.00 "	3877	Jersey City.....	12.56 "
	3843	1.52 "	125	New York.....	1.16 "
	3843	1.52 "	228	Philadelphia.....	1.35 "
	3843	1.52 "	233	New York.....	1.42 "
	3843	1.52 "	815	N. Y. & L. B. R. R....	1.49 "
	3847	3.26 "	3873	Jersey City.....	2.40 "
	3847	3.26 "	234	Philadelphia.....	3.10 "
	3847	3.26 "	1077	New York.....	3.22 "
	3849	4.06 "	812	Philadelphia.....	3.47 "
	3849	4.06 "	3876	Trenton.....	4.01 "
	3851	4.38 "	243	New York.....	4.33 "
	3853	5.20 "	261	New York.....	4.58 "
	3853	5.20 "	816	Trenton.....	5.09 "
	3853	5.20 "	240	Philadelphia.....	5.16 "
	4261	5.42 "	833	N. Y. & L. B. R. R....	5.18 "
	4261	5.42 "	308	Philadelphia.....	5.22 "
	4261	5.42 "	309	New York.....	5.35 "
	3855	5.51 "	813	N. Y. & L. B. R. R....	5.23 "
	3855	5.51 "	3879	Jersey City.....	5.49 "
	3857	6.20 "	249	New York.....	6.17 "
	4263	6.45 "	129	New York.....	5.56 "
	4263	6.45 "	310	Philadelphia.....	6.21 "
	4263	6.45 "	837	N. Y. & L. B. R. R....	6.26 "
	4263	6.45 "	834	Philadelphia.....	6.28 "
	4263	6.45 "	835	N. Y. & L. B. R. R....	6.40 "
	3859	7.15 "	8	Philadelphia.....	7.12 "
	3861	8.18 "	246	Philadelphia.....	8.02 "
	3861	8.18 "	253	New York.....	8.15 "
	3863	9.37 "	257	New York.....	9.20 "
3863	9.37 "	254	Philadelphia.....	9.31 "	

Junction	Train No.	Due to Leave	Will Wait 5min. for Train No.	From	Due to Arrive
Trenton.....	179	5.54 AM	353	Lambertville.....	5.30 AM
	207	5.56 "	353	Lambertville.....	5.30 "
	3891	6.55 "	801	N. Y. & L. B. R. R....	6.47 "
	3891	6.55 "	355	Belvidere.....	6.50 "
	25	9.20 "	807	N. Y. & L. B. R. R....	9.03 "
	3883	10.32 "	217	New York.....	10.14 "
	231	2.14 PM	815	N. Y. & L. B. R. R....	2.05 PM
	3885	2.33 "	121	New York.....	2.28 "
	173	3.40 "	381	Stroudsburg.....	3.22 "
	261	5.10 "	371	Stroudsburg.....	5.00 "
	9	7.46 "	373	Stroudsburg.....	7.00 "
	9	7.46 "	389	Belvidere.....	7.25 "
	202	12.57 AM	2586	Camden.....	12.27 AM
	3870	5.40 "	2550	Camden.....	5.31 "
	3870	5.40 "	353	Lambertville.....	5.30 "
	248	6.45 "	2552	Camden.....	6.38 "
	3868	6.55 "	2552	Camden.....	6.38 "
	802	7.20 "	248	Philadelphia.....	6.45 "
	3872	7.55 "	2554	Camden.....	7.50 "
	214	9.45 "	2556	Camden.....	9.20 "
	1070	10.07 "	2556	Camden.....	9.20 "
	216	10.45 "	2702	Camden.....	10.40 "
	220	11.45 "	2558	Camden.....	11.35 "
	814	11.50 "	2558	Camden.....	11.35 "
	814	11.50 "	220	Philadelphia.....	11.45 "
	224	12.16 "	2578	Camden.....	12.10 "
	206	12.18 "	2578	Camden.....	12.10 "
	118	2.50 "	2564	Camden.....	2.44 PM
	812	3.35 "	2564	Camden.....	2.44 "
	812	3.35 "	1072	Atlantic City.....	3.14 "
	232	3.45 "	381	Stroudsburg.....	3.22 "
	128	4.49 "	2584	Camden.....	4.16 "
	816	4.55 "	128	Washington.....	4.49 "
	240	5.02 "	2566	Camden.....	4.56 "
238	5.45 "	2568	Camden.....	5.24 "	
310	6.09 "	1076	Atlantic City.....	6.06 "	
834	6.15 "	1076	Atlantic City.....	6.06 "	
180	6.26 "	2572	Camden.....	6.10 "	
242	6.45 "	2574	Camden.....	6.27 "	
8	6.59 "	2710	Camden.....	6.47 "	
246	7.48 "	2576	Camden.....	7.02 "	
246	7.48 "	389	Belvidere.....	7.25 "	
246	7.48 "	2712	Camden.....	7.35 "	
246	7.48 "	2580	Camden.....	7.42 "	
250	8.45 "	2714	Camden.....	8.40 "	
254	9.18 "	1078	Atlantic City.....	8.53 "	
24	10.45 "	2582	Camden.....	9.53 "	
24	10.45 "	2716	Camden.....	10.28 "	

ARRANGED FREIGHT TRAIN SERVICE.

These trains are run as extras.

WESTWARD

Train	Leaving Time	From	Leaving Waverly	Arrival or Passing Time	Point	Running Time
A 21	8.00 PM	GV	9.15 PM	10.20 PM	WC	2 h 20 m
A 3	8.15 PM	JH	.....	10.00 PM	WC	1 h 45 m
A 19	1.00 AM	MK	.....	2.00 AM	MO	1 h
BL 33	1.15 PM	DO	.....	1.45 PM	SV	30 m
BL 1	8.50 PM	DO	.....	10.05 PM	HG	1 h 15 m
BL 5	9.10 PM	DO	.....	10.25 PM	HG	1 h 15 m
D 3	6.30 PM	GV	.....	12 Mid.	HG	5 h 30 m
MD 1	7.30 PM	JH	.....	12.30 AM	HG	5 h
MD 7						
MD 3	10.00 PM	GV	.....	3.00 AM	HG	5 h
AMD 7	.....	WA	4.00 AM	8.00 AM	HG	4 h
N 5	8.30 PM	GV	.....	1.15 AM	HG	4 h 45 m
N 1	9.00 PM	JH	.....	1.40 AM	HG	4 h 40 m
N 3	.....	WA	10.30 PM	3.00 AM	HG	4 h 30 m
N 9	4.00 PM	CA	.....	11.00 PM	HG	7 h
NB 51	10.00 PM	JH	11.30 PM	12.30 AM	WC	2 h 30 m
N 57	11.30 PM	JH	1.30 AM	4.00 AM	MO	4 h 30 m
N 59	2.00 PM	CA	.....	9.30 PM	SV	7 h 30 m
N 21	9.30 PM	DO	.....	10.45 PM	HG	1 h 15 m
P 5	7.00 PM	GV	.....	9.59 PM	SV	2 h 59 m
AP 15	6.45 PM	JH	8.45 PM	11.30 PM	SV	4 h 45 m
P 15	1.00 AM	GV	2.30 AM	5.30 AM	SV	4 h 30 m
AP 1	5.00 PM	CA	6.00 PM	8.30 PM	SV	3 h 30 m
P 1	.....	WA	9.00 PM	11.30 PM	SV	2 h 30 m
PG 11	9.15 PM	JH	.....	12.45 AM	SV	3 h 30 m
P 3	.....	WA	12.01 AM	2.00 AM	HG	1 h 59 m
AP 1	11.30 PM	DO	.....	12 Mid.	SV	30 m
TRS 1	1.30 PM	JH	.....	7.30 PM	SV	6 h
TRS 5	1.00 PM	GV	.....	7.00 PM	SV	6 h
TRS 7	.....	WA	3.00 PM	7.30 PM	SV	4 h 30 m
WA 1	2.30 AM	JC	.....	5.00 AM	WA	2 h 30 m
WA 3	5.45 PM	JH	.....	6.45 PM	WA	1 h
WA 5	7.00 AM	JH	.....	10.30 AM	WA	3 h 30 m

EASTWARD

Train	Leaving or Passing Time	From	Arriving Time Waverly	Arrival Time	Point	Running Time
A 10	11.27 PM	WC	.....	12.40 AM	JH	1 h 13 m
A 20	1.40 AM	WC	3.00 AM	4.00 AM	GV	2 h 20 m
A 18	9.45 PM	MO	.....	10.45 PM	MK	1 h
BL 2	2.00 PM	HG	.....	3.15 PM	DO	1 h 15 m
BL 6	4.30 PM	HG	.....	5.45 PM	DO	1 h 15 m
BL 34	9.30 AM	SV	.....	10.00 AM	DO	30 m
BNY 14	5.30 AM	HG	.....	9.00 AM	JH	3 h 30 m
FW 8	3.00 AM	SV	.....	6.00 AM	JH	3 h
HNY 2	2.00 PM	SV	.....	10.00 PM	JC	8 h
D 2	5.20 PM	HG	.....	9.00 PM	JH	3 h 40 m
MD 4	4.30 AM	HG	.....	10.45 AM	JH	6 h 15 m
MD 6	2.45 PM	HG	.....	8.00 PM	GV	5 h 15 m
AMD 8	5.50 AM	HG	1.00 AM	11.00 AM	GV	5 h 10 m
MD 8	9.50 PM	HG	1.00 AM	3.00 AM	GV	5 h 10 m
MD 10	9.20 PM	HG	.....	12.45 AM	JH	3 h 25 m
MD 12	2.15 PM	HG	.....	6.45 PM	JH	4 h 30 m
MD 20	9.45 AM	HG	.....	2.30 PM	JH	4 h 45 m
N 2	10.50 PM	HG	.....	2.00 AM	JC	3 h 10 m
N 6	1.30 AM	HG	4.30 AM	5.45 AM	JH	4 h 15 m
N 10	11.40 PM	HG	.....	4.30 AM	GV	4 h 50 m
N 12	10.15 PM	MO	12.30 AM	1.45 AM	JH	3 h 30 m
N 20	3.00 PM	HG	9.30 PM	11.00 PM	CA	8 h
N 28	2.55 AM	HG	.....	4.30 AM	DO	1 h 35 m
N 56	5.30 PM	MO	11.45 PM	1.15 AM	CA	7 h 45 m
NB 52	7.00 PM	WC	.....	9.00 PM	JH	2 h
NE 2	8.50 AM	HG	12.45 PM	2.30 PM	GV	5 h 40 m
P 2	1.45 AM	SV	.....	4.30 AM	JH	2 h 45 m
P 12	3.15 AM	SV	.....	6.00 AM	GV	2 h 45 m
P 14	4.15 AM	SV	.....	8.30 AM	GV	4 h 15 m
PH 10	6.00 AM	SV	.....	9.00 AM	JH	3 h
PG 12	8.00 PM	SV	.....	1.00 AM	GV	5 h
AP 62	2.00 AM	SV	.....	8.00 AM	JH	6 h
P 62	9.30 PM	SV	.....	4.30 AM	JH	7 h
WG 14	2.30 PM	SV	.....	8.30 PM	GV	6 h
WG 16	2.30 AM	SV	.....	8.30 AM	GV	6 h
WP 10	11.00 AM	SV	.....	2.00 PM	JH	3 h
WA 2	10.30 PM	WA	.....	1.30 AM	JH	3 h
WA 6	12.01 PM	WA	.....	3.00 PM	JH	2 h 59 m

THE TICKET OFFICES OF STATIONS NAMED BELOW WILL BE OPEN FOR THE SALE OF TICKETS AS FOLLOWS:—

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
All Trains	.....	New York.....	All Trains	.....
3799	3769	New York (Desbrosses St.)	.....	.....
3799	3769	New York (Courtlandt St.)	3775	4255
All Trains	.....	New York (Hudson Ter.)	All Trains	.....
All Trains	.....	Jersey City.....	All Trains	.....
0237	0267	Grove St. (Jersey City)	3227	0267
All Trains	.....	Journal Square (Jersey City)	All Trains	.....
3758	3765	Marion (†)	.....	.....
All Trains	.....	Harrison.....	All Trains	.....
All Trains	.....	Park Place (Newark)	All Trains	.....
.....	.....	Fourth St. (Harrison) (*)	.....	.....
All Trains	.....	Newark.....	All Trains	.....
3750	3769	South St. (Newark) (e)	2531	4209
.....	.....	Waverly (*)	.....	.....
3874	3756	North Elizabeth.....	.....	.....
All Trains	.....	Elizabeth.....	All Trains	.....
3752	3786	South Elizabeth.....	.....	.....
207	3808	Linden.....	2531	3788
.....	.....	Scott Ave. (Rahway) (*)	.....	.....
3750	254	Rahway.....	2531	254
3752	3766	Avenel.....	.....	.....
.....	.....	Edgar (*)	.....	.....
3752	3767	Woodbridge.....	3758	786
.....	.....	Genasco (*)	.....	.....
3784	3781	Colonia.....	.....	.....
207	3786	Iselin.....	4246	3788
.....	.....	Menlo Park (*)	.....	.....
3780	246	Metuchen.....	301	3788
207	3773	Stelton.....	4246	3788
All Trains	.....	New Brunswick.....	All Trains	.....
.....	.....	Voorhees (*)	.....	.....
.....	.....	Clyde (*)	.....	.....
3805	3808	Middlebush (†)	.....	.....
3805	3808	East Millstone (†)	.....	.....
.....	.....	Adams (*)	.....	.....
225	3816	Deans (†)	.....	.....
207	3879	Monmouth Junc.....	831	834
3811	3817	Kingston (†)	.....	.....
3811	3817	Rocky Hill (†)	.....	.....
3870	816	Plainsboro (†)	.....	.....
3870	3855	Princeton Junc.....	301	246
3822	3862	Princeton.....	4260	3862
225	3876	Lawrence (†)	.....	.....
All Trains	.....	Trenton.....	All Trains	.....
204	3885	Morrisville (†)	.....	.....
3891	3885	Tullytown (†)	.....	.....
.....	.....	Edgely (*)	.....	.....
All Trains	.....	Bristol.....	All Trains	.....
3893	3885	Croydon.....	309	255
3895	3885	Eddington.....	309	255
204	3896	Cornwells Heights.....	4292	255
3895	212	Andalusia (†)	.....	.....
204	3884	Torresdale.....	.....	.....

(*) No tickets on sale.

(†) Closed holidays.

(e) Open holidays 8.00 A. M. to 5.00 P. M.

When an unusual number of passengers are expected for any train not included in the foregoing list, Agents will open their respective ticket offices to meet the demand.

SPECIAL INSTRUCTIONS.

S1. A rule referred to by number, unless otherwise specified, is a rule in the Book of Rules.

Employes whose duties are affected by Time Tables must have with them while on duty a copy with all effective supplements properly inserted for all divisions or foreign railroads over which they are qualified to run.

TRAIN RULES.

S2. STANDARD TIME.

S2A. Eastern Standard Time applies on this division as indicated on the cover and title pages.

D201. Standard clocks are located as follows:

Pennsylvania Station, New York:—

Crew Despatcher's Office.

Assistant Yard Master's Office—Seventh Avenue.

Sunnyside Yard:—

Yard Master's Office.

Harsimus Cove:—

Yard Master's Office—Henderson Street.

Assistant Yard Master's Office—Green Street.

Greenville:—

Yard Master's Office.

Jersey City:—

Ticket Receiver's Office.

Station Master's Office.

Waldo Avenue, Engine House.

Meadows:—

Engine House.

Yard Master's Office.

Park Place, Lobby.

Trenton, "DF" Interlocking Station.

West Morrisville:—

Engine House.

Yard Master's Office, "MU."

TIME TABLE.

S3. SYMBOLS.

S3A. The following symbols will be used as indicated by Rule 5—**A** **B** **C** **D**, etc.

S4. LETTERS AND CHARACTERS.

S4A. Rule 6 amplified:—

The following letters and characters indicate:—

- S**—Regular stop.
- F**—Stop on signal to receive or discharge passengers
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail, milk, newspapers or marketing.
- G**—Regular stop, Saturday only.
- H**—Regular stop to receive passengers, Saturday only.
- J**—Regular stop to discharge passengers, Saturday only.
- K**—Regular stop, Sunday only, to receive or discharge passengers.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- ‡—Unattended Block Station.
- No baggage service.
- ⊕—No baggage service Sunday.
- ‡—Indicates trains that will not be operated on New Year's, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday
- ✱—Passenger train—schedule assigned to gas or gas-electric rail motor cars.
- *—Passenger train—schedule assigned to handle passenger and freight equipment.
- ◇—Passenger train—no train baggageman.

D401.

- M**—Regular stop Monday only.
- N**—Regular stop Daily except Sunday.
- P**—Stop on signal to receive or discharge passengers to or from Pittsburgh and West.
- R**—Stop on signal to receive or discharge passengers to or from west of Philadelphia.
- T**—Stop on signal to receive or discharge passengers to or from south of Philadelphia.
- U**—Regular stop to receive or discharge passengers to and from New England points via the Hell Gate Bridge route.
- W**—Regular stop to receive or discharge passengers to or from Pennsylvania Station, New York, or receive or discharge passengers from or for points west of Newark.
- Z**—Regular stop. Pay passengers must not be allowed to leave or board train except at authorized passenger stations.

S5. COLOR SIGNALS.

S5A. At the end of double track where switches are not interlocked, when the switch is set for trains to move in normal direction, switch lamp will display white disk (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disk (red light at night).

D501. Switches equipped with switch lamps will display:
Main Track.—Red disk by day, red light by night, when switch is open.

White disk by day, green light by night, when switch is closed.

Sidings and Yards.—Yellow disk by day, yellow light by night, when switch is open.

White disk by day, green light by night, when switch is closed.

At non-interlocked derrails the light or disk will display purple when set to derail and yellow when the derail is set to proceed.

56. HAND, FLAG AND LAMP SIGNALS.

D601. When a blue flag or blue light 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 flag or blue light is removed. (Rule 26 Amplified.)

D602. When an engine with or without cars is detached from its train for any cause at night or when weather conditions require, a white lamp must be placed on the front end of the leading car of the portion left standing.

Conductor and Engineman will be held equally responsible for complying with this rule.

57. ENGINE WHISTLE SIGNALS.

D701. Rule 14. Between "SA" South Elizabeth and "DK" Perth Amboy Junction.

(dc) ———— o o Flagman on Track "A" return from West.

(eg) ———— o o Flagman on Track "B" return from East. Sunnyside yard.

(db) ———— o Flagman on loop track No. 1 return from West.

(dc) ———— o o Flagman on loop track No. 2 return from West.

(d) ———— Flagman on loop track "A" return from West.

D704. Rule 14 Amplified. — — o o o. Intend to stop for water, hot parts, etc. This signal must be given when passing last interlocking station before reaching the point at which the stop is to be made. The information must also be given as much earlier as possible by throwing message off at an interlocking station.

58. EMERGENCY WHISTLE AND HORN SIGNALS AT INTERLOCKING PLANTS.

D801. Emergency whistle located at the crossing at Fourth Street, Harrison, Centre Street Branch. All trains on surface tracks must stop immediately when one long blast is sounded.

59. COMMUNICATING SIGNALS.

D901. Rule 16 Amplified. (Ja) o o o o o o when standing—deplete the brake pipe pressure.

D902. If the communicating signal fails on a passenger train, and cannot be put in working condition without detention, the train may proceed with the communicating signal out of service; in such cases the Conductor and Engineman must be notified and have a clear understanding as to how the train is to be handled.

S10. TRAIN SIGNALS

D1001. RULE No. 20a will apply to Electric Trains and trains drawn by electric engines.

D1002. RULE No. 21a WILL APPLY: (Double, Three or More tracks)

Between Jersey City and Mile Post 76.

Between "JH," Harsimus Cove and Waverly, via Passaic Branch.

Between Waverly and Greenville.

Between Perth Amboy Junction and Woodbridge Junction.

Exception.—The display of white flags and white lights will be omitted on electric trains and trains drawn by electric engines.

D1003. Classification signals in the Interlocking Station at "CN," "MK" and "CD," in charge of Signalman are for use by extra trains having occasion to go on the single

track branch, when the engine is not equipped with classification signals. They must be returned to the Signalman when leaving the single track branch.

D1004. DIMMING ELECTRIC HEADLIGHTS. Rule 17a amplified.

(g) Approaching a fixed signal affecting the movement of the train when the weather conditions are such that, in the judgment of the engineman, his view of the signal will be thereby improved.

S11. USE OF SIGNALS.

D1101. Night signals will be displayed on rear of trains by day in East and North River Tunnels and Pennsylvania Station Yard

D1103. Flag station signal in service at Newark for westward trains. The indication by day and night will be Green and White lights when there are passengers, and White light only when there are no passengers for a train scheduled to make flag stop.

At other stations, enginemen and conductors of trains scheduled to make flag stops, will assure themselves that there are no passengers, before passing the station without stopping.

D1104. The use of steam whistle is prohibited in the following territory, except to prevent accidents:

Jersey City Passenger Station and West Side Avenue, Jersey City
Colonia Grade Crossing
Signal Bridge 555 and east end of Delaware River Bridge

Exceptions:—The whistle may be used to call in flagman:— West Side Avenue, Jersey City and New Jersey Junction, ("RU") Eastward Passenger Track

Signal Bridge 555 and east end Delaware River Bridge

Enginemen must exercise good judgment in calling flagmen and not sound the whistle long or loud.

D1105. Fusees will not be used between Jersey City Station and New Jersey Junction, in Pennsylvania Station Yard, or East and North River Tunnels.

The minimum number of fusees and torpedoes, which must be carried as part of the equipment in the services indicated, is as follows:

	Fusees	Torpedoes
Flagmen in Passenger Service.....	10	30
Flagmen in Freight Service.....	15	36
Engines.....	3	6

Additional fusees and torpedoes must be carried when necessitated by weather or other conditions. In the event that the supply becomes depleted during the trip, proper advance information must be given in order that it may be replenished at convenient points.

Conductors and Flagmen in so far as the Flagman's equipment is concerned, Enginemen and Firemen in so far as the equipment on the engine is concerned, will be responsible for seeing that they are properly equipped with necessary train signal appliances before starting from each terminal, as well as en route.

D1106. To recall flagman on westward trains on tracks 4 and 7 at Manhattan Transfer, when the flagman has not gone back beyond the station platform, the Conductor will press one of the buttons located adjacent to tracks 4 or 7, on supporting column, near west end of platform as well as near east end of waiting room, which will illuminate a white light located near the eaves of roof adjacent to that track. The flagman will be on the alert to observe this light, and when it is illuminated will return to the train promptly.

When the conditions necessitate the Flagman going back east of the platform, he will be recalled by hand signal.

D1107. When a pusher engine is assisting a train coupled behind the cabin car and the flagman when protecting the rear end of the train is riding in the cabin car, the requirements as to the use of fusees should be met by throwing the fusees off between the cabin car and pusher engine on the track the train is using, and not dropping them between that track and an adjoining track.

D1108. In complying with Rule 34 in calling fixed signals, the name as it appears in the Book of Rules shall be used, omitting the word "signal."

S12. SUPERIORITY OF TRAINS.

D1201. Eastward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

D1202. A delayed regular train is superior by direction to an opposing train that is to be run by the same engine and crew.

S13. BULLETIN BOARDS.

D1301. Location of bulletin board points on this Division, also New York and Long Branch Railroad, where all General Orders of this Division will be posted and delivered, also bulletin board points on Washington Terminal Railroad, N. Y. N. H. & H. R. R., L. I. R. R., L. V. R. R. & W. S. R. R. where General Orders of this Division as indicated below will be posted and delivered.

General Orders of other Divisions will be posted and delivered at points on this Division as indicated below:

LOCATION	OTHER DIVISIONS	ZONES
Sunnyside Yard. Yard Master's Office.....	Trenton.....	A B C D
	Atlantic.....	C D
	Phila. Terminal.....	A B C
	Philadelphia.....	A B C
	Maryland.....	A B
	Baltimore.....	B
	Washington Terminal.....	
	L. I. R. R.....	
New York. Station Master's Office.....	Trenton.....	A B C D
	Atlantic.....	C D
	Phila. Terminal.....	A B C
	Philadelphia.....	A B C
	Maryland.....	A B
	Baltimore.....	B
New York, 7th Avenue. Asst. Yard Master's Office....	Washington Terminal.....	
	L. I. R. R.....	
	N. Y. & L. B. R. R.....	
New York, 37th Street. Freight Station.....		
Brooklyn, N. Y., North 4th St. Freight Station.....		
Jersey City. Station Master's Office.....	Trenton.....	A B C D
	Atlantic.....	C D
	Phila. Terminal.....	A B C
	Philadelphia.....	A B C
	Maryland.....	A B
	Baltimore.....	B
	Washington Terminal.....	
	N. Y. & L. B. R. R.....	
Jersey City. Asst. Yard Master's Office.... (Freight Yard.)	Trenton.....	A B C D
	Atlantic.....	C D
	Phila. Terminal.....	A B C
	Philadelphia.....	A B C
	Maryland.....	A B
	Baltimore.....	B
	Washington Terminal.....	
	Delaware.....	A
N. Y. & L. B. R. R.....		

LOCATION	OTHER DIVISIONS	ZONES
Jersey City, Waldo Avenue. Engine House.....	Trenton.....	A B C D
	Atlantic.....	C D
	Phila. Terminal.....	A B C
	Philadelphia.....	A B C
	Maryland.....	A B
	Baltimore.....	B
	Washington Terminal.....	
	Delaware.....	A
N. Y. & L. B. R. R.....		
Jersey City—Harsimus Cove. Yard Master's Office.....	Trenton.....	A B C D
	Atlantic.....	C D
	Phila. Terminal.....	A B C
	Philadelphia.....	A B C
	Maryland.....	A B
	Baltimore.....	B
	Washington Terminal.....	
	Delaware.....	A
N. Y. & L. B. R. R.....		
Harsimus Cove—Green Street. Asst. Yard Master's Office....	Trenton.....	A B C D
	Atlantic.....	C D
	Phila. Terminal.....	A B C
	Philadelphia.....	A B C
	Maryland.....	A B
	Baltimore.....	B
	Washington Terminal.....	
	Delaware.....	A
N. Y. & L. B. R. R.....		
Meadows Yard. Engine House.....	Trenton.....	A B C D
	Atlantic.....	C D
	Phila. Terminal.....	A B C
	Philadelphia.....	A B C
	Maryland.....	A B
	Baltimore.....	B
	Washington Terminal.....	
	Delaware.....	A
N. Y. & L. B. R. R.....		
Yard Master's Office..... Asst. Yard Master's Office, Westward.....	Trenton.....	A B C D
	Atlantic.....	C D
	Phila. Terminal.....	A B C
	Philadelphia.....	A B C
	Maryland.....	A B
	Baltimore.....	B
	Washington Terminal.....	
	Delaware.....	A
N. Y. & L. B. R. R.....		
Harrison Yard. Yard Master's Office.....	Trenton.....	A B C D
	Atlantic.....	C D
	Phila. Terminal.....	A B C
	Philadelphia.....	A B C
	Maryland.....	A B
	Baltimore.....	B
	Washington Terminal.....	
	Delaware.....	A
N. Y. & L. B. R. R.....		
Greenville Yard. Yard Master's Office..... Asst. Yard Master's Office.... Westward hump..... Asst. Yard Master's Office.... Eastward Float Yard.....	Trenton.....	A B C D
	Atlantic.....	C D
	Phila. Terminal.....	A B C
	Philadelphia.....	A B C
	Maryland.....	A B
	Baltimore.....	B
	Washington Terminal.....	
	Delaware.....	A
N. Y. & L. B. R. R.....		
Newark—Clinton Avenue Yard. Yard Clerk's Office.....	Trenton.....	A B C D
	Atlantic.....	C D
	Phila. Terminal.....	A B C
	Philadelphia.....	A B C
	Maryland.....	A B
	Baltimore.....	B
	Washington Terminal.....	
	Delaware.....	A
N. Y. & L. B. R. R.....		

LOCATION	OTHER DIVISIONS	ZONES
Waverly Yard. Yard Master's Office..... No. 5, Office East End.....	Trenton.....	A B C D
	Atlantic.....	C D
	Phila. Terminal.....	A B C
	Philadelphia.....	A B C
	Maryland.....	A B
	Baltimore.....	B
	Washington Terminal.....	.....
	Delaware.....	A
N. Y. & L. B. R. R.....	.....
Millstone Junction. Yard Master's Office.....	Trenton.....	A B C D
	Atlantic.....	C D
	Phila. Terminal.....	A B C
	Philadelphia.....	A B C
	Maryland.....	A B
	Baltimore.....	B
	Washington Terminal.....	.....
	Delaware.....	A
N. Y. & L. B. R. R.....	.....
Rocky Hill Passenger Station.....		
Princeton. Conductors' Room.....		
Trenton. Station Master's Office.....	Trenton.....	A B C D
	Atlantic.....	C D
	Phila. Terminal.....	A B C
	Philadelphia.....	A B C
	Maryland.....	A B
	Baltimore.....	B
	Washington Terminal.....	.....
	N. Y. & L. B. R. R.....	.....
West Morrisville Yard. Engine House..... Yard Master's Office—"MU" Asst. Yard Master's Office.... Westward Yard..... Asst. Yard Master's Office.... Eastward hump.....	Trenton.....	A B C D
	Atlantic.....	C D
	Phila. Terminal.....	A B C
	Philadelphia.....	A B C
	Maryland.....	A B
	Baltimore.....	B
	Washington Terminal.....	.....
	Delaware.....	A
N. Y. & L. B. R. R.....	.....

LOCATION	OTHER DIVISIONS	ZONES
Bristol Yard. Weigh Master's Office.....	Trenton.....	A B C D
	Atlantic.....	C D
	Phila. Terminal.....	A B C
	Philadelphia.....	A B C
	Maryland.....	A B
	Baltimore.....	B
	Washington Terminal.....	.....
	Delaware.....	A
N. Y. & L. B. R. R.....	.....
South Amboy, N. J.—Trenton Division. Crew Dispatcher's Office.....		
Washington Terminal R. R. P.R.R. Conductor's Work-room Engine House.....		
New York & Long Branch R. R. Long Branch, N. J..... Dispatcher's Office..... Engine House..... Point Pleasant, N. J..... Ticket Office.....		
New York, New Haven & Hart- ford R. R. Grand Central Terminal..... Station Master's Office..... Hartford, Conn..... Station Master's Office..... New Haven, Conn..... Station Master's Office..... Springfield, Mass..... Station Master's Office..... Boston, Mass..... Station Master's Office.....		
Lehigh Valley R. R. Jersey City, N. J..... Crew Dispatcher's Office.... Perth Amboy, N. J..... Train Master's Office..... Lehigh, Pa..... Crew Dispatcher's Office.... South Easton, Pa..... Crew Dispatcher's Office.... Wilkes-Barre, Pa..... Station Master's Office..... Sayre, Pa..... Station Master's Office..... Buffalo, N. Y..... Station Master's Office.....		
West Shore R. R. Weehawken..... Yard Master's Office.....		

LOCATION	OTHER DIVISIONS	ZONES
Long Island R. R.		
Jamaica, C. T. D.....		
Jamaica, T. D.....		
Jamaica (Station Master).....		
Port Jefferson.....		
Valley Stream.....		
Wading River.....		
Flatbush Ave. Station.....		
Rockaway Park.....		
Far Rockaway.....		
Long Beach.....		
Hempstead.....		
Babylon.....		
Pt. Washington.....		
White Stone Landing.....		
Amaganset.....		
Speonk.....		
Patchogue.....		
Greenport.....		
Oyster Bay.....		
Long Island City.....		
Eng. Dis.'s Office.....		
Morris Park.....		
Eng. Dis.'s Office.....		
Jamaica.....		
Storage Yard.....		
Newark, Park Place.		
Trainmen's Room.....		
Hudson Terminal, H. & M. R. R.		
No. 4 Platform.....		

S14. GENERAL ORDERS.

S14A. Rule 75 amplified

D1401. 1. Conductors and enginemen must have a copy of all General Orders that pertain to any portion of a General Order Zone over which they are qualified to run either in part or as a whole. Conductors and enginemen will not be required to understand a General Order pertaining to territory over which they are not qualified to run.

The qualification page following the instructions under caption "Miscellaneous" in each conductor and engineman's Home Division time table must show their Home Division, Name, Occupation, and all General Order Zones over which they are qualified to run either in part or as a whole. If a conductor or engineman is qualified to run over a Foreign Division, the qualification page in their time table for that Division must show General Order Zones of that Division over which they are qualified to run.

The Bulletin Board Attendant will be governed accordingly in checking time tables.

2. The Bulletin Board Attendant will supervise the handling of the employes register, matters pertaining to General Orders and delivery of time slips to conductors and enginemen.

He must personally witness the signatures of conductors and enginemen on their register, personally inspect time tables to ascertain that they contain all General Orders as outlined in paragraph (1), punch and insert sticker copies of such General Orders in time tables, and, after each conductor and engineman has registered and has his time table verified as to containing all copies of General Orders required, he will cancel the figures on Form "Z" so as to indicate the date of reporting for duty and numbers of necessary General Orders, then deliver to the person presenting the time table and Form "Z" his time slip and Form "Z" properly prepared.

If a conductor or engineman is qualified to run over more than nine (9) General Order Zones, he must have in use two Forms "Z," and a notation made following his name "two cards."

If a conductor or engineman reports for duty at a point where the General Orders received do not cover all the territory over which he is qualified to run, the General Order Clearance received there does not apply to territory not covered by General Orders sent there and he must not run over such territory until after having received General Order Clearance at a point to which General Orders covering it are sent, unless otherwise instructed by the Superintendent of that territory.

The use of a receipted card furnished by the Bulletin Board Attendant, and as referred to in the second paragraph of Rule 75, also the use of column with caption "last General Order" on employes register, will be discontinued. The method of preparing Form "Z" is as follows: To indicate date of reporting for duty, cancel the star under proper date; however, if a conductor or engineman reports for duty twice on the same date, cancel the figure or figures of that date to indicate the second time reporting for duty. To indicate General Order information, cancel the star under proper number. The figures 1 to 9, inclusive, represent the last figure of numbers above an even hundred, and from 10 on the last two figures above an even hundred. The use of this punch must be confined to the Bulletin Board Attendant.

Before going out on the first trip of each month, or after a new time table is effective, card Form "Z" previously in use must be turned in to the Bulletin Board Attendant and the latter will prepare a new card as follows:—

At the end of the month, with no change in the time table, prepare a new card for the next month in such a manner as to show the same General Order information indicated on the old card, and proper information for that trip.

In the event of a change in time table the information shown on the old card need not be shown on the new one, but proper information for that trip must be shown.

Cards turned in must be sent to the Superintendent by the Bulletin Board Attendant.

3. Before starting out on a run the engineman must show his General Orders to his fireman, and when he has no conductor he must also show his Form "Z" to his fireman. The conductor must show his General Orders to his trainmen.

4. When conductors and enginemen compare time, as required by Regulations 803, 807 and 817, they must in addition be governed as follows:—

(a) Check the qualification page in each other's time tables to determine necessary qualification information for that trip.

(b) Check the latest General Orders in each other's time tables.

(c) Compare their Forms "Z" for that trip.

5. In the application of these instructions, a pilot will be regarded the same as a conductor or engineman.

6. The foregoing instructions apply to conductors and enginemen when serving in that capacity.

All qualified conductors and enginemen, when not serving in that capacity, must be provided with a Form Z, and when they register at the beginning of each day's work, present to the bulletin board attendant their time tables and have necessary General Orders inserted, also present their Form Z to be punched as provided by instructions covering conductors and enginemen serving in that capacity.

D1402. General Order zones of this Division are as follows:

ZONE A.—Signal station No. 2 and "H" Interlocking, Harold Ave., to the western limits of "A" Interlocking, Pennsylvania Station, N. Y., including Sunnyside Yard.

ZONE B.—Western limits of "A" Interlocking, Pennsylvania Station, N. Y., and Jersey City, to the western limits of "NK" Interlocking, including all yards and branches.

ZONE C.—Western limits of "NK" Interlocking to mile post 76, including all yards and branches.

General Orders for each zone will be numbered consecutively followed by the proper zone letter: Example, General Order No. 701, Zone B.

S15. TRACK ASSIGNMENTS.

D1501. Where double track is used, the tracks will be known as Eastward and Westward Tracks, unless otherwise designated.

DOUBLE TRACK.

"A" to "S."

"RU" to "S" (Passenger Tracks).

Portals of H. & M. R. R. Tunnels to Journal Square Station (H. & M. R. R. Tunnel Tracks).

Brunswick Street, Harsimus Cove Branch, to WA-3 via "GY" and Passaic Branch (Freight Tracks).

Eastern limits "CK" to west end Passaic River Bridge.

"SK" to "NK" via WA-2 and WA-3 (Freight Tracks).

"N" to "PB."

"RD" and Junction L. V. R. R.

"DK" to "WC."

D1502. On three or more tracks the current of traffic is as follows.—

EASTWARD PASSENGER.

No. 1 track Mile Post 76 to west end Passaic River Bridge.

Track "A," "DK" to "SA."

No. 1 track eastern limits of "CK" to "S."

Nos. 12 (including gauntlet track at station platform) and 13 tracks "N" to "S."

Nos. 2 and 3 tracks "RU" to "Z."

Nos. 1 and 3 tracks "C" and "JO" to "H."

WESTWARD PASSENGER.

Nos. 2 and 4 tracks "H" to "JO" and "C."

Nos. 1 and 4 tracks "Z" to "RU."

Nos. 7 (including gauntlet track at station platform) and 8 tracks "S" to "N."

No. 4 track "S" to eastern limits of "CK"

No. 4 track west end Passaic River Bridge to Mile Post 76. Track "B," "SA" to "DK."

EASTWARD FREIGHT.

No. 2 track Mile Post 76 to connection with No. 1 track, west of Newark Station.

No. 2 track eastern limits of "CK" to "S."

WESTWARD FREIGHT.

No. 3 track "S" to eastern limits of "CK."

No. 3 track west end Passaic River Bridge to Mile Post 76.

D1503. Other Assigned Tracks and Sidings.

Loop Tracks Nos. 1 and 2 from "F" to "R":—current of traffic, eastward on both tracks.

Loop Track "A" south of and next to loop track No. 1 (within "R" Interlocking)—current of traffic eastward.

Connecting Track, "RU" to "SC."

Eastward Engine Track from "S" to Meadows and Westward Engine Track from Meadows to "N" are yard tracks.

Center Street Branch track from "GY" to River Street, Newark, is a yard track.

All tracks south of No. 13 track at Manhattan Transfer are yard tracks.

Eastward Station Track, Trenton, first track south of eastward platform.

Westward Station Track, Trenton, first track north of westward platform.

When a long siding, south of and next to No. 1 track or track "A" is used as a running track, it will be numbered and known as No. 0 track.

When a long siding north of and next to No. 4 track or track "B" is used as a running track, it will be numbered and known as No. 5 track.

PASSENGER TRAINS AS SPECIFIED WILL USE TRACKS AS FOLLOWS, UNLESS INTERLOCKING SIGNALS OTHERWISE INDICATE:

WESTWARD.

Train No. 179 will run No. 3 track "CN" to "MK" to pass train No. 207.

Train No. 359 will run No. 3 track "SV" to "BD" to pass train No. 205.

Train No. 387 will run No. 3 track "CO" to "HG" to pass train No. 205.

Train No. 185 will run No. 3 track "CK" to "SA" to pass trains Nos. 303 and 3777.

Train No. 185 will run No. 3 track "CO" to "HG" to pass train No. 3883.

Train No. 221 will run No. 3 track "BD" to "CO" to pass train No. 303.

Train No. 27 will run No. 3 track "CO" to "HG" to pass train No. 303.

Train No. 1075 will run No. 3 track "CK" to "SA" to pass train No. 3783.

Train No. 173 will run No. 3 track "CO" to "HG" to pass train No. 3909.

Train No. 69 will run No. 3 track "CK" to "SA" to pass train No. 243.

Train No. 261 will run No. 3 track "CK" to "SA" to pass train No. 3763.

Train No. 129 will run No. 3 track "CK" to "SA" to pass trains Nos. 3733 and 3789.

Train No. 199 will run No. 3 track "HU" to "CN" to pass train No. 3793.

Train No. 183 will run No. 3 track "CK" to "SA" to pass train No. 255.

Train No. 37 will run No. 3 track "CK" to "SA" to pass train No. 267.

Train No. 89 will run No. 3 track "CK" to "NK" for train No. 61 to pass.

EASTWARD.

Train No. 450 will run No. 2 track "CO" to "BD" to pass train No. 204.

Train No. 204 will run No. 2 track "CD" to "MK" for train No. 60 to pass.

Train No. 38 will run No. 2 track "CN" to "DK" to pass train No. 204.

Train No. 38 will run No. 2 track "SA" to "CK" to clear train No. 706.

Train No. 244 will run No. 2 track "SA" to "CK" to pass train No. 204.

Train No. 40 will run No. 2 track "HG" to "BD" to pass train No. 3890.

Train No. 22 will run No. 2 track "BD" to "SV" to pass train No. 3890.

Train No. 168 will run track "A" "DK" to "SA" for train No. 208 to pass.

Train No. 68 will run No. 2 track "CO" to "BD" to pass train No. 212.

Train No. 212 will run in on Eastward station track at Trenton for train No. 28 to pass.

Train No. 66 will run No. 2 track "MK" to "CN" to pass train No. 212.

Train No. 174 will run No. 2 track "HG" to "CO" to pass train No. 206.

Train No. 118 will run No. 2 track "SA" to "CK" to pass train No. 4246.

Train No. 2 will run No. 2 track "HG" to "CO" to pass train No. 3894.

Train No. 54 will run No. 2 track "SA" to "CK" to pass trains Nos. 308 and 2510.

Train No. 150 will run No. 2 track "CN" to "HU" to pass trains Nos. 136 and 146.

Train No. 136 will lay on track "A" at "DK" for trains Nos. 250 and 730 to pass.

S16. MOVEMENT OF TRAINS.

D1601. Train Dispatchers are located at Jersey City, and Train Directors at Pennsylvania Station, New York.

S16A. Rules 83 and 83A

D1602. Rule 83. Clearance message C. T. 1246 given by the operator without consulting the Despatcher be used where information is given to train at its initial station on any division, or at a junction, or at a point where they pass from double to single track; and where the information is given by the Despatcher to a train before reaching a point such as above indicated, it should be done by a train order.

Rule 83A. In the application of Rule 83A, this information may be given verbally.

S16B. Rule 98.

D1603. In case of signal failures at the Hackensack Passenger Drawbridge or the Hackensack Freight Drawbridge, Jersey City, trains will be permitted to pass draw signal in stop position by hand signal given under the direction of the Draw Tender by the bridleman or trainman stationed on the track on which movement is to be made, after Conductor has been advised by the Draw Tender that the draw is locked for the movement.

S16C. Rule 106 and 106A.

D1604. AT THE FOLLOWING STATIONS TRAINS ON ALL TRACKS ARE RELIEVED FROM OBSERVING RULE 106.

Journal Square.	South Elizabeth.	Princeton Junction.
Marion.	Linden.	Trenton.
Manhattan Transfer.	Scott Avenue	Morrisville.
Harrison.	Rahway.	Bristol.
Fourth St. (Harrison).	Genasco.	Croydon.
Newark.	Menlo Park	Eddington.
South St., Newark.	Metuchen.	Andalusia.
North Elizabeth.	New Brunswick.	Torresdale.
Elizabeth.	Plainsboro.	

Except that at Newark (No. 4 track), Menlo Park, Metuchen, Plainsboro, Princeton Junction, Morrisville, Bristol, Croydon, Eddington, Andalusia and Torresdale, trains receiving or discharging passengers, in addition to conforming to Rule 106A must be governed as follows:

A train on No. 4 track, with vestibule equipment, must have all the side and trap doors on south side of train closed.

A train on No. 4 track, with non-vestibule equipment, must, if practicable, prevent passengers that are being discharged from alighting on No. 3 track, or if this is not practicable, must protect such passengers against trains approaching on that track until their train has left the station.

A train on No. 1 track, with vestibule equipment, must have all the side and trap doors on north side of train closed.

A train on No. 1 track, with non-vestibule equipment, must, if practicable, prevent passengers that are being discharged from alighting on No. 2 track, or if this is impracticable, must protect such passengers against trains approaching on that track until their train has left the station.

D1605. When passenger trains on other than the regularly assigned track stop at stations where there are track fences between the tracks which they are using and the station, must stop at the end of the fence except when track fence has been removed, and observe Rule 106A.

S16D. Rules 251, 253, 254.

D1606. Rule No. 251 will apply on Double, Three, or more tracks.

Stops made for water; to give hot boxes attention, etc., will be considered work under the provisions of Rule 253.

D1608. On double, three or more tracks a passenger train not representing a schedule will run passenger extra, when proper signal is displayed or permission is given by the signalman, yard master or station master. (Rule 97A amplified.)

D1609. When passenger trains are run in sections, Station Masters at Jersey City, Manhattan Transfer, Atlantic City, Philadelphia, Harrisburg and Washington, D. C., will verbally instruct Conductors, who will instruct Enginemen and see that signals are properly displayed. (Rule 95.)

D1612. Connecting track between "RU" and "SC" will be used by trains in both directions upon display of proper signal. If signals are out of order trains must not proceed without train orders.

D1613. Between H. & M. Tunnels and "SC," and between "SC" and "WR" Electric trains will run against the current of traffic, upon display of proper signal. Rules 81, 251, and 605, are modified accordingly.

If signals governing movement against the Current of Traffic between the H. & M. Tunnels and "SC" are out of order, trains must not proceed without train orders.

D1614. Between the Eastward limits of "S" Interlocking and Westward limits of "N" Interlocking:—Trains will be run against the Current of Traffic by signals and Rules 81, 251, and 605, are modified accordingly.

D1615. Trains other than Electric trains for Park Place Branch must not be diverted to Park Place Branch: should switches at "N" Interlocking be set for this route to any other train, the Engineman must stop at once and report to the Superintendent by wire.

D1616. Trains making stop at South Street, Newark, must not run No. 2 or No. 3 track without permission from Signalman. Trains making stop at Linden and or Scott Avenue, must not run No. 1 or No. 4 track without permission from Signalman. Trains making stop at Trenton must not run No. 2 or No. 3 track without permission from Signalman. Eastward trains making stop at Rahway must not run No. 1 track eastern limits "DK" without permission from Signalman.

D1617. Eastward passenger trains east of Trenton will have the right of way to Stations over westward trains.

Westward passenger trains west of Trenton will have the right of way to Stations over eastward trains.

Local passenger trains must give preference at Stations to through express trains.

D1623. HANDLING OF DEAD ENGINES IN FREIGHT TRAINS.

(a) Dead engines of a design having two or three pairs of drivers and no trucks may be moved only at speeds not exceeding twenty miles per hour. Dead engines of a design having four pairs of drivers and no trucks shall be restricted to speeds not exceeding twenty-five miles per hour.

(b) Two or more such dead engines in the same train shall be separated by one or more cars.

D1624. When automatic Signal P-78 on Passaic Branch is in a stop position indicating a train standing at the Draw-Bridge at "GY," all trains on eastward main track will stop at Plank Road Switches and ask for instructions before proceeding.

D1626. When trains are required to stop at Journal Square, Enginemen will make stop at such point as will prevent steam or smoke from entering the station or stairways.

D1627. Enginemen will avoid using steam while passing under Newark Bay Draw-Bridge engine house. This in order to overcome the liability of setting fire to the engine house by reason of sparks from engine.

D1628. Engineman must personally handle the engine while loading and unloading floats; and while making movements on coal wharves.

D1629. High Trestles, Coal Wharves.—Engines must be headed up. (Precaution against exposure of the crown sheet by low water.)

D1631. Trains to Harsimus Cove on Eastward Freight track must clear signal, located at clearance point of connecting track, East of "SC"

D1633. Metuchen "HU."—Trains using Lehigh Valley Railroad connection must protect themselves. Eastward movements, Perth Junction to "HU," may be made by permission of the Signalman at "HU" without flag protection.

D1634. Millham Junction.—Eastward trains on No. 5 track will protect themselves against trains on eastward Millham Branch track, before fouling switch from No. 5 track to eastward Millham Branch track, and westward trains to No. 5 track will protect themselves against trains on eastward Millham Branch track.

Semaphore Signal, governing eastward movements from No. 5 track to eastward Millham Branch track, is located at clearance point of connection of No. 5 track with Millham Branch track, operated by lever located at base of pole, locked by switch lock in stop position.

Conductors or Enginemen:—After obtaining permission to enter eastward Millham Branch track, from No. 5 track, will unlock and display proceed signal, and immediately after passage of train, restore and lock signal in stop position.

Signalman:—After giving train and engine number for permission to enter eastward Millham Branch tracks, will say "display signal and proceed."

When the Trenton Shop train is ready to leave the west end of Barracks yard for the shop, the Yard Master will instruct the Switchman at the east end of Barracks yard and the Signalman at "MO" not to allow any train to enter No. 5 track until the shop train has passed eastward.

On the westward movement, the Signalman at "MO" will obtain permission from the Yard Master at Barracks yard before allowing it to proceed. Before giving permission to do this, the Yard Master will instruct the Switchman at the east end of the yard and Signalman at "DO" not to allow any train to enter No. 5 track until the shop train clears west end of yard, and Signalman at "MO" will hold train on Eastward Millham Branch track.

D1635. Morrisville.—Freight trains on No. 2 track with hot journals or cars needing attention will stop west of switch leading to Coal Wharf and telephone to "MY" West Morrisville Yard for Car Inspectors—Telephone is located in office at east end of Coal Wharf.

D1637. Trains going to Greenville running Eastward main track between West and East end of sidings, will lay back on Eastward main to clear switches at East end of sidings so that trains from these sidings can be taken out ahead of trains on Eastward main when it is desired to do so. Trains on Eastward main will lay West of these switches until such time as they receive Eastward signal located some distance East of the siding switches.

D1638. Frelinghuysen Avenue, Newark.—Switches and derails for grade crossing, West Newark Branch, and Lehigh Valley Interchange track, are operated by three lever interlocking machine, located between P. R. R. and L. V. R. R. tracks east of Frelinghuysen Avenue. Instructions for operating levers are posted above machine.

D1639. In case of an accident obstructing one or more tracks, after providing proper protection for the obstructed tracks and promptly reporting the conditions, Conductor will move that portion of the train ahead of the derailed or damaged cars promptly to the first interlocking station or point of communication, where it can be placed clear of obstructed track.

The Conductor of a train following will promptly communicate with Signalman to obtain orders to pull the rear of the train back to an interlocking station, or point where it can be placed clear of obstructed track. This will enable the wrecking trains to proceed promptly to the scene of the accident and work on same track the derailed cars are on.

D1640. Engines will take a full supply of water at initial terminals where facilities are provided. K-2, K-4, G5-s and E-6 engines, having tanks with a capacity of 7000 or more gallons on eastward passenger trains should not scoop water at Bristol; or at Rahway unless a full tank is not obtained at Plainsboro. Westward passenger trains should not scoop water at Rahway; or at Bristol unless a full tank is not obtained at Plainsboro. Exception—Interdivisional service may scoop water in either direction at Bristol.

STREET CROSSING PROTECTION.

D1650. Before making movements over grade crossings specified below, a flagman or other employe of the railroad must precede such movement to warn the public of approaching engine or cars:

Harrison—Fourth Street, track leading to the Public Service Electric and Gas Company's plant. Track can be used only between the hours of 2.00 A. M. and 5.00 A. M.; must not exceed a speed of six miles per hour.

West Newark Branch—Street crossings, not protected by a crossing watchman.

Genasco—Cutter's siding, Amboy Avenue crossing.

Monmouth Junction—Tower Road, movements on Tail Track.

Rocky Hill—Conrad Sebolt's Siding, Franklyn and Georgetown Pike. (Must not exceed a speed of six miles per hour.)

ROCKY HILL BRANCH - RIDGE ROAD CROSSING, MONMOUTH JUNCTION:

All trains must come to a stop before passing over this crossing. Where engine is pushing cars or drilling, in addition to coming to a stop a trainman must precede train and station himself on crossing with red flag or red lamp to protect crossing.

ROCKY HILL BRANCH - STATE ROUTE No. 13 CROSSING, KINGSTON:

All trains must come to a stop before passing over this crossing and a trainman must station himself in the center of the highway with red flag or red light and stop highway travel before giving signal to Engineman to proceed.

East of "MO"—W. & J. Sloane Manufacturing Company's siding (must not exceed a speed of six miles per hour over Bear Swamp Road crossing).

Morrisville—(Old Line Tracks) Smith Street and Washington Street crossings.

Tullytown—Philadelphia, Bristol and Trenton trolley crossings, Tullytown Bag Loading Plant, Penn Sand and Gravel Company, Curtis and Hill, and DeFrain Sand Company sidings.

Bristol—(Old Line Tracks) street crossings.

S17. MOVEMENT BY TRAIN ORDERS.

D1701. While a train order signal is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in the last paragraph of Rule 221-A.

D1702. Princeton Branch—the siding between Princeton Junction and Princeton must not be used without Train Orders.

S18. YARDS AND YARD INSTRUCTIONS.

S18A. Rule 97.

D1801. Rules 93 and 317d amplified:

The use of the main track within yard limits authorized by Rules 93 and 317d applies to engines not authorized by time table schedule or train order to use the main track within yard limits, and they may do so without train orders. Under Manual Block operation, before entering the block, the conductor or engineman must notify the signalman when it is desired to make such a yard movement; they must not exceed a speed of 15 miles per hour, prepared to stop short of other yard movements, extra trains or obstructions; they are not required to protect against other yard movements and extra trains.

Rules 19 and 21 will not apply to such yard movements, but by night at least one red light must be displayed on the rear, and if the movement is made past a block station by day at least one yellow flag must be displayed on the rear to indicate the rear.

Except as hereby provided, all Rules and Special Instructions applicable to trains must be observed.

D1802. Movements on the main track within yard limits may be made without train orders. (Rule 97 modified.)

D1803. Yards indicated by Yard Limit boards are located as follows:

Pennsylvania Station Yard, from Tenth Avenue Portals to Sixth Avenue Portals.

Sunnyside Yard, from Sunnyside Portals to Laurel Hill Avenue.

Harsimus Cove Branch.

Eastward and Westward Freight Tracks, Harsimus Cove Branch to "GY" Eastward Home Signal, Passaic Branch Draw Bridge.

Passaic Branch, 5330 feet east of "WA-5" to "NK."

No. 0 track between Manhattan Transfer and west end of Hackensack Passenger Drawbridge.

Loop track at Manhattan Transfer.

No. 5 track between "RD" and "NK."

New York Bay Line.

No. 0 track between South Elizabeth and the junction of the B. & O. R. R. and between Linden and East Rahway.

Perth Amboy Branch, from Perth Amboy Freight Station to the connection to eastward Main Track "WC."

Millstone Branch, from Millstone Junction to Voorhees Station.

Millstone Branch, from East Millstone to a point 300 feet East of switch at East leg of Y.

Rocky Hill Branch, from Monmouth Junction to a point 150 feet East of Stouts Road Crossing.

No. 5 track between Plainsboro and Princeton Junction.

Princeton Junction. Princeton Branch track including East and West Legs of Y to a point 2600 feet West of "CD" Interlocking Station.

Princeton: Princeton Station to a point 3400 feet East of Princeton Station.

No. 0 track between "DO" and 5600 feet east of "MO."

West Morrisville Yard: 318 feet west of "SV" to Junction of Philadelphia Division and New York Division.

No. "0" track between "BD" and "SV."

D1804. VERBAL INSTRUCTIONS GIVEN BY YARD MASTERS TO RUN AGAINST THE CURRENT OF TRAFFIC WITHIN YARD LIMITS.

Yard Masters before giving permission to run against the current of traffic must arrange for proper protection.

Harsimus Cove Branch. Eastward and Westward Freight Tracks. Movements may be made between "SC" and Brunswick Street by verbal direction of Yard Master at Harsimus Cove.

Meadows Yard. Westward Morris track. Movements may be made by verbal direction of Yard Master at Meadows.

Waverly Yard. Eastward No. 1 running track located north of Waverly Hump Yard. Movements controlled by Signalman at WA-5 subject to direction of Yard Master. Westward movements on this track will be made by verbal instructions of Signalman at WA-5 and must not foul switches at west end of this track without permission from Signalman. At WA-4 and WA-6 trains must keep clear of switches in eastward No. 1 running track, also freight tracks, until permission is obtained from Signalman.

New York Bay Railroad. Between WA-5 and WA-2 will be operated as yard tracks and movements will be controlled by Signalman, at WA-5, subject to direction of Yard Master.

Between East Trenton switches and "MO" Interlocking Station, Millham Junction, double track is in operation, but trains or engines must not run against the current of traffic without permission from the Assistant Yard Master or his representative at East Trenton. Before authorizing a movement against the current of traffic, the Assistant Yard Master or his representative must arrange for proper protection and know that the track on which the movement is to be made has been cleared of opposing movements and the Signalman at "MO" must obtain message addressed to the Conductor and Engineman from the Assistant Yard Master authorizing a move against the current of traffic from "MO" to East Trenton on the eastward track.

The westward caution-slow speed signal at "MO" Interlocking Station, in addition to a message authorizing such movement, will be authority for westward trains or engines to move on the eastward track from "MO" to Cabin E.

A yellow flag or lamp signal from the Assistant Yard Master or his representative at East Trenton will be authority for movement of eastward trains or engines on the westward track from that point to "MO."

West Morrisville Yard. The eastward, westward, and middle tracks from 1000 feet west of Morrisville Station to Junction with Philadelphia Division. Movements may be made between "SV" and "MY" by verbal direction of Yard Master at West Morrisville.

S19. SPEED TABLE.

Time per Mile Min. Sec.	Miles per Hour	Time per Mile Min. Sec.	Miles per Hour	Time per Mile Min. Sec.	Miles per Hour	Time per Mile Min. Sec.	Miles per Hour
0.51	70.59	1.27	41.38	2.02	29.50	2.37	22.93
0.52	69.23	1.28	40.91	2.03	29.27	2.38	22.78
0.53	67.92	1.29	40.45	2.04	29.03	2.39	22.64
0.54	66.66	1.30	40.00	2.05	28.80	2.40	22.50
0.55	65.45	1.31	39.56	2.06	28.57	2.41	22.36
0.56	64.29	1.32	39.13	2.07	28.34	2.42	22.22
0.57	63.16	1.33	38.71	2.08	28.12	2.43	22.08
0.58	62.07	1.34	38.29	2.09	27.91	2.44	21.95
0.59	61.02	1.35	37.89	2.10	27.69	2.45	21.82
1.00	60.00	1.36	37.50	2.11	27.48	2.46	21.69
1.01	59.02	1.37	37.11	2.12	27.27	2.47	21.56
1.02	58.06	1.38	36.73	2.13	27.09	2.48	21.43
1.03	57.14	1.39	36.36	2.14	26.87	2.49	21.30
1.04	56.25	1.40	36.00	2.15	26.67	2.50	21.17
1.05	55.38	1.41	35.64	2.16	26.47	2.51	21.05
1.06	54.55	1.42	35.29	2.17	26.28	2.52	20.93
1.07	53.73	1.43	34.95	2.18	26.09	2.53	20.81
1.08	52.94	1.44	34.61	2.19	25.90	2.54	20.70
1.09	52.17	1.45	34.28	2.20	25.71	2.55	20.58
1.10	51.43	1.46	33.96	2.21	25.53	2.56	20.45
1.11	50.70	1.47	33.64	2.22	25.35	2.57	20.34
1.12	50.00	1.48	33.33	2.23	25.17	2.58	20.22
1.13	49.31	1.49	33.03	2.24	25.00	2.59	20.11
1.14	48.65	1.50	32.73	2.25	24.83	3.00	20.00
1.15	48.00	1.51	32.43	2.26	24.66	3.15	18.46
1.16	47.37	1.52	32.14	2.27	24.49	3.30	17.14
1.17	46.74	1.53	31.86	2.28	24.32	3.45	16.00
1.18	46.15	1.54	31.58	2.29	24.16	4.00	15.00
1.19	45.57	1.55	31.30	2.30	24.00	5.00	12.00
1.20	45.00	1.56	31.04	2.31	23.84	6.00	10.00
1.21	44.44	1.57	30.77	2.32	23.68	6.46	9.00
1.22	43.90	1.58	30.51	2.33	23.53	7.30	8.00
1.23	43.37	1.59	30.25	2.34	23.38	8.34	7.02
1.24	42.86	2.00	30.00	2.35	23.23	10.00	6.00
1.25	42.35	2.01	29.75	2.36	23.08	12.00	5.00
1.26	41.86						

S20. SPEED RESTRICTIONS.

S20A. On account of braking arrangement, when passenger trains have class X-25, X-29, R-7, RF, or other types of freight cars equipped for passenger train service, they must have passenger equipment cars in proportion to freight cars, not less than:

1 passenger to 1 freight, when lading is between 25,000 and 50,000 pounds.

2 passenger to 1 freight, when lading is between 50,000 and 75,000 pounds.

3 passenger to 1 freight, when lading is between 75,000 and 100,000 pounds.

For two such passenger-equipped freight cars operated, the lading of which is less than 25,000 pounds, at least one regular passenger-equipment car must be included in the make-up of the train.

1 empty freight car of the same type to equal 1 passenger car.

Otherwise the train must not be operated exceeding the highest speed restrictions which apply to freight trains.

When freight cars not equipped for passenger train service are placed in a passenger train, the above speed restrictions apply, and the train must be operated with the air pressures which apply to freight trains.

The weight of lading in an express car loaded with mixed freight does not normally exceed 25,000 pounds. Occasional shipments in carload lots of castings, scenery, etc., do exceed 50,000 pounds. In the latter case the weight of lading may be ascertained from the Express Company.

Class R-7 and RF milk cars average 215 cans, maximum 225 cans. A 40-quart can of milk weighs 100 pounds, a 46-quart can 125 pounds, ice 5 tons, so that the weight of lading would be less than 50,000 pounds. R-7 cars equipped with shelves will carry 400 cans of milk; if these are of 40-quart capacity, weight of lading and ice will be 50,000 pounds; 46-quart capacity, weight of lading and ice will be 60,000 pounds, based on full load.

Freight cars to comply with the above instructions must be equipped with steam heat line, air signal line, ten-inch air brake cylinder, three-position retaining valve, E-7 safety valve, H-2 triple valve and steel wheels.

D2001. Minimum running time for trains in either direction between "HG" Interlocking Station and Manhattan Transfer, also Jersey City and New York:

Between "HG" Interlocking Station and			
"BD" Interlocking Station..	10 minutes	10 seconds	
"BD" Interlocking Station and			
Trenton ("DF").....	7 "	12 "	
Trenton ("DF") and "CD"			
Interlocking Station.....	8 "	22 "	
"CD" Interlocking Station and			
"MK" Interlocking Station..	4 "	54 "	
"MK" Interlocking Station and			
"CN" Interlocking Station..	7 "	12 "	
"CN" Interlocking Station and			
"HU" Interlocking Station..	5 "	52 "	
"HU" Interlocking Station and			
"DK" Interlocking Station..	5 "	24 "	
"DK" Interlocking Station and			
"SA" Interlocking Station...	4 "	18 "	
"SA" Interlocking Station and			
Elizabeth.....	0 "	37 "	
Elizabeth and "RD" Interlock-			
ing Station.....	4 "	0 "	
"RD" Interlocking Station and			
"CK" Interlocking Station...	2 "	19 "	
"CK" Interlocking Station and			
Manhattan Transfer.....	3 "	0 "	
	1 hour	3 "	20 "
"S" Interlocking Station			
and "Z" Interlocking			
Station.....	11 "	0 "	
	1 hour	14 "	20 "
"S" Interlocking Station			
and "A" Interlocking			
Station.....	11 "	0 "	
	1 hour	14 "	20 "
"C" Interlocking Station and			
"F" Interlocking Station....	5 "	4 "	
"F" Interlocking Station and			
"H" Interlocking Station....	0 "	44 "	
"F" Interlocking Station and			
"R" Interlocking Station (via			
Loop).....	3 "	1 "	
"Q" Interlocking Station and			
"F" Interlocking Station....	1 "	8 "	

In case of delay en route the number of minutes delayed must be added to the minimum time.

D2002.	MAXIMUM SPEED.	MILES PER HOUR
	Unless otherwise specified.	
	Main Line:	
	With passenger engines on passenger tracks.....	70
	With passenger engines on freight tracks.....	70
	With freight engines on passenger tracks.....	50
	With electric engines.....	55
	West Newark Branch:	
	With passenger engines.....	15
	With freight engines.....	15
	P. A. & W. Branch:	
	With passenger engines.....	65
	With freight engines.....	50
Passenger trains..	Millstone Branch:	
	With passenger engines.....	20
	With freight engines.....	20
	Rocky Hill Branch:	
	With passenger engines.....	20
	With freight engines.....	20
	Princeton Branch:	
	With passenger engines.....	30
	With freight engines.....	30
	Trenton Branch (West Morrisville):	
	With passenger engines.....	10
	With freight engines.....	10
	Unless otherwise restricted.	
	Main Line.....	50
	Harsimus Cove Branch.....	15
	Harrison Branch.....	10
	Meadows Branch No. 1.....	10
	Meadows Branch No. 2.....	10
	Centre Street Branch.....	10
	West Newark Branch.....	15
	Passaic Branch.....	30
	New York Bay R. R.....	30
	P. A. & W. Branch.....	30
	Bonhampton Branch.....	10
Freight trains....	Millstone Branch.....	20
	Rocky Hill Branch.....	20
	Princeton Branch.....	20
	Trenton Branch (West Morrisville)....	10
	Arranged Service:	
	Main Line.....	50
	Harsimus Cove Branch.....	15
	Passaic Branch.....	30
	New York Bay R. R.....	30
	P. A. & W. Branch.....	30
	Trenton Branch (West Morrisville)....	10
Circus trains.....		30
Snow plows.....		15
Snow Flangers.....		6
M. W. Motor cars.....		20
	Main Line.....	30
	Harsimus Cove Branch.....	15
	Harrison Branch.....	10
	Meadows Branch No. 1.....	8
	Meadows Branch No. 2.....	8
	Centre Street Branch.....	10
	West Newark Branch.....	10
	Passaic Branch.....	30
	New York Bay R. R.....	15
	P. A. & W. Branch.....	30
	Bonhampton Branch.....	10
	Millstone Branch.....	20
	Rocky Hill Branch.....	20
	Princeton Branch.....	20
	Trenton Branch (West Morrisville)....	10
Wreck trains.....		

D2003.	Speed indicated below must not be exceeded between stations; on curves and over bridges:	MILES PER HOUR	Pass. Trains	Fast Fght.	Slow Fght.
	Main Line.				
	"DK"—"MO" unless otherwise restricted				
	"Freight Tracks".....	55	50	40	
	Harold Ave. to Manhattan Transfer unless otherwise restricted.....	55	30	30	
	Jersey City Passenger Station to "Z".....	15	..	..
	"Z"—"RU".....	50	15	15	
	"RU"—"SC".....	50	25	15	
	"SC" to East End of Hackensack River Bridge (Freight Track).....	..	25	15	
	H. & M. R. R. Tunnel Portal to Park Place, Newark: Electric trains unless otherwise restricted.....	50	..	..
	Westward Electric trains, Tunnel Portal to Journal Square.....	35	..	..
	Journal Square:				
	H. & M. R. R. trains to and from Journal Square Yard, passing over all switches to and from Journal Square Station and on westward H. & M. R. R. tunnel track from the west end of Journal Square Station to the westward passenger track.....	8	..	..
	West End of Hackensack River Bridge to "GY" freight tracks.....	..	15	15	
	Manhattan Transfer. Tracks adjacent to station platforms.....	35	..	..
	Manhattan Transfer, Loop Track.....	5	5	5	
	Passaic Branch Jumpover Bridge to Fourth Street, Harrison—Passenger Station.....	..	25	15	
	Automatic signal No. 953-P—Nos. 2 and 4 tracks approaching.....	50	..	..
	East and North River Tunnels.....	50	15	15	
	Pennsylvania Station Yard.....	15	8	8	
	Eastward trains between Signal Bridge located 1300 feet west of Newark Station platform and Passaic River Bridge.....	45	40	30	
	Eastward trains on Nos. 1, 2 and 3 tracks between "RD" and Signal Bridge 1300 feet west of Newark Station platform.....	60	40	30	
	Track tanks while taking water.....	45	45	30	
	Trenton—Passing Station Platforms, Nos. 1 and 4 tracks.....	60	45	30	
	Trenton—Between eastward home signal "DF" and eastward home signal "DO" on eastward and westward main tracks to and from Trenton Division.....	10	..	..
	"DO" to "DF" Nos. 5 and 6 tracks.....	10	..	..
	Automatic signal No. 582, Nos. 1 and 2 tracks approaching.....	55	..	..

	MILES PER HOUR		
	Fast Fght.	Slow Fght.	
M-1 Engines between West Morrisville Yard and Trenton Passenger Station.....	25	25	
M-1 Engines between "CN" Interlocking Station and New Brunswick Passenger Station.....	25	25	
M-1 Engines passing station platforms at Rahway.....	25	25	
M-1 Engines between South Elizabeth and North Elizabeth Passenger Stations.....	25	25	
Branches:	Pass. Trains	Fght. Trains	
Harsimus Cove Branch:			
Road engines, light or with cabin car running backwards.....	..	6	
Park Place Branch:			
Passaic River Drawbridge westward (passing smash board).....	20	..	
Passaic River Drawbridge eastward (passing smash board).....	10	..	
Park Place, over all switches.....	8	..	
West Newark Branch:			
Over Branch (west of Frelinghuysen Avenue) ..	..	10
"RD" to junction of L. V. R. R.....	15	15	
Passaic Branch:			
"GY" to 5330 feet east of "WA-5":			
Fast freight.....	..	30	
Slow freight.....	..	20	
5330 feet east of "WA-5" to "NK".....	..	15	
New York Bay Railroad:			
M-1 Engines over Peddie Street Bridge No. 10.71, Waverly (between WA-2 and WA-3).....	20	20	
Greenville Yard:			
Road engines, light or with cabin car, running backwards.....	..	6	
P. A. & W. Branch:			
"DK" to Prospect Avenue, westward main track	30	15	
"DK" to Prospect Avenue, eastward main track	30	15	
"WC" to and from New York & Long Branch R. R.....	30	15	
Perth Amboy Branch:			
While passing home signals at the crossing of P. R. R. and L. V. R. R. at Perth Amboy, also over street crossings, Perth Amboy.....	..	10	
Trenton Branch (West Morrisville):			
Fallington, over cross-overs entering yard....	..	10	
Curves.—Main Line:	Pass. Trains	Fast Fght.	Slow Fght.
"SC" to a point 650 feet west of reverse curve, Westward passenger track.....	35	25	15
Marion to "SC" Eastward Passenger Track,	35	25	15
Between points 650 feet and 2275 feet west of Hackensack Passenger Drawbridge, Jersey City route.....	45	25	15
Sunnyside Yard, curve at the east end loop track.....	15	15	15
Elizabeth to South Elizabeth Nos. 1, 2, 3, 4 tracks	55	45	30

	Miles per hour.		
	Pass. Trains	Fght. Trains	Trains
Branch Lines:			
Millstone Branch:			
Eastward Movements, East Millstone station to crossing of Millstone and New Brunswick Road east of wye.....	20		20
Rocky Hill Branch:			
Monmouth Junction, curve west of.....	10		10
Withington, second curve, west of.....	10		10
Kingston, second curve, east of and reverse curve, west of.....	10		10
Rocky Hill, curve east and west of.....	10		10
Princeton Branch:			
Princeton Junction, east leg of wye.....	15		15
Princeton Junction, west leg of wye.....	10		10
Bridges:	Pass. Trains	Fast Fght.	Slow Freight
Main Line:			
Hackensack River—"W" Drawbridge... ..	45	20	20
Hackensack Drawbridge, Passenger.....	45	35	20
Hackensack Drawbridge, Freight.....	..	10	10
Passaic River—"CK" Drawbridge.....	45	30	20
Branches:	Pass. Trains	Fght. Trains	
Center Street Branch—Drawbridge .....	..	10	
Passaic River Drawbridge, Park Place Branch..	20	..	
Passaic Branch—Drawbridge	15	15	
Newark Bay Drawbridge and approaches.....	..	10	
D. & R. Canal Drawbridge, Princeton Branch.	20	15	

D2003. Passenger trains will be governed by freight speed where speed for passenger trains is not specified.

Passenger trains running against current of traffic fifty (50) miles per hour.

Freight trains running against current of traffic forty (40) miles per hour.

Train BF-10 with R-60 or BdR refrigerator milk cars, will run at passenger train speed. Other trains with refrigerator milk cars must not exceed a speed of 50 miles per hour.

All diverging movements over hand-operated switches must not exceed a speed of fifteen (15) miles per hour, unless otherwise restricted.

All trains using No. 0 or No. 5 track must run prepared to stop within range of vision.

Over draw spans of all drawbridges, freight trains running against the current of traffic ten (10) miles per hour.

Passenger engines running backward, with or without cars, and passenger engines pushing cars on Main Tracks, must not exceed a speed of thirty (30) miles per hour, except Millstone and Rocky Hill Branches, where speed is twenty (20) miles per hour.

Engines without side rods, under steam or being hauled, must not exceed a speed of twenty (20) miles per hour.

Engines of the K-2, K-4, G-5 or E-6 class, when crossing from one track to another over the slip switches, at "Z" ten (10) miles per hour, and to and from sidings five (5) miles per hour.

If more than two electric engines coupled together pass through tunnels they must not exceed a speed of thirty (30) miles per hour.

Electric engines of the BB-2 class must not exceed a speed of 25 miles per hour.

Pennsylvania Station. L-5-A electric engines are unsafe for movements through slip switch at the west end of No. 39 cross-over and through No. 35 turnout at "KN" interlocking station.

When electrically equipped multiple unit cars are moved dead-head in steam trains, a speed of twenty (20) miles per hour must not be exceeded. If it is known that the motors have been removed from such multiple unit cars before deadhead movement is made, this restriction does not apply.

Engines of the B-8 or other similar classes of shifting engines twenty (20) miles per hour.

C-1 Engines must not exceed a speed of 25 miles per hour (forward or backward). On curves having a radius from 150 to 200 feet the maximum speed must not exceed 5 miles per hour (forward or backward). And must not be operated on curves less than 150 feet radius.

C-1 Engines will not clear third rail protection board.

Engines of the L-1s and I (eye)-1s class to and from sidings 5 miles per hour.

M-1 engines may operate over curves of 400 feet radius and No. 8 turnouts at 5 miles per hour, over curves of 600 feet radius at 15 miles per hour.

Freight engines running backward without cars, 25 miles per hour; with cars, 20 miles per hour. Freight engines pushing cars on main tracks, 20 miles per hour.

Freight engines of the H-9 type or smaller may be double-headed over the Hackensack River freight drawbridge No. 4.21 at a speed not exceeding ten (10) miles per hour.

G-5s type of engines are unsafe for movements in Alling Street Yard, Newark.

Snow Plows. Snow plows must be brought to a stop before meeting or passing a passenger train on adjacent track and must not exceed a speed of four (4) miles per hour passing a passenger train or a passenger station.

Snow Flangers. Six (6) miles per hour which must be reduced when not consistent with safety.

Derrick Cars. Trains having derrick cars twenty (20) miles per hour when the boom of the derrick is pointing in the direction in which the train is moving, and thirty (30) miles per hour when the boom of the derrick is pointing in the opposite direction to which the train is moving. Speed must be reduced when not consistent with safety.

Pile Drivers. Trains having pile drivers that are on their trucks must not exceed a speed of thirty (30) miles per hour.

Work Trains. Must not exceed speed of forty (40) miles per hour and conform with speed prescribed for derrick cars when hauling same.

Chloride Cars. Ten (10) miles per hour while being operated.

Over Track Scales. Four (4) miles per hour.

Slow and resume speed boards.



* Here will be shown the number of seconds that must be consumed in crossing over the restricted section.

D2004. SIGNAL ASPECTS. Rules 282 and 283.

In conforming to the speed requirements when operating under Rule 282 (caution signal) and Rule 283 (approach signal), the train should not exceed one-half its maximum authorized speed when passing the signal, but not necessarily before reaching it; however, where the signal cannot be seen a sufficient distance to reduce to not exceeding one-half its maximum authorized speed at the signal, the speed should be so reduced as soon as proper handling of the train will permit, and this therefore requires a reduction of speed immediately upon the signal being in sight.

D2005. Temporary Signs to Indicate Locations Where Slow Speed is in Effect:

Track covered by a slow order, other than a train order or time table special instructions, will be indicated by a yellow flag or light placed to the right of track a sufficient distance ahead of the obstruction to reduce from maximum authorized speed to the speed required at point of obstruction.

A green flag or light placed to the right of track marks the end of restricted territory.

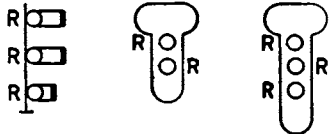
D2006. For the protection of trackmen in the East and North River tunnels, a yellow light will be placed on the bench wall a sufficient distance away from them, to enable trains traveling at normal speed to reduce speed to 35 miles per hour. Speed must be reduced to conform to this requirement as soon as it can be accomplished, without rough handling of the train after passing the yellow light.

A green light will be placed at the point where normal speed may again be resumed.

The whistle must be sounded promptly after the yellow light is sighted, in order to afford warning to the trackmen of the approach of a train.

S21. SIGNAL ASPECTS NOT STANDARD

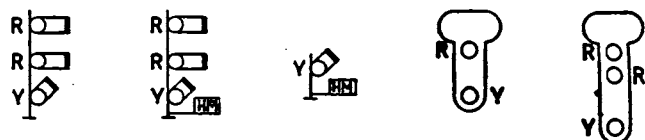
D2101. THE FOLLOWING SIGNAL ASPECTS NOT STANDARD IN ACCORDANCE WITH RULES 275 TO 290 ARE IN SERVICE ON THIS DIVISION.



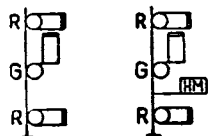
INDICATION—Stop.
NAME—Stop-Signal.
Rule 275 amplified between "H" Interlocking and Manhattan Transfer.



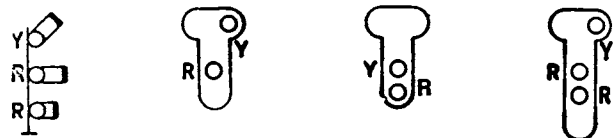
INDICATION—Stop-Then proceed in accordance with Rule 509-B or 660.
NAME—Stop-and-Proceed-Signal.
Rule 276 amplified in North and East River Tunnels.



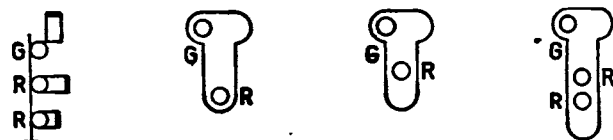
INDICATION—Proceed at not exceeding 15 miles per hour with caution prepared to stop short of train or obstruction.
NAME—Caution-Slow-Speed-Signal.
Rule 278 amplified between "H" Interlocking and Manhattan Transfer.



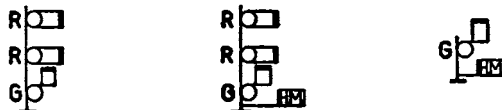
INDICATION—Train proceed at not exceeding one-half its maximum authorized speed at point involved, but not exceeding 30 miles per hour.
NAME—Clear-Restricting-Signal.
Rule 285 amplified at "H"- "N" and "S."



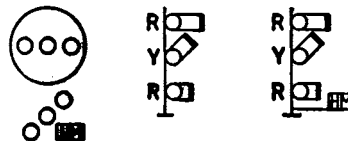
INDICATION—Approach next signal prepared to stop. A train exceeding one-half its maximum authorized speed at point involved must at once reduce to not exceeding that speed.
NAME—Approach-Signal.
Rule 283 amplified between "H" Interlocking and Manhattan Transfer.



INDICATION—Proceed.
NAME—Clear-Signal.
Rule 286 amplified between "H" Interlocking and Manhattan Transfer.



INDICATION—Proceed at not exceeding 15 miles per hour.
NAME—Clear-slow-speed-signal.
Rule 281 amplified at "H"- "N" and "S."

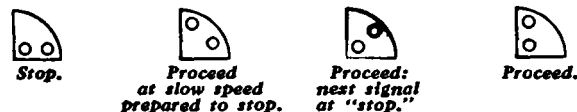


INDICATION—Proceed at not exceeding 15 miles per hour prepared to stop at next signal.
NAME—Slow-speed-signal.
Rule 279 amplified at "H"- "N"- "S" and "SC."



INDICATION—Approach next signal prepared to stop. A train exceeding one-half its maximum authorized speed at point involved must at once reduce to not exceeding that speed.
NAME—Caution-Signal.
Rule 282 amplified at "MK."

Low automatic position light signals—Westward H. & M. tunnel track.



When signal indicates "stop" it will be necessary to key down the automatic train stop to pass signal.

When the key is inserted and automatic stop clears, signal will show indication "Proceed at slow speed prepared to stop."

When letters HM are displayed, signal must not be accepted by any trains except electric trains to and from H. & M. R. R.

H. & M. trains must not accept top arm of signals governing movements to or from gauntlet tracks, Manhattan Transfer.

H. & M. trains must not accept bottom arm of signals governing movements to or from gauntlet tracks, Manhattan Transfer, except when HM is displayed.

H. & M. Deadhead trains only, may accept, when displayed, top arm of signal governing eastward movements on eastward passenger track, west end of Journal Square Station, but must not accept top arm of signal governing eastward movements on eastward passenger track east end of Journal Square Station.

H. & M. trains must not accept bottom arm of signal governing eastward movements on eastward passenger track west end of Journal Square Station except when HM is displayed.

Key—R—Red.

G—Green.

Y—Yellow.

D2102. ———

S22. BLOCK SIGNAL RULES.

D2301. Four wheel cabin cars must not be allowed to stand in an automatic block unless the block is occupied by other cars or engine. Necessary care must be used at all interlocking plants, and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman.

S23. MANUAL BLOCK SYSTEM.

D2301. Rules 301 to 375, inclusive, are in effect as follows, except that Rules 317a, 317b, 318a and 318b will apply only on portions of the Division as specified:

Between "RD" and 100 feet east of Frelinghuysen Avenue, at Junction switches with the Lehigh Valley Railroad (West Newark Branch).

Millstone Branch.
Rocky Hill Branch.
Princeton Branch.

D2302. Rule 317A will apply:

Millstone Branch.
Rocky Hill Branch.
Princeton Branch.

D2303. Rule 317b——

All movements against current of traffic, except between "RD" and "CK" Interlockings on No. 3 track, "H" and "N" Interlockings and between H. & M. Tunnels and "WR" on H. & M. R. R. Tunnel Tracks.

D2304. Rule 318a will apply between "RD" Interlocking and 100 feet east of Frelinghuysen Avenue, at Junction switches with the Lehigh Valley Railroad (West Newark Branch).

D2305. Rule 318b——

D2306. ——

S23A. UNATTENDED BLOCK STATIONS.

An unattended block station is a point designated by a sign, indicating the limits of a block, the use of which is controlled by Manual Block System Rules, except as hereby modified.

D2307. Unattended block stations are controlled by the signalman specified in time-table, or Special Instructions.

The sign indicating an unattended block station will display by day the station call, and, in addition, by night a red light and a yellow light horizontal; the yellow light next to the main track.

The signalman may give a train oral permission to enter one block, and by the use of Clearance Card (Form K) may authorize a train to pass one or more unattended block stations.

Unless otherwise provided, trains must stop at unattended block stations, and conductor or engineman must obtain permission from the signalman to enter, and ascertain condition of the block, and report clear.

If from any cause, conductor or engineman is unable to communicate with the signalman either by the usual means of communication or the use of commercial lines and should no cause for detaining the train be known, it may proceed through that block on its rights or time-table authority, preceded by a flagman to the next point of communication and report to the Superintendent.

Conductors and enginemen finding an unattended block station sign imperfectly displayed, or absent, must, if practicable, correct it, or replace the light, and report the fact to the Superintendent.

FORM K	THE PENNSYLVANIA RAILROAD	FORM K
CLEARANCE CARD		
_____ Block Station _____ M. _____ 19_____		
To Conductor and Engineman: Train _____		
Proceed at _____ as though _____ signal was displayed.		
Report clear at _____		
_____ Signalman.		
<p><i>The signalman may issue this card only when authorized by the Superintendent. Before issuing it, the signalman must have proper understanding with other signalmen, if any having authority over blocks mentioned, and must know that blocks mentioned above have been duly reported clear of opposing trains, and clear of trains that may not be followed in the same block by the train addressed.</i></p> <p><i>The conductor and engineman receiving this card properly filled out and signed, or authorized by the signalman to fill it out, may proceed as directed above.</i></p>		

D2308. A train receiving Clearance Card (Form K) to pass an unattended block station, and arrives at such station after the time for it to become an open block station, must identify the train to the signalman before accepting a signal to proceed at that station, as Clearance Card (Form K) is thereby annulled.

D2309. ——

S24. CONTROLLED MANUAL BLOCK SYSTEM.

D2401. ——

S25. AUTOMATIC BLOCK SYSTEM.

D2501. Rules 501 and 505, 505b (except where 505a is in effect) to 514, inclusive, are in effect as follows:—

Between "H" and "S."
 "Z" and "S," Passenger Tracks including H. & M. R. R. Tunnel Tracks.
 "S" and Mile Post 76.
 "N" and "PB."
 "SC" and Hackensack Freight Drawbridge, Freight Tracks.
 "GY" and Signal P-98, Passaic Branch.
 "DK" and "WC," P. A. & W. Branch.

D2501A. When a train is turned out against the current of traffic, Manual Block Signal Rule 317b to apply, except between "RD" and "CK" Interlockings on No. 3 track, "H" and "N" Interlockings and between H. & M. Tunnels and "WR" on H. & M. R. R. Tunnel Tracks.

D2502. In Automatic Block System territory, if, in connection with a train using hand operated main track switches, the entire movement clears a block and the switches used that affect that block are restored to normal position, thereby clearing signals affecting that block, regardless of whether the train has or has not been reported clear of the block, it must not again enter that block without permission from the signalman, unless otherwise instructed by the Superintendent.

D2503. Unless it is known that gasoline motor cars, and cars of similar type or construction will operate automatic signals and shunt track circuits at interlockings and electric switch locking, they must not be operated in Automatic Block Signal territory unless special provision is made for Manual Block protection, and such gasoline motor cars, and cars of similar type or construction, must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman. Signalman and leverman must assure themselves that such cars have cleared the switches of an interlocking before attempting to operate them.

S25A. Rule 505a.

D2504. Rule 505a is in effect between Harold Ave. "H" Interlocking and Manhattan Transfer "S" Interlocking, also between "RD" and "CK" Interlockings on No. 3 track.

D2505. In making arrangements to reverse traffic on main tracks, the same care must be exercised as though traffic lever control did not obtain. When traffic has been established in either direction on any main track, before the traffic levers are reversed, the Train Director or Signalman at each end of the track affected must know that the last movement in the direction of traffic previously established has cleared.

S25B. AUTOMATIC TRAIN CONTROL.**S25C. GRADE SIGNALS.**

D2506. Location of Grade Signals:—

EAST OF LAWRENCE:—

No. 2 track, automatic signal No. 498 and automatic signal No. 506.

A tonnage freight train finding these signals in stop position may proceed without stopping at a speed not exceeding 15 miles per hour, expecting to find a train in the block, broken rail, obstruction or switch not properly set. For other trains, stop, then proceed in accordance with Rule 509 B.

A tonnage freight train is one having 90% or over of the authorized slow freight engine rating. If at any time, due to weather conditions or other causes, the engine rating of a slow freight train is reduced to, say 85%, a tonnage freight train will be 90% of the reduced authorized rating.

The conductor must advise the engineman before entering territory where these grade signals are in use, the authorized slow freight engine rating, exact tonnage of train and of any changes due to setting off or picking up cars.

S26. INTERLOCKING RULES.

D2601. ———

S27.

D2701. ———

S28. TRACK CARS, ETC.

D2801. Track cars will be operated as per Rule 80 as follows:—
 Passaic Branch.
 Millstone Branch.
 Rocky Hill Branch.

The last three numerals of the present M. W. number shall be known as the running number. A naught (0), however, should not be used as the first numeral of the running number, even if necessary to use the last four figures to avoid duplication. For example: Car No. 325002 should not be numbered "002."

D2802. Pony trucks must use the least important track available, and be loaded so as to permit prompt removal from the track upon the approach of a train; when practicable they must be run on the rail nearest the ditch, and on double, three or more tracks, on a track against the current of traffic, they must not use a track under conditions when an approaching train cannot be seen in ample time to clear the track for the train, except in cases of emergency and then not until after a flagman has been placed in position when train can be stopped before reaching the pony truck.

In yards, they must not be used except by permission of the Yardmaster and under proper protection.

S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS.

D2901. ———

S30. ELECTRICAL OPERATION.

ELECTRIC TRAIN SERVICE TO AND FROM HUDSON & MANHATTAN RAILROAD.

D3001. Conductors and Trainmen:—

Trainmen of Electric trains that "lay-up" more than thirty minutes, must cut out light, heat, pump and governor switches, and see that these switches are properly closed when again taking their trains.

Exception.—When cold weather prevails, sufficient heat must be maintained to keep valves and other appliances from freezing; and before leaving the yard heat provided in ample time to make the cars comfortable for passengers.

On lay-up trains the Motorman, Conductor and Guards will turn the drum switches in each car to the off position. Care must be exercised in uncoupling or coupling cars to know that the drum switch is in the off position. After the make-up of the train has been completed then the switches must be turned to the on position which is green.

D3002. On westward trains when there is any doubt of collection of tickets being completed before arriving at Manhattan Transfer, drum switches must be turned to off position, before collectors leave their position; these switches must be restored promptly when collection of tickets is completed.

D3003. Before leaving train, after arrival at Park Place, flagmen will turn Drum Switch in rear car to off position.

Conductors of Eastward trains to restore Drum Switch to on position promptly on arrival at their position on train.

D3004. When starting trains, if light System fails bell Signal System will be used. After doors have been closed and the train does not start within a reasonable time, the signal of two bells originated by the flagman, will be transmitted in proper succession to the Conductor, who will personally inform the Motorman to accept the bell instead of light System.

At Park Place, flagman will not pass starting bells until so instructed by Assistant Station Master or his representative.

D3005. Emergency jumpers are located at "SC," "WR," "S," "N," and "PB." After being used, they must be replaced where they belong.

Compromise couplers are located at "SC," Hackensack Switching Station, "GY" and Manhattan Transfer.

D3006. Should a train be disabled between stations, the following train will, on signal, connect and push it slowly to the next station, where passengers will be discharged and requested to take the next train following. The disabled train will be immediately helped to the nearest siding ahead, unless otherwise ordered. Every effort, consistent with safety, must be made by all concerned to avoid delay to following trains.

D3007. The minimum number of fuses and torpedoes to be carried, 4 fuses and 12 torpedoes.

Conductors and flagmen will be responsible for seeing that they are properly equipped with necessary train signal appliances before starting from each terminal.

D3008. The end doors at the front and rear ends of trains must be kept locked.

D3009. "SC"—Automatic train stops are located at the following signals:

*Automatic Signal.....	H	23
Automatic Signal.....	H	24
*Automatic Signal.....	H	25
Automatic Signal.....	H	26
*Automatic Signal.....	H	27
Automatic Signal.....	H	28

* Low Automatic Signal.

Interlocking Home Signal, Westward H. & M. R. R. tunnel track, 493 feet east of "SC."

Interlocking Home Signal, Westward H. & M. R. R. tunnel track, 470 feet west of "SC."

Interlocking Home Signal, Westward H. & M. R. R. tunnel track, 645 feet west of "SC."

Interlocking Home Signal, Westward H. & M. R. R. tunnel track, west end of Journal Square Station platform.

Interlocking Home Signal, Westward Station track, west end of Journal Square Station platform.

Interlocking Home Signal, Westward H. & M. R. R. tunnel track, 470 feet west of Journal Square Station platform.

Interlocking Home Signal, Eastward H. & M. R. R. tunnel track, east end of Journal Square Station platform.

Interlocking Home Signal, Eastward Station track, east end of Journal Square Station platform.

Hackensack Passenger Bridge, Westward Home Signal.

Hackensack Passenger Bridge, Eastward Home Signal.

"P. B."—Interlocking—Westward track, Westward Home Signal, 947 feet east of "PB."

Eastward track, Eastward Home Signal, west of drawbridge, 19 feet west of "PB."

D3010. When an automatic signal at which an automatic train stop is located is in stop position the automatic stop arm is in a position (vertical) to trip the valve on the electric trains. The tripping of the valve of the train causes an emergency application of the air brake. When this occurs a report must be made to the Train Dispatcher at "JC" from the next regular stop.

D3012. Rule 509 (B) is modified as follows:

When an electric train is stopped by an automatic block signal at which an automatic train stop is located, to enable the train to proceed, the Conductor, or such person as he may designate, must at once place the release key on the shaft in the end of the mechanism case, directly under the signal, and turn to the right. This releases the automatic stop arm so that it will not trip the train valve; the key must be held to the right until the entire train has passed over the stop. Train may then proceed, running with caution, expecting to find a train in the block, broken rail or switch not properly set.

D3013. Eastward trains on Park Place Branch must not exceed a speed of 10 miles per hour between Park Place Station and 40 feet east of Smash Board.

Westward trains must not exceed a speed of 20 miles an hour while passing westward Smash Board.

D3014. During the season that heat is required metal numerals "1," "2," and "3" painted white will be displayed on bulletin boards at Hudson Terminal, Manhattan Transfer, and Park Place indicating the amount of heat required.

Outside temperature 45 degrees and up, ordinarily none, unless heat should be required for a short time to take the chill from the car.

30 to 45 degrees, one point.

20 to 30 degrees, two points.

20 degrees and below, three points.

The terms "one," "two," and "three" in the above list of degrees of heat required have the following meanings:—

One.—That the heater switch marked "No. 1" must be closed and "No. 2" open.

Two.—That heater switch "No. 2" must be closed and "No. 1" open.

Three.—That both heating switches "Nos. 1 and 2" must be closed, which gives the maximum heat obtainable.

D3016. At Park Place Track A trains with eight cars will pull close to butting block.

Westward trains, on tracks B and C (on account of the opening between the cars and platforms) trains of seven or eight cars all side doors must be kept closed on seventh and eighth cars, passengers unloaded through cars ahead.

Eastward trains, on tracks B and C, trains of eight cars, all side doors must be kept closed on first and second cars, trains of seven cars, all side doors must be kept closed on first car.

D3017. The following signals will be displayed, on the rear of every train, as markers, to indicate the rear of the train. Rear of train by night:—Two red electric lights near roof line, and in addition two red electric lights near floor line of car.

Rear of train by day:—A yellow flag across doorway about midway between top and bottom of door. (Rule 19 modified.)

Motormen:—

D3018. Motormen must remain in their cabs to avoid mistaking communicating signal given on an adjacent track.

D3019. When moving Electric cars in yards, Motormen must be on the forward end in the direction of the movement.

D3020. Motormen of eastward and westward Electric trains will sound their whistle passing engine and motor storage tracks at Manhattan Transfer, as a warning to employes; also before crossing the drawbridge on the Park Place Branch, as a warning to employes working on the bridge; and passing train unloading passengers, opposite "GY" and "MW."

D3024. In case of trouble limiting power available, it may be necessary to have all trains operated at the series running position, as this reduces the power requirements about one-half. When this necessity arises, lights located as follows will be lighted and when burning will indicate points between which series running will be effective. The lights consist of a signal lamp in a receptacle equipped with a rim on which is printed, "Run in series."

CON-TROLLED BY	LOCATION.	INDICATION.
"PB"	On side of Tower.....	{Run in series to Manhattan Transfer.
"S"	East end Eastward Platform Nos. 12 and 13 tracks.....	{Run in series to Automatic Signal 72.
	Automatic Signal 72.....	Run in series to Journal Square.
"WR"	{Westward H. & M. track just west of "WR".....	{Run in series to Manhattan Transfer.
"N"	{West end Westward Platform Nos. 7 and 8 tracks.....	{Run in series to Park Place.

D3025. Should it be necessary in order to prevent loss of life or damage to property to have the power cut off the Third Rail, the Signalman at "SC" should be immediately notified and the person so notifying him must give his name and location and await the Signalman's instructions.

D3026. It must be thoroughly understood that when a section of the Third Rail has become "dead," a train passing from a "live" section to the "dead" section will make the latter "alive," thus endangering those at work. Train Dispatcher must not permit trains to enter a "dead" section, and person in charge of repairs must insure against trains entering "dead" section by proper flag protection.

D3027. Third Rail and Electric Conductors are to be considered "alive" at all times. Employes must avoid brushing against or coming in contact with the Third Rail, and not step, sit or walk upon Third Rail Protection. They must caution passengers and the public accordingly.

D3028. Fires originating from electrical causes should be smothered with earth or sand or extinguished with pyrene. Cinders must not be used. Do not use water on such fires without first ascertaining that the current has been turned off.

D3029. The electric brake must be used on electric trains between Park Place, Newark, and Bridge 2.35 east of Waldo Ave., except that eastward trains from Park Place stopping at Harrison Station must use automatic brake, and eastward trains not stopping at Harrison Station must make a running test with the automatic brake between "PB" Interlocking and Harrison.

The automatic brake handle must not be removed from trains arriving at Park Place until the automatic brake has been applied.

The automatic brake must be tested on electric trains in Manhattan Transfer Loop Yard before leaving.

ELECTRIC OPERATION BETWEEN HAROLD AVENUE "H" INTERLOCKING AND MANHATTAN TRANSFER "N" INTERLOCKING.

D3040. Between "S" Interlocking, Manhattan Transfer and "A" Interlocking, Pennsylvania Station, Orders for the movement of trains will be issued by the Train Dispatcher in "JC" Office, Jersey City.

Between "A" Interlocking, Pennsylvania Station, and "H" Interlocking, Harold Avenue, Orders for the movement of trains will be issued by the Train Director, "A" Interlocking, Pennsylvania Station.

D3041. Electric Enginemen's Helpers must not operate an Electric engine except under the personal supervision of the Engineman, who must be in the cab at all times with the helper when he is handling the engine. Enginemen must not allow helpers to handle the engine while making movements at the following points: In and around Pennsylvania Station, between Pennsylvania Station and Manhattan Transfer, Manhattan Transfer, between Pennsylvania Station and Harold Avenue.

D3042. In connection with Rule No. 509 (B), automatic train stops are located as follows:

At all automatic signals in tunnels, except signal 942, track 1.

At all signals which govern the movement into each tunnel, with the current of traffic.

At all signals which govern the movement into North River tunnels against the current of traffic.

On eastward and westward tracks at automatic signal No. 848 (west of Hackensack Drawbridge), operative for eastward movements.

On westward and eastward tracks at automatic signal No. 863 (east of Hackensack Drawbridge), operative for westward movements.

At signals 848 and 863 release mechanism is located adjacent to each track on columns supporting signal bridge. At all other points release mechanism is located in the case immediately adjacent to signal.

Automatic train stops are effective with and against the current of traffic in the North River tunnels; also East River tunnels Nos. 1 and 3, at automatic signals Nos. 921 and 921-P.

When a train is stopped by an automatic signal at which an automatic train stop is located, to enable the train to proceed the Conductor or Engineman, or such person as they may designate, must at once place the release key on the triangular shaft in the end of the mechanism case and turn to the right. This releases the automatic stop arm so that it will not trip the train valve, but the key must be held to the right until engine has passed over the stop. With multiple unit equipment it must not be released until the entire train has passed over the stop.

At automatic signals which govern movements into and through East River and North River tunnels, the *automatic train stop must not be released* until the Conductor or Engineman secures verbal permission as specified herein, after which train may proceed as prescribed by Rule No. 509 (B), running with extreme caution.

PERMISSION TO BE RECEIVED AS FOLLOWS:—

North River Tunnels—From Train Director, Tower "A."

East River Tunnels, Tracks Nos. 1 and 2—From Signalman, Tower "JO."

East River Tunnels, Tracks Nos. 3 and 4—From Signalman, Tower "C."

If means of communication fail and permission cannot be secured, automatic train stop may be released and train proceed, using extreme care until signal indications show that normal movement may be resumed. If, for any reason, the Engineman cannot plainly see that track is clear a safe distance ahead, before train proceeds, a member of the crew must be sent ahead prepared to give stop signal, if necessary.

If, for any reason, the automatic stop arm cannot be released by using release key, the Conductor or Engineman will immediately notify the Train Director by telephone, and secure permission to pass same in tripping position. When this occurs great care must be exercised to avoid damage to train.

Conductors and Enginemen on electrified portions of the division must know before going on duty that they have in their possession an automatic train stop release key.

When a train handled by an electric engine has one or more engines assisting at rear of train, the automatic train stops on the assisting engine or engines, must be made inoperative by closing out cocks in brake pipe leading to automatic train stops. This must be done before movement is started.

After assisting service has been completed, the cut out cocks must immediately be opened to restore normal operation.

D3043. In connection with Rule No. 99, torpedoes will not be used in tunnels, in Pennsylvania Station Yard, or on Hackensack Drawbridge.

D3046. In connection with Rule No. 17, the headlight will be displayed to the front of every train by day, as well as by night, in tunnels and Pennsylvania Station Yard.

D3047. Long Island Railroad multiple unit trains:—markers must be displayed from sockets on rear end of car, instead of sockets on side of car.

D3048. The system of train starting signals at Pennsylvania Station consists of mechanism cases located in platform columns adjacent to each track and bearing numbers corresponding to the number of the track controlled; light indications in each case and near top of column; also in the respective Interlocking Stations controlling the movement on the various tracks and at the respective ticket gates.

The system is to be operated as follows:—

One minute before train is ready to leave the Conductor will notify the controlling Interlocking Station by placing a key, provided for that purpose, on the triangular shaft of one of the cases, and turning it in the direction indicated for the train. If passengers are being admitted at the east end of station platform, Conductor will use one of the cases east of concourse, and if passengers are being admitted at west end of station platform, will use one of the cases west on concourse.

The Interlocking Station will acknowledge receipt of signal by lighting indicator near top of case, after which Conductor may remove key. At the same time indicator will be lighted in top of railing post at ticket gate.

If prompt acknowledgment is not received from Interlocking Station, Conductor will immediately notify the Interlocking Station that train is ready to leave and that signal is out of order.

Ticket Examiner will, at the proper time, close the gate and push a button near top of railing post, which will light indicator near top of column on side adjacent to track upon which train is standing.

Conductor will see that all passengers admitted through the gate have been loaded, and will, at the proper time, signal the Flagman, who will give proper communicating signal from last car for train to proceed.

Immediately before departure the Conductor will restore the system to normal by pushing a button near bottom of case.

If indicator near top of column has not been received at leaving time, Conductor will ascertain if Ticket Examiner is withholding signal. If not, train may proceed.

D3052. In event of an accident or irregularity occurring to a train in a tunnel which endangers the safety of passengers or train, immediate action should be taken to get passengers to a place of safety. If safe to move, train should proceed to first tunnel exit.

Exits which can be reached from the left-hand side of a train in the direction of the current of traffic, are as follows:—

NORTH RIVER TUNNELS:

Weehawken Shaft, Eleventh Avenue Shaft.

EAST RIVER TUNNELS:

First Avenue Shafts, Long Island City Shafts.

D3053. When two or more trains using electric power have been stopped on the same track a short distance apart, a train which is close to train ahead must not start until preceding train has been under headway thirty seconds.

D3054. If more than two electric engines are coupled together, power must not be used on more than two.

D3055. When the signalman at an Interlocking Station receives an indication from the box of the tunnel alarm system, he must not permit any train to enter the tunnel from which the indication is received. He shall immediately notify the Train Director at "A" of the circumstances and what trains are being held, and will be governed by the instructions of the Train Director.

D3056. The following arrangement will be effective at Pennsylvania Station for making test of air brakes on multiple unit trains:

When a train originates in the yard, and after the required air pressure is obtained throughout the train, the Engineman, upon request of a Trainman or Inspector, shall make a full service application of the brakes and hold them on until the Trainman or Inspector shall have examined the brakes on each car. If the Trainmen or Inspectors find the brakes in proper condition, they shall signal from the rear end of the train to the Engineman for release of the brakes by four blasts of the signal whistle. After the Engineman has released the brakes, the Trainmen or Inspectors shall re-examine them as quickly as possible to know that they have released properly, after which they must report to the Engineman the number of cars in train, condition of brakes and number of cars with air brake in service.

When a crew receives their train at the station platform, a test of the brakes must be made in the following manner:

The Engineman, when the required air pressure is received throughout the train, and upon receiving a signal from the Trainmen or Inspectors, will make a full service application of the brakes from the head end of the train. The Trainmen or Inspectors will then examine the brakes on the rear car, and upon seeing that they are applied properly, will signal for the release of the brakes by four blasts of the signal whistle given by them from the rear car. If the brake on the rear car applies and releases, it will indicate that no angle cocks in the brake pipes are closed. The Trainman or Inspector will then notify the Engineman of the condition of the brakes and number of cars in the train.

Trains making quick turns in the yard without change in make-up will make air brake test at station platforms.

On account of high platforms in the station, Trainmen will be required to assist the Inspectors in making this test.

In no case must a train be started without a test of the brakes, and this test is not complete until the Inspector or Trainman has gone forward and notified the Engineman regarding the condition of the brakes and number of cars in the train.

When an Engineman moves from one end of a car or train to operate from the opposite end, a service application of the brakes must be made before brake valve handle is removed, and on cars which are equipped with a cut-out-cock in the brake pipe, the brake valve handle must not be removed until cut-out-cock is closed, this to insure the brakes being applied on train or car after brake valve handle is removed.

Before operating from opposite end, Engineman will place brake valve handle in release position, and on cars which are equipped with cut-out-cocks, must open this cock which will permit brakes to release and brake system to re-charge.

Movements made with multiple unit cars by two Enginemen operating from opposite ends, the Engineman operating, on stopping, must make a service application of the brake, and after lapping brake valve, close cut-out-cock in brake pipe on cars so equipped. The Engineman on the opposite end will release the brakes by placing brake valve handle in release position and opening cut-out-cock in brake pipe, on cars so equipped. This to insure the Engineman on operating end having control of brakes at all times.

D3057. When repeat signals are in service, if the aspect does not correspond to the aspect of the regular signal, the signal displaying the most restrictive indication must be observed.

D3058. The Time Table of the Long Island Railroad will be authority for the movement of regular trains, subject to the rules of Pennsylvania Railroad and special instructions of New York Division, between Pennsylvania Station and "H" interlocking.

D3060. The Time Table of the New York, New Haven & Hartford Railroad will be authority for the movement of regular trains, subject to the rules of Pennsylvania Railroad and special instructions of New York Division, between Pennsylvania Station and Signal Station No. 2. Train orders for the movement of trains between signal stations No. 2 and "H" will be issued by the superintendent of N. Y. N. H. & H. R. R.

D3061. At Pennsylvania Station when a train extends beyond the signal in such position that the indication can not be seen by the engine crew, the train must not be moved until either the engineman or helper has observed the signal or until one of their trainmen has personally notified them that the signal is in proceed position immediately prior to moving.

Tunnel Alarm System.

D3062. Alarm system consists of alarm boxes, indicated by a blue light, located not more than 800 feet apart on the opposite bench walls to signals which govern movements with the current of traffic, and are connected to indicators in the office of Train Director, Power Director and the Sub-Station and Interlocking Station controlling the operation of trains in the respective tunnels, where each series of alarm boxes is located.

Each box is numbered and contains two levers, one BLUE and one RED. The blue lever is marked "POWER" and, when pulled, trips the circuit breakers controlling the Third Rail section adjacent to the box, thus "cutting off" the power, and at the same time sending in two alarms to the connected indicators. The red lever is marked "FIRE," and, when pulled, performs the same function as the power lever, but sends in two additional alarms.

The appliances belonging to this system must not, under any circumstances, be tampered with, and must be used only in an emergency which makes it necessary for the preservation of life or property to "kill" the Third Rail.

The person who pulls the lever must at once telephone to the Train Director, giving full report.

All employes charged with the movement of trains, maintenance of or repair to track or signals, or engaged in any kind of work in tunnels, must familiarize themselves with the location and use of the tunnel alarm boxes.

INSTRUCTIONS REGARDING NORMAL AND EMERGENCY OPERATION OF THIRD RAIL AND CONNECTING CIRCUITS

D3065. In case of accident, derailment or loss of power causing trouble the Conductor, Engineman or other person in charge at the scene of the trouble must at once communicate by telephone or other means with the Train Director at "A" and notify him fully regarding the difficulty, and will be advised by the Train Director, what action is to be taken. It shall be understood that said employe must keep in touch with the Train Director until instructions are received.

THIRD RAIL DISCONNECTING SWITCHES

D3066. Third Rail disconnecting switches in the tunnels are located at every signal, and in some cases additional switches are located midway between the signals. These switches divide the Third Rail into sections when open, but opening one switch does not cut off the current. When it is necessary to cut off the current from a section of Third Rail, it is necessary to open the disconnecting switch at both ends of the section. These disconnecting switches must not be opened except under instructions from the Train Director. When Third Rail disconnecting switches are opened under instructions from the Train Director, Flagmen must be located at each disconnecting switch to prevent trains passing the switches, as this would establish a connection to the disconnected section and result in possible injury or loss of life to the persons working on same. The Flagmen must protect these switches until they are closed or until they are relieved by orders from the Train Director.

Sticks to operate the Third Rail disconnecting switches are located at each switch, and employes using the same must replace them. When a stick is broken or missing, it should be immediately reported to the Train Director, in order that it may be replaced. Sticks are also carried on each engine, and must be returned to the engine after using them.

D3067. Should it be necessary, in order to prevent loss of life or damage to property, to have the power cut off the Third Rail, the nearest Sub-Station should be immediately notified. The person causing the power to be cut off must immediately thereafter notify the Train Director and await his instructions.

D3068. Portable jumpers have been placed at all Interlocking Stations in electrified territory.

D3069. Alarm Bells are in service at various automatic signals. These bells are so connected that when the power leaves the Third Rail in the section in advance of the signal at which a bell is placed, the signal will go to stop position and bell will ring until power is restored.

A train must not pass one of these signals in stop position while bell rings without authority from Train Director. Verbal authority from the Train Director will be considered sufficient, and prompt action must be taken by engine crew, or train crew, to get in touch with Train Director in order to secure such authority.

Bells apply only to signals governing movement in normal direction of traffic. Other movements will be controlled by Interlocking Stations.

Trains must not stop in such a manner that current can pass from the live Third Rail to the dead Third Rail through the contact shoes and their connecting cables.

MULTIPLE UNIT PASSENGER EQUIPMENT CARS.

D3070. Electric heaters in multiple unit cars will be regulated as follows:—

There are three heater switches on the switchboard of each MP54 car, each controlling current to one part of the heaters inside the car. Indicators have been placed in the Crew Dispatchers' office and at the east end of platform No. 10, Pennsylvania Station, which will indicate to the trainmen how many heater switches are to be closed.

Indicators will display either 0, 1, 2 or 3, according to weather conditions and they will be regulated by the Station Master. When "0" is displayed, no heater switches are to be used. When "1" is displayed one heater switch in each car is to be closed. When "2" is displayed two heater switches in each car are to be closed. When "3" is displayed, three heater switches in each car are to be closed.

Train crews will see that sufficient heat is provided in advance of leaving time to make the cars comfortable for reception of passengers and will then adjust the heater switches according to indicators.

MISCELLANEOUS.

D3074. Car replacers for emergency use are placed at the following interlockings, each set bearing a mark indicating where it belongs:—

- "S" Manhattan Transfer.
- "W" Hackensack Drawbridge.
- "A" Pennsylvania Station Yard.
- "KN" Pennsylvania Station Yard.
- "C" Pennsylvania Station Yard.
- "JO" Pennsylvania Station Yard.
- "F" Sunnyside Portals.
- "Q" Sunnyside Yard.
- "R" Sunnyside Yard.

They may be taken by Trainmen with permission of Signalman, or forwarded by direction of Superintendent to any point where they may be required, but must be immediately returned to the point where they belong. Signalman will report to Superintendent when car replacers are not returned promptly.

D3075. The saloon doors of all cars must be locked while cars are standing or moving between Pennsylvania Station and Sunnyside Portals.

D3076. Cars carrying passengers must be fully lighted while passing through tunnels and Pennsylvania Station Yard, and while passengers are loading or unloading in Pennsylvania Station.

D3077. A box containing Third Rail jumpers and locked with a Long Island Railroad switch lock is placed at the east end of Platform No. 10, Pennsylvania Station, under the stairs leading from the Long Island Waiting Room. The jumpers in this box have been properly tagged and assigned to the Long Island cars running out of Pennsylvania Station, and they are to be used only during time of sleet or snow, and must be replaced when the weather conditions moderate.

D3078. A Third Rail disconnecting switch is located adjacent to store room track at west end of Pullman building, Sunnyside Yard. Normal position of switch is open. Trainmen will close switch before making movements on the track, and must leave it in normal position after movement is completed.

D3079. A special lock has been placed on the switch leading from the wheel yard ladder track to engine house tracks east of engine house, Sunnyside Yard. The key will be kept in the office of the Engine House Foreman. Trainmen who find it necessary to use this switch will secure key from the office and return it after movement is completed.

D3080. Mail catchers of postal cars must be removed between Harold Ave. "H" and Manhattan Transfer. Inspectors and Trainmen will be responsible for knowing that this is done.

D3081. Two special P. R. R. M. W. cars, Nos. 495651 and 495652, are equipped to distribute chloride of calcium solution on the Third Rail to remove sleet and snow. They are to be pushed by an engine at a speed of not more than ten miles per hour while operating, and the solution is to be distributed on the Third Rail side only.

The operator will be on the cars in time of threatening weather, and while on the road will keep in touch with the Train Director so that the chloride solution may be used to the best advantage. It is important that these cars be sent out on first signs of sleet forming on the Third Rail, and that all concerned keep in close touch with the Train Director or Train Dispatcher, advising him of the situation.

During the time of sleet and snow, train crews, Signalmen and others must keep the Train Dispatcher, or Train Director, advised of the conditions.

D3082. Windows and doors of cars occupied by passengers should be kept closed while passing through the tunnels. (Except in the East River Tunnels, during warm weather, in order to avoid discomfort to passengers, the rear door of each car may be left open, also windows of eastward trains.) Before entering tunnels Trainmen will announce:

"TRAIN IS APPROACHING TUNNEL. PLEASE CLOSE WINDOWS."

D3083. In the event of a fire developing on trains while in the East or North River Tunnels, members of train crews should immediately, but in as quiet a manner as possible, remove all passengers from the car or cars affected to those cars adjacent, making sure that doors, windows and ventilators of the cars into which the passengers have been moved, are closed; this for the double purpose of getting the passengers away from the seat of trouble and to prevent the fumes from the fire reaching them.

After this is done, fire extinguishers may be used to put out the fire, but employes are cautioned to play only sufficient of the liquid as is necessary to extinguish the fire, so as to reduce to the greatest possible extent, the fumes given off when this liquid comes in contact with the fire, thus insuring the least amount of inconvenience and discomfort to our patrons in the event of trouble of this kind.

D3084. Freight, Express, or Passenger Car Movement through the Pennsylvania Tunnels at New York.

Cars which should be excluded from movement:

(1) Express-Cars containing carload shipments of any explosives or other dangerous articles shown in A. R. A. Express Regulations for the transportation of explosives and other dangerous articles, I. C. C. No. 1922 and Supplements thereto.

Cars containing L. C. L. shipments of laboratory or other samples as shown under Group 1, Forbidden Articles, and under Group 2, Acceptable Explosives, Paragraphs 21 and 23, also Common Fireworks or Special Fireworks, Sub-Paragraph K of Paragraph 23, shown in A. R. A. Express Regulations for the transportation of explosives and other dangerous articles, I. C. C. No. 1922 and Supplements thereto.

Freight-Cars containing any quantity of explosives named in regulations 900, 902 and 903, or dangerous articles other than explosives named in Regulation 309 of I. C. C. Regulations for the Transportation of Explosives and Other Dangerous Articles, as found in B. W. Dunn's Freight Tariff No. 1 and P. R. R. General Notice 225, Supplements thereto and re-issues thereof. This includes all cars which require protection of the following placards: Explosives, Inflammable, Acid and Chlorine Gas.

(2) Tank Cars.

(3) Cars with wooden sills.

(4) All cars which will not pass the American Railway Association Third-Rail clearance diagram.

(5) Cars exceeding in height above top of rail 15 feet at brake wheel and exceeding the clearance limitation of the New York Tunnels.

(6) Cars exceeding dimensions shown in General Notice No. 207, effective November 15, 1921.

Cars which may be moved: All Pennsylvania cars up to and including H 21-A and all loaded foreign cars not exceeding 110,000 pounds marked capacity which are not otherwise barred by foregoing limitations.

Operating limitations which should be observed:

(1) One electric engine only to be used per freight train unit.

(2) Tonnage rating, east or west, not to exceed 800 tons, the length of train in any case not to exceed 30 cars.

Passenger and baggage type cars must be of all-steel construction; refrigerators or freight type cars to be restricted to those of all-steel underframe.

Cars equipped for lighting of any type must be by electricity.

D3085. Coal or charcoal ranges or heaters in wooden cars must have the fires extinguished before entering and while passing through the tunnels. Conductors will see that Porters and others in charge of such cars are notified and that the fires are extinguished.

ELECTRIC ENGINEMEN.

D3086. When moving multiple unit cars in yards, Enginemen must be on the forward end in direction of movement.

D3087. Long Island Railroad Enginemen reporting for duty at Pennsylvania Station will be required to report at their train not less than fifteen (15) minutes in advance of leaving time.

Enginemen are not relieved of reporting to the Crew Dispatcher, examining the bulletin board, and signing for General Orders before going on duty.

D3088. In connection with Rule No. 30, bells on Electric engines need not be rung while passing through tunnels.

D3089. While moving through Pennsylvania Station Yard, the pantograph on Electric engines must be raised where overhead Third Rail is in place, in order to keep the headlight burning.

D3090. The emergency train brake attachment on master controller handles of Electric engines must be in service on the end from which engine is operated, except that while making shifting movements, the grip lever may be fastened to the master controller handle in order to facilitate such movements.

D3091. While making back-up movements with light engines, the helper must take his position on the forward end of the engine in the direction of movement, and control movement of the engine by means of hand signals to the Engineman. He must observe all signals affecting the movement of his engine and will be held responsible for disregarding same.

D3092. In case of trouble limiting power available, it may be necessary to have all trains operated at the series running position, as this reduces the power requirements about one-half. When this necessity arises, lights located as follows will be lighted and when buring will indicate points between which series running will be effective. The lights consist of a signal lamp in a receptacle equipped with a rim on which is printed "Run in series."

CONTROLLED BY	LOCATION.	INDICATION.
"S"	East end Eastward Platform No. 12 track.....	} Run in series to Sub-Station No. 4.
	East end Eastward Platform No. 1 track.....	
	Automatic Signal 838.....	Run in series to Penna. Sta., N. Y.
	LINE 1.	
"JO"	Automatic Signal 918.....	} Run in series to Sunnyside Yard or "H" Tower.
	LINE 3.	
"C"	Automatic Signal 918-P.....	} Run in series to Sunnyside Yard or "H" Tower.
"F"	West end of Sub. tracks.....		Run in series to Penna. Sta., N. Y.
"A"	Portal of North Tube.....	} Run in series from Weehawken Shaft to Automatic Signal 885.
	Automatic Signal 885.....		} Run in series to Manhattan Transfer.

S31. EMPLOYEE'S REGISTER.

S31A. When reporting for duty, trainmen, enginemen and firemen in road and yard service must personally sign a register in the presence of Assistant Train Master, Yard Master, Station Master, Agent, Engine House Foreman or their representatives, or Operator, when register is signed at a Block Station, who will witness the signatures.

D3101. Registers for this purpose are located as follows:

PASSENGER TRAIN CREWS.

NEW YORK.....Station Master's office.
 SUNNYSIDE YARD.....Yard Master's office.
 JERSEY CITY.....Station Master's office.
 PARK PLACE, NEWARK....Trainmen's Room.
 MILLSTONE JUNCTION....Yard Master's office.
 ROCKY HILL.....Passenger station.
 PRINCETON.....Conductors' Room.
 TRENTON.....Station Master's office.
 POINT PLEASANT.....Ticket Office.
 LONG BRANCH.....Dispatcher's office.
 SOUTH AMBOY.....Crew Dispatcher's office.

PASSENGER YARD CREWS.

SUNNYSIDE YARD.....Yard Master's office.
 NEW YORK.....Asst. Yard Master's office, 7th Ave.
 JERSEY CITY.....Asst. Yard Master's office, Jersey City Freight Yard.
 WALDO AVENUE.....Enginehouse.
 TRENTON.....Station Master's office.

S32. PERSONAL INJURIES.

S32A. Emergency calls for Surgeons will have preference over other business, except train orders.

Employes injured on company property, or while on company business, will be treated by the nearest physician named below, without cost, throughout their disability. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals named below.

Passengers or others injured on company property will receive first attention by the Medical Examiner or Company Surgeon, without cost; at points where it is impossible to obtain their services, the company will be responsible for the cost of reasonable surgical attention by an outside Surgeon for the first services rendered, subsequent attention will be determined by direction of proper official.

D3201. MEDICAL EXAMINERS AND COMPANY SURGEONS.

LOCATION	NAME AND ADDRESS	TELEPHONE NO.
Long Island City.	{Wm. J. Lavelle, M.D., 735 Crescent Street....}	0426 Astoria.
New York.....	{J. S. Moses, M.D., Penn- sylvania Station.....}	6000 Penna., Ext.173
Jersey City, N. J..	{Geo. J. Brick, M.D., 43 Cottage Street.....}	4138 Montgomery.
Jersey City, N. J..	{G. M. Culver, M.D., 25 Glenwood Avenue.....}	1097 Bergen.
Newark, N. J.....	{W. M. Goodwin, M.D., 75 Congress Street....}	1475 Market.
Elizabeth, N. J...	{C. A. Brokaw, M.D., 628 Newark Avenue...}	3066 Emerson.
Rahway, N. J....	{John M. Randolph, M.D., 131 Main Street.....}	83 Rahway.
Perth Amboy, N.J.	{W. E. Ramsay, M.D., 240 High Street.....}	4 Perth Amboy.
South Amboy, N.J.	{J. Francis Weber, M.D., 264 Main Street.....}	360 South Amboy.
Asbury Park, N.J.	{James F. Ackerman, 1010 Grand Avenue.....}	8 Asbury Park.
Metuchen, N. J..	{A. C. Hunt, M. D., 625 Middlesex Avenue.....}	213 W. Metuchen.
New Brunswick, N. J.....	{F. W. Scott, M.D., 103 Bayard Street.....}	817 New Brun- swick (Bell).
Trenton, N. J....	{R. H. Moore, M.D., Clin- ton Street Station....}	7-5800 Trenton, Ext. 64 (Bell).
Bristol, Pa.....	{W. C. LeCompte, M.D., 430 Radcliffe Street...}	175 Bristol (Bell).

D3202. LOCATION OF HOSPITALS.

LOCATION	NAME AND ADDRESS	TELEPHONE NO
Long Island City.	{St. Johns—Twelfth Street and Jackson Avenue..}	6310 Stillwell.
New York City...	{New York—8 West 16th Street.....}	7800 Watkins.
New Nork City...	{Port Hospital, 113 Bank Street.....}	4500 Chelsea.
New York City...	{Bellevue—First Ave. and 26th Street.....}	1133 Caledonia.
New York City...	French—450 West 34th St..	2170 Chickering.
Jersey City, N. J.	City—Baldwin Avenue....	7000 Bergen.
Jersey City, N. J..	{St. Francis—East Hamil- ton Place.....}	7400 Montgomery
Newark, N. J.....	{St. Michael's—306 High Street.....}	7610 Market.
Newark, N. J....	St. James—Jefferson Street.	9516 Market.
Elizabeth, N. J...	{Elizabeth General—949 East Jersey Street....}	3400 Emerson.
Perth Amboy, N.J.	{City—New Brunswick Avenue.....}	871 Perth Amboy.
New Brunswick, N. J.....	{Middlesex General Hos- pital.....}	12 New Brunswick
New Brunswick, N. J.....	St. Peter's—Somerset St...	2000 New Brunswick.
Trenton, N. J....	{St. Francis—Hamilton Ave. and Chambers St.}	7-2035 Trenton (Bell)
Trenton, N. J....	{Mercer—Bellevue Ave., near Prospect Street...}	8241 Trenton (Bell).

D3203. First-Aid Boxes, location of, and Stretchers in cars:**First-Aid Boxes:**

In baggage, combined, cabin cars and in flagman's equip-
ment box on trains not hauling such cars.

At each passenger and freight station.

At yard masters' and car inspectors' offices, power plants,
block and interlocking stations, tool houses, pump
houses, M. W. cabins, wreck trains, shops and engine-
houses, camp cars, and on each track and hand car and
as provided by a State law.

Stretchers:

One stretcher should be carried on each combined car and
baggage car, to be placed in stretcher box.

D3204. Trains composed of coaches only will be provided with
a stretcher and First Aid Box.

S33. USE OF TELEPHONES.

S33A. Employees using telephones in connection with train movements must satisfy themselves beyond doubt that they are in communication with proper persons.

Persons using telephones must yield the line promptly for train movements.

If telephone fails, trainmen will use any means of communication, to avoid delay.

When used for Block Operations, transmitting train orders or making any arrangement pertaining to the movement of trains by trainmen, the conductor or engineman must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 105.

The same precaution must be taken to insure accurate transmission and proper delivery of train orders and instructions as is required by the rules in transmitting by telegraph. The essential features of all verbal arrangements and instructions such as train numbers, engine numbers, information in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

D3301. LIST OF TELEPHONES.

Telephones are located at or near Automatic signals, Home Interlocking signals and hand switches to main track.

D3302. BETWEEN HAROLD AVE. "H" AND "S" INTERLOCKING.

LOCATION	CONNECTED WITH
North side of each signal bridge between "S" and Sub-Station No. 4.	Pennsylvania Exchange. "S." Sub-Station No. 4.
North side of each signal bridge between Sub-Station No. 4 and "W."	Pennsylvania Exchange. "W." Sub-Station No. 4.
North side of each signal bridge between "W" and Sub-Station No. 3.	Pennsylvania Exchange. "W." Sub-Station No. 3.
Signal 886—Hackensack Portal.	Pennsylvania Exchange. "A." Power Director.
North River Tunnels: On bench wall opposite each signal which governs movements with the current of traffic.	Pennsylvania Exchange. "A." (2 lines.) Power Director.
Pennsylvania Station: Each station platform.	Pennsylvania Exchange.
Automatic Signal 943—Track 2. Sunnyside Portal.	Pennsylvania Exchange. "J O." Power Director.
East River Tunnels, Nos. 1 and 2, on bench wall opposite each signal.	Pennsylvania Exchange. "J O." (2 lines.) Power Director.
Automatic Signal 945-P—Track 4. Sunnyside Portal.	Pennsylvania Exchange. "C." Power Director.
East River Tunnels, Nos. 3 and 4, on bench wall opposite each signal.	Pennsylvania Exchange. "C." (2 lines.) Power Director.
Loop track, Signal Bridge, Sunnyside Yard.	"R."

D3303. In each tunnel loud ringing bells have been provided for calling. These bells are located at all telephones, and in some cases between telephones.

Persons who have no direct connection and wish to communicate with any person in the tunnels should call central and state to the operator the person wanted, and in which tunnel they are located.

Calls are as follows:

Telephone Exchange.....	1 Long.
Trainmen and Emergency Call.....	2 Short.
Trackmen.....	3 Short.
Telegraph and Telephone Repairmen.....	4 Short.
Signal Maintainer.....	1 Long, 1 Short.
Patrolmen.....	1 Long, 2 Short.

S34. MISCELLANEOUS.

D3401. Regulation of steam heat in trains to and from New York.

Westward trains from Pennsylvania Station—the regulating valves will be closed in the station immediately before the departure of train and pressure will be put on the train line and all condensation blown out. The regulating valves must not be opened under any circumstances between Pennsylvania Station and Manhattan Transfer. Immediately after departure from Manhattan Transfer the rear Trainman will regulate the train pipe end valve and after train has passed Newark the regulating valves should be opened if steam has appeared at the train pipe end valve.

Engineman of engine taking trains at Manhattan Transfer will open wide the steam heat throttle and adjust the regulating valve to 100 pounds pressure before the arrival of the train, steam pressure to be reduced at Rahway as prescribed by Steam Heat Regulation.

On Eastward trains for Pennsylvania Station, New York, steam will be retained in the train until arrival at Manhattan Transfer, where the rear end valve will be opened immediately.

As soon as practicable after leaving Manhattan Transfer, Trainmen will open all steam heat regulating valves and blow off valves of automatic drips as required by Rule 42, in Steam Heat Instruction Book 103-B.

D3402. Trainmen on Eastward trains approaching Manhattan Transfer will announce: "Passengers for Pennsylvania Station Seventh Avenue and 32nd Street, remain in this Train" (or change cars as the case might be). "Passengers for Jersey City, Cortlandt and Desbrosses Street Ferries and Hudson & Manhattan Railroad, Hudson Terminal, New York, change cars" (or remain in this train as the case might be).

Trainmen on Westward trains from New York will announce, "Manhattan Transfer, change cars for" (naming such points as the train is advertised to connect for).

Trainmen on trains making connections with other trains at Manhattan Transfer will make announcement to change cars for such connections as are advertised.

D3403. When delayed Pullman cars are attached to trains, stops of the train on which the cars are regularly assigned will be made to discharge passengers. Superintendent must be advised in advance of stops that will be made.

D3404. Passenger Trainmen and employees of the Pullman Company must keep the doors of toilet rooms in passenger equipment locked between Penna. Station, New York, and Newark, between Jersey City and Newark, also between North Elizabeth and South Elizabeth, except in case of emergency, Trainmen may open the door on request.

D3406. Trainmen are required to carry a supply of slugs to be furnished passengers on their request for drinking cups within the State of New Jersey. It is necessary that trainmen carry this supply of slugs at all times so that they will be in a position to comply with the Law of New Jersey.

D3407. Where concrete bumpers are at the end of a track, cars will be left standing 15 feet from the bumper. Exceptions—Journal Square—Yard tracks and Storage tracks.

D3408. The end of car towards which the cylinder push-rod travels shall be known as "B" end and the opposite end shall be known as "A" end. Rule 702 modified accordingly.

D3409. Instructions for the handling of Locomotive Cranes, Derricks, Steam Shovels, Mining Machinery with Cutting Arms, and other Pivoted Machinery, with or without Booms detached, either on their own wheels or on cars:

(a) Before moving locomotive cranes, derricks, steam shovels, mining machinery with cutting arms or machinery of various kinds, parts of which are of a pivoted or swinging character, which if not properly secured, may foul an adjoining track; also other pivoted machinery with or without booms detached, either on their own wheels or on cars in revenue trains from point of origin on our own tracks or at junction points with foreign railroads, they must be inspected by a car inspector to insure that the requirements of A. R. A. Loading Rules are complied with.

When a machine or parts of machinery is protected by a covering of any kind by the Shipper, the Agent and Car Inspector must assure themselves that such covered parts comply with the above rules before the shipment is moved.

(b) After a car Inspector has inspected pivoted machinery of any kind and finds that it meets all requirements of A. R. A. Loading Rules, he must sign forms CT310 and CT310-A and give them to the Agent or others responsible for billing or carding, who will attach form CT310, one on each side of the pivoted machinery when moving on its own wheels or to the car upon which it may be loaded, and attach form CT310-A to the billing.

(c) Locomotive cranes and such other pivoted machinery equipped with swinging booms of which a part may swing or extend outward, must not be moved in revenue trains unless Form CT310 is attached, one to each side of the pivoted machinery when moving on its own wheels or to the car upon which it may be loaded, and Form CT310-A to the billing. When such shipments are set off for repairs that may affect requirements of A. R. A. Loading Rules, they must not be moved except upon authority of the Train Master, and not until after proper inspection, and billing has been endorsed by Agent or Yardmaster "Reinspected at and loaded as per A. R. A. Loading Rules."

Conductors when setting off such shipments for repairs must notify the proper officer that it is pivoted machinery.

(d) For all such company-owned or rented equipment, whether in the M. of W. or M. of E. Department, the following notice, signed by the Officer designated by the Superintendent, must be posted under glass in the operator's cab:

"FOR MOVEMENT IN NON-REVENUE TRAINS"

Notice to state what anchors or other apparatus are to be applied, and how; to give a list of such anchors; that they are to be kept on the equipment at all times; that Operators are responsible for having the anchors, etc., replaced immediately on loss or breakage; that Operators will apply the anchors."

D3410. Jacks and materials for use in case of hot journals are located at:

Manhattan Transfer.

*Waverly.....Car Inspector's Building.

*Rahway Station.....Under west end of Westbound Platform.

*Perth Amboy Junction.Yard Clerk's Office.

*Mile Run Yard.....About opposite the Yard Master's Office.

*Monmouth Junction...Pump House.

Trenton.....Station Platform.

*Bristol.....Opposite Car Inspector's house at the wye.

* Indicates that car inspectors are not always at these points to take care of hot boxes.

D3410. TO PASSENGER TRAINMEN AND RAILWAY POSTAL CLERKS:--

Manhattan Transfer. Mail will not be delivered or received on Sundays or Holidays.

Where the requirements of the circular issued by the Post Office Department necessitates the delivery of mail from moving trains, Baggage Masters and Railroad Postal Clerks are hereby instructed to throw off mail bags and newspapers at stations at the points designated. It must be distinctly understood, however, that this does not in any way relieve Baggage Masters and Railway Postal Clerks from using all possible precaution against liability of injuring anyone in throwing off mail and newspapers.

Newark.....No mail or newspapers thrown from moving trains.

South Street, Newark..No mail or newspapers thrown from moving trains.

Elizabeth.....No mail or newspapers thrown from moving trains.

Linden.....Catch only. No delivery.

Rahway.....No mail or newspapers thrown from moving trains.

Colonia.....Eastward trains 100 feet East of crossing.
Westward trains West of Westward platform.

Iselin.....Eastward trains West of Eastward platform.
Westward trains 200 feet East of road crossing.

Menlo Park.....Eastward trains East of Eastward platform.
Westward trains East of Westward platform.

Metuchen.....No mail or newspapers thrown from moving trains.

Stelton.....Eastward trains East of crossing near crane.
Westward trains just West of Westward platform.

New Brunswick.....No mail or newspapers thrown from moving trains.

Deans.....Eastward trains West of Eastward platform, West of road crossing.
Westward trains west of road crossing, West of platform.

Monmouth Junction...Eastward trains between pump house and stand pipe East of Eastward platform.
Westward trains East of Westward platform.

Plainsboro.....Eastward trains East of Eastward platform.
Westward trains West of Westward platform.

Princeton Junction....No mail or newspapers thrown from moving trains.

Lawrence.....No delivery. Covered by Rural Delivery from Trenton.

Trenton.....No mail or newspapers thrown from moving trains.

Morrisville.....Eastward trains at mail crane.
Westward trains 25 feet East of mail crane.

Tullytown.....Eastward trains between Freight House and Fallsington Road.
Westward trains 150 feet East of mail crane.

Bristol.....Eastward trains 50 feet East of Eastward platform in chute.
Westward trains West of Westward platform in chute.

Croydon (Bridgewater P. O.).....Eastward trains East of Eastward platform. East of road crossing.
Westward trains West of Westward platform. West of road crossing.

Eddington.....Eastward trains East of platform.
Westward trains on lawn East of station.

Cornwells Heights....Eastward trains 500 feet East of road crossing.
Westward trains at foot of crane.

Andalusia.....Eastward trains 150 feet East of Eastward platform.
Westward trains 150 feet East of Westward platform.

Torresdale.....Eastward trains 25 feet West of Eastward platform.
Westward trains West of Westward platform.

GENERAL ORDERS.

This Time Table must contain General Orders, beginning with General Order No. 701.

GENERAL ORDER No. 701—Zone A. 701—Zone B. 701—Zone C.

EFFECTIVE 2.00 A. M., SUNDAY, APRIL 29, 1928.

Time table No. 7 takes effect 2.00 A. M., Sunday, April 29, 1928, and contains the necessary instructions issued in General Orders up to and including—

No. 608—Zone A.
619—Zone B.
620—Zone C. (Joint General Order with
C. R. R. of N. J. and
N. Y. & L. B. R. R.)

all of which must be removed from bulletin boards.

Important changes have been made in Special Instructions and each employe must carefully examine time table No. 7 to see that his copy is complete with all scheduled pages, properly lined up and note the changes.

Employes must turn in old time tables to Bulletin Board attendant, after time table No. 7 takes effect.

This General Order is printed in time table No. 7 and will not be issued in sticker form.

Time table No. 7 will be ready for distribution April 25th. Employes whose duties require them to use this time table must secure copy at least 48 hours in advance of its effective date and receipt for it to the person furnishing same.

All persons whose duty it is to distribute this time table must know 48 hours in advance of its effective date that each employe who should have a copy of it has acknowledged its receipt.

The substance of instructions issued by previous General Orders within the past year which refer to permanent changes in physical characteristics, etc., and which are not included in the Special Instructions are assembled below in paragraph form:

- A—Sunnyside Yard—New “R” Interlocking Station in service.
- B—“DF” Trenton—Switch leading from No. 7 to No. 6 track and dwarf signal governing moves from No. 7 track removed. Engine track with switch connection in No. 5 track connected to and known as No. 7 track.
- C—“R” Interlocking Station, Sunnyside Yard—Semaphore dwarf signal located 567 feet west of “R” Tower governing eastward movements on No. 5 lead track moved westward 30 feet.
- D—Meadows—Eastward and westward passenger tracks between a point 650 feet west of the Hackensack River Drawbridge and 400 feet east of Overhead Bridge No. 6.16 at “GY” moved southward a maximum distance of 350 feet. “OS” Interlocking Station discontinued. No. 0 track extended to a point 650 feet west of the Hackensack River Drawbridge. Certain hand operated switches connecting to the eastward and westward passenger tracks, six display yard tracks, a yard storage track and a yard running track in service.

- E—“HU” Interlocking Station, dwarf signals governing eastward movements on Nos. 3 and 4 tracks moved eastward 20 feet; dwarf signals governing westward movements on Nos. 1 and 2 tracks move westward 58 feet.
- F—Journal Square—Home interlocking signals for eastward movements on eastward passenger tracks located at west end of Journal Square station moved westward 75 feet; home interlocking signal for eastward movements on this track located opposite east end of Journal Square station moved westward 20 feet. The eastward passenger track between points 520 feet west and 40 feet east of the west end of Journal Square station moved southward a maximum distance of 13 feet.
- G—Semaphore signals will be changed to position light signals in the same location without further notice.
- H—Signals repeating aspects of automatic signals 937 No. 2 track and 941-P No. 4 track in East River Tunnels located opposite these signals numbered R-937 and R-941-P in service.
- I—Andalusia—Automatic signals No. 736 moved 246 feet westward.
- J—Sunnyside Yard “Q”—Semaphore dwarf signal 560 feet west of “Q” governing westward movements on No. 3 lead track, moved eastward 20 feet.
- K—Hackensack Passenger Drawbridge, Jersey City—Hand operated crossover connecting the east end No. 0 track to the eastward passenger track removed.
- L—Journal Square—“WR” Interlocking changed to new location, New Storage Yard in service, and tracks, switches and signals changed. (See General Orders 609-611 and 612, zone B.)
- M—Meadows—Yard running track extended from point 300 feet west of automatic signal 55 to 900 feet east of “GY” and connected to eastward freight track; permission to use this switch must be obtained from Block Operator “GY.”
- N—New York Bay R. R.—Switch connection from Oak Island drill track to siding of Phoenix Bridge Co. in service.
- O—Princeton Junction—Automatic signal bridge 468 with eastward automatic advance signals governing Nos. 1 and 2 tracks and westward home signals governing Nos. 3 and 4 tracks, also dwarf signals governing reverse movements on Nos. 1 and 2 tracks moved eastward 500 feet.
- P—“DB” Block Station closed and westward block signals removed. Tracks between old “DB” and “CF” operated under yard rules.
- Q—Newark, additional track in service from west side Passaic River Bridge to western limits of “CK” Interlocking. Changes in signal and switches in connection therewith. (See General Orders 615 and 616, zone B.)
- R—New York Bay Railroad—Eastward and westward freight tracks between Bay Avenue Overhead Bridge and a point 6600 feet west thereof moved southward a maximum distance of 300 feet.
- S—Monmouth Junction—Hand operated switch connecting east leg of Wye and No. 1 track removed.
- T—Long Branch Junction and Woodbridge Junction—Rearrangement of tracks, switches and signals at “WC” Woodbridge Junction, “QW” Interlocking Station discontinued. (See General Order 619, zone C. and Joint General Order with C. R. R. of N. J. and N. Y. & L. B. R. R. 620, zone C.)

H. A. HOBSON, N. B. PITCAIRN,
Assistant Superintendent. Superintendent.

