

NY

The Pennsylvania Railroad

New York Zone

NEW YORK DIVISION

Time Table No. 32

In Effect 2.00 A. M., Sunday, September 24, 1939

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

J. A. APPLETON,
General Manager.

A. L. STEWART,
Supt. Passenger Transportation.

D. Y. GEDDES,
Superintendent.

G. F. WALTER,
Supt. Freight Transportation.

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2021

INDEX.

	PAGES
Stations, Distances, Siding Capacities, etc	3-7
Schedule Pages:	
Main Line—Westward	8-83
Main Line—Eastward	84-159
Princeton Branch	160-161
Trenton—Minson	162-165
Manunka Chunk—Trenton	166-169
South Amboy Jct.—Sea Girt—Monmouth Jct.	170-171
Extra Stops by Passenger Trains	172
Trains Wait for Connections	173-177
U. S. Mail Work	178-179
Railway Express Agency and Milk Trains	180-181
Arranged Freight Train Service	182-185
Opening and Closing Hours of Ticket Offices	186-187

SPECIAL INSTRUCTIONS.

Automatic Block System	228-229
Block Signal Rules	226-227
Bulletin Boards	194
Cab Signal Rules	229-233
Color Signals	189
Communicating Signals	191
Controlled Manual Block System	228
Dragging Equipment Detector	204-205
Electrical Operation	241-256
Emergency Whistle and Horn Signals	191
Employee Register	257-258
Engine and other equipment restrictions	237-241
Engine Whistle Signals	190
First Aid Boxes and Stretchers	261
General Orders	195-196
Grade Signals	233
Hand, Flag and Lamp Signals	190
Highway Crossing Protection	206-209
Hospitals	260
Inspection of passing trains	270-271
Interlocking Rules	233-234
Letters and Characters	189
Manual Block System	227
Medical Examiners and Company Surgeons	259
Miscellaneous	262-270
Movement of Trains	199-206
Movements by Train Orders	209-210
Non-Interlocked Switches connected	234
Passing Points for Passenger Trains	198
Personal Injuries	258
Qualified for Service	272-273
Speed Restrictions	212-223
Speed Table	212
Standard Time	188
Superiority of Trains	193
Signal Aspects	224-226
Signal Rules	223-224
Steam Heat and Air Conditioning	262-264
Symbols	188
Telephones	261-262
Tonnage Ratings and Notchings AC Electric Engines	250-252
Track Assignment	197-198
Track Cars	235-236
Train Signals	191-192
Use of Signals	192-193
Unattended Block Stations	3-7 and 227-228
Yard and Yard Instructions	210-212

Index to Trains

WESTWARD		EASTWARD	
NUMBER AND NAME OF TRAIN	Sched- ule Page	NUMBER AND NAME OF TRAIN	Sched- ule Page
1 Railway Express Agency	80	2 Pennsylvania Limited	129
3		4	
5 Pennsylvania Limited	47	6	
7		8	
9		10	
11 St. Louis Mail	8	12	
13 Mail, Southwestern	11	14	
15		16	
17		18 Chicago Mail	85
19		20	
21		22 Manhattan Limited	90
23 Manhattan Limited	69	24	
25 The Metropolitan	27	26	
27		28 Broadway Limited	107
29 Broadway Limited	63	30 Spirit of St. Louis	103
31 Spirit of St. Louis	57	32 The St. Louisan	109
33 The St. Louisan	69	34	
35		36	
37 Iron City Express	79	38 The Clevelander—Akronite	95
39 The Clevelander—Akronite	73	40 Cincinnati Limited	98
41 Cincinnati Limited	51	42 The Rainbow	120
43		44	
45		46	
47		48 The General	108
49 The General	54	50	
51		52 The New Yorker	87
53		54 Gotham Limited	133
55		56	
57		58	
59		60 The Pittsburgher	97
61 The Pittsburgher	8	62	
63		64	
65		66 The American	81
67 The American	73	68 The Red Arrow	102
69 The Red Arrow	56	70	
71		72 The Juniata	141
73		74	
75 The Duquesne	37	76 The Trail Blazer	97
77 The Trail Blazer	64	78 The Golden Arrow	95
79 The Golden Arrow	82	80	
81		82	
83		84	
85		86	
87		88	
89		90	
91		92	
93		94	
95		96	
97		98	
99		99	

INDEX TO TRAINS—(Continued)

SOUTHWARD		NORTHWARD	
NUMBER AND NAME OF TRAIN	Sched- ule Page	NUMBER AND NAME OF TRAIN	Sched- ule Page
357		356 Trenton—Stroudsburg Express	168
361		358	
363 Stroudsburg—Trenton Express	166	360	
365		362 Trenton—Stroudsburg Express	168
367		364	
369		366	
371		368	
373		370	
375 Stroudsburg—Trenton Express	166	374	
377		376	
379		378	
381		380	
383		382	
385 Stroudsburg—Trenton Express	167	384 Trenton—Stroudsburg Express	169
387		386	
WESTWARD		EASTWARD	
449 The Cavalier	75	448	
603		602	
605		604 L. V. R. R.	93
607 L. V. R. R.	67	606	
609 L. V. R. R.	21	608 L. V. R. R.	96
611 L. V. R. R.	76	610 L. V. R. R.	147
613		612	
615		614	
617 L. V. R. R.	9	616	
619		618	
621		620	
623		622	
625 L. V. R. R.	35	624 L. V. R. R.	103
627		626 L. V. R. R.	137
629 L. V. R. R.	55	628 L. V. R. R.	116
631 L. V. R. R.	39	630	
633		632 L. V. R. R.	154
635		634	
637		636	
639 L. V. R. R.	66	638	
		640	

INDEX TO TRAINS—(Continued)

WESTWARD		EASTWARD	
NUMBER AND NAME OF TRAIN	Sched- ule Page	NUMBER AND NAME OF TRAIN	Sched- ule Page
701 New York—Long Branch Local	9	700	
703		702 Early Blvd	94
705		704 Long Branch—New York Express	99
707		706 The Commuter	100
709 The Resorter	28	708 The Merchant	104
711 The Skipper	33	710 The Broker	106
713		712 The Banker	108
715 New York—Long Branch Express	38	714 The Shopper	113
717 New York—Long Branch Express	39	716 Long Branch—New York Express	116
719 New York—Long Branch Express	41	718 Long Branch—New York Express	123
721		720 The Skipper	131
723 New York—Long Branch Express	47	722 Long Branch—New York Local	143
725 The Banker	49	724	
727		726	
729 The Merchant	53	728	
731		730 Long Branch—New York Local	152
733 The Broker	57	732	
735 The Commuter	58	734	
737 The Shopper	61	736	
739		738	
741 New York—Long Branch Express	71	740	
743 New York—Long Branch Express	79	742 Long Branch—New York Express	108
745		744	
747		746	
749		748	
751		750	
753 New York—Long Branch Express	75	752	
755		754	
757		756	
761 New York—Long Branch Express	22	758	
763		760	
765 New York—Long Branch Express	29	762 Long Branch—New York Express	124
767 New York—Long Branch Express	43	764 Long Branch—New York Express	141
769		766 Long Branch—New York Express	160
791		768 Long Branch—New York Express	156
793 New York—Long Beach Express	81	790	
795		792 Long Branch—New York Express	115
797 New York—Long Branch Express	62	794	
799		796	
		798 Long Branch—New York Express	104
801		800	
803		802	
805 Long Branch—Philadelphia Exp	15-170	804 Camden—Long Branch Local	109-162 170
807 Long Branch—Trenton Local	21-170	806	
809		808	
811		810	
813		812 Philadelphia—Long Branch Express	139-171
815 Long Branch—Trenton Local	55-171	814 Trenton—Long Branch Local	129-171
817		816	
819		818	
821		820	
823		822 Philadelphia—Long Branch Exp	122-170
825		824	
827		826	
829		828	
831 Long Branch—Trenton Local	23-170	830	
833		832 Trenton—Long Branch Express	111-170
835 Long Branch—Trenton Express	67-171	834 Trenton—Long Branch Local	146-171
837		836	
839		838	
841		840	
843		842	
845		844	
847		846	
849		848	
851		850	

INDEX TO TRAINS—(Continued)

WESTWARD		EASTWARD	
NUMBER AND NAME OF TRAIN	Sched- ule Page	NUMBER AND NAME OF TRAIN	Sched- ule Page
1071		1070 Atlantic City—New York Express	115-163
1073 New York—Atlantic City Express	32-163	1072 Atlantic City—New York Express	136-163
1075 New York—Atlantic City Express	41-164	1074	
1077 New York—Atlantic City Express	48-164	1076	
1079 New York—Atlantic City Express	65-165	1078 Atlantic City—New York Express	143-164
1081		1080 Atlantic City—New York Express	153-165
1083		1082	
1085		1084	
1087		1086	
1089		1088	
1091		1090	
2359 Phillipsburg—Camden Local	163-166	2372 Camden—Phillipsburg Local	163-168
2501		2500 Trenton—New York Local	88-93
2503		Via Jamesburg	170
2505		2502	
2507 New York—Trenton Local	39-42	2504	
Via Jamesburg	171	2506	
2509 New York—Trenton Local	59-66	2508	
Via Jamesburg	171	2510	
2511		2512	
2513		2514	
2515		2516	
2517		2518	
2519		2520	
2521		2522	
2523		2524	
2525		2526	
2527		2528	
2529		2530	
2531 New York—Trenton Local	26-30	2532	
Via Jamesburg	171	2534 Trenton—New York Local	142-145
2533		Via Jamesburg	171
2535		2536 Trenton—New York Local	144-147
2537		Via Jamesburg	171
2551		2550	
2553		2552 Camden—Trenton Local	162
2555		2554	
2556		2556	
2557 Trenton—Camden Local	162	2558	
2559 Trenton—Camden Local	162	2560 Camden—Trenton Local	163
2561 Trenton—Camden Local	163	2562 Camden—Trenton Local	163
2563		2564	
2565		2566	
2567		2568 Camden—Trenton Local	164
2569 Trenton—Camden Local	163	2570 Camden—Trenton Local	165
2571 Trenton—Camden Local	164	2572 Camden—Trenton Local	165
2573		2574	
2575 Trenton—Camden Local	165	2576	
2577 Trenton—Camden Local	165	2578	
2579		2580	
2581 Trenton—Camden Local	165	2582 Camden—Trenton Local	165
2583		2584	
2585		2586	
2587		2588	
2589		2590 Philadelphia—Trenton Express	163
2591 Trenton—Philadelphia Express	162	2592 Philadelphia—Trenton Express	164
2593 Trenton—Philadelphia Express	163	2594 Philadelphia—Trenton Express	165
2595		2596	
2597		2598	
2599		2599	
2711		2710 Camden—Trenton Local	162
2713 Trenton—Camden Local	165	2712 Camden—Trenton Local	165
2715		2714 Camden—Trenton Local	165
2717		2716	
2719		2718	
2721		2720	
2723		2722	

INDEX TO TRAINS—(Continued)

WESTWARD		EASTWARD	
NUMBER AND NAME OF TRAIN	Sched- ule Page	NUMBER AND NAME OF TRAIN	Sched- ule Page
3701		3700	
3703 South Amboy Local	14	3702 South Amboy Local	87
3705		3704	
3707 South Amboy Local	18	3706 South Amboy Local	91
3709		3708	
3711 South Amboy Local	37	3710 South Amboy Local	97
3713		3712	
3715 South Amboy Local	43	3714	
3717		3716	
3719 South Amboy Local	52	3718 South Amboy Local	102
3721		3720	
3723 South Amboy Local	55	3722 South Amboy Local	109
3725		3724	
3727 South Amboy Local	59	3726 South Amboy Local	118
3729		3728	
3731 South Amboy Local	59	3730 South Amboy Local	135
3733		3732	
3735 South Amboy Local	63	3734 South Amboy Local	139
3737		3736	
3739 South Amboy Local	67	3738	
3741		3740	
3743 South Amboy Local	75	3742	
3745		3744	
3747		3746	
3749		3748	
3751 New Brunswick Local	17	3750	
3753		3752 New Brunswick Local	95
3755 New Brunswick Local	19	3754	
3757		3756 New Brunswick Local	96
3759 New Brunswick Local	34	3758 Rahway Local	99
3761		3760 New Brunswick Local	107
3763 New Brunswick Half Holiday	40	3762	
3765		3764	
3767 New Brunswick Half Holiday	42	3766	
3769		3768 New Brunswick Local	119
3771 New Brunswick Local	53	3770	
3773		3772 New Brunswick Local	119
3775 New Brunswick Local	58	3774	
3777		3776 New Brunswick Local	129
3779 New Brunswick Local	61	3778	
3781		3780 New Brunswick Local	137
3783 New Brunswick Local	61	3782 New Brunswick Local	147
3785		3784 New Brunswick Local	151
3787 New Brunswick Local	64	3786	
3789		3788	
3791 New Brunswick Local	79	3790	
3793		3792	
3795 New Brunswick Local	81	3794	
3797		3796	
3799		3798	

INDEX TO TRAINS—(Continued)

WESTWARD		EASTWARD	
NUMBER AND NAME OF TRAIN	Schedule Page	NUMBER AND NAME OF TRAIN	Schedule Page
3801		3800	
3803		3802	
3805		3804	
3807		3806	
3809		3808	
3811		3810	
3813		3812 Trenton—New York Local	90
3815		3814	
3817		3818 Trenton—New York Local	101
3819		3818 Trenton—New York Local	105
3821 New York—Trenton Local	29	3820	
3823		3822 Trenton—New York Local	111
3825		3824	
3827 New York—Trenton Local	37	3826 Trenton—New York Local	116
3829		3828 Trenton—New York Local	124
3831		3830	
3833 New York—Trenton Local	51	3832	
3835		3834	
3837 New York—Trenton Local	60	3836	
3839		3838	
3841 New York—Trenton Local	69	3840 Trenton—New York Local	140
3843 New York—Trenton Local	73	3842	
3845		3844	
3847 New York—Trenton Local	83	3846	
3849		3848	
3851		3850	
3853 Trenton—Philadelphia Local	13	3852	
3855		3854 Philadelphia—Trenton Local	105
3857 Trenton—Philadelphia Local	15	3856	
3859 Trenton—Philadelphia Local	35	3858	
3861		3860	
3863		3862	
3865		3864	
3867		3866 Philadelphia—Trenton Local	124
3869		3868	
3871		3870 Philadelphia—Trenton Local	141
3873		3872	
3875		3874	
3877		3876	
3879		3878 Philadelphia—Trenton Local	146
3881		3880	
3883		3882	
3885		3884	
3887		3886	
3889		3888	
3891		3890	
3893		3892	
3895		3894	
3897		3896	
3899		3898	

INDEX TO TRAINS—(Continued)

SOUTHWARD		NORTHWARD	
NUMBER AND NAME OF TRAIN	Schedule Page	NUMBER AND NAME OF TRAIN	Schedule Page
4121		4120	
4123		4122	
4125 Princeton Branch Local	160	4124	
4127 Princeton Branch Local	160	4128 Princeton Branch Local	160
4129 Princeton Branch Local	160	4128 Princeton Branch Local	160
4131 Princeton Branch Local	160	4130 Princeton Branch Local	160
4133 Princeton Branch Local	160	4132 Princeton Branch Local	160
4135 Princeton Branch Local	160	4134 Princeton Branch Local	160
4137 Princeton Branch Local	161	4138 Princeton Branch Local	160
4139 Princeton Branch Local	161	4138 Princeton Branch Local	161
4141 Princeton Branch Local	161	4140 Princeton Branch Local	161
4143 Princeton Branch Local	161	4142 Princeton Branch Local	161
4145 Princeton Branch Local	161	4144 Princeton Branch Local	161
4147 Princeton Branch Local	161	4146 Princeton Branch Local	161
4149 Princeton Branch Local	160	4148 Princeton Branch Local	160
4151 Princeton Branch Local	160	4150 Princeton Branch Local	160
4153 Princeton Branch Local	160	4152 Princeton Branch Local	160
4155 Princeton Branch Local	160	4154 Princeton Branch Local	160
4157 Princeton Branch Local	160	4156 Princeton Branch Local	160
4159 Princeton Branch Local	161	4158 Princeton Branch Local	161
4161 Princeton Branch Local	161	4160 Princeton Branch Local	161
4163 Princeton Branch Local	161	4162 Princeton Branch Local	161
4165 Princeton Branch Local	161	4164 Princeton Branch Local	161
4167 Princeton Branch Local	161	4166 Princeton Branch Local	161
4169 Princeton Branch Local	161	4168 Princeton Branch Local	161
4171 Princeton Branch Local	160	4170 Princeton Branch Local	161
4173 Princeton Branch Local	160	4172 Princeton Branch Local	160
4175 Princeton Branch Local	160	4174 Princeton Branch Local	160
4177 Princeton Branch Local	160	4176 Princeton Branch Local	160
4179 Princeton Branch Local	160	4178 Princeton Branch Local	160
4181 Princeton Branch Local	160	4180 Princeton Branch Local	160
4183 Princeton Branch Local	161	4182 Princeton Branch Local	161
4185 Princeton Branch Local	161	4184 Princeton Branch Local	161
4187 Princeton Branch Local	161	4186 Princeton Branch Local	161
4189 Princeton Branch Local	161	4188 Princeton Branch Local	161
4191 Princeton Branch Local	161	4190 Princeton Branch Local	161
4193		4192 Princeton Branch Local	161
4195		4194	
4197		4196	
4199		4198	

INDEX TO TRAINS—(Continued)

WESTWARD		EASTWARD	
NUMBER AND NAME OF TRAIN	Sched- ule Page	NUMBER AND NAME OF TRAIN	Sched- ule Page
4201		4200	
4203 New York—Trenton Local	33	4202 Trenton—New York Local	113
4205 New York—Trenton Local	47	4204 Trenton—New York Local	138
4207		4206 Trenton—New York Local	150
4209		4208	
4211		4210	
4213		4212	
4215		4214	
4217		4216	
4219		4218	
4221		4220	
4223		4222	
4225		4224	
4227		4226	
4229		4228	
4231 South Amboy Local	36	4230 South Amboy Local	91
4233		4232	
4235 South Amboy Local	45	4234	
4237 South Amboy Local	74	4236 South Amboy Local	132
4239		4238 South Amboy Local	153
4241		4240 New Brunswick Local	90
4243 New Brunswick Local	38	4242	
4245		4244 New Brunswick Local	100
4247 New Brunswick Local	41	4246	
4249		4248 New Brunswick Local	107
4251 New Brunswick Local	51	4250	
4253		4252 New Brunswick Local	129
4255 New Brunswick Local	65	4254 New Brunswick Local	134
4257		4256	
4259 New Brunswick Local	78	4258	
SOUTHWARD		NORTHWARD	
4261		4260	
4263 Princeton Branch Local	161	4262 Princeton Branch Local	161
4265 Princeton Branch Local	161	4264 Princeton Branch Local	161
4267 Princeton Branch Local	160	4266 Princeton Branch Local	161
4269 Princeton Branch Local	161	4268 Princeton Branch Local	160
4271 Princeton Branch Local	161	4270 Princeton Branch Local	161
4273		4272 Princeton Branch Local	161
4276 Princeton Branch Local	161	4274 Princeton Branch Local	160
4277 Princeton Branch Local	161	4276 Princeton Branch Local	161
4279 Princeton Branch Local	161	4278	
4281		4280 Princeton Branch Local	161
4283		4282	
4285		4284	
4287		4286	
4289		4288	
4291		4290	
4293		4292	
4295		4294	
4297		4296	
4299		4298	

Interlocking	Block Stations	Dist. between Stations	Dist. from New York	STATIONS	Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
						E	W	Both
				NEW YORK				
I	B	5.8	5.8	A				
I	B	2.8	8.6	PORTAL				
I	B	0.9	9.5	HUDSON				
I	B	0.3	9.8	HARRISON				
		0.2	10.0	DOCK				
		1.0	11.0	NEWARK				
I	B	0.8	11.8	SOUTH STREET (Newark)				
*I	*B	1.8	13.6	HUNTER				
		0.8	14.4	LANE				
I	B	0.6	16.1	NORTH ELIZABETH				
		0.0	16.1	ELIZABETH				
		2.6	18.7	ELMORA				
		1.5	20.2	SOUTH ELIZABETH				
		0.6	20.8	LINDEN				
I	B	0.2	21.0	NORTH RAHWAY				
		2.0	23.0	RAHWAY				
		0.7	23.7	UNION				
		0.8	24.5	AVENEL				
		1.0	25.5	EDGAR				
				WOODBRIDGE				
				GENASCO				
I	B	1.3	26.8	WC				
I	B	1.1	27.9	PERTH AMBOY				
		1.2	29.1	SO. AMBOY JCT.				
		1.9	22.9	COLONIA				
		1.2	24.1	ISELIN				
		1.3	25.4	MENLO PARK				
		1.8	27.2	METUCHEN				
I	B	0.2	27.4	EDISON				
		2.9	30.3	STELTON				
		2.4	32.7	NEW BRUNSWICK				
I	B	1.5	34.2	COUNTY				
		2.7	36.9	ADAMS				
		3.0	39.9	DEANS				
		2.5	42.4	MONMOUTH JUNCTION				
I	B	0.2	42.6	MIDWAY				
		4.3	46.9	PLAINSBORO				
I	B	1.4	48.3	NASSAU				
		0.1	48.4	PRINCETON JUNCTION				
		1.3	49.7	PENNS NECK				
		1.3	51.0	KS				
		0.1	51.1	PRINCETON				
I	B	7.5	55.9	MILLHAM				
I	B	1.9	57.8	FAIR				
		0.3	58.1	TRENTON				
		1.4	59.5	MORRISVILLE				
I	B	0.1	59.6	MORRIS				
P		0.6	60.2	MY				
P		1.2	61.4	MB				
P		0.6	62.0	MW				
		4.9	64.5	TULLYTOWN				
		1.2	65.7	EDGELEY				
		0.9	66.6	GRENE				
		1.2	67.8	BRISTOL				
I	B	2.9	70.7	CROYDON				
		1.6	72.3	EDDINGTON				
		1.2	73.5	CORNWELLS HEIGHTS				
		1.2	74.7	ANDALUSIA				
		0.9	75.6	TORRESDALE				
				P. T. DIV.				
		2.6	78.2	HOLMESBURG JUNCTION				
I	B	0.1	78.3	HOLMES				
		7.7	86.0	NORTH PHILADELPHIA				
		4.4	90.4	PENNA.—30th STREET				
		0.0	90.4	PENNSYLVANIA				
		0.9	91.3	BROAD STREET (Suburban)				
		0.0	91.3	PHILA.—BROAD STREET				

NOTE.—Block Stations are open continuously.
 Also unattended Block Stations controlled by open Block Stations.
 *LANE Block and Interlocking Station will not control movements on Track No. 1. When making movements against current of traffic on Track No. 1, Block extends Hunter to Elmora.

‡KS | Unattended | Controlled by NASSAU

NOTE:
 I—Interlocking Station and Plant.
 P—Interlocking Plant—Remote Controlled.
 A—Interlocking Plant—Automatic.
 B—Attended Block Station.
 ‡B—Unattended Block Station.

Interlockings	Block Stations	Dist. between Stations	Dist. from New York	STATIONS	Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
						E	W	Both
I	B	0.2	0.2	A				
I	B	0.1	0.3	KN				
I	B	0.0	0.3	C				
I	B	2.9	3.2	JO				
I	B	0.3	3.5	F				
I	B	0.5	4.0	Q				
I	B		4.5	R (via Loop)				
I	B		3.9	HAROLD (L. I. R. R.)				

JERSEY CITY—HUDSON (PASSENGER TRACKS)

Interlockings	Block Stations	Dist. between Stations	Dist. from Jersey City	STATIONS	Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
						E	W	Both
I	B	0.3	0.3	JERSEY CITY				
I	B	1.6	1.9	Z				
I	B	0.1	2.0	SC				
I	B	0.0	2.0	JOURNAL SQUARE (H. & M. R. R.)				
I	B	1.4	3.3	WR				
I	B	1.1	4.4	HACK				
I	B	1.8	6.2	GY				
I	B			HUDSON				

HARSIMUS COVE—WA-3 (FREIGHT TRACKS)

Interlockings	Block Stations	Dist. between Stations	Dist. from Harsimus Cove	STATIONS	Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
						E	W	Both
I	B	0.5	0.5	HARSIMUS COVE				
I	B	0.7	1.2	BRUNSWICK STREET				
I	B	1.4	2.6	SC				
I	B	1.9	4.5	HACK				
I	B	4.4	8.9	GY				
I	B	0.4	9.3	WA-5				
I	B			WA-3				

GREENVILLE—LANE

Interlockings	Block Stations	Dist. between Stations	Dist. from Greenville	STATIONS	Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
						E	W	Both
I	B	1.4	1.4	GREENVILLE				
I	B	1.6	3.0	BAY				
I	B	1.5	4.5	CY (C. R. R. N. J.)				
I	B	1.1	5.6	WA-2				
I	B	1.1	6.7	WA-3				
I	B	0.1	6.8	WA-6				
I	B			LANE				

Note—Block Stations are open continuously.

Interlockings	Block Stations	Dist. between Stations	Distance from Trenton	STATIONS	Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
						E	W	Both
		.0	.0	TRENTON				
		0.4	0.4	HAMILTON AVE. (Trenton)				
		0.2	0.6	BROAD STREET (Trenton)				
		0.8	1.4	LALOR STREET (Trenton)				
P	B	4.0	5.4	END DOUBLE TRACK (Borden'n Branch)				
	B	0.7	6.1	BORDENTOWN	BO			81
		1.0	7.1	FIELDSBORO				
		1.9	9.0	KINKORA				22
	IB			KINKORA (Kinkora Branch)				
		0.9	9.9	ROEBLING				174
		0.8	10.7	FLORENCE				132
		2.6	13.3	STEVENS				152
I	B	1.4	14.7	EAST BURLINGTON	MJ			96
		0.6	15.3	BURLINGTON				82
		2.3	17.6	EDGEWATER PARK				
		0.9	18.5	BEVERLY				22
		0.4	18.9	WALL ROPE WORKS				
		0.5	19.4	PERKINS				
		1.3	20.7	DELANCO				
		0.1	20.8	DELANCO DRAW				
	B	0.6	21.4	RIVERSIDE	KI			31
		0.7	22.1	CAMBRIDGE				
		2.7	24.8	RIVERTON				19
		0.6	25.4	PALMYRA				
		0.6	26.0	ARCH STREET (Palmyra)				
P	B	1.4	27.4	MINSON (Atlantic Div.)				
		5.7	33.1	CAMDEN				

NOTE.—Block Stations are open continuously except:
Also unattended Block Stations controlled by open Block Stations.

End double track	Operated from BO.	
Bordentown		
IKIN-KORA	Unattended	Controlled by Birmingham, when Birmingham is closed, by Mt. Holly, when Mt. Holly is closed, by Cooper.
KI	Closed	Weekdays 11.00 A. M. to 3.00 P. M. 7.00 P. M. to 7.00 A. M. Sundays continuously.

JAMESBURG—BORDENTOWN

Interlockings	Block Stations	Dist. between Stations	Distance from Jamesburg	STATIONS	Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
						E	W	Both
I	B	.0	.0	JAMESBURG	JG	190		54
	IB	4.2	4.2	CY				41
	IB	3.9	8.1	K				57
	IB	5.5	13.6	NW				46
	IB	3.5	17.1	DR				75
	B	3.4	20.5	BORDENTOWN	BO			81

ICY	Unattended	Controlled by JG.
IK	Unattended	Controlled by JG.
INW	Unattended	Controlled by BO.
IDR	Unattended	Controlled by BO.

Interlockings	Block Stations	Dist. between Stations	Distances from Manunka Chunk	STATIONS	Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
						N	S	Both
I	B	.0	.0	MANUNKA CHUNK (D.L. & W.R.R.)				19
		3.2	3.2	BELVIDERE				30
I	B	0.7	3.9	L. & H. R. RY. JUNCTION	G			36
		3.0	6.9	ROXBURG				86
		1.2	8.1	HUTCHINSON				
	†B	1.5	9.6	CR				67
		0.6	10.2	MARTINS CREEK				101
		2.2	12.4	HARMONY				
	†B	1.2	13.6	DY				65
		1.5	15.1	HUDSON YARD				66
	†B	2.0	17.1	PHILLIPSBURG	PG	83		59
	†B	1.7	18.8	KENT				133
	†B	2.2	21.0	WARREN				100
		1.4	22.4	CARPENTERVILLE				
	†B	3.5	25.9	RIEGELSVILLE				20
		2.7	28.6	HD				160
		0.8	29.4	HOLLAND				
	†B	3.2	32.6	MILFORD				147
		0.3	32.9	MD				290
I	B	3.2	36.1	FRENCHTOWN	FN			
		3.4	39.5	KINGWOOD				
		1.8	41.3	TUMBLE FALLS				
		2.0	43.3	BYRAM				
	†B	1.3	44.6	RK				91
		0.4	45.0	RAVEN ROCK				
		3.3	48.3	STOCKTON				
	B	3.4	51.7	LAMBERTVILLE				63
		3.9	55.6	MOORE				145
	†B	1.8	57.4	TITUSVILLE				112
	†B	1.1	58.5	WASHINGTON CROSSING	GW			145
	†B	3.2	61.7	WB				145
		4.5	66.2	WARREN STREET (Trenton)				
I	B	0.2	66.4	MG				
		0.3	66.7	COALPORT				
		1.1	67.8	TRENTON				

NOTE—Block stations are open continuously except:
Also unattended Block Stations controlled by open Block Stations.

†CB	Unattended	Controlled by G.
†DY	Unattended	Controlled by G.
†PG	Unattended	Controlled by G.
†Kent	Unattended	Controlled by G.
†Warren	Unattended	Controlled by FN
†HD	Unattended	Controlled by FN
†MD	Unattended	Controlled by FN
†RK	Unattended	Controlled by Lambertville.
†Moore	Unattended	Controlled by MG.
†GW	Unattended	Controlled by MG.
†WB	Unattended	Controlled by MG.

Interlockings	Block Stations	Dist. between Stations	Distances from Midway	STATIONS	Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
						E	W	Both
I	B	.0	.0	MIDWAY				
		0.2	0.2	MONMOUTH JCT				
		2.1	2.3	DAYTON				
I	B	3.5	5.8	JAMESBURG	JG	190		54
		6.8	12.6	ENGLISHTOWN				
	†B	0.2	12.8	NG				38
		1.1	13.9	TENNENT				38
	†B	3.0	16.9	FD				88
		0.4	17.3	FREEHOLD				
	†B	2.9	20.2	HW				47
I	B	4.7	24.9	FARMINGDALE	FA			21
		5.0	29.9	ALLENWOOD				
		2.8	32.7	MANASQUAN				63
I	B	0.6	33.3	SEA GIRT (N. Y. & L. B. R. R.)	SC			
I	B	3.5	5.8	JAMESBURG	JG	190		54
	†B	1.8	7.6	HELMETTA	GO			
		1.3	8.9	OUTCALT				
		0.9	9.8	SPOTSWOOD				111
		1.3	11.1	EAST SPOTSWOOD				
		0.9	12.0	OLD BRIDGE				
	†B	0.1	12.1	OB				
	†B	2.2	14.3	EAST END				
	†B	3.1	17.4	DEEP CUT				
		1.6	19.0	END DOUBLE TRACK				
		0.2	19.2	SOUTH AMBOY JUNCTION				
I	B	0.0	19.2	SA (N. Y. & L. B. R. R.)				

NOTE †.—Emergency Block Station—Opened by Train Order.

NOTE.—Block Stations are open continuously except:
Also unattended Block Stations controlled by open Block Stations.

†NG	Unattended	Controlled by FA.
†FD	Unattended	Controlled by FA.
†HW	Unattended	Controlled by FA.
SG	Closed	Daily 10.40 P. M. to 6.40 A. M.
†GO	Unattended	Controlled by JG.
†OB	Unattended	Controlled by SA.
†EAST END	Closed	Open by Train Order.
†DEEP CUT	Closed	Open by Train Order.

STATIONS	FIRST CLASS		
	● 11	61	● 0617
	DAILY	DAILY	DAILY
	A. M.	A. M.	A. M.
Leave			
NEW YORK	\$ 12.01	\$ 12.05	
NEW YORK (Hud. Ter.)			\$ 12.01
JERSEY CITY			
JOURNAL SQUARE			\$ 12.10
HARRISON			\$ 12.18
NEWARK	E 12.16	\$ 12.20	\$ 12.20
SOUTH ST. (Newark)			
HUNTER	12.19	12.23	
NORTH ELIZABETH			
ELIZABETH			
SOUTH ELIZABETH	12.23	12.27	
LINDEN			
NORTH RAHWAY			MU
RAHWAY			
UNION	12.28	12.32	
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WC BLOCK STATION			
PERTH AMBOY			
SO. AMBOY JCT.			
SOUTH AMBOY			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN	12.34	12.38	
STELTON			
NEW BRUNSWICK			
COUNTY	12.40	12.45	
ADAMS			
DEANS			
MONMOUTH JCT.	12.47	12.53	
PLAINSBORO			
PRINCETON JCT.	12.52	12.59	
TRENTON	1.01	1.08	
MORRISVILLE			
TULLYTOWN			
EDGELY			
GREENE	1.09	1.17	
BRISTOL			
OROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES	1.20	1.28	
NORTH PHILAD'A	E 1.29	1.37	
PENNA. 30th ST.			
PENNSYLVANIA			
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Arrive			
	11	61	0617

STATIONS	FIRST CLASS					
	617	701	● 0101	101	● 3203	● 3205
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
	EX. MON.	A. M.	A. M.	A. M.	A. M.	A. M.
Leave						
NEW YORK	\$ 12.10	\$ 12.15		\$ 12.30		
NEW YORK (Hud. Ter.)			\$ 12.15		\$ 12.30	\$ 12.45
JERSEY CITY						
JOURNAL SQUARE			\$ 12.24		\$ 12.39	\$ 12.54
HARRISON			\$ 12.32		\$ 12.47	\$ 1.02
NEWARK	C 12.26	\$ 12.30	\$ 12.34	\$ 12.47	\$ 12.49	\$ 1.04
SOUTH ST. (Newark)						
HUNTER	12.29	12.33		12.50		
NORTH ELIZABETH						
ELIZABETH						
SOUTH ELIZABETH						
LINDEN						
NORTH RAHWAY						
RAHWAY						
UNION						
AVENEL						
EDGAR						
WOODBIDGE						
GENASCO						
WC BLOCK STATION						
PERTH AMBOY						
SO. AMBOY JCT.						
SOUTH AMBOY						
COLONIA						
ISELIN						
MENLO PARK						
METUCHEN						
STELTON						
NEW BRUNSWICK						
COUNTY						
ADAMS						
DEANS						
MONMOUTH JCT.						
PLAINSBORO						
PRINCETON JCT.						
TRENTON						
MORRISVILLE						
TULLYTOWN						
EDGELY						
GREENE						
BRISTOL						
OROYDON						
EDDINGTON						
CORNWELLS HEIGHTS						
ANDALUSIA						
TORRESDALE						
(P. T. Div.)						
HOLMES						
NORTH PHILAD'A						
PENNA. 30th ST.						
PENNSYLVANIA						
BROAD ST. SUBURBAN						
PHILAD'A (Broad St.)						
Arrive						
	617	701	0101	101	3203	3205

STATIONS	FIRST CLASS		
	● 103	● 3207	● 0107
	DAILY	DAILY	DAILY
Leave	A. M.	A. M.	A. M.
NEW YORK	\$ 12.50		
NEW YORK (Hud. Ter.)	\$ 1.00	\$ 1.15	
JERSEY CITY			
JOURNAL SQUARE	\$ 1.09	\$ 1.24	
HARRISON	\$ 1.17	\$ 1.32	
NEWARK	1.08	\$ 1.19	\$ 1.34
SOUTH ST. (Newark)			
HUNTER	1.12		
NORTH ELIZABETH			
ELIZABETH			
SOUTH ELIZABETH	1.20		
LINDEN			
NORTH RAHWAY		MU	MU
RAHWAY			
UNION	1.28		
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WC BLOCK STATION			
PERTH AMBOY			
SO. AMBOY JCT.			
SOUTH AMBOY			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN	1.40		
STELTON			
NEW BRUNSWICK			
COUNTY	1.50		
ADAMS			
DEANS			
MONMOUTH JCT.	2.02		
PLAINSBORO			
PRINCETON JCT.	2.10		
TRENTON	2.28		
MORRISVILLE			
TULLYTOWN			
EDGELY			
GREENE	2.35		
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES	2.50		
NORTH PHILAD'A	3.03		
PENNA. 80th ST.			
PENNSYLVANIA	3.14		
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Arrive	A. M.	A. M.	A. M.
	103	3207	0107

STATIONS	FIRST CLASS					
	107	● 3209	● 3211	● 3505	● 013	13
	DAILY	DAILY	DAILY	SUN. ONLY	DAILY	DAILY
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$ 1.25					\$ 3.10
NEW YORK (Hud. Ter.)	\$ 1.30	\$ 2.00	\$ 2.30	\$ 3.00		
JERSEY CITY						
JOURNAL SQUARE	\$ 1.39	\$ 2.09	\$ 2.39	\$ 3.09		
HARRISON	\$ 1.47	\$ 2.17	\$ 2.47	\$ 3.17		
NEWARK	\$ 1.42	\$ 1.49	\$ 2.19	\$ 2.49	\$ 3.19	\$ 3.25
SOUTH ST. (Newark)						
HUNTER	1.45					3.28
NORTH ELIZABETH						
ELIZABETH						
SOUTH ELIZABETH	\$ 1.50					
LINDEN	1.52					3.33
NORTH RAHWAY		MU	MU	MU	MU	
RAHWAY						
UNION	B 1.57					
AVENEL	1.58					3.38
EDGAR						
WOODBIDGE						
GENASCO						
WC BLOCK STATION						
PERTH AMBOY						
SO. AMBOY JCT.						
SOUTH AMBOY						
COLONIA						
ISELIN						
MENLO PARK						
METUCHEN	2.03					3.44
STELTON						
NEW BRUNSWICK	\$ 2.12					
COUNTY	2.15					3.50
ADAMS						
DEANS						
MONMOUTH JCT.	2.22					3.57
PLAINSBORO						
PRINCETON JCT.	2.28					4.02
TRENTON	\$ 2.47					4.11
MORRISVILLE						
TULLYTOWN						
EDGELY						
GREENE	2.57					4.19
BRISTOL						
CROYDON						
EDDINGTON						
CORNWELLS HEIGHTS						
ANDALUSIA						
TORRESDALE						
(P. T. Div.)						
HOLMES	3.08					4.30
NORTH PHILAD'A	\$ 3.20					\$ 4.40
PENNA. 80th ST.						
PENNSYLVANIA	3.29					
BROAD ST. SUBURBAN						
PHILAD'A (Broad St.)						
Arrive	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	107	3209	3211	3505	013	13

STATIONS	FIRST CLASS		
	173	3507	3215
	DAILY	SUN. ONLY	DAILY
Leave	A. M.	A. M.	A. M.
NEW YORK	\$ 2.45 3.15		
NEW YORK (Hud. Ter.)	\$ 3.30	\$ 4.00	
JERSEY CITY			
JOURNAL SQUARE	\$ 3.39	\$ 4.09	
HARRISON	\$ 3.47	\$ 4.17	
NEWARK	\$ 3.30	\$ 3.49	\$ 4.19
SOUTH ST. (Newark)			
HUNTER	3.33		
NORTH ELIZABETH			
ELIZABETH			
SOUTH ELIZABETH	3.38		
LINDEN			
NORTH RAHWAY		MU	MU
RAHWAY	B 3.43		
UNION	3.44		
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WC BLOCK STATION			
PERTH AMBOY			
SO. AMBOY JOT			
SOUTH AMBOY			
COLONIA			
ISELIN			
MENLO PARK			
METUOHEN	3.50		
STELTON			
NEW BRUNSWICK			
COUNTY	3.56		
ADAMS			
DEANS			
MONMOUTH JOT	4.08		
PLAINSBORO			
PRINCETON JOT	4.08		
TRENTON	\$ 4.19		
MORRISVILLE			
TULLYTOWN			
EDGELY			
GREENE	4.29		
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES	4.40		
NORTH PHILAD'A	\$ 4.49		
PENNA. 30th ST.			
PENNSYLVANIA	\$ 4.58		
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Arrive	A. M.	A. M.	A. M.
	173	3507	3215

STATIONS	FIRST CLASS					
	3853	0253	253	179	3217	3219
	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	DAILY
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
NEW YORK				\$ 5.10		
NEW YORK (Hud. Ter.)			\$ 5.20	5.25		
JERSEY CITY					\$ 5.30	\$ 6.00
JOURNAL SQUARE						
HARRISON					\$ 5.39	\$ 6.09
NEWARK					\$ 5.47	\$ 6.17
SOUTH ST. (Newark)						
HUNTER					\$ 5.49	\$ 6.19
NORTH ELIZABETH						
ELIZABETH						
SOUTH ELIZABETH						
LINDEN						
NORTH RAHWAY						
RAHWAY						
UNION						
AVENEL						
EDGAR						
WOODBIDGE						
GENASCO						
WC BLOCK STATION						
PERTH AMBOY						
SO. AMBOY JOT						
SOUTH AMBOY						
COLONIA						
ISELIN						
MENLO PARK						
METUOHEN						
STELTON						
NEW BRUNSWICK						
COUNTY						
ADAMS						
DEANS						
MONMOUTH JOT						
PLAINSBORO						
PRINCETON JOT						
TRENTON						
MORRISVILLE						
TULLYTOWN						
EDGELY						
GREENE						
BRISTOL						
CROYDON						
EDDINGTON						
CORNWELLS HEIGHTS						
ANDALUSIA						
TORRESDALE						
(P. T. Div.)						
HOLMES						
NORTH PHILAD'A						
PENNA. 30th ST.						
PENNSYLVANIA						
BROAD ST. SUBURBAN						
PHILAD'A (Broad St.)						
Arrive	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	3853	0253	253	179	3217	3219

STATIONS	FIRST CLASS		
	● 3227	● 3229	● 3231
	DAILY A. M.	DAILY EX. SAT. & SUN. A. M.	SAT. ONLY A. M.
Leave			
NEW YORK			
NEW YORK (Hud. Ter.)	\$ 7.00	\$ 7.05	\$ 7.08
JERSEY CITY			
JOURNAL SQUARE	\$ 7.09	\$ 7.14	\$ 7.17
HARRISON	\$ 7.18	\$ 7.23	\$ 7.26
NEWARK	\$ 7.20	\$ 7.25	\$ 7.28
SOUTH ST. (Newark). HUNTER			
NORTH ELIZABETH ELIZABETH SOUTH ELIZABETH			
LINDEN			
NORTH RAHWAY RAHWAY	MU	MU	MU
UNION			
AVENEL EDGAR WOODBRIDGE GENASCO			
WC BLOCK STATION. PERTH AMBOY SO. AMBOY JCT. SOUTH AMBOY			
COLONIA ISELIN MENLO PARK METUCHEN			
STELTON NEW BRUNSWICK COUNTY			
ADAMS DEANS MONMOUTH JCT.			
PLAINSBORO PRINCETON JCT.			
TRENTON			
MORRISVILLE TULLYTOWN EDGELEY GREENE			
BRISTOL CROYDON EDDINGTON CORNWELLS HEIGHTS ANDALUSIA TORRESDALE			
(P. T. Div.)			
HOLMES			
NORTH PHILAD'A			
PENNA. 30th ST. PENNSYLVANIA BROAD ST. SUBURBAN PHILAD'A (Broad St.)			
Arrive			
	3227	3229	3231

STATIONS	FIRST CLASS					
	● 3233	3751	● 3235	● 0111	● 3237	111
	DAILY EX. SAT. & SUN. A. M.	‡DAILY EX. SUN. A. M.	DAILY EX. SUN. A. M.	DAILY EX. SAT. & SUN. A. M.	SAT. ONLY A. M.	DAILY A. M.
	\$ 7.10	\$ 7.12	\$ 7.15	\$ 7.20	\$ 7.23	\$ 7.30
	\$ 7.19	\$ 7.19	\$ 7.24	\$ 7.29	\$ 7.32	
	\$ 7.28	7.23	\$ 7.33	\$ 7.38	\$ 7.40	
	\$ 7.30	7.31	\$ 7.35	\$ 7.40	\$ 7.42	\$ 7.45
		\$ 7.37				7.48
		7.38				
		\$ 7.41				\$ 7.53
		\$ 7.45				7.54
		\$ 7.47				
		\$ 7.51				
	MU	\$ 7.54	MU	MU	MU	
		\$ 7.58				
		8.00				7.58
		MU				
		\$ 8.02				
		\$ 8.05				
		\$ 8.08				
		\$ 8.12				8.03
		\$ 8.16				
		\$ 8.21				
		8.24				8.09
						8.16
						8.21
						\$ 8.32
						8.42
						8.54
						\$ 9.03
						\$ 9.12
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	3233	3751	3235	0111	3237	111

Will not run
Nov. 23,
Dec. 25,
Jan. 1,
Feb. 22.

STATIONS	FIRST CLASS		
	709	● 3289	● 3291
	DAILY EX. SUN. A. M.	DAILY EX. SAT. & SUN. A. M.	SAT. ONLY A. M.
Leave			
NEW YORK	\$ 9.10		
NEW YORK (Hud. Ter.)	\$ 9.06	\$ 9.07	
JERSEY CITY			
JOURNAL SQUARE	\$ 9.15	\$ 9.16	
HARRISON	\$ 9.24	\$ 9.24	
NEWARK	\$ 9.24	\$ 9.26	\$ 9.26
SOUTH ST. (Newark)			
HUNTER	9.27		
NORTH ELIZABETH			
ELIZABETH	\$ 9.32		
SOUTH ELIZABETH	9.33		
LINDEN			
NORTH RAHWAY		MU	MU
RAHWAY	\$ 9.38		
UNION	Z 9.40		
	9.45		
AVENEL			
EDGAR			
WOODBIDGE	\$ 9.52		
GENASOO			
WC BLOCK STATION	9.57		
PERTH AMBOY	\$ 9.59		
SO. AMBOY JOT	10.01		
SOUTH AMBOY	\$ 10.03		
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN			
STELTON			
NEW BRUNSWICK COUNTY			
ADAMS			
DEANS			
MONMOUTH JOT			
PLAINSBORO			
PRINCETON JOT			
TRENTON			
MORRISVILLE			
TULLYTOWN			
EDGELEY			
GREENE			
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES			
NORTH PHILAD'A			
PENNA. 30th ST.			
PENNSYLVANIA			
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Arrive			
	709	3289	3291

STATIONS	FIRST CLASS					
	● 0785	● 03821	● 3293	3821	785	● 0115
	SUN. ONLY A. M.	DAILY EX. SAT. & SUN. A. M.	SAT. ONLY A. M.	DAILY EX. SUN. A. M.	SUN. ONLY A. M.	DAILY EX. SAT. A. M.
NEW YORK	\$ 9.10	\$ 9.12	\$ 9.15	\$ 9.22	\$ 9.25	\$ 9.20
NEW YORK (Hud. Ter.)	\$ 9.19	\$ 9.21	\$ 9.24			\$ 9.29
JERSEY CITY	\$ 9.27	\$ 9.30	\$ 9.32			\$ 9.37
JOURNAL SQUARE	\$ 9.29	\$ 9.32	\$ 9.34	\$ 9.38	\$ 9.39	\$ 9.39
HARRISON				\$ 9.40		
NEWARK				9.41	9.42	
SOUTH ST. (Newark)						
HUNTER						
NORTH ELIZABETH				\$ 9.46	\$ 9.47	
ELIZABETH				9.48	9.48	
SOUTH ELIZABETH				\$ 9.52		
LINDEN						
NORTH RAHWAY	MU	MU	MU			MU
RAHWAY				\$ 9.56	\$ 9.53	
UNION					Z 9.55	
AVENEL				9.58	10.00	
EDGAR						
WOODBIDGE					\$ 10.07	
GENASOO						
WC BLOCK STATION					10.12	
PERTH AMBOY				MU	\$ 10.14	
SO. AMBOY JOT					10.16	
SOUTH AMBOY					\$ 10.18	
COLONIA				F 10.00		
ISELIN				\$ 10.03		
MENLO PARK						
METUCHEN				\$ 10.07		
STELTON				\$ 10.11		
NEW BRUNSWICK COUNTY				\$ 10.15		
ADAMS				10.18		
DEANS						
MONMOUTH JOT						
PLAINSBORO				\$ 10.27		
PRINCETON JOT				\$ 10.34		
TRENTON				\$ 10.46		
MORRISVILLE						
TULLYTOWN						
EDGELEY						
GREENE						
BRISTOL						
CROYDON						
EDDINGTON						
CORNWELLS HEIGHTS						
ANDALUSIA						
TORRESDALE						
(P. T. Div.)						
HOLMES						
NORTH PHILAD'A						
PENNA. 30th ST.						
PENNSYLVANIA						
BROAD ST. SUBURBAN						
PHILAD'A (Broad St.)						
Arrive						
	0785	03821	3293	3821	785	0115

STATIONS	FIRST CLASS		
	● 3295	115	2531
	SAT. ONLY	DAILY	SUN. AND HOLIDAYS
Leave	A. M.	A. M.	A. M.
NEW YORK		\$ 9.30	
NEW YORK (Hud. Ter.)	\$ 9.23		
JERSEY CITY			
JOURNAL SQUARE	\$ 9.32		
HARRISON	\$ 9.40		
NEWARK	\$ 9.42	\$ 9.45	
SOUTH ST. (Newark)		9.48	
HUNTER			
NORTH ELIZABETH			
ELIZABETH			
SOUTH ELIZABETH		9.52	
LINDEN			
NORTH RAHWAY	MU		
RAHWAY			
UNION		9.56	
AVENEL			
EDGAR			Will run Nov. 23, Dec. 25, Jan. 1, Feb. 22.
WOODBIDGE			
GENASCO			
WC BLOCK STATION			MU
PERTH AMBOY			
SO. AMBOY JOT			
SOUTH AMBOY			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN		10.02	
STELTON			
NEW BRUNSWICK			
COUNTY		10.08	
ADAMS			
DEANS			
MONMOUTH JOT		10.15	\$ 10.18
PLAINSBORO			
PRINCETON JOT		10.21	10.25
TRENTON		\$ 10.31	\$ 10.36
MORRISVILLE			
TULLYTOWN			
EDGELY			
GREENE		10.40	
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES		10.51	
NORTH PHILAD'A		\$ 11.00	
PENNA. 30th St.			
PENNSYLVANIA		\$ 11.10	
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Arrive	A. M.	A. M.	A. M.
	3295	115	2531

FIRST CLASS					
● 3297	● 0145	145	● 0209	● 209	● 3301
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
		\$ 9.50		\$ 10.00	
\$ 9.30	\$ 9.40		\$ 9.50		\$ 10.00
\$ 9.39	\$ 9.49		\$ 9.59		\$ 10.09
\$ 9.47	\$ 9.57		\$ 10.07		\$ 10.17
\$ 9.49	\$ 9.59	P 10.05	\$ 10.09	\$ 10.15	\$ 10.19
		10.08		10.18	
		10.13		10.22	
MU	MU		MU		MU
		10.18		10.26	
		First Trip Dec. 15.			
		10.24		10.31	
		10.30		K 10.36	
				10.38	
		10.37		10.45	
		10.43		10.50	
		P 10.53		\$ 10.59	
		11.02		11.08	
		11.13		11.18	
		P 11.22		D 11.26	
		P 11.32		D 11.36	
				\$ 11.40	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
3297	0145	145	0209	209	3301

STATIONS	FIRST CLASS		
	● 01073	1073	● 0121
	DAILY	DAILY	DAILY
	A. M.	A. M.	A. M.
Leave			
NEW YORK		\$ 10.20	
NEW YORK (Hud. Ter.)	\$ 10.10		\$ 10.20
JERSEY CITY			
JOURNAL SQUARE	\$ 10.19		\$ 10.29
HARRISON	\$ 10.27		\$ 10.37
NEWARK	\$ 10.29	\$ 10.35	\$ 10.39
SOUTH ST. (Newark)			
HUNTER		10.38	
NORTH ELIZABETH			
ELIZABETH		\$ 10.43	
SOUTH ELIZABETH		10.44	
LINDEN			
NORTH RAHWAY	MU		MU
RAHWAY			
UNION			
		10.48	
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WC BLOCK STATION			
PERTH AMBOY			
SO. AMBOY JOT			
SOUTH AMBOY			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN		10.53	
STELTON			
NEW BRUNSWICK		\$ 10.59	
COUNTY		11.02	
ADAMS			
DEANS			
MONMOUTH JOT		11.09	
PLAINSBORO			
PRINCETON JOT		11.14	
TRENTON		\$ 11.24	
MORRISVILLE			
TULLYTOWN			
EDGELY			
GREENE			
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES			
NORTH PHILAD'A			
PENNA. 30th ST.			
PENNSYLVANIA			
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Arrive			
	A. M.	A. M.	A. M.
	01073	1073	0121

FIRST CLASS					
4203	121	● 0711	711	● 3305	● 0211
SUN. ONLY	DAILY	DAILY	DAILY	DAILY	DAILY
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 10.25	\$ 10.30		\$ 10.40		
		\$ 10.30		\$ 10.40	\$ 10.50
		\$ 10.39		\$ 10.49	\$ 10.59
		\$ 10.47		\$ 10.57	\$ 11.07
\$ 10.40	\$ 10.45	\$ 10.49	\$ 10.54	\$ 10.59	\$ 11.09
10.43	10.48		10.57		
\$ 10.48			\$ 11.02		
10.49	10.53		11.03		
\$ 10.53		MU		MU	MU
\$ 10.57			Z 11.09		
10.59	10.57		11.14		
			11.24		
MU			\$ 11.26		
			11.28		
F 11.01					
\$ 11.04					
\$ 11.08	11.03				
\$ 11.12					
\$ 11.16					
11.19	11.09				
F 11.22					
\$ 11.29	11.16				
\$ 11.36	11.22				
\$ 11.47					
	\$ 11.33				
	11.42				
	11.52				
	\$ 12.01				
	\$ 12.10				
A. M.	P. M.	A. M.	A. M.	A. M.	A. M.
4203	121	0711	711	3305	0211

STATIONS	FIRST CLASS		
	● 3349	● 3351	● 0221
	DAILY EX. SAT. & SUN.	SAT. & SUN. ONLY	DAILY EX. SAT. & SUN.
Leave	P. M.	P. M.	P. M.
NEW YORK			
NEW YORK (Hud. Ter.)	\$ 3.45	\$ 3.50	\$ 3.52
JERSEY CITY			
JOURNAL SQUARE	\$ 3.54	\$ 3.59	\$ 4.01
HARRISON	\$ 4.02	\$ 4.07	\$ 4.09
NEWARK	\$ 4.04	\$ 4.09	\$ 4.11
SOUTH ST. (Newark)			
HUNTER			
NORTH ELIZABETH			
ELIZABETH			
SOUTH ELIZABETH			
LINDEN			
NORTH RAHWAY	MU	MU	MU
RAHWAY			
UNION			
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WC BLOCK STATION			
PERTH AMBOY			
SO. AMBOY JCT.			
SOUTH AMBOY			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN			
STELTON			
NEW BRUNSWICK			
COUNTY			
ADAMS			
DEANS			
MONMOUTH JCT.			
PLAINSBORO			
PRINCETON JCT.			
TRENTON			
MORRISVILLE			
TULLYTOWN			
EDGELEY			
GREENE			
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES			
NORTH PHILAD'A			
PENNA. 30th ST.			
PENNSYLVANIA			
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Arrive	P. M.	P. M.	P. M.
	3349	3351	0221

STATIONS	FIRST CLASS					
	● 221	● 3833	● 4251	● 3353	41	● 3355
	DAILY	DAILY EX. SUN.	SUN. ONLY	DAILY	DAILY	DAILY EX. SAT. & SUN.
Leave	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
NEW YORK	\$ 4.00		\$ 4.03		\$ 4.05	
NEW YORK (Hud. Ter.)	\$ 3.56		\$ 4.00		\$ 4.07	
JERSEY CITY	\$ 4.04					
JOURNAL SQUARE	4.08		\$ 4.09		\$ 4.16	
HARRISON	4.15		\$ 4.17		\$ 4.24	
NEWARK	\$ 4.16	\$ 4.18	\$ 4.18	\$ 4.19	\$ 4.21	\$ 4.26
SOUTH ST. (Newark)	4.18	\$ 4.20				
HUNTER		4.21	4.21		4.24	
NORTH ELIZABETH		\$ 4.24	\$ 4.24			
ELIZABETH		\$ 4.27	\$ 4.27			
SOUTH ELIZABETH	4.22	4.28	4.28		4.28	
LINDEN		\$ 4.31	\$ 4.31			
NORTH RAHWAY				MU		MU
RAHWAY	\$ 4.35	\$ 4.35				
UNION	4.26	4.36	4.36		4.33	
AVENEL						
EDGAR						
WOODBIDGE						
GENASCO						
WC BLOCK STATION						
PERTH AMBOY		MU	MU			
SO. AMBOY JCT.						
SOUTH AMBOY						
COLONIA		\$ 4.38				
ISELIN		\$ 4.41	\$ 4.40			
MENLO PARK						
METUCHEN	4.31	\$ 4.45	\$ 4.44		4.39	
STELTON		\$ 4.49				
NEW BRUNSWICK		\$ 4.53	\$ 4.51			
COUNTY	4.37	4.55	4.54		4.45	
ADAMS						
DEANS						
MONMOUTH JCT.	4.44	\$ 5.04			4.52	
PLAINSBORO						
PRINCETON JCT.	4.49	5.10			\$ 5.00	
TRENTON	\$ 4.58	\$ 5.20			5.11	
MORRISVILLE						
TULLYTOWN						
EDGELEY						
GREENE	5.07				5.21	
BRISTOL						
CROYDON						
EDDINGTON						
CORNWELLS HIGHTS						
ANDALUSIA						
TORRESDALE						
(P. T. Div.)						
HOLMES	5.17				5.38	
NORTH PHILAD'A						
PENNA. 30th ST.	D 5.26				\$ 5.41	
PENNSYLVANIA	D 5.34					
BROAD ST. SUBURBAN						
PHILAD'A (Broad St.)	\$ 5.38					
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	221	3833	4251	3353	41	3355

STATIONS	FIRST CLASS		
	69	● 3369	● 223
	DAILY	DAILY EX. SAT. & SUN.	DAILY
	P. M.	P. M.	P. M.
NEW YORK	\$ 4.55		\$ 5.00
NEW YORK (Hud. Ter.)		\$ 4.54	
JERSEY CITY			
JOURNAL SQUARE		\$ 5.03	
HARRISON		\$ 5.11	
NEWARK	T 5.10	\$ 5.13	\$ 5.15
SOUTH ST. (Newark)			
HUNTER	5.13		5.18
NORTH ELIZABETH			
ELIZABETH			
SOUTH ELIZABETH	5.18		5.22
LINDEN			
NORTH RAHWAY		MU	
RAHWAY			
UNION	5.23		5.27
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WC BLOCK STATION			
PERTH AMBOY			
SO. AMBOY JOT.			
SOUTH AMBOY			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN	5.28		5.33
STELTON			
NEW BRUNSWICK			
COUNTY	5.34		5.39
ADAMS			
DEANS			
MONMOUTH JOT.	5.41		5.46
PLAINSBORO			
PRINCETON JOT.	5.46		5.51
TRENTON	T 5.55		\$ 6.01
MORRISVILLE			
TULLYTOWN			
EDGELY			
GREENE	6.05		6.10
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES	6.16		6.20
NORTH PHILAD'A	C 6.24		D 6.29
PENNA. 30th ST.			D 6.38
PENNSYLVANIA			
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			\$ 6.42
Arrive	P. M.	P. M.	P. M.
	69	3369	223

STATIONS	FIRST CLASS					
	● 733	307	● 0271	271	31	● 0735
	● DAILY EX. SAT. & SUN.	SUN. ONLY	DAILY	DAILY EX. SUN.	DAILY	DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
NEW YORK	\$ 4.57	\$ 5.05		\$ 5.08	\$ 5.10	
NEW YORK (Hud. Ter.)	\$ 5.03		\$ 5.00			\$ 5.06
JERSEY CITY	5.07		\$ 5.09			\$ 5.15
JOURNAL SQUARE	5.14		\$ 5.18			\$ 5.24
HARRISON	\$ 5.16	\$ 5.20	\$ 5.20	\$ 5.23	T 5.25	\$ 5.26
NEWARK	5.19	5.23		5.26	5.28	
SOUTH ST. (Newark)						
HUNTER		\$ 5.28		\$ 5.31		
NORTH ELIZABETH	5.23	5.29		5.33	5.32	
ELIZABETH						
SOUTH ELIZABETH		\$ 5.32				
LINDEN			MU			MU
NORTH RAHWAY		\$ 5.36		\$ 5.38		
RAHWAY						
UNION	5.29	5.38		5.39	5.37	
AVENEL						
EDGAR						
WOODBIDGE						
GENASCO						
WC BLOCK STATION	5.39					
PERTH AMBOY		MU				
SO. AMBOY JOT.	5.43					
SOUTH AMBOY	\$ 5.45					
COLONIA		F 5.40				
ISELIN		\$ 5.42				
MENLO PARK						
METUCHEN		\$ 5.46		5.46	5.42	
STELTON		\$ 5.50				
NEW BRUNSWICK		\$ 5.54		\$ 5.51		
COUNTY		5.56		5.54	5.48	
ADAMS		F 5.59				
DEANS		F 6.03				
MONMOUTH JOT.	5.41	\$ 6.07		6.01	6.55	
PLAINSBORO						
PRINCETON JOT.	5.46	\$ 6.14		\$ 6.07	6.00	
TRENTON	T 5.55	\$ 6.24		\$ 6.19	6.08	
MORRISVILLE		6.31				
TULLYTOWN						
EDGELY		F 6.38				
GREENE	6.05	\$ 6.40			6.15	
BRISTOL						
CROYDON		\$ 6.43		\$ 6.29		
EDDINGTON		\$ 6.47				
CORNWELLS HEIGHTS		\$ 6.49				
ANDALUSIA		\$ 6.52				
TORRESDALE		\$ 6.55		\$ 6.39		
(P. T. Div.)						
HOLMES	6.16	6.59		6.48	6.25	
NORTH PHILAD'A	C 6.24			D 6.51	C 6.33	
PENNA. 30th ST.		\$ 7.11		D 7.00		
PENNSYLVANIA		\$ 7.19				
BROAD ST. SUBURBAN						
PHILAD'A (Broad St.)		\$ 7.22		\$ 7.04		
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	733	307	0271	271	31	0735

Will not run
Oct. 12,
Nov. 7,
Nov. 23,
Dec. 25,
Jan. 1,
Feb. 12,
Feb. 22.

STATIONS	FIRST CLASS		
	● 3837	177	● 0165
	‡DAILY EX. SUN.	DAILY	DAILY EX. SAT. & SUN.
Leave	P. M.	P. M.	P. M.
NEW YORK		\$ 5.12 5.30	
NEW YORK (Hud. Ter.)	\$ 5.19		\$ 5.24
JERSEY CITY	\$ 5.28		
JOURNAL SQUARE	5.32		\$ 5.33
HARRISON	5.39		\$ 5.42
NEWARK	\$ 5.41	\$ 5.44	\$ 5.44
SOUTH ST. (Newark)			
HUNTER	5.44	5.47	
NORTH ELIZABETH	\$ 5.47		
ELIZABETH	\$ 5.50		
SOUTH ELIZABETH	5.51	5.51	
LINDEN			
NORTH RAHWAY			MU
RAHWAY	\$ 5.56		
UNION	5.57	5.56	
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WC BLOCK STATION			
PERTH AMBOY	MU		
SO. AMBOY JOT			
SOUTH AMBOY			
COLONIA	G 5.59		
ISELIN	G 6.01		
MENLO PARK	G 6.03		
METUCHEN	\$ 6.06	6.02	
STELTON	G 6.10		
NEW BRUNSWICK	G 6.14		
COUNTY	6.16	6.08	
ADAMS	\$ 6.19		
DEANS	\$ 6.23		
MONMOUTH JOT	\$ 6.26	6.15	
PLAINSBORO			
PRINCETON JOT	6.32	6.20	
TRENTON	\$ 6.42	6.29	
MORRISVILLE			
TULLYTOWN			
EDGELEY			
GREENE		6.37	
BRISTOL			
CROYDON	Will not run Nov. 7,		
EDDINGTON	Nov. 11, Nov. 23,		
CORNWELLS HEIGHTS	Nov. 23, Dec. 25,		
ANDALUSIA	Jan. 1,		
TORRESDALE	Feb. 22.		
(P. T. Div.)			
HOLMES		6.48	
NORTH PHILAD'A		\$ 6.57	
PENNA. 80th ST.			
PENNSYLVANIA		\$ 7.06	
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Arrive	P. M.	P. M.	P. M.
	3837	177	0165

FIRST CLASS					
● 3779	● 3379	165	● 0737	3783	● 737
DAILY EX. SAT. & SUN.	DAILY	‡DAILY EX. SUN.	DAILY EX. SAT. & SUN.	‡DAILY EX. SAT. & SUN.	DAILY EX. SUN.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 5.25	\$ 5.30	\$ 5.37	\$ 5.36	\$ 5.38	\$ 5.45
\$ 5.33				\$ 5.45	
5.37	\$ 5.39		\$ 5.45	5.49	
5.44	\$ 5.48		\$ 5.54	5.56	
\$ 5.48	\$ 5.50	\$ 5.52	\$ 5.56	\$ 5.58	\$ 5.59
5.49		5.55		6.00	6.02
\$ 5.52					
\$ 5.55					\$ 6.07
\$ 5.57		5.59		6.05	6.08
\$ 6.01					
\$ 6.05	MU		MU	\$ 6.11	6.14
6.06		6.05		6.13	6.19
		Will not run Nov. 23, Dec. 25 Jan. 1, Feb. 22.			
MU				MU	6.29
					\$ 6.31
					6.33
					\$ 6.35
\$ 6.08					
\$ 6.11					
\$ 6.14					
\$ 6.17		\$ 6.12		\$ 6.21	
\$ 6.21					
\$ 6.25		\$ 6.20		\$ 6.29	
6.27		6.23		6.31	
		6.30			
		\$ 6.36			Will not run Nov. 7, Nov. 23, Dec. 25, Jan. 1, Feb. 22.
		\$ 6.47			
		6.55			
		7.06			
		D 7.15			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
3779	3379	165	0737	3783	737

STATIONS	FIRST CLASS		
	● 3397	● 033	● 3399
	DAILY	DAILY EX. SAT. & SUN.	SAT. & SUN. ONLY
	P. M.	P. M.	P. M.
Leave			
NEW YORK			
NEW YORK (Hud. Ter.)	\$ 6.30	\$ 6.37	\$ 6.40
JERSEY CITY			
JOURNAL SQUARE	\$ 6.39	\$ 6.46	\$ 6.49
HARRISON	\$ 6.48	\$ 6.54	\$ 6.57
NEWARK	\$ 6.50	\$ 6.56	\$ 6.59
SOUTH ST. (Newark)			
HUNTER			
NORTH ELIZABETH			
ELIZABETH			
SOUTH ELIZABETH			
LINDEN			
NORTH RAHWAY	MU	MU	MU
RAHWAY			
UNION			
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WC BLOCK STATION			
PERTH AMBOY			
SO. AMBOY JOT			
SOUTH AMBOY			
COLONIA			
ISELIN			
MENLO PARK			
METUOHEN			
STELTON			
NEW BRUNSWICK			
COUNTY			
ADAMS			
DEANS			
MONMOUTH JOT			
PLAINSBORO			
PRINCETON JOT			
TRENTON			
MORRISVILLE			
TULLYTOWN			
EDGELY			
GREENE			
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES			
NORTH PHILAD'A			
PENNA. 30th ST.			
PENNSYLVANIA			
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Arrive			
	3397	033	3399

STATIONS	FIRST CLASS					
	● 33	● 3841	● 023	● 3401	● 23	● 0227
	DAILY	DAILY	DAILY EX. SAT. & SUN.	SAT. & SUN. ONLY	DAILY	DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Leave						
NEW YORK	\$ 6.45	\$ 6.50	\$ 6.45	\$ 6.50	\$ 6.55	\$ 6.52
JERSEY CITY						
JOURNAL SQUARE	\$ 6.39	\$ 6.46	\$ 6.49	\$ 6.59	\$ 7.01	\$ 7.09
HARRISON	\$ 6.48	\$ 6.54	\$ 6.57	\$ 7.07	\$ 7.10	\$ 7.12
NEWARK	\$ 6.50	\$ 6.56	\$ 6.59	\$ 7.09	\$ 7.10	\$ 7.12
SOUTH ST. (Newark)						
HUNTER	7.03	7.08			7.13	
NORTH ELIZABETH		\$ 7.11				
ELIZABETH		\$ 7.16				
SOUTH ELIZABETH	7.07	7.18			7.17	
LINDEN		\$ 7.22				
NORTH RAHWAY		\$ 7.26	MU	MU		MU
RAHWAY						
UNION	7.11	7.28			7.22	
AVENEL						
EDGAR						
WOODBIDGE						
GENASCO						
WC BLOCK STATION						
PERTH AMBOY		MU				
SO. AMBOY JOT						
SOUTH AMBOY						
COLONIA		\$ 7.30				
ISELIN		\$ 7.33				
MENLO PARK						
METUOHEN	7.17	7.37			7.27	
STELTON		\$ 7.41				
NEW BRUNSWICK		\$ 7.50				
COUNTY	7.23	7.53			7.33	
ADAMS		\$ 7.56				
DEANS		F 8.00				
MONMOUTH JOT	7.30	\$ 8.04			7.40	
PLAINSBORO						
PRINCETON JOT	7.35	\$ 8.11			7.46	
TRENTON	T 7.45	\$ 8.22			7.55	
MORRISVILLE						
TULLYTOWN						
EDGELY						
GREENE	7.54				8.03	
BRISTOL						
CROYDON						
EDDINGTON						
CORNWELLS HEIGHTS						
ANDALUSIA						
TORRESDALE						
(P. T. Div.)						
HOLMES	8.05				8.14	
NORTH PHILAD'A	\$ 8.14				\$ 8.23	
PENNA. 30th ST.						
PENNSYLVANIA						
BROAD ST. SUBURBAN						
PHILAD'A (Broad St.)						
Arrive						
	33	3841	023	3401	23	0227

STATIONS	FIRST CLASS		
	227	3403	3405
	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.
Leave			
NEW YORK	\$ 7.00		
NEW YORK (Had. Ter.)	\$ 7.00	\$ 7.10	
JERSEY CITY			
JOURNAL SQUARE	\$ 7.09	\$ 7.19	
HARRISON	\$ 7.17	\$ 7.27	
NEWARK	\$ 7.15	\$ 7.19	\$ 7.29
SOUTH ST. (Newark)			
HUNTER	7.18		
NORTH ELIZABETH			
ELIZABETH			
SOUTH ELIZABETH	7.22		
LINDEN			
NORTH RAHWAY		MU	MU
RAHWAY			
UNION	7.26		
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WC BLOCK STATION			
PERTH AMBOY			
SO. AMBOY JOT			
SOUTH AMBOY			
COLONIA			
ISELIN			
MENLO PARK			
METUOHEN	7.31		
STELTON			
NEW BRUNSWICK	\$ 7.37		
COUNTY	7.40		
ADAMS			
DEANS			
MONMOUTH JOT	7.47		
PLAINSBORO			
PRINCETON JOT	\$ 7.54		
TRENTON	\$ 8.10		
MORRISVILLE			
TULLYTOWN			
EDGELY			
GREENE	8.19		
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS...			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES	8.30		
NORTH PHILAD'A	D 8.39		
PENNA. 30th ST.	D 8.48		
PENNSYLVANIA			
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)	\$ 8.55		
Arrive			
	P. M.	P. M.	P. M.
	227	3403	3405

FIRST CLASS					
0143	143	0741	741	3407	0229
DAILY	DAILY	DAILY	DAILY EX. SUN.	DAILY	DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 7.20	\$ 7.30	\$ 7.30	\$ 7.40	\$ 7.40	\$ 7.50
\$ 7.29		\$ 7.39		\$ 7.49	\$ 7.59
\$ 7.37		\$ 7.47		\$ 7.57	\$ 8.07
\$ 7.39	\$ 7.45	\$ 7.49	\$ 7.55	\$ 7.59	\$ 8.09
	7.48		7.58		
			\$ 8.03		
	7.53		8.04		
MU		MU		MU	MU
			\$ 8.09		
	7.57		8.10		
			\$ 8.17		
			8.22		
			\$ 8.24		
			8.26		
			\$ 8.27		
	8.03				
	8.10				
	8.18				
	8.24				
	\$ 8.35				
	8.44				
	8.55				
	\$ 9.04				
	\$ 9.13				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
0143	143	0741	741	3407	0229

STATIONS	FIRST CLASS		
	275	229	3411
	DAILY	DAILY	DAILY
Leave	P. M.	P. M.	P. M.
NEW YORK	\$ 7.55	\$ 8.00	
NEW YORK (Hud. Ter.)			\$ 8.00
JERSEY CITY			
JOURNAL SQUARE			\$ 8.09
HARRISON			\$ 8.17
NEWARK	\$ 8.14	\$ 8.16	\$ 8.19
SOUTH ST. (Newark)			
HUNTER	8.17	8.18	
NORTH ELIZABETH	\$ 8.20		
ELIZABETH	\$ 8.25		
SOUTH ELIZABETH	8.27	8.22	
LINDEN	\$ 8.30		
NORTH RAHWAY			MU
RAHWAY	\$ 8.34		
UNION	8.35	8.27	
AVENEL			
EDGAE			
WOODBIDGE			
GENASCO			
WC BLOCK STATION			
PERTH AMBOY	MU		
80. AMBOY JOT			
SOUTH AMBOY			
COLONIA			
ISELIN	\$ 8.39		
MENLO PARK			
METUCHEN	\$ 8.44	8.33	
STELTON	\$ 8.48		
NEW BRUNSWICK	\$ 8.56		
COUNTY	8.59	8.39	
ADAMS			
DEANS	F 9.05		
MONMOUTH JOT	\$ 9.09	8.46	
PLAINSBORO			
PRINCETON JOT	\$ 9.16	8.51	
TRENTON	\$ 9.26	\$ 9.01	
MORRISVILLE			
TULLYTOWN	F 9.50		
EDGELY	F 9.52		
GREENE		9.10	
BRISTOL	\$ 9.55		
CROYDON	F 9.59		
EDDINGTON			
CORNWELLS HEIGHTS	F 10.03		
ANDALUSIA	L 10.05		
TORRESDALE	F 10.07		
(P. T. Div.)			
HOLMES	10.11	9.20	
NORTH PHILAD'A	D 10.27	D 9.29	
PENNA. 30th ST.	D 10.36	D 9.38	
PENNSYLVANIA			
BROAD ST. SUBURBAN	\$ 10.39		
PHILAD'A (Broad St.)		\$ 9.42	
Arrive	P. M.	P. M.	P. M.
	275	229	3411

STATIONS	FIRST CLASS					
	39	3413	03843	3843	3415	67
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
Leave	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
NEW YORK	\$ 8.05			\$ 8.30		\$ 8.35
NEW YORK (Hud. Ter.)		\$ 8.10	\$ 8.20		\$ 8.30	
JERSEY CITY						
JOURNAL SQUARE		\$ 8.19	\$ 8.29		\$ 8.39	
HARRISON		\$ 8.27	\$ 8.37		\$ 8.47	
NEWARK	T 8.20	\$ 8.29	\$ 8.39	\$ 8.45	\$ 8.49	\$ 8.50
SOUTH ST. (Newark)						
HUNTER	8.23			8.48		8.53
NORTH ELIZABETH						
ELIZABETH				\$ 8.53		
SOUTH ELIZABETH	8.28			8.54		8.57
LINDEN				\$ 8.57		
NORTH RAHWAY		MU	MU		MU	
RAHWAY				\$ 9.01		
UNION	8.33			9.02		9.01
AVENEL						
EDGAE						
WOODBIDGE						
GENASCO						
WC BLOCK STATION						
PERTH AMBOY				MU		
80. AMBOY JOT						
SOUTH AMBOY						
COLONIA						
ISELIN						
MENLO PARK						
METUCHEN	8.39			\$ 9.09		9.06
STELTON						
NEW BRUNSWICK				\$ 9.16		
COUNTY	8.45			9.18		9.12
ADAMS						
DEANS						
MONMOUTH JOT	8.52			9.26		9.19
PLAINSBORO						
PRINCETON JOT	8.58			9.32		9.25
TRENTON	T 9.09			\$ 9.42		9.34
MORRISVILLE						
TULLYTOWN						
EDGELY						
GREENE						
BRISTOL						
CROYDON						
EDDINGTON						
CORNWELLS HEIGHTS						
ANDALUSIA						
TORRESDALE						
(P. T. Div.)						
HOLMES	9.30					9.54
NORTH PHILAD'A	C 9.39					\$ 10.03
PENNA. 30th ST.						
PENNSYLVANIA						
BROAD ST. SUBURBAN						
PHILAD'A (Broad St.)						
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	39	3413	03843	3843	3415	67

STATIONS	FIRST CLASS		
	● 3417	● 4237	● 0449
	DAILY	SUN. ONLY	DAILY
Leave	P. M.	P. M.	P. M.
NEW YORK			
NEW YORK (Hud. Ter.)	\$ 8.40	\$ 8.50	\$ 8.50
JERSEY CITY			
JOURNAL SQUARE	\$ 8.49		\$ 8.59
HARRISON	\$ 8.57		\$ 9.07
NEWARK	\$ 8.59	\$ 9.05	\$ 9.09
SOUTH ST. (Newark)			
HUNTER		9.08	
NORTH ELIZABETH		\$ 9.11	
ELIZABETH		\$ 9.14	
SOUTH ELIZABETH		9.15	
LINDEN		\$ 9.18	
NORTH RAHWAY	MU	\$ 9.21	MU
RAHWAY		\$ 9.23	
UNION		9.24	
AVENEL		\$ 9.27	
EDGAR		F 9.29	
WOODBIDGE		\$ 9.32	
GENASCO		F 9.35	
WC BLOCK STATION		9.38	
PERTH AMBOY		\$ 9.40	
SO. AMBOY JOT		9.43	
SOUTH AMBOY		\$ 9.45	
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN			
STELTON			
NEW BRUNSWICK COUNTY		MU	
ADAMS			
DEANS			
MONMOUTH JOT			
PLAINSBORO			
PRINCETON JOT			
TRENTON			
MORRISVILLE			
TULLYTOWN			
EDGELEY			
GREENE			
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES			
NORTH PHILAD'A			
PENNA. 30th ST.			
PENNSYLVANIA			
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Arrive	P. M.	P. M.	P. M.
	3417	4237	0449

STATIONS	FIRST CLASS					
	● 449	● 3419	● 03743	● 753	● 3743	● 3421
	DAILY	DAILY	DAILY	SUN. ONLY	DAILY EX. SUN.	DAILY
Leave	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
NEW YORK	\$ 9.00			\$ 9.20	\$ 9.20	
NEW YORK (Hud. Ter.)	\$ 9.00	\$ 9.10				\$ 9.20
JERSEY CITY						
JOURNAL SQUARE	\$ 9.09	\$ 9.19				\$ 9.29
HARRISON	\$ 9.17	\$ 9.27				\$ 9.37
NEWARK	\$ 9.15	\$ 9.19	\$ 9.29	\$ 9.34	\$ 9.35	\$ 9.39
SOUTH ST. (Newark)	9.18			9.37	9.38	
HUNTER						
NORTH ELIZABETH					\$ 9.41	
ELIZABETH				\$ 9.42	\$ 9.44	
SOUTH ELIZABETH	9.23			9.43	9.45	
LINDEN					\$ 9.48	
NORTH RAHWAY		MU	MU		\$ 9.51	MU
RAHWAY				\$ 9.48	\$ 9.53	
UNION	9.28			9.49		
AVENEL				9.54	9.54	
EDGAR					\$ 9.57	
WOODBIDGE					F 9.59	
GENASCO					\$ 10.02	
WC BLOCK STATION					F 10.05	
PERTH AMBOY				10.04	10.08	
SO. AMBOY JOT				\$ 10.06	\$ 10.10	
SOUTH AMBOY				10.08	10.13	
COLONIA					\$ 10.15	
ISELIN						
MENLO PARK						
METUCHEN	9.34					
STELTON						
NEW BRUNSWICK COUNTY	\$ 9.40				MU	
ADAMS	9.43					
DEANS						
MONMOUTH JOT	9.50					
PLAINSBORO						
PRINCETON JOT	\$ 9.57			Last Trip Oct. 29.		
TRENTON	\$ 10.09					
MORRISVILLE						
TULLYTOWN						
EDGELEY						
GREENE	10.18					
BRISTOL						
CROYDON						
EDDINGTON						
CORNWELLS HEIGHTS						
ANDALUSIA						
TORRESDALE						
(P. T. Div.)						
HOLMES	10.28					
NORTH PHILAD'A	\$ 10.36					
PENNA. 30th ST.	\$ 10.46					
PENNSYLVANIA						
BROAD ST. SUBURBAN						
PHILAD'A (Broad St.)						
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	449	3419	03743	753	3743	3421

STATIONS	FIRST CLASS		
	◇ 183	● 0611	611
	DAILY	DAILY	DAILY
Leave	P. M.	P. M.	P. M.
NEW YORK	\$ 9.10		
	9.25		\$ 9.40
NEW YORK (Hud. Ter.)		\$ 9.30	
JERSEY CITY			
JOURNAL SQUARE		\$ 9.39	
HARRISON		\$ 9.47	
NEWARK	\$ 9.40	\$ 9.49	C 9.55
SOUTH ST. (Newark)			
HUNTER	9.43		9.59
NORTH ELIZABETH			
ELIZABETH	\$ 9.48		L. V. R. R.
SOUTH ELIZABETH	9.49		
LINDEN			
NORTH RAHWAY		MU	
RAHWAY			
UNION			
	9.54		
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WC BLOCK STATION			
PERTH AMBOY			
SO. AMBOY JOT			
SOUTH AMBOY			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN	\$ 10.00		
STELTON			
NEW BRUNSWICK	\$ 10.07		
COUNTY	10.09		
ADAMS			
DEANS			
MONMOUTH JOT	10.16		
PLAINSBORO			
PRINCETON JOT	10.21		
TRENTON	\$ 10.31		
MORRISVILLE			
TULLYTOWN			
EDGELY			
GREENE	10.40		
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES	10.50		
NORTH PHILAD'A	D 10.58		
PENNA. 30th ST.	D 11.08		
PENNSYLVANIA			
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)	\$ 11.12		
Arrive	P. M.	P. M.	P. M.
	183	0611	611

	FIRST CLASS				
	● 3423	147	● 0141	141	● 0151
	DAILY	DAILY	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 9.45		\$ 10.00	
	\$ 9.40		\$ 9.50		\$ 10.00
	\$ 9.49		\$ 9.59		\$ 10.09
	\$ 9.57		\$ 10.07		\$ 10.17
	\$ 9.59	\$ 10.00	\$ 10.09	\$ 10.15	\$ 10.19
		10.03		10.18	
		10.08		10.23	
	MU		MU		MU
		10.13		10.28	
		10.20		10.34	
		10.27		10.41	
		10.35		10.48	
		10.41		K 10.55	
		\$ 10.53		T 11.06	
		11.02		11.15	
		11.13		11.26	
		\$ 11.22		\$ 11.35	
		\$ 11.31		\$ 11.44	
	P. M.	P. M.	P. M.	P. M.	P. M.
	3423	147	0141	141	0151

STATIONS	FIRST CLASS		
	● 3429	● 3433	● 1
	DAILY	DAILY	±DAILY EX. SUN.
Leave	P. M.	P. M.	P. M.
NEW YORK			11.00
NEW YORK (Hud. Ter.)	\$ 10.40	\$ 10.50	
JERSEY CITY			
JOURNAL SQUARE	\$ 10.49	\$ 10.59	
HARRISON	\$ 10.57	\$ 11.07	
NEWARK	\$ 10.59	\$ 11.09	11.15
SOUTH ST. (Newark)			
HUNTER			11.18
NORTH ELIZABETH			
ELIZABETH			
SOUTH ELIZABETH			11.23
LINDEN			
NORTH RAHWAY	MU	MU	
RAHWAY			
UNION			
AVENEL			11.28
EDGAR			
WOODBIDGE			
GENASCO			
WC BLOCK STATION			
PERTH AMBOY			
SO. AMBOY JOT			
SOUTH AMBOY			
COLONIA			
ISELIN			
MENLO PARK			
METUOHEN			11.34
STELTON			
NEW BRUNSWICK			
COUNTY			11.40
ADAMS			
DEANS			
MONMOUTH JOT			11.47
PLAINSBORO			
PRINCETON JOT			11.53
TRENTON			12.02
MORRISVILLE			
TULLYTOWN			
EDGELY			
GREENE			12.10
BRISTOL			
OROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES			12.21
NORTH PHILAD'A			12.30
PENNA. 30th ST.			
PENNSYLVANIA			
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Arrive	P. M.	P. M.	A. M.
	3429	3433	1

STATIONS	FIRST CLASS					
	● 03795	3795	● 3435	● 793	● 0233	◇ 233
	DAILY	DAILY	DAILY	SUN. ONLY	DAILY	DAILY
Leave	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
NEW YORK						
NEW YORK (Hud. Ter.)	\$ 11.00	\$ 11.10	\$ 11.10	\$ 11.20	\$ 11.20	\$ 11.30
JERSEY CITY						
JOURNAL SQUARE	\$ 11.09		\$ 11.19		\$ 11.29	
HARRISON	\$ 11.17		\$ 11.27		\$ 11.37	
NEWARK	\$ 11.19	\$ 11.25	\$ 11.29	\$ 11.35	\$ 11.39	\$ 11.45
SOUTH ST. (Newark)						
HUNTER		11.28		11.38		11.48
NORTH ELIZABETH		\$ 11.31				
ELIZABETH		\$ 11.34				
SOUTH ELIZABETH		11.35		11.42		11.52
LINDEN						
NORTH RAHWAY	MU		MU		MU	
RAHWAY		\$ 11.38				
UNION		\$ 11.42				
AVENEL		11.43				
EDGAR						
WOODBIDGE						
GENASCO						
WC BLOCK STATION						
PERTH AMBOY						
SO. AMBOY JOT						
SOUTH AMBOY						
COLONIA						
ISELIN						
MENLO PARK						
METUOHEN						
STELTON						
NEW BRUNSWICK						
COUNTY						
ADAMS						
DEANS						
MONMOUTH JOT						
PLAINSBORO						
PRINCETON JOT						
TRENTON						
MORRISVILLE						
TULLYTOWN						
EDGELY						
GREENE						
BRISTOL						
OROYDON						
EDDINGTON						
CORNWELLS HEIGHTS						
ANDALUSIA						
TORRESDALE						
(P. T. Div.)						
HOLMES						12.02
NORTH PHILAD'A						12.04
PENNA. 30th ST.						12.06
PENNSYLVANIA						
BROAD ST. SUBURBAN						
PHILAD'A (Broad St.)						
Arrive	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.
	03795	3795	3435	793	0233	233

STATIONS	FIRST CLASS		
	102	● 0102	● 3204
	A. M.	A. M.	A. M.
Arrive			
NEW YORK	\$ 5.50		
NEW YORK (Hud. Ter.)	\$ 5.50	\$ 6.05	
JERSEY CITY			
JOURNAL SQUARE	\$ 5.41	\$ 5.56	
HARRISON	\$ 5.33	\$ 5.48	
NEWARK	\$ 5.25	\$ 5.31	\$ 5.46
SOUTH ST. (Newark)			
HUNTER	5.17		
NORTH ELIZABETH			
ELIZABETH	T 5.11		
SOUTH ELIZABETH	5.09		
LINDEN			
NORTH RAHWAY		MU	MU
RAHWAY			
UNION	5.04		
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WC BLOCK STATION			
PERTH AMBOY			
SO. AMBOY JCT.			
SOUTH AMBOY			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN	4.58		
STELTON			
NEW BRUNSWICK			
COUNTY	4.51		
ADAMS			
DEANS			
MONMOUTH JCT.	4.43		
PLAINSBORO			
PRINCETON JCT.	4.37		
TRENTON	\$ 4.23		
MORRISVILLE			
TULLYTOWN			
EDGELY			
GREENE	4.13		
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES	4.02		
NORTH PHILAD'A	\$ 3.51		
PENNA. 30th ST.			
PENNSYLVANIA	\$ 3.41		
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Leave	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY EX. SUN.
	102	0102	3204

STATIONS	FIRST CLASS					
	● 3206	52	● 052	● 0110	● 3702	110
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Arrive						
NEW YORK	\$ 6.20	\$ 6.35	\$ 6.30	\$ 6.40	\$ 6.49	\$ 6.40
NEW YORK (Hud. Ter.)					\$ 6.39	
JERSEY CITY					\$ 6.34	
JOURNAL SQUARE	\$ 6.11		\$ 6.21	\$ 6.31	6.27	
HARRISON	\$ 6.03		\$ 6.13	\$ 6.23		
NEWARK	\$ 6.01	\$ 6.10	\$ 6.11	\$ 6.21	\$ 6.26	\$ 6.24
SOUTH ST. (Newark)					\$ 6.23	
HUNTER		6.03			\$ 6.22	6.17
NORTH ELIZABETH		\$ 6.00			\$ 6.19	
ELIZABETH		\$ 5.57			\$ 6.16	
SOUTH ELIZABETH		5.53			\$ 6.14	6.12
LINDEN		\$ 5.49			\$ 6.11	
NORTH RAHWAY	MU	F 5.45	MU	MU	\$ 6.08	
RAHWAY		\$ 5.43			\$ 6.06	
UNION		5.41			\$ 6.05	6.07
AVENEL					\$ 6.01	
EDGAR					\$ 5.59	
WOODBIDGE					\$ 5.56	
GENASCO					F 5.53	
WC BLOCK STATION					5.51	
PERTH AMBOY					\$ 5.48	
SO. AMBOY JCT.					5.46	
SOUTH AMBOY					\$ 5.44	
COLONIA		F 5.38				
ISELIN		\$ 5.36				
MENLO PARK						
METUCHEN		\$ 5.32				6.01
STELTON		F 5.27				
NEW BRUNSWICK		\$ 5.23			MU	\$ 5.56
COUNTY		5.18				5.52
ADAMS						
DEANS						
MONMOUTH JCT.		5.10				5.45
PLAINSBORO						
PRINCETON JCT.		K 5.04			Will not run	5.39
TRENTON		\$ 4.53			Nov. 23,	\$ 5.29
MORRISVILLE					Dec. 25,	
TULLYTOWN					Jan. 1,	
EDGELY					Feb. 22.	
GREENE		4.42				5.19
BRISTOL						
CROYDON						
EDDINGTON						
CORNWELLS HEIGHTS						
ANDALUSIA						
TORRESDALE						
(P. T. Div.)						
HOLMES		4.32				5.09
NORTH PHILAD'A		\$ 4.22				\$ 4.59
PENNA. 30th ST.						
PENNSYLVANIA						\$ 4.49
BROAD ST. SUBURBAN						
PHILAD'A (Broad St.)						
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY EX. SUN.	DAILY	‡DAILY EX. SUN.	DAILY
	3206	52	052	0110	3702	110

STATIONS	FIRST CLASS		
	● 4240	● 3812	22
	A. M.	A. M.	A. M.
NEW YORK			
NEW YORK (Hud. Ter.)	\$ 7.13	\$ 7.22	\$ 7.25
JERSEY CITY		\$ 7.14	
JOURNAL SQUARE		7.09	
HARRISON		7.02	
NEWARK	\$ 6.57	\$ 7.01	\$ 7.00
SOUTH ST. (Newark)		\$ 6.58	
HUNTER	6.53	6.57	6.57
NORTH ELIZABETH		\$ 6.54	
ELIZABETH	\$ 6.48	\$ 6.51	
SOUTH ELIZABETH	6.46	6.49	6.52
LINDEN	\$ 6.43	\$ 6.45	
NORTH RAHWAY			
RAHWAY	\$ 6.40	\$ 6.41	
UNION	6.39	6.40	6.47
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WC BLOCK STATION			
PERTH AMBOY	MU	MU	
SO. AMBOY JOT			
SOUTH AMBOY			
COLONIA	F 6.36	\$ 6.37	
ISELIN	\$ 6.34	\$ 6.35	
MENLO PARK	F 6.31	\$ 6.32	
METUOHEN	\$ 6.28	\$ 6.29	6.41
STELTON	\$ 6.24	\$ 6.24	
NEW BRUNSWICK	\$ 6.21	\$ 6.21	\$ 6.34
COUNTY	6.18	6.18	6.31
ADAMS		\$ 6.15	
DEANS		\$ 6.11	
MONMOUTH JOT		\$ 6.07	6.23
PLAINSBORO		\$ 6.01	
PRINCETON JOT		\$ 5.58	6.17
TRENTON		\$ 5.47	6.08
MORRISVILLE			
TULLYTOWN			
EDGELY			
GREENE			6.00
BRISTOL			
OROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES			5.50
NORTH PHILAD'A			D 5.40
PENNA. 30th ST.			
PENNSYLVANIA			
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Leave	A. M.	A. M.	A. M.
	SUN. ONLY	DAILY EX. SUN.	DAILY
	4240	3812	22

FIRST CLASS					
● 022	● 4230	● 3222	● 3224	● 3706	66
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 7.20				\$ 7.30
\$ 7.22		\$ 7.28	\$ 7.30	\$ 7.34	
				\$ 7.26	
\$ 7.18		\$ 7.19	\$ 7.21	7.21	
\$ 7.04		\$ 7.10	\$ 7.12	7.14	
\$ 7.02	\$ 7.05	\$ 7.08	\$ 7.10	\$ 7.13	\$ 7.13
	7.02			\$ 7.10	
				\$ 7.08	7.09
	\$ 6.59			\$ 7.05	
	\$ 6.56			\$ 7.02	
	6.54			\$ 7.00	7.04
MU	\$ 6.51	MU	MU	\$ 6.56	
\$ 6.49				\$ 6.53	
\$ 6.47				\$ 6.51	
6.46				6.50	6.59
\$ 6.43				\$ 6.47	
F 6.41				\$ 6.45	
\$ 6.38				\$ 6.42	
	6.34			6.38	
\$ 6.32				\$ 6.35	
6.30				6.33	
\$ 6.28				\$ 6.31	
					6.54
	MU			MU	6.48
					6.41
					6.36
					\$ 6.26
					6.17
					6.07
					D 6.58
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY EX. SUN.	SUN. ONLY	DAILY EX. SAT. & SUN.	SAT. & SUN. ONLY	DAILY EX. SUN.	DAILY
022	4230	3222	3224	3706	66

STATIONS	FIRST CLASS		
	● 702	● 3242	● 0702
	A. M.	A. M.	A. M.
Arrive			
NEW YORK.....	\$ 7.59		
NEW YORK (Hud. Ter.)...	\$ 8.03	\$ 8.04	
JERSEY CITY.....			
JOURNAL SQUARE.....	\$ 7.54	\$ 7.55	
HARRISON.....	\$ 7.46	\$ 7.46	
NEWARK.....	\$ 7.43	\$ 7.43	\$ 7.44
SOUTH ST. (Newark)...	\$ 7.40		
HUNTER.....	7.39		
NORTH ELIZABETH.....			
ELIZABETH.....	\$ 7.34		
SOUTH ELIZABETH.....	7.32		
LINDEN.....			
NORTH RAHWAY.....		MU	MU
RAHWAY.....			
UNION.....	7.26		
	Z 7.21		
AVENEL.....			
EDGAR.....			
WOODBIDGE.....			
GENASCO.....			
WC BLOCK STATION.....	7.11		
PERTH AMBOY.....	\$ 7.08		
SO. AMBOY JOT.....	7.06		
SOUTH AMBOY.....	\$ 7.04		
COLONIA.....			
ISELIN.....			
MENLO PARK.....			
METUCHEN.....			
STELTON.....			
NEW BRUNSWICK.....			
COUNTY.....			
ADAMS.....			
DEANS.....			
MONMOUTH JOT.....	Will not run		
PLAINSBORO.....	Nov. 23,		
PRINCETON JOT.....	Dec. 25,		
	Jan. 1,		
	Feb. 12,		
	Feb. 22.		
TRENTON.....			
MORRISVILLE.....			
TULLYTOWN.....			
EDGELY.....			
GREENE.....			
BRISTOL.....			
CROYDON.....			
EDDINGTON.....			
CORNWELLS HEIGHTS.....			
ANDALUSIA.....			
TORRESDALE.....			
(P. T. Div.)			
HOLMES.....			
NORTH PHILAD'A.....			
PENNA. 30th ST.....			
PENNSYLVANIA.....			
BROAD ST. SUBURBAN.....			
PHILAD'A (Broad St.)			
Leave			
	A. M.	A. M.	A. M.
	‡DAILY	SAT.	DAILY EX.
	EX. SUN.	ONLY	SAT. & SUN.
	702	3242	0702

STATIONS	FIRST CLASS					
	● 3752	254	38	◇ 78	● 078	● 3244
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Arrive						
NEW YORK.....			\$ 8.05	\$ 8.10		
NEW YORK (Hud. Ter.)...	\$ 8.09	\$ 8.28			\$ 8.10	\$ 8.11
JERSEY CITY.....	\$ 8.02	\$ 8.21				
JOURNAL SQUARE.....	7.57	8.16			\$ 8.01	\$ 8.02
HARRISON.....	7.49	8.09			\$ 7.52	\$ 7.53
NEWARK.....	\$ 7.43	\$ 8.08	\$ 7.45	\$ 7.50	\$ 7.50	\$ 7.51
SOUTH ST. (Newark)...	\$ 7.45	\$ 8.05				
HUNTER.....	7.44	8.04	7.40	7.45		
NORTH ELIZABETH.....	\$ 7.41	\$ 8.01				
ELIZABETH.....	\$ 7.38	\$ 7.58				
SOUTH ELIZABETH.....	7.35	7.55	7.35	7.39		
LINDEN.....	\$ 7.31					
NORTH RAHWAY.....					MU	MU
RAHWAY.....						
UNION.....	\$ 7.27	\$ 7.49				
	7.26	7.47	7.30	7.34		
AVENEL.....						
EDGAR.....						
WOODBIDGE.....						
GENASCO.....						
WC BLOCK STATION.....						
PERTH AMBOY.....						
SO. AMBOY JOT.....						
SOUTH AMBOY.....						
COLONIA.....						
ISELIN.....						
MENLO PARK.....						
METUCHEN.....						
STELTON.....						
NEW BRUNSWICK.....						
COUNTY.....						
ADAMS.....						
DEANS.....						
MONMOUTH JOT.....						
PLAINSBORO.....						
PRINCETON JOT.....						
TRENTON.....						
MORRISVILLE.....						
TULLYTOWN.....						
EDGELY.....						
GREENE.....						
BRISTOL.....						
CROYDON.....						
EDDINGTON.....						
CORNWELLS HEIGHTS.....						
ANDALUSIA.....						
TORRESDALE.....						
(P. T. Div.)						
HOLMES.....						
NORTH PHILAD'A.....						
PENNA. 30th ST.....						
PENNSYLVANIA.....						
BROAD ST. SUBURBAN.....						
PHILAD'A (Broad St.)						
Leave						
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	‡DAILY	DAILY	DAILY	DAILY	SAT.
	EX. SUN.	EX. SUN.			EX. SAT.	ONLY
	3752	254	38	78	078	3244

STATIONS	FIRST CLASS		
	● 060	● 3510	◇ 40
	A. M.	A. M.	A. M.
Arrive			
NEW YORK			\$ 8.30
NEW YORK (Hud. Ter.)	\$ 8.28	\$ 8.30	
JERSEY CITY			
JOURNAL SQUARE	\$ 8.19	\$ 8.21	
HARRISON	\$ 8.10	\$ 8.13	
NEWARK	\$ 8.08	\$ 8.11	\$ 8.12
SOUTH ST. (Newark)			8.08
HUNTER			
NORTH ELIZABETH			
ELIZABETH			8.03
SOUTH ELIZABETH			
LINDEN			
NORTH RAHWAY	MU	MU	
RAHWAY			7.58
UNION			
AVENEL			
EDGAE			
WOODBIDGE			
GENASCO			
WC BLOCK STATION			
PERTH AMBOY			
SO. AMBOY JCT.			
SOUTH AMBOY			
COLONIA			
ISELIN			
MENLO PARK			7.51
METUOHEN			
STELTON			
NEW BRUNSWICK			7.44
COUNTY			
ADAMS			
DEANS			7.36
MONMOUTH JCT.			
PLAINSBORO			7.30
PRINCETON JCT.			7.21
TRENTON			
MORRISVILLE			
TULLYTOWN			
EDGELY			7.13
GREENE			
BRISTOL			
ROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES			7.03
NORTH PHILAD'A			D 6.54
PENNA. 30th ST.			
PENNSYLVANIA			
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Leave	A. M.	A. M.	A. M.
DAILY EX. SAT. & SUN.		SUN. ONLY	DAILY
060	3510	40	

STATIONS	FIRST CLASS					
	● 040	● 3758	● 704	● 256	● 0256	● 3254
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Arrive						
NEW YORK				\$ 8.34		
NEW YORK (Hud. Ter.)	\$ 8.34	\$ 8.40	\$ 8.39		\$ 8.40	\$ 8.43
JERSEY CITY		\$ 8.34	\$ 8.30			
JOURNAL SQUARE	\$ 8.25	8.29	8.23		\$ 8.31	\$ 8.34
HARRISON	\$ 8.17	8.21	8.16		\$ 8.22	\$ 8.25
NEWARK	\$ 8.14	\$ 8.20	\$ 8.15	\$ 8.17	\$ 8.20	\$ 8.23
SOUTH ST. (Newark)		\$ 8.17				
HUNTER		8.16	8.11	8.14		
NORTH ELIZABETH		\$ 8.13				
ELIZABETH		\$ 8.10				
SOUTH ELIZABETH		\$ 8.08	8.06	8.09		
LINDEN		\$ 8.04				
NORTH RAHWAY	MU	\$ 8.01			MU	MU
RAHWAY		\$ 7.59				
UNION		7.57	8.01	8.04		
AVENEL						
EDGAE					Will not run Nov. 23, Dec. 25, Jan. 1, Feb. 22.	
WOODBIDGE						
GENASCO						
WC BLOCK STATION			7.52			
PERTH AMBOY		MU				
SO. AMBOY JCT.			7.49			
SOUTH AMBOY			\$ 7.47			
COLONIA						
ISELIN						
MENLO PARK						
METUOHEN				\$ 7.58		
STELTON						
NEW BRUNSWICK				\$ 7.51		
COUNTY				7.49		
ADAMS						
DEANS						
MONMOUTH JCT.				7.42		
PLAINSBORO						
PRINCETON JCT.						
TRENTON						
MORRISVILLE						
TULLYTOWN						
EDGELY						
GREENE						
BRISTOL						
ROYDON						
EDDINGTON						
CORNWELLS HEIGHTS						
ANDALUSIA						
TORRESDALE						
(P. T. Div.)						
HOLMES						
NORTH PHILAD'A						
PENNA. 30th ST.						
PENNSYLVANIA						
BROAD ST. SUBURBAN						
PHILAD'A (Broad St.)						
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY EX. SAT. & SUN.		‡DAILY EX. SUN.	‡DAILY EX. SUN.	‡DAILY EX. SUN.	DAILY EX. SAT. & SUN.	SAT. ONLY
040	3758	704	256	0256	3254	

STATIONS	FIRST CLASS		
	● 708	● 798	● 3266
	A. M.	A. M.	A. M.
Arrive			
NEW YORK	\$ 9.10	\$ 9.10	
NEW YORK (Hud. Ter.)			\$ 9.15
JERSEY CITY			
JOURNAL SQUARE			\$ 9.06
HARRISON			\$ 8.58
NEWARK	\$ 8.53	\$ 8.55	\$ 8.56
SOUTH ST. (Newark)			
HUNTER	8.50	8.52	
NORTH ELIZABETH			
ELIZABETH	\$ 8.45	\$ 8.47	
SOUTH ELIZABETH	8.44	8.46	
LINDEN			
NORTH RAHWAY			MU
RAHWAY			
UNION	8.39	8.41	
	Z 8.35	Z 8.37	
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WC BLOCK STATION	8.26	8.28	
PERTH AMBOY		\$ 8.26	
SO. AMBOY JOT	8.23	8.24	
SOUTH AMBOY			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN			
STELTON			
NEW BRUNSWICK			
COUNTY			
ADAMS			
DEANS			
MONMOUTH JOT			
PLAINSBORO	Will not run	Last trip	
PRINCETON JOT	Nov. 23, Dec. 25, Jan. 1, Feb. 22.	Oct. 29.	
TRENTON			
MORRISVILLE			
TULLYTOWN			
EDGELY			
GREENE			
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES			
NORTH PHILAD'A			
PENNA. 30th ST.			
PENNSYLVANIA			
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Leave	A. M.	A. M.	A. M.
	‡DAILY EX. SUN.	SUN. ONLY	SAT. ONLY
	708	798	3266

FIRST CLASS					
● 3818	● 3854	● 0708	118	● 0798	● 3268
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
			\$ 9.15		
\$ 9.17		\$ 9.18		\$ 9.21	\$ 9.23
\$ 9.10					
9.06		\$ 9.09		\$ 9.12	\$ 9.14
8.59		\$ 9.00		\$ 9.04	\$ 9.05
\$ 8.58		\$ 8.58	\$ 8.59	\$ 9.02	\$ 9.03
\$ 8.55			8.56		
8.54					
\$ 8.49					
8.47			8.52		
		MU		MU	MU
\$ 8.42					
8.41			8.47		
	Will not run Nov. 23, Dec. 25, Jan. 1.				
MU					
\$ 8.34			8.40		
\$ 8.27					
8.25		MU	8.34		
\$ 8.17					
\$ 8.10			8.27		
\$ 7.59			8.12		
	\$ 8.08				
	F 8.06				
	S 7.59				
	F 7.57				
			8.05		
	\$ 7.54				
	\$ 7.50				
	\$ 7.48				
	\$ 7.46				
	\$ 7.43				
	7.40		7.55		
\$ 7.25			\$ 7.46		
\$ 7.16					
\$ 7.13			\$ 7.37		
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY EX. SUN.	‡DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY	SUN. ONLY	SAT. ONLY
3818	3854	0708	118	0798	3268

STATIONS	FIRST CLASS		
	048	048	710
	A. M.	A. M.	A. M.
Arrive			
NEW YORK	\$ 9.25		
NEW YORK (Hud. Ter.)	\$ 9.25	\$ 9.32	
JERSEY CITY		\$ 9.25	
JOURNAL SQUARE	\$ 9.16	9.19	
HARRISON	\$ 9.07	9.12	
NEWARK	\$ 9.05	\$ 9.11	
SOUTH ST. (Newark)			
HUNTER	9.02	9.08	
NORTH ELIZABETH			
ELIZABETH			
SOUTH ELIZABETH	8.57	9.04	
LINDEN			
NORTH RAHWAY		MU	
RAHWAY			
UNION	8.52	8.59	
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WC BLOCK STATION		8.50	
PERTH AMBOY			
SO. AMBOY JOT.		8.47	
SOUTH AMBOY			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN	8.45		
STELTON			
NEW BRUNSWICK			
COUNTY	8.38		
ADAMS			
DEANS			
MONMOUTH JOT.	8.31		
PLAINSBORO			
PRINCETON JOT.	8.26		
TRENTON	8.17		
MORRISVILLE			
TULLYTOWN			
EDGELEY			
GREENE	8.10		
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES	8.00		
NORTH PHILAD'A	D 7.50		
PENNA. 30th ST.			
PENNSYLVANIA			
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Leave			
	A. M.	A. M.	A. M.
	DAILY	DAILY EX. SAT. & SUN.	±DAILY EX. SAT. & SUN.
	48	048	710

FIRST CLASS					
3270	028	4248	3760	28	204
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
		\$ 9.37		\$ 9.30	\$ 9.34
\$ 9.31	\$ 9.33		\$ 9.47		
			\$ 9.39		
\$ 9.22	\$ 9.24		9.34		
\$ 9.13	\$ 9.16		9.27		
\$ 9.11	\$ 9.14	\$ 9.21	\$ 9.26	9.14	\$ 9.19
			\$ 9.23		
		9.18	9.22	9.12	9.16
		\$ 9.15	\$ 9.19		
		\$ 9.12	\$ 9.16		
		9.10	9.14	9.08	9.12
		\$ 9.06	\$ 9.09		
MU	MU	\$ 9.01	\$ 9.04		
		8.59	8.59	9.04	9.08
					Will not run Nov. 23, Dec. 25, Jan. 1.
		MU	MU		
		F 8.56	\$ 8.56		
		F 8.54	\$ 8.54		
		S 8.51	F 8.51		
		\$ 8.48	\$ 8.48	8.59	9.03
		\$ 8.44	\$ 8.44		
		\$ 8.41	\$ 8.41		
		8.39	8.39	8.53	8.57
				8.46	8.50
				Will not run Nov. 23, Dec. 25, Jan. 1, Feb. 22.	
				8.41	8.45
				8.33	8.37
				8.16	8.20
				D 8.08	\$ 8.12
					\$ 8.04
					\$ 8.00
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
SAT. ONLY	DAILY EX. SAT.	SUN. ONLY	±DAILY EX. SUN	DAILY	±DAILY EX. SUN.
3270	028	4248	3760	28	204

		FIRST CLASS			
STATIONS		● 712	● 742	● 0712	● 182
Arrive		A. M.	A. M.	A. M.	A. M.
NEW YORK					9.56
NEW YORK (Hud. Ter.)		\$ 9.38	\$ 9.38		\$ 9.44
JERSEY CITY				\$ 9.41	
JOURNAL SQUARE				\$ 9.32	
HARRISON				\$ 9.24	
NEWARK		\$ 9.22	\$ 9.22	\$ 9.22	\$ 9.29
SOUTH ST. (Newark)					
HUNTER		9.19	9.19		9.27
NORTH ELIZABETH					
ELIZABETH					K 9.23
SOUTH ELIZABETH		9.15	9.15		9.22
LINDEN				MU	
NORTH RAHWAY					
RAHWAY					
UNION		9.09	9.09		9.18
		Z 9.04	Z 9.04		
AVENEL					
EDGAR					
WOODBIDGE					
GENASCO					
WC BLOCK STATION		8.55	8.55		
PERTH AMBOY					
SO. AMBOY JOT		8.52	8.52		
SOUTH AMBOY					
COLONIA					
ISELIN					
MENLO PARK					
METUCHEN					9.13
STELTON					
NEW BRUNSWICK					\$ 9.07
COUNTY					9.05
ADAMS					
DEANS	Will not run				
MONMOUTH JOT	Oct. 12, Nov. 7,				8.58
PLAINSBORO	Nov. 23, Dec. 25,				
PRINCETON JOT	Jan. 1, Feb. 12, Feb. 22.	Will run	Oct. 12, Nov. 7, Feb. 12.		\$ 8.52
TRENTON					\$ 8.42
MORRISVILLE					
TULLYTOWN					
EDGELY					
GREENE					8.34
BRISTOL					
CROYDON					
EDDINGTON					
CORNWELLS HEIGHTS					
ANDALUSIA					
TORRESDALE					
(P. T. Div.)					
HOLMES					8.24
NORTH PHILAD'A					\$ 8.16
PENNA. 30th ST.					\$ 8.08
PENNSYLVANIA					
BROAD ST. SUBURBAN					
PHILAD'A (Broad St.)					\$ 8.04
Leave		A. M.	A. M.	A. M.	A. M.
		#DAILY EX. SAT. & SUN.	SAT. & HOLIDAYS	DAILY	DAILY
		712	742	0712	182

FIRST CLASS					
● 0182	32	804	● 032	3722	● 3272
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 9.50				
\$ 9.51			\$ 10.01	\$ 10.11	\$ 10.11
				\$ 10.03	
\$ 9.42			\$ 9.52	9.58	\$ 10.02
\$ 9.34			\$ 9.44	9.51	\$ 9.54
\$ 9.32	\$ 9.34		\$ 9.42	\$ 9.50	\$ 9.52
	9.31			\$ 9.47	
				9.46	
				\$ 9.43	
				\$ 9.40	
	9.27			9.38	
				\$ 9.34	
MU			MU		MU
	9.23			\$ 9.31	
				9.30	
				\$ 9.26	
				F 9.24	
				S 9.21	
				F 9.18	
				9.16	
				\$ 9.14	
				9.12	
				S 9.10	
	9.18				
	9.12			MU	
	9.05	\$ 9.16			
		\$ 9.09			
	9.00	\$ 9.06			
	U 8.51	\$ 8.53			
	8.43				
	8.33				
	D 8.24				
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	DAILY
0182	32	804	032	3722	3272

STATIONS	FIRST CLASS		
	● 3274	● 3276	260
	A. M.	A. M.	A. M.
Arrive			
NEW YORK			\$ 10.30
NEW YORK (Hud. Ter.)	\$ 10.21	\$ 10.31	
JERSEY CITY			
JOURNAL SQUARE	\$ 10.12	\$ 10.22	
HARRISON	\$ 10.04	\$ 10.14	
NEWARK	\$ 10.02	\$ 10.12	\$ 10.15
SOUTH ST. (Newark)			10.12
HUNTER			
NORTH ELIZABETH			\$ 10.07
ELIZABETH			10.05
SOUTH ELIZABETH			
LINDEN			
NORTH RAHWAY	MU	MU	
RAHWAY			\$ 10.00
UNION			9.59
AVENEL			
EDGAR			Will run
WOODBIDGE			Nov. 23,
GENASCO			Dec. 25,
			Jan. 1.
WC BLOCK STATION			
PERTH AMBOY			MU
SO. AMBOY JOT			
SOUTH AMBOY			
COLONIA			
ISELIN			
MENLO PARK			\$ 9.52
METUOHEN			
STELTON			\$ 9.45
NEW BRUNSWICK			9.42
COUNTY			
ADAMS			
DEANS			
MONMOUTH JOT			F 9.33
PLAINSBORO			\$ 9.26
PRINCETON JOT			\$ 9.15
TRENTON			
MORRISVILLE			
TULLYTOWN			F 9.08
EDGELY			F 9.06
GREENE			
BRISTOL			\$ 9.03
OROYDON			\$ 8.59
EDDINGTON			
CORNWELLS HEIGHTS			\$ 8.55
ANDALUSIA			F 8.53
TORRESDALE			\$ 8.51
(P. T. Div.)			
HOLMES			8.48
NORTH PHILAD'A			\$ 8.32
PENNA. 30th ST.			\$ 8.23
PENNSYLVANIA			
BROAD ST. SUBURBAN			\$ 8.20
PHILAD'A (Broad St.)			
Leave			
	A. M.	A. M.	A. M.
	DAILY	DAILY	SUN. AND
	3274	3276	HOLIDAYS
			260

	FIRST CLASS				
	3822	● 0206	258	● 206	832
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 10.30		\$ 11.30	\$ 10.40	
		\$ 10.41			
		\$ 10.32			
		\$ 10.25			
	\$ 10.15	\$ 10.23	\$ 11.14	\$ 10.23	
	10.12		11.08	10.21	
			\$ 11.05		
	\$ 10.07		\$ 11.02		
	10.05		11.00	10.17	
			\$ 10.56		
	\$ 10.00	MU	\$ 10.52		
	9.59		10.50	10.13	
	Will not run		Will not run		Will run
	Nov. 23,		Nov. 23,		Nov. 23,
	Dec. 25,		Dec. 25,		Dec. 25,
	Jan. 1.		Jan. 1,		Jan. 1,
	MU		MU		
			\$ 10.47		
			\$ 10.44		
	\$ 9.52		\$ 10.40	10.08	
	\$ 9.45		\$ 10.33		
	9.42		10.26	10.02	
			F 10.22		
	\$ 9.33		\$ 10.16	9.55	9.59
	\$ 9.26		\$ 10.09	\$ 9.48	9.52
	\$ 9.15		9.54	\$ 9.38	\$ 9.42
			\$ 9.21		
			F 9.12		
			\$ 9.10		
				9.30	
			\$ 9.07		
			\$ 9.01		
			\$ 8.57		
			\$ 8.54		
			\$ 8.52		
			8.48	9.20	
			\$ 8.32	\$ 9.12	
			\$ 8.23	\$ 9.04	
			\$ 8.20		
				\$ 9.00	
	A. M.	A. M.	A. M.	A. M.	A. M.
	‡DAILY	DAILY	‡DAILY	DAILY	SUN. &
	EX. SUN.		EX. SUN.		HOLIDAYS
	3822	0206	258	206	832

STATIONS	FIRST CLASS		
	● 3278	120	● 0120
	A. M.	A. M.	A. M.
Arrive			
NEW YORK		\$ 10.55	
NEW YORK (Hud. Ter.)	\$ 10.51		\$ 11.01
JERSEY CITY			
JOURNAL SQUARE	\$ 10.42		\$ 10.52
HARRISON	\$ 10.34		\$ 10.44
NEWARK	\$ 10.32	\$ 10.39	\$ 10.42
SOUTH ST. (Newark)			
HUNTER		10.36	
NORTH ELIZABETH			
ELIZABETH			
SOUTH ELIZABETH		10.30	
LINDEN			
NORTH RAHWAY	MU		MU
RAHWAY			
UNION		10.25	
AVENEL			
EDGAR			
WOODBIDGE			
GENASOO			
WC BLOCK STATION			
PERTH AMBOY			
SO. AMBOY JOT			
SOUTH AMBOY			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN		10.20	
STELTON			
NEW BRUNSWICK			
COUNTY		10.14	
ADAMS			
DEANS			
MONMOUTH JOT		10.07	
PLAINSBORO			
PRINCETON JOT		10.02	
TRENTON	\$ 9.52		
MORRISVILLE			
TULLYTOWN			
EDGELY			
GREENE		9.43	
BRISTOL			
OROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES		9.33	
NORTH PHILAD'A	\$ 9.24		
PENNA. 30th ST.			
PENNSYLVANIA	\$ 9.14		
BROADST. SUBURBAN			
PHILAD'A (Broad St.)			
Leave	A. M.	A. M.	A. M.
DAILY	DAILY	DAILY	DAILY
3278	120	0120	

STATIONS	FIRST CLASS					
	714	● 0714	● 3280	● 0258	● 0208	4202
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Arrive						
NEW YORK	\$ 11.05					\$ 11.45
NEW YORK (Hud. Ter.)	\$ 11.11	\$ 11.21	\$ 11.31	\$ 11.41		
JERSEY CITY						
JOURNAL SQUARE	\$ 11.02	\$ 11.12	\$ 11.22	\$ 11.32		
HARRISON	\$ 10.54	\$ 11.04	\$ 11.14	\$ 11.24		
NEWARK	\$ 10.49	\$ 10.52	\$ 11.02	\$ 11.12	\$ 11.22	\$ 11.27
SOUTH ST. (Newark)						
HUNTER	10.46					11.24
NORTH ELIZABETH						F 11.21
ELIZABETH	\$ 10.41					\$ 11.18
SOUTH ELIZABETH	10.39					11.16
LINDEN						\$ 11.11
NORTH RAHWAY		MU	MU	MU	MU	
RAHWAY	\$ 10.34					\$ 11.07
UNION	10.32					11.05
AVENEL	Z 10.27					
EDGAR						
WOODBIDGE	\$ 10.20					
GENASOO						
WC BLOCK STATION	10.15					
PERTH AMBOY	\$ 10.13					MU
SO. AMBOY JOT	10.11					
SOUTH AMBOY	\$ 10.10					
COLONIA						F 11.02
ISELIN						\$ 10.59
MENLO PARK						F 10.56
METUCHEN						\$ 10.53
STELTON						F 10.48
NEW BRUNSWICK						\$ 10.44
COUNTY						10.40
ADAMS						F 10.36
DEANS						F 10.32
MONMOUTH JOT						\$ 10.28
PLAINSBORO						F 10.22
PRINCETON JOT						\$ 10.19
TRENTON						\$ 10.08
MORRISVILLE						
TULLYTOWN						
EDGELY						
GREENE						
BRISTOL						
OROYDON						
EDDINGTON						
CORNWELLS HEIGHTS						
ANDALUSIA						
TORRESDALE						
(P. T. Div.)						
HOLMES						
NORTH PHILAD'A						
PENNA. 30th ST.						
PENNSYLVANIA						
BROADST. SUBURBAN						
PHILAD'A (Broad St.)						
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	SUN. AND HOLIDAYS
714	0714	3280	0258	0208	4202	

STATIONS	FIRST CLASS		
	3826	03826	628
	P. M.	P. M.	P. M.
Arrive			
NEW YORK	\$ 12.27		\$ 12.30
NEW YORK (Hud. Ter.)	\$ 12.31		
JERSEY CITY			
JOURNAL SQUARE	\$ 12.22		
HARRISON	\$ 12.14		
NEWARK	\$ 12.12	\$ 12.12	D 12.14
SOUTH ST. (Newark)			
HUNTER	12.09		12.10
NORTH ELIZABETH			
ELIZABETH	\$ 12.04		L. V. R. R.
SOUTH ELIZABETH	12.02		
LINDEN	\$ 11.59		
NORTH RAHWAY		MU	
RAHWAY	\$ 11.56		
UNION	11.55		
AVENEL			
EDGAR			Will not run Dec. 24, Dec. 31.
WOODBIDGE			
GENASCO			
WC BLOCK STATION			
PERTH AMBOY	MU		
SO. AMBOY JOT			
SOUTH AMBOY			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN	\$ 11.48		
STELTON			
NEW BRUNSWICK	\$ 11.41		
COUNTY	11.38		
ADAMS			
DEANS			
MONMOUTH JOT	11.30		
PLAINSBORO			
PRINCETON JOT	\$ 11.23		
TRENTON	\$ 11.13		
MORRISVILLE			
TULLYTOWN			
EDGELEY			
GREENE			
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES			
NORTH PHILAD'A			
PENNA. 30th ST.			
PENNSYLVANIA			
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Leave	A. M.	P. M.	P. M.
	DAILY	DAILY	DAILY
	3826	03826	628

FIRST CLASS					
0210	0210	3290	304	126	0126
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 12.35			\$ 1.00	\$ 12.55	
\$ 12.41	\$ 12.51				\$ 1.01
\$ 12.32	\$ 12.42				\$ 12.52
\$ 12.24	\$ 12.34				\$ 12.44
\$ 12.20	\$ 12.22	\$ 12.32	\$ 12.44	\$ 12.39	\$ 12.42
12.17			12.41	12.36	
			\$ 12.36	\$ 12.31	
12.13			12.33	12.29	
			\$ 12.28		
	MU	MU			MU
12.09			\$ 12.22	12.24	
			12.20		
			\$ 12.17		
			\$ 12.15		
12.04			\$ 12.11	12.18	
			\$ 12.06		
11.58			\$ 12.03		
			12.01	12.12	
11.51			11.54	12.05	
11.46			\$ 11.48	12.00	
\$ 11.37			\$ 11.38	\$ 11.50	
11.29			11.30	11.42	
11.19			11.20	11.32	
\$ 11.12			\$ 11.12	\$ 11.23	
\$ 11.04			\$ 11.04		
				\$ 11.14	
\$ 11.00			\$ 11.00		
A. M.	P. M.	P. M.	A. M.	A. M.	P. M.
DAILY	DAILY	DAILY	SUN. ONLY	DAILY	DAILY
210	0210	3290	304	126	0126

STATIONS	FIRST CLASS		
	● 3292	● 3726	● 3294
Arrive	P. M.	P. M.	P. M.
NEW YORK			
NEW YORK (Hud. Ter.)	\$ 1.11	\$ 1.17	\$ 1.21
JERSEY CITY		\$ 1.09	
JOURNAL SQUARE	\$ 1.02	1.04	\$ 1.12
HARRISON	\$ 12.54	12.57	\$ 1.04
NEWARK	\$ 12.52	\$ 12.56	\$ 1.02
SOUTH ST. (Newark)		\$ 12.53	
HUNTER		12.52	
NORTH ELIZABETH		\$ 12.49	
ELIZABETH		\$ 12.46	
SOUTH ELIZABETH		12.44	
LINDEN		\$ 12.41	
NORTH RAHWAY	MU	\$ 12.38	MU
RAHWAY		\$ 12.36	
UNION		12.35	
AVENEL		\$ 12.32	
EDGAR		\$ 12.30	
WOODBIDGE		\$ 12.27	
GENASCO		\$ 12.24	
WC BLOCK STATION		12.22	
PERTH AMBOY		\$ 12.20	
SO. AMBOY JCT.		12.18	
SOUTH AMBOY		\$ 12.16	
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN			
STELTON			
NEW BRUNSWICK COUNTY		MU	
ADAMS			
DEANS			
MONMOUTH JCT.			
PLAINSBORO			
PRINCETON JCT.			
TRENTON			
MORRISVILLE			
TULLYTOWN			
EDGELY			
GREENE			
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES			
NORTH PHILAD'A			
PENNA. 30th ST.			
PENNSYLVANIA			
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Leave	P. M.	P. M.	P. M.
	DAILY	SAT. ONLY	DAILY
	3292	3726	3294

STATIONS	FIRST CLASS					
	● 3768	● 03768	● 212	● 0212	● 3298	● 3772
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
NEW YORK						
NEW YORK (Hud. Ter.)	\$ 1.22		\$ 1.39			\$ 1.58
JERSEY CITY		\$ 1.31		\$ 1.41	\$ 1.51	
JOURNAL SQUARE		\$ 1.22		\$ 1.32	\$ 1.42	
HARRISON		\$ 1.14		\$ 1.24	\$ 1.34	
NEWARK	\$ 1.06	\$ 1.12	\$ 1.22	\$ 1.22	\$ 1.32	\$ 1.42
SOUTH ST. (Newark)	N 1.03					
HUNTER	1.02		1.20			1.39
NORTH ELIZABETH	\$ 12.59					
ELIZABETH	\$ 12.56					\$ 1.34
SOUTH ELIZABETH	12.54		1.16			1.32
LINDEN	\$ 12.51					\$ 1.29
NORTH RAHWAY	\$ 12.48	MU		MU	MU	
RAHWAY	\$ 12.46					\$ 1.26
UNION	12.45		1.12			1.26
AVENEL						
EDGAR						
WOODBIDGE						
GENASCO						
WC BLOCK STATION						
PERTH AMBOY						
SO. AMBOY JCT.						
SOUTH AMBOY						
COLONIA						
ISELIN						
MENLO PARK						
METUCHEN						
STELTON						
NEW BRUNSWICK COUNTY						
ADAMS						
DEANS						
MONMOUTH JCT.						
PLAINSBORO						
PRINCETON JCT.						
TRENTON						
MORRISVILLE						
TULLYTOWN						
EDGELY						
GREENE						
BRISTOL						
CROYDON						
EDDINGTON						
CORNWELLS HEIGHTS						
ANDALUSIA						
TORRESDALE						
(P. T. Div.)						
HOLMES						
NORTH PHILAD'A						
PENNA. 30th ST.						
PENNSYLVANIA						
BROAD ST. SUBURBAN						
PHILAD'A (Broad St.)						
Leave	P. M.	P. M.	NOON	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY EX. SUN.	DAILY	DAILY	‡DAILY EX. SUN.
	3768	03768	212	0212	3298	3772

Will not run
Nov. 23,
Dec. 25,
Jan. 1,
Feb. 22.

STATIONS	FIRST CLASS		
	● 0272	● 4254	134
	P. M.	P. M.	P. M.
Arrive			
NEW YORK		\$ 5.34	\$ 5.30
NEW YORK (Hud. Ter.)	\$ 5.31		
JERSEY CITY			
JOURNAL SQUARE	\$ 5.22		
HARRISON	\$ 5.14		
NEWARK	\$ 5.12	\$ 5.16	\$ 5.14
SOUTH ST. (Newark)			
HUNTER		5.12	5.11
NORTH ELIZABETH	\$ 5.09		
ELIZABETH	\$ 5.06		
SOUTH ELIZABETH		5.04	5.06
LINDEN	\$ 5.01		
NORTH RAHWAY	MU		
RAHWAY	\$ 4.58		
UNION		4.57	5.01
AVENEL			
EDGAR			First Trip Dec. 18.
WOODBIDGE			
GENASCO			
WC BLOCK STATION			
PERTH AMBOY		MU	
SO. AMBOY JOT			
SOUTH AMBOY			
COLONIA	F 4.54		
ISELIN	S 4.52		
MENLO PARK	F 4.50		
METUOHEN	S 4.47		4.55
STELTON	S 4.42		
NEW BRUNSWICK	S 4.39		
COUNTY	4.33		4.49
ADAMS			
DEANS			
MONMOUTH JOT			4.42
PLAINSBORO			
PRINCETON JOT			4.36
TRENTON			\$ 4.26
MORRISVILLE			
TULLYTOWN			
EDGELY			
GREENE			4.18
BRISTOL			
OROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES			4.08
NORTH PHILAD'A			\$ 3.58
PENNA. 30th ST.			
PENNSYLVANIA			\$ 3.49
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			\$ 4.00
Leave	P. M.	P. M.	P. M.
	DAILY	SUN. ONLY	DAILY
	0272	4254	134

FIRST CLASS					
● 0134	● 3348	● 0220	● 3350	● 3730	● 220
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
					\$ 5.39
\$ 5.37	\$ 5.41	\$ 5.43	\$ 5.49	\$ 5.51	
				\$ 5.44	
\$ 5.28	\$ 5.32	\$ 5.34	\$ 5.40	5.40	
\$ 5.19	\$ 5.24	\$ 5.26	\$ 5.31	5.33	
\$ 5.17	\$ 5.22	\$ 5.23	\$ 5.29	\$ 5.31	\$ 5.22
				\$ 5.28	
				5.26	5.20
				\$ 5.23	
				\$ 5.20	
				\$ 5.18	5.16
				\$ 5.14	
MU	MU	MU	MU	\$ 5.11	
				\$ 5.09	
				5.07	5.12
				\$ 5.03	
				\$ 5.00	
				\$ 4.57	
				\$ 4.54	
				4.51	
				\$ 4.49	
				4.47	
				\$ 4.45	
					5.07
				MU	
					5.01
					4.54
				Will not run Nov. 23, Dec. 25, Jan. 1, Feb. 22.	4.49
					\$ 4.40
					4.32
					4.22
					\$ 4.13
					\$ 4.04
					\$ 4.00
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY EX. SAT. & SUN.	SAT. & SUN. ONLY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	‡DAILY EX. SUN.	DAILY
0134	3348	0220	3350	3730	220

STATIONS	FIRST CLASS		
	● 0142	● 3362	4204
	P. M.	P. M.	P. M.
Arrive			
NEW YORK			\$ 6.15
NEW YORK (Hud. Ter.)	\$ 6.13	\$ 6.19	
JERSEY CITY			
JOURNAL SQUARE	\$ 6.04	\$ 6.10	
HARRISON	\$ 5.55	\$ 6.01	
NEWARK	\$ 5.53	\$ 5.59	\$ 6.00
SOUTH ST. (Newark)			
HUNTER			5.57
NORTH ELIZABETH			
ELIZABETH			\$ 5.52
SOUTH ELIZABETH			5.50
LINDEN			\$ 5.47
NORTH RAHWAY	MU	MU	
RAHWAY			\$ 5.44
UNION			5.43
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WC BLOCK STATION			
PERTH AMBOY			MU
SO. AMBOY JOT.			
SOUTH AMBOY			
COLONIA			\$ 5.40
ISELIN			
MENLO PARK			
METUCHEN			\$ 5.35
STELTON			
NEW BRUNSWICK			\$ 5.28
COUNTY			5.26
ADAMS			
DEANS			
MONMOUTH JOT.			5.18
PLAINSBORO			
PRINCETON JOT.			\$ 5.11
TRENTON			\$ 5.00
MORRISVILLE			
TULLYTOWN			
EDGELY			
GREENE			
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES			
NORTH PHILAD'A			
PENNA. 30th ST.			
PENNSYLVANIA			
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Leave			
	P. M.	P. M.	P. M.
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	SUN. ONLY
	0142	3362	4204

STATIONS	FIRST CLASS					
	812	● 3364	● 3366	3734	● 3368	● 3370
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Arrive						
NEW YORK						
NEW YORK (Hud. Ter.)	\$ 6.21	\$ 6.25	\$ 6.31	\$ 6.31	\$ 6.39	
JERSEY CITY			\$ 6.24			
JOURNAL SQUARE	\$ 6.12	\$ 6.16	6.19	\$ 6.22	\$ 6.30	
HARRISON	\$ 6.04	\$ 6.07	6.12	\$ 6.14	\$ 6.21	
NEWARK	\$ 6.02	\$ 6.05	\$ 6.11	\$ 6.12	\$ 6.19	
SOUTH ST. (Newark)			\$ 6.08			
HUNTER			6.07			
NORTH ELIZABETH			\$ 6.04			
ELIZABETH			\$ 6.01			
SOUTH ELIZABETH			\$ 5.58			
LINDEN			\$ 5.55			
NORTH RAHWAY	MU	MU	\$ 5.52	MU	MU	
RAHWAY			\$ 5.50			
UNION			5.49			
AVENEL			\$ 5.46			
EDGAR			F 5.44			
WOODBIDGE			\$ 5.41			
GENASCO			\$ 5.38			
WC BLOCK STATION			5.36			
PERTH AMBOY			\$ 5.33			
SO. AMBOY JOT.			5.30			
SOUTH AMBOY			\$ 5.28			
COLONIA						
ISELIN						
MENLO PARK						
METUCHEN						
STELTON						
NEW BRUNSWICK				MU		
COUNTY						
ADAMS						
DEANS						
MONMOUTH JOT.						
PLAINSBORO						
PRINCETON JOT.	\$ 5.26					
TRENTON	\$ 5.20					
MORRISVILLE	\$ 5.09					
TULLYTOWN						
EDGELY						
GREENE						
BRISTOL	\$ 4.58					
CROYDON						
EDDINGTON						
CORNWELLS HEIGHTS						
ANDALUSIA						
TORRESDALE						
(P. T. Div.)						
HOLMES						
NORTH PHILAD'A	\$ 4.48					
PENNA. 30th ST.	\$ 4.39					
PENNSYLVANIA	\$ 4.29					
BROAD ST. SUBURBAN						
PHILAD'A (Broad St.)	\$ 4.25					
Leave						
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SAT. & SUN.	SAT. & SUN. ONLY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY	DAILY EX. SAT. & SUN.
	812	3364	3366	3734	3368	3370

STATIONS	FIRST CLASS		
	● 3372	● 0222	3840
	P. M.	P. M.	P. M.
Arrive			
NEW YORK			\$ 6.45
NEW YORK (Hud. Ter.)	\$ 6.41	\$ 6.46	
JERSEY CITY			
JOURNAL SQUARE	\$ 6.32	\$ 6.37	
HARRISON	\$ 6.24	\$ 6.28	
NEWARK	\$ 6.22	\$ 6.26	\$ 6.29
SOUTH ST. (Newark)			6.26
HUNTER			
NORTH ELIZABETH			\$ 6.21
ELIZABETH			6.19
SOUTH ELIZABETH			\$ 6.15
LINDEN			\$ 6.12
NORTH RAHWAY	MU	MU	\$ 6.10
RAHWAY			6.08
UNION			
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WC BLOCK STATION			
PERTH AMBOY			MU
SO. AMBOY JOT.			
SOUTH AMBOY			
COLONIA			\$ 6.05
ISELIN			\$ 6.03
MENLO PARK			
METUCHEN			\$ 5.59
STELTON			\$ 5.53
NEW BRUNSWICK			\$ 5.50
COUNTY			5.46
ADAMS			F 5.42
DEANS			\$ 5.38
MONMOUTH JOT.			\$ 5.34
PLAINSBORO			\$ 5.27
PRINCETON JOT.			\$ 5.24
TRENTON			\$ 5.12
MORRISVILLE			
TULLYTOWN			
EDGELY			
GREENE			
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES			
NORTH PHILAD'A			
PENNA. 30th ST.			
PENNSYLVANIA			
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Leave	P. M.	P. M.	P. M.
	SAT. & SUN. ONLY	DAILY EX. SAT. & SUN.	DAILY EX. SUN.
	3372	0222	3840

	FIRST CLASS					
	● 3870	● 222	● 784	● 3376	72	● 072
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 6.40	\$ 6.45		\$ 6.51	\$ 7.00	\$ 6.54
				\$ 6.42		\$ 6.45
				\$ 6.34		\$ 6.36
	\$ 6.24	\$ 6.29	\$ 6.32	\$ 6.36	\$ 6.34	
	6.21	6.26		6.31		
		\$ 6.21		\$ 6.26		
	6.17	6.19		6.24		
			MU		MU	
	6.13	6.13		6.19		
	Z 6.08					
Will not run Nov. 23, Dec. 25, Jan. 1.						
		5.58				
		\$ 5.56				
		5.54				
		6.08		6.13		
	MU					
		6.02		6.07		
		5.55		6.00		
	\$ 5.49			5.54		
	\$ 5.39			\$ 5.44		
\$ 5.34						
F 5.31						
\$ 5.26						
\$ 5.23						
	5.31			5.35		
\$ 5.20						
\$ 5.16						
\$ 5.14						
\$ 5.12						
\$ 5.10						
\$ 5.08						
	5.05	5.21		5.25		
\$ 4.50	\$ 5.13			5.16		
\$ 4.41	\$ 5.04					
\$ 4.38						
	\$ 5.00					
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	‡DAILY EX. SUN.	DAILY	SUN. ONLY	SAT. & SUN. ONLY	DAILY	DAILY EX. SAT. & SUN.
	3870	222	784	3376	72	072

STATIONS	FIRST CLASS		
	834	3878	3386
Arrive	P. M.	P. M.	P. M.
NEW YORK			
NEW YORK (Hud. Ter.)			\$ 8.11
JERSEY CITY			
JOURNAL SQUARE			\$ 8.02
HARRISON			\$ 7.54
NEWARK			\$ 7.52
SOUTH ST. (Newark)			
HUNTER			
NORTH ELIZABETH			
ELIZABETH			
SOUTH ELIZABETH			
LINDEN			
NORTH RAHWAY			MU
RAHWAY			
UNION			
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WC BLOCK STATION			
PERTH AMBOY			
SO. AMBOY JCT.			
SOUTH AMBOY			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN			
STELTON			
NEW BRUNSWICK			MU
COUNTY			
ADAMS			
DEANS			
MONMOUTH JCT.	\$ 7.19		
PLAINSBORO			
PRINCETON JCT.	\$ 7.11		
TRENTON	\$ 7.00		
MORRISVILLE		\$ 7.19	
TULLYTOWN		F 7.16	
EDGELY		F 7.10	
GREENE		\$ 7.08	
BRISTOL		\$ 7.05	
OROYDON		\$ 7.01	
EDDINGTON		\$ 6.58	
CORNWELLS HEIGHTS		\$ 6.55	
ANDALUSIA		\$ 6.52	
TORRESDALE		\$ 6.50	
(P. T. Div.)			
HOLMES		\$ 6.47	
NORTH PHILAD'A		\$ 6.31	
PENNA. 80th ST.		\$ 6.23	
PENNSYLVANIA			
BROAD ST. SUBURBAN		\$ 6.20	
PHILAD'A (Broad St.)			
Leave	P. M.	P. M.	P. M.
	SUN. ONLY	# DAILY EX. SUN.	DAILY
	834	3878	3386

STATIONS	FIRST CLASS					
	2536	3388	3782	03782	610	226
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
NEW YORK	\$ 8.15		\$ 8.30		\$ 8.35	\$ 8.40
NEW YORK (Hud. Ter.)		\$ 8.21		\$ 8.31		
JERSEY CITY						
JOURNAL SQUARE		\$ 8.12		\$ 8.22		
HARRISON		\$ 8.04		\$ 8.14		
NEWARK	\$ 7.59	\$ 8.02	\$ 8.12	\$ 8.12	\$ 8.18	\$ 8.23
SOUTH ST. (Newark)						
HUNTER	7.56		8.09		8.14	8.21
NORTH ELIZABETH						
ELIZABETH	\$ 7.51		\$ 8.04		L.V.R.R.	
SOUTH ELIZABETH	7.49		8.02			8.17
LINDEN	\$ 7.45		\$ 7.59			
NORTH RAHWAY		MU		MU		
RAHWAY	\$ 7.41		\$ 7.56			
UNION	7.40		7.55			8.13
AVENEL						
EDGAR	F 7.36					
WOODBIDGE	F 7.34					
GENASCO	S 7.31					
WC BLOCK STATION						
PERTH AMBOY						
SO. AMBOY JCT.						
SOUTH AMBOY						
COLONIA						
ISELIN						
MENLO PARK						
METUCHEN						
STELTON						
NEW BRUNSWICK						
COUNTY						
ADAMS						
DEANS						
MONMOUTH JCT.						
PLAINSBORO						
PRINCETON JCT.						
TRENTON						
MORRISVILLE						
TULLYTOWN						
EDGELY						
GREENE						
BRISTOL						
OROYDON						
EDDINGTON						
CORNWELLS HEIGHTS						
ANDALUSIA						
TORRESDALE						
(P. T. Div.)						
HOLMES						7.21
NORTH PHILAD'A						\$ 7.13
PENNA. 80th ST.						
PENNSYLVANIA						\$ 7.04
BROAD ST. SUBURBAN						
PHILAD'A (Broad St.)						\$ 7.00
Leave	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	HOLIDAY ONLY	DAILY	DAILY	DAILY	DAILY	DAILY
	2536	3388	3782	03782	610	226

STATIONS	FIRST CLASS		
	● 0226	● 3390	168
	P. M.	P. M.	P. M.
Arrive			
NEW YORK			9. 15 \$ 8. 52
NEW YORK (Hud. Ter.).....	\$ 8. 41	\$ 8. 51	
JERSEY CITY			
JOURNAL SQUARE	\$ 8. 32	\$ 8. 42	
HARRISON	\$ 8. 25	\$ 8. 34	
NEWARK	\$ 8. 23	\$ 8. 32	\$ 8. 36
SOUTH ST. (Newark)			8. 32
HUNTER			
NORTH ELIZABETH			\$ 8. 27
ELIZABETH			8. 25
SOUTH ELIZABETH			
LINDEN			
NORTH RAHWAY	MU	MU	
RAHWAY			8. 20
UNION			
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WC BLOCK STATION			
PERTH AMBOY			
SO. AMBOY JOT			
SOUTH AMBOY			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN			8. 15
STELTON			
NEW BRUNSWICK COUNTY			8. 09
ADAMS			
DEANS			
MONMOUTH JOT			8. 02
PLAINSBORO			
PRINCETON JOT			7. 57
TRENTON			\$ 7. 47
MORRISVILLE			
TULLYTOWN			
EDGELY			
GREENE			7. 38
BRISTOL			
OROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES			7. 28
NORTH PHILAD'A			\$ 7. 18
PENNA. 80th ST.			
PENNSYLVANIA			\$ 7. 09
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Leave	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY
	0226	3390	168

	FIRST CLASS				
	146	● 0146	154	● 0154	● 3394
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 8. 57	\$ 9. 01	\$ 9. 05	\$ 9. 11	\$ 9. 21
		\$ 8. 52		\$ 9. 02	\$ 9. 12
		\$ 8. 44		\$ 8. 54	\$ 9. 04
	P 8. 41	\$ 8. 42	\$ 8. 48	\$ 8. 52	\$ 9. 02
	8. 37		8. 44		
	8. 32		8. 39		
		MU		MU	MU
	8. 27		8. 34		
	First trip Dec. 18				
	8. 21		8. 28		
	8. 15		8. 22		
	8. 08		8. 15		
	8. 03		8. 09		
	P 7. 53		\$ 8. 00		
	7. 44		7. 51		
	7. 34		7. 41		
	P 7. 25		\$ 7. 32		
	P 7. 15		\$ 7. 23		
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	146	0146	154	0154	3394

STATIONS	FIRST CLASS		
	● 4206	● 3396	● 786
	P. M.	P. M.	P. M.
Arrive			
NEW YORK	\$ 9.20		\$ 9.30
NEW YORK (Hud. Ter.)		\$ 9.31	
JERSEY CITY			
JOURNAL SQUARE		\$ 9.22	
HARRISON		\$ 9.14	
NEWARK	\$ 9.04	\$ 9.12	\$ 9.14
SOUTH ST. (Newark)			
HUNTER	9.01		9.11
NORTH ELIZABETH			
ELIZABETH	\$ 8.56		\$ 9.06
SOUTH ELIZABETH	8.54		9.04
LINDEN	\$ 8.51		
NORTH RAHWAY		MU	
RAHWAY	\$ 8.48		
UNION	8.47		8.58
			Z 8.53
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WC BLOCK STATION			8.43
PERTH AMBOY	MU		
SO. AMBOY JOT			8.40
SOUTH AMBOY			
COLONIA	F 8.44		
ISELIN	\$ 8.42		
MENLO PARK			
METUCHEN	\$ 8.38		
STELTON	\$ 8.33		
NEW BRUNSWICK	\$ 8.30		
COUNTY	8.28		
ADAMS			
DEANS			
MONMOUTH JOT	F 8.20		
PLAINSBORO			
PRINCETON JOT	\$ 8.13		
TRENTON	\$ 8.02		
MORRISVILLE			
TULLYTOWN			
EDGELEY			
GREENE			
BRISTOL			
OROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES			
NORTH PHILAD'A			
PENNA. 30th ST.			
PENNSYLVANIA			
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Leave	P. M.	P. M.	P. M.
	SUN. ONLY	DAILY	SUN. ONLY
	4206	3396	786

	FIRST CLASS				
	3784	● 03784	● 278	● 228	● 0228
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 9.35		E 10.50	\$ 9.50	
		\$ 9.41			\$ 9.51
		\$ 9.32			\$ 9.42
		\$ 9.24			\$ 9.35
	\$ 9.19	\$ 9.22	E 10.20	\$ 9.33	\$ 9.33
	9.15		10.10	9.30	
	\$ 9.12				
	\$ 9.09		E 10.05	\$ 9.25	
	9.07		9.58	9.23	
	\$ 9.04				
		MU			MU
	\$ 9.01		E 9.52		
	9.00		9.51	9.19	
			Will not run Nov. 23, Dec. 25, Jan. 1, Feb. 22.		
	MU				
	F 8.57				
	\$ 8.55				
	\$ 8.51		9.45	\$ 9.13	
	F 8.46				
	\$ 8.43		E 9.39	\$ 9.06	
	8.40		9.28	9.03	
			9.21	8.56	
			E 9.15	\$ 8.50	
			9.00	\$ 8.40	
			\$ 8.34		
			F 8.31		
			F 8.25		
			F 8.23		
				8.32	
			\$ 8.20		
			F 8.16		
			F 8.12		
			F 8.09		
			F 8.07		
			8.03	8.22	
			\$ 7.50	\$ 8.13	
				\$ 8.04	
				\$ 8.00	
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SUN.	DAILY	‡DAILY EX. SUN.	DAILY	DAILY
	3784	03784	278	228	0228

STATIONS	FIRST CLASS		
	● 3406	632	● 3408
	P. M.	P. M.	P. M.
Arrive			
NEW YORK		\$ 10.45	
NEW YORK (Hud. Ter.)	\$ 10.41		\$ 10.61
JERSEY CITY			
JOURNAL SQUARE	\$ 10.32		\$ 10.42
HARRISON	\$ 10.25		\$ 10.34
NEWARK	\$ 10.23	D 10.29	\$ 10.32
SOUTH ST. (Newark)			
HUNTER		10.25	
NORTH ELIZABETH			
ELIZABETH		L. V. R. R.	
SOUTH ELIZABETH			
LINDEN			
NORTH RAHWAY	MU		MU
RAHWAY			
UNION			
AVENEL			
EDGAR		Will not run	
WOODBRIDGE		Dec. 24,	
GENASCO		Dec. 31.	
WC BLOCK STATION		Will run	
PERTH AMBOY		Nov. 23,	
SO. AMBOY JCT.		Dec. 25,	
SOUTH AMBOY		Jan. 1,	
		Feb. 22.	
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN			
STELTON			
NEW BRUNSWICK			
COUNTY			
ADAMS			
DEANS			
MONMOUTH JOT.			
PLAINSBORO			
PRINCETON JOT.			
TRENTON			
MORRISVILLE			
TULLYTOWN			
EDGELY			
GREENE			
BRISTOL			
OROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES			
NORTH PHILAD'A			
PENNA. 80th ST.			
PENNSYLVANIA			
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Leave			
	P. M.	P. M.	P. M.
	DAILY	SUN. & HOLIDAYS	DAILY
	3406	632	3408

FIRST CLASS					
230	● 0230	310	788	● 3410	● 3412
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 10.55		\$ 11.00	\$ 11.05		
	\$ 11.01			\$ 11.11	\$ 11.21
	\$ 10.52			\$ 11.02	\$ 11.12
	\$ 10.44			\$ 10.54	\$ 11.04
\$ 10.39	\$ 10.42	\$ 10.44	\$ 10.49	\$ 10.52	\$ 11.02
10.36		10.41	10.46		
\$ 10.31		\$ 10.36	\$ 10.41		
10.29		10.34	10.39		
	MU			MU	MU
\$ 10.24		\$ 10.29	\$ 10.34		
10.23		10.28	10.32		
			Z 10.27		
Will not run		Will run			
Nov. 23,		Nov. 23,			
Dec. 25,		Dec. 25,	\$ 10.20		
Jan. 1,		Jan. 1,			
Feb. 22.		Feb. 22.			
			10.16		
			\$ 10.14		
			10.12		
			\$ 10.10		
\$ 10.17		\$ 10.22			
\$ 10.10		\$ 10.15			
10.07		10.12			
10.00		10.05			
9.55		10.00			
\$ 9.45		\$ 9.50			
\$ 9.34		\$ 9.39			
9.25		9.30			
\$ 9.15		\$ 9.20			
\$ 9.04		\$ 9.09			
\$ 9.00		\$ 9.05			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
‡DAILY	DAILY	SUN. & HOLIDAYS	SUN. ONLY	DAILY	DAILY
EX. SUN.					
230	0230	310	788	3410	3412

STATIONS	FIRST CLASS		
	● 3430	● 3432	172
	A. M.	A. M.	A. M.
Arrive			
NEW YORK			1.45
NEW YORK (Hud. Ter.)	\$ 12.35	\$ 12.50	\$ 1.05
JERSEY CITY			
JOURNAL SQUARE	\$ 12.26	\$ 12.41	
HARRISON	\$ 12.18	\$ 12.33	
NEWARK	\$ 12.16	\$ 12.31	\$ 12.49
SOUTH ST. (Newark)			12.42
HUNTER			
NORTH ELIZABETH			\$ 12.38
ELIZABETH			12.36
SOUTH ELIZABETH			
LINDEN			
NORTH RAHWAY	MU	MU	
RAHWAY			12.32
UNION			
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WC BLOCK STATION			
PERTH AMBOY			
SO. AMBOY JOT			
SOUTH AMBOY			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN			12.27
STELTON			
NEW BRUNSWICK			
COUNTY			12.21
ADAMS			
DEANS			
MONMOUTH JOT			12.14
PLAINSBORO			
PRINCETON JOT			12.09
TRENTON			\$ 11.59
MORRISVILLE			
TULLYTOWN			
EDGELY			
GREENE			11.51
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES			11.41
NORTH PHILAD'A			\$ 11.32
PENNA. 30th ST.			
PENNSYLVANIA			\$ 11.22
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Leave	A. M.	A. M.	P. M.
	DAILY	DAILY	DAILY
	3430	3432	172

STATIONS	FIRST CLASS			
	● 0172	● 3434	● 3436	252
	A. M.	A. M.	A. M.	A. M.
Arrive				
NEW YORK				\$ 3.00
NEW YORK (Hud. Ter.)	\$ 1.05	\$ 1.20	\$ 1.50	
JERSEY CITY				
JOURNAL SQUARE	\$ 12.56	\$ 1.11	\$ 1.41	
HARRISON	\$ 12.48	\$ 1.03	\$ 1.33	
NEWARK	\$ 12.46	\$ 1.01	\$ 1.31	\$ 2.34
SOUTH ST. (Newark)				2.24
HUNTER				
NORTH ELIZABETH				\$ 2.18
ELIZABETH				2.12
SOUTH ELIZABETH				\$ 2.08
LINDEN				
NORTH RAHWAY	MU	MU	MU	\$ 2.04
RAHWAY				2.00
UNION				
AVENEL				
EDGAR				
WOODBIDGE				
GENASCO				
WC BLOCK STATION				
PERTH AMBOY				
SO. AMBOY JOT				
SOUTH AMBOY				
COLONIA				
ISELIN				
MENLO PARK				
METUCHEN				\$ 1.52
STELTON				
NEW BRUNSWICK				\$ 1.44
COUNTY				1.37
ADAMS				
DEANS				
MONMOUTH JOT				F 1.29
PLAINSBORO				
PRINCETON JOT				\$ 1.22
TRENTON				1.09
MORRISVILLE				\$ 12.55
TULLYTOWN				F 12.52
EDGELY				F 12.46
GREENE				F 12.44
BRISTOL				\$ 12.41
CROYDON				\$ 12.37
EDDINGTON				F 12.34
CORNWELLS HEIGHTS				F 12.32
ANDALUSIA				F 12.29
TORRESDALE				F 12.27
(P. T. Div.)				
HOLMES				12.23
NORTH PHILAD'A				\$ 12.06
PENNA. 30th ST.				
PENNSYLVANIA				\$ 11.57
BROAD ST. SUBURBAN				
PHILAD'A (Broad St.)				\$ 11.50
Leave	A. M.	A. M.	A. M.	P. M.
	DAILY	DAILY	DAILY	DAILY
	0172	3434	3436	252

STATIONS	FIRST CLASS					
	4126	4128	4130	4132	4134	4136
	DAILY EXSUN	DAILY EXSUN	DAILY EXSUN	DAILY EXSUN	DAILY	DAILY
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
PRINCETON JOT...	\$7.12	\$7.35	\$7.53	\$8.13	\$8.56	\$9.11
PENNS NEOK	F7.15				F8.59	
PRINCETON	\$7.18	\$7.40	\$7.58	\$8.18	\$9.02	\$9.16
Arrive	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	4126	4128	4130	4132	4134	4136

STATIONS	FIRST CLASS					
	4148	4150	4152	4154	4156	4268
	DAILY	DAILY EXSUN	DAILY	SAT. ONLY	#Daily EXSUN	SUN. ONLY
Leave	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
PRINCETON JOT...	\$12.25	\$12.52	\$1.38	\$2.01	\$2.20	\$2.52
PENNS NEOK						
PRINCETON	\$12.30	\$12.57	\$1.43	\$2.06	\$2.25	\$2.57
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	4148	4150	4152	4154	4156	4268

STATIONS	FIRST CLASS					
	4172	4274	4174	4176	4178	4180
	DAILY EXSUN	SUN. ONLY	DAILY EXSUN	DAILY	DAILY	DAILY
Leave	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
PRINCETON JOT...	\$6.09	\$6.15	\$6.37	\$7.00	\$7.13	\$7.56
PENNS NEOK						
PRINCETON	\$6.14	\$6.20	\$6.42	\$7.05	\$7.18	\$8.01
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	4172	4274	4174	4176	4178	4180

PRINCETON BRANCH

STATIONS	FIRST CLASS					
	4125	4127	4129	4131	4133	4135
	DAILY EXSUN	DAILY EXSUN	DAILY EXSUN	DAILY EXSUN	DAILY	DAILY
Arrive	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
PRINCETON JOT...	\$6.47	\$7.33	\$7.48	\$8.06	\$8.48	\$9.10
PENNS NEOK	F6.44		F7.45			
PRINCETON	\$6.41	\$7.28	\$7.42	\$8.01	\$8.43	\$9.04
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY EXSUN	DAILY EXSUN	DAILY EXSUN	DAILY EXSUN	DAILY	DAILY
	4125	4127	4129	4131	4133	4135

STATIONS	FIRST CLASS					
	4149	4151	4153	4155	4267	4157
	DAILY EXSUN	DAILY EXSUN	SAT. ONLY	#Daily EXSUN	SUN. ONLY	#Daily EXSUN
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
PRINCETON JOT...	\$12.44	\$1.27	\$1.55	\$2.13	\$2.44	\$3.09
PENNS NEOK						F3.06
PRINCETON	\$12.39	\$1.22	\$1.50	\$2.03	\$2.39	\$3.03
Leave	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY EXSUN	DAILY EXSUN	SAT. ONLY <th>#Daily EXSUN</th> <th>SUN. ONLY</th> <th>#Daily EXSUN</th>	#Daily EXSUN	SUN. ONLY	#Daily EXSUN
	4149	4151	4153	4155	4267	4157

STATIONS	FIRST CLASS					
	4171	4173	4175	4177	4179	4181
	DAILY EXSUN	DAILY EXSUN	DAILY EXSUN	DAILY EXSUN	DAILY EXSUN	DAILY EXSUN
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
PRINCETON JOT...	\$6.05	\$6.24	\$6.53	\$7.11	\$7.45	\$8.09
PENNS NEOK						
PRINCETON	\$6.00	\$6.19	\$6.48	\$7.06	\$7.40	\$8.04
Leave	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY EXSUN	DAILY EXSUN	DAILY EXSUN	DAILY EXSUN	DAILY EXSUN	DAILY EXSUN
	4171	4173	4175	4177	4179	4181

STATIONS	FIRST CLASS							
	4138	4262	4140	4142	4264	4144	4146	4266
	DAILY EXSUN	SUN. ONLY	DAILY	#DAILY EX. SUN.	SUN. & HOLIDAY	DAILY EX. SUN.	DAILY	SUN. ONLY
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
PRINCETON JOT...	\$9.28	\$ 9.34	\$ 9.51	\$10.09	\$10.21	\$10.35	\$11.24	\$11.51
PENNS NEOK			F 9.54		NOTE			
PRINCETON	\$9.33	\$ 9.39	\$ 9.57	\$10.14	\$10.26	\$10.40	\$11.29	\$11.56
Arrive	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	4138	4262	4140	4142	4264	4144	4146	4266

STATIONS	FIRST CLASS								
	4158	4160	4162	4270	4164	4166	4272	4168	4170
	#Daily EXSUN	#Daily EX SUN	DAILY EX SUN	SUN. ONLY	DAILY EX SUN	DAILY	SUN. ONLY	DAILY EX. SUN.	DAILY
Leave	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
PRINCETON JOT...	\$3.13	\$3.33	\$4.09	\$4.17	\$4.26	\$5.02	\$5.16	\$ 5.26	\$ 5.53
PENNS NEOK									
PRINCETON	\$3.18	\$3.38	\$4.14	\$4.22	\$4.31	\$5.07	\$5.21	\$ 5.31	\$ 5.58
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	4158	4160	4162	4270	4164	4166	4272	4168	4170

STATIONS	FIRST CLASS							
	4182	4184	4276	4186	4188	4190	4280	4192
	DAILY	DAILY	SUN. ONLY	DAILY	DAILY	DAILY	SUN. ONLY	#DAILY EX. SUN.
Leave	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
PRINCETON JOT...	\$ 8.16	\$ 8.52	\$ 9.08	\$ 9.21	\$ 9.59	\$10.35	\$10.57	\$11.21
PENNS NEOK						F10.38		
PRINCETON	\$ 8.21	\$ 8.57	\$ 9.13	\$ 9.26	\$10.04	\$10.41	\$11.02	\$11.26
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	4182	4184	4276	4186	4188	4190	4280	4192

SOUTHWARD

STATIONS	FIRST CLASS							
	4137	4139	4141	4263	4143	4145	4265	4147
	DAILY	DAILY	SUN. ONLY	DAILY	DAILY	DAILY	SUN. ONLY	#DAILY EX. SUN.
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
PRINCETON JOT...	\$ 9.23	\$ 9.45	\$10.06	\$10.15	\$10.32	\$11.19	\$11.36	\$12.21
PENNS NEOK				NOTE				
PRINCETON	\$ 9.18	\$ 9.40	\$10.00	\$10.10	\$10.27	\$11.14	\$11.30	\$12.16
Arrive	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
	DAILY	DAILY	#DAILY EX. SUN.	SUN. & Holiday	DAILY EX. SUN.	DAILY	SUN. ONLY	DAILY
	4137	4139	4141	4263	4143	4145	4265	4147

STATIONS	FIRST CLASS							
	4159	4161	4269	4163	4165	4271	4167	4169
	DAILY EX. SUN.	DAILY EX. SUN.	SUN. ONLY	DAILY EX. SUN.	DAILY	SUN. ONLY	DAILY EX. SUN.	DAILY
Leave	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
PRINCETON JOT...	\$ 3.26	\$ 4.06	\$ 4.14	\$ 4.20	\$ 4.58	\$ 5.14	\$ 5.17	\$ 5.45
PENNS NEOK								
PRINCETON	\$ 3.21	\$ 4.01	\$ 4.09	\$ 4.15	\$ 4.53	\$ 5.09	\$ 5.12	\$ 5.40
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	#DAILY EX. SUN.	DAILY EX. SUN.	SUN. ONLY	DAILY EX. SUN.	DAILY	SUN. ONLY	DAILY EX. SUN.	DAILY
	4159	4161	4269	4163	4165	4271	4167	4169

STATIONS	FIRST CLASS							
	4183	4275	4185	4277	4187	4189	4279	4191
	DAILY	SUN. ONLY	DAILY EX. SUN.	SUN. ONLY	DAILY	DAILY	SUN. ONLY	#DAILY EX. SUN.
Leave	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
PRINCETON JOT...	\$ 8.46	\$ 9.03	\$ 9.14	\$ 9.20	\$ 9.55	\$10.27	\$10.50	\$11.17
PENNS NEOK						F10.24		
PRINCETON	\$ 8.41	\$ 8.58	\$ 9.09	\$ 9.15	\$ 9.50	\$10.21	\$10.45	\$11.12
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	SUN. ONLY	DAILY EX. SUN.	SUN. ONLY	DAILY	DAILY	SUN. ONLY	#DAILY EX. SUN.
	4183	4275	4185	4277	4187	4189	4279	4191

Scheduled trains on Princeton Branch operated with MU equipment. Trains Nos. 4155, 4156, 4157, 4158, 4159, 4160, 4191 and 4192 will not run Nov. 23, Dec. 25, Jan. 1 and Feb. 22. Trains Nos. 4141 and 4142 will not run Nov. 23, Dec. 25, Jan. 1.

NOTE—Trains Nos. 4263 and 4264 will run Nov. 23, Dec. 25, Jan. 1.

STATIONS	FIRST CLASS		
	• 2557	2559	• 2591
	#DAILY EX. SUN.	#DAILY EX. SUN.	#DAILY EX. SUN.
Leave	A. M.	A. M.	A. M.
TRENTON.....	\$ 5.48	\$ 6.33	\$ 6.52
BROAD ST. (Trenton)	\$ 6.35		
LALOR ST. (Trenton)			
END-DOUBLE TRACK	5.55	6.41	6.59
BORDENTOWN.....	\$ 5.57	\$ 6.43	\$ 7.01
FIELDSBORO.....	F 5.59		F 7.03
KINKORA.....		\$ 6.47	
ROEBLING.....	\$ 6.03	\$ 6.49	\$ 7.07
FLORENCE.....	F 6.05	F 6.51	F 7.09
STEVENS.....			
EAST BURLINGTON.....	\$ 6.10	\$ 6.57	\$ 7.15
BURLINGTON.....	\$ 6.13	\$ 7.00	\$ 7.18
EDGEWATER PARK.....	\$ 6.17	\$ 7.04	\$ 7.22
BEVERLY.....	\$ 6.19	\$ 7.07	\$ 7.24
WALL ROPE WORKS.....		\$ 7.09	
PERKINS.....	\$ 6.23	\$ 7.12	\$ 7.28
DELANCO.....	\$ 6.23	\$ 7.12	\$ 7.28
RIVERSIDE.....	\$ 6.25	\$ 7.14	\$ 7.30
OAMBRIDGE.....	\$ 6.31	\$ 7.19	\$ 7.35
RIVERTON.....	\$ 6.34	\$ 7.22	\$ 7.37
PALMYRA.....	\$ 6.36	\$ 7.24	\$ 7.39
ARCH ST. (Palmyra).....			
MINSON (Atlantic Div.)..	\$ 6.39	\$ 7.27	\$ 7.42
OAMDEN.....	\$ 6.53	\$ 7.41	
PHILA. (Mkt. St. Whf.).....	\$ 7.00	\$ 7.50	
PHILA. (BroadSt.) (P.T.Div.)			\$ 8.10
Arrive	A. M.	A. M.	A. M.
	2557	2559	2591

MINSON TO TRENTON

STATIONS	FIRST CLASS		
	2552	804	• 2712
	A. M.	A. M.	A. M.
Arrive	A. M.	A. M.	A. M.
TRENTON.....	\$ 7.23	\$ 8.36	\$ 9.02
BROAD ST. (Trenton)	\$ 7.21	\$ 8.34	F 9.00
LALOR ST. (Trenton)	F 7.19		
END-DOUBLE TRACK	7.13	8.28	8.53
BORDENTOWN.....	\$ 7.11	\$ 8.26	\$ 8.51
FIELDSBORO.....	F 7.06		
KINKORA.....	\$ 7.03		
ROEBLING.....	\$ 7.01	\$ 8.18	\$ 8.45
FLORENCE.....	F 6.59	F 8.15	F 8.42
STEVENS.....	F 6.55	F 8.10	
EAST BURLINGTON.....	\$ 6.52	\$ 8.07	\$ 8.36
BURLINGTON.....	\$ 6.49	\$ 8.04	\$ 8.33
EDGEWATER PARK.....	\$ 6.43	\$ 7.58	\$ 8.28
BEVERLY.....	\$ 6.41	\$ 7.55	\$ 8.26
WALL ROPE WORKS.....	F 6.39		
PERKINS.....	\$ 6.36	\$ 7.50	\$ 8.22
DELANCO.....	\$ 6.36	\$ 7.48	\$ 8.22
RIVERSIDE.....	\$ 6.33	\$ 7.45	\$ 8.20
OAMBRIDGE.....	\$ 6.27	\$ 7.37	\$ 8.15
RIVERTON.....	\$ 6.25	\$ 7.34	\$ 8.13
PALMYRA.....	F 6.23		
ARCH ST. (Palmyra).....			
MINSON (Atlantic Div.)..	\$ 6.21	\$ 7.31	\$ 8.11
OAMDEN.....	\$ 6.08	\$ 7.18	\$ 7.58
PHILA. (Mkt. St. Whf.).....	\$ 6.00	\$ 7.10	\$ 7.50
PHILA. (BroadSt.) (P.T.Div.)			
Leave	A. M.	A. M.	A. M.
	DAILY EX. SUN.	#DAILY EX. SUN.	SUN. ONLY
	2552	804	2712

STATIONS	FIRST CLASS				
	• 2561	• 2593	2359	1073	• 2569
	DAILY EX. SUN.	#DAILY EX. SUN.	#DAILY EX. SUN.	DAILY	SAT. ONLY
Leave	A. M.	A. M.	A. M.	A. M.	P. M.
TRENTON.....	\$ 7.05	\$ 7.28	\$ 8.38	\$ 11.28	\$ 12.20
BROAD ST. (Trenton)	\$ 7.07		\$ 8.40		\$ 12.22
LALOR ST. (Trenton)	F 7.09				
END-DOUBLE TRACK	7.15	7.35	8.46	11.35	12.28
BORDENTOWN.....	\$ 7.17	\$ 7.37	\$ 8.48	11.37	\$ 12.30
FIELDSBORO.....					
KINKORA.....					
ROEBLING.....	\$ 7.23	\$ 7.43	\$ 8.54		\$ 12.36
FLORENCE.....	F 7.25	F 7.45	\$ 8.56		F 12.38
STEVENS.....					
EAST BURLINGTON.....	\$ 7.31	\$ 7.49	\$ 9.02	11.47	\$ 12.44
BURLINGTON.....	\$ 7.34	\$ 7.52	\$ 9.05	\$ 11.50	\$ 12.47
EDGEWATER PARK.....	\$ 7.38	\$ 7.56	\$ 9.09		
BEVERLY.....	\$ 7.41	\$ 7.58	\$ 9.11		\$ 12.52
WALL ROPE WORKS.....	F 7.43				
PERKINS.....	\$ 7.46	\$ 8.02	\$ 9.15		F 12.56
DELANCO.....	\$ 7.49	\$ 8.04	\$ 9.18	11.59	\$ 12.59
RIVERSIDE.....	\$ 7.54	\$ 8.09	\$ 9.23		\$ 1.04
OAMBRIDGE.....	\$ 7.57	\$ 8.11	\$ 9.26		\$ 1.07
RIVERTON.....					
PALMYRA.....					
ARCH ST. (Palmyra).....					
MINSON (Atlantic Div.)..	\$ 8.00	\$ 8.15	\$ 9.29	12.06	\$ 1.10
OAMDEN.....	\$ 8.12		\$ 9.42		\$ 1.22
PHILA. (Mkt. St. Whf.).....	\$ 8.20		\$ 9.50		\$ 1.30
PHILA. (BroadSt.) (P.T.Div.)					
Arrive	A. M.	A. M.	A. M.	P. M.	P. M.
	2561	2593	2359	1073	2569

EASTWARD

STATIONS	FIRST CLASS					
	1070	• 2560	• 2590	• 2562	2372	1072
	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Arrive	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
TRENTON.....	\$ 11.06	\$ 1.40	\$ 2.10	\$ 2.52	\$ 4.26	\$ 4.46
BROAD ST. (Trenton)	F 1.38			\$ 2.50	\$ 4.24	
LALOR ST. (Trenton)					F 4.22	
END-DOUBLE TRACK	10.58	1.31	2.02	2.43	4.16	4.38
BORDENTOWN.....	10.56	\$ 1.29	\$ 2.00	\$ 2.41	\$ 4.14	4.36
FIELDSBORO.....					F 4.10	
KINKORA.....						
ROEBLING.....		\$ 1.23	F 1.54	\$ 2.35	\$ 4.06	
FLORENCE.....		F 1.20	F 1.52	F 2.33	\$ 4.04	
STEVENS.....						
EAST BURLINGTON.....	10.46	1.14	1.46	2.27	3.58	4.26
BURLINGTON.....	\$ 10.43	\$ 1.11	\$ 1.43	\$ 2.24	\$ 3.55	\$ 4.23
EDGEWATER PARK.....		F 1.06	F 1.39	F 2.19	F 3.50	
BEVERLY.....		\$ 1.04	\$ 1.37	\$ 2.17	\$ 3.47	
WALL ROPE WORKS.....						
PERKINS.....			F 1.34	F 2.14		
DELANCO.....		\$ 1.00	\$ 1.32	\$ 2.12	\$ 3.43	
RIVERSIDE.....	10.35	\$ 12.58	\$ 1.30	\$ 2.10	\$ 3.41	4.15
OAMBRIDGE.....						
RIVERTON.....		\$ 12.53	\$ 1.25	\$ 2.05	\$ 3.35	
PALMYRA.....		\$ 12.51	\$ 1.23	\$ 2.03	\$ 3.33	
ARCH ST. (Palmyra).....			F 1.21			
MINSON (Atlantic Div.)..	10.28	12.49	1.19	2.01	3.31	4.08
OAMDEN.....	\$ 12.35			\$ 1.48	\$ 3.18	
PHILA. (Mkt. St. Whf.).....	\$ 12.25			\$ 1.40	\$ 3.10	
PHILA. (BroadSt.) (P.T.Div.)						
Leave	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SUN.	SAT. ONLY	SAT. ONLY	SAT. ONLY	#DAILY EX. SUN.	DAILY
	1070	2560	2590	2562	2372	1072

STATIONS	FIRST CLASS		
	1075	2571	1077
	SAT. ONLY P. M.	#DAILY EX. SAT. & SUN. P. M.	DAILY EX. SUN. P. M.
Leave			
TRENTON.....	\$ 2.14	\$ 3.10	\$ 4.24
BROAD ST. (Trenton)		\$ 3.12	
LALOR ST. (Trenton)			
END-DOUBLE TRACK	2.21	3.18	4.31
BORDENTOWN.....	2.23	\$ 3.20	4.33
FIELDSBORO.....			
KINKORA.....			
ROEBLING.....		\$ 3.26	
FLORENCE.....		\$ 3.29	
STEVENS.....			
EAST BURLINGTON.....	2.33	3.35	4.43
BURLINGTON.....	\$ 2.36	\$ 3.38	\$ 4.46
EDGEWATER PARK.....		\$ 3.42	
BEVERLY.....		\$ 3.45	
WALL ROPE WORKS.....			
PERKINS.....		\$ 3.47	
DELANOO.....		\$ 3.50	
RIVERSIDE.....	2.45	\$ 3.53	4.55
CAMBRIDGE.....			
RIVERTON.....		\$ 3.59	
PALMYRA.....		\$ 4.02	
ARCH ST. (Palmyra).....			
MINSON (Atlantic Div.).....	2.52	4.05	5.02
CAMDEN.....		\$ 4.17	
PHILA. (Mkt. St. Whf.).....		\$ 4.25	
PHILA. (BroadSt.) (P.T.Div.).....			
Arrive			
	P. M.	P. M.	P. M.
	1075	2571	1077

MINSON TO TRENTON

STATIONS	FIRST CLASS		
	2592	1078	2568
	P. M.	P. M.	P. M.
Arrive			
TRENTON.....	\$ 5.54	\$ 6.08	\$ 6.20
BROAD ST. (Trenton)	\$ 5.52		\$ 6.18
LALOR ST. (Trenton)			\$ 6.16
END-DOUBLE TRACK	5.45	6.00	6.10
BORDENTOWN.....	\$ 5.43	5.53	\$ 6.08
FIELDSBORO.....	F 5.40	Will not run	F 6.05
KINKORA.....		Dec. 24, Dec. 31,	F 6.01
ROEBLING.....	\$ 5.36	Will run	\$ 5.59
FLORENCE.....		Dec. 25, Jan. 1,	\$ 5.59
STEVENS.....			
EAST BURLINGTON.....	5.30	5.48	5.53
BURLINGTON.....	\$ 5.27	\$ 5.45	5.50
EDGEWATER PARK.....	\$ 5.23		\$ 5.45
BEVERLY.....	\$ 5.21		\$ 5.43
WALL ROPE WORKS.....			
PERKINS.....			\$ 5.39
DELANOO.....	\$ 5.17		\$ 5.37
RIVERSIDE.....	\$ 5.15	5.37	\$ 5.34
CAMBRIDGE.....			
RIVERTON.....	\$ 5.10		\$ 5.29
PALMYRA.....	5.08		\$ 5.27
ARCH ST. (Palmyra).....			
MINSON (Atlantic Div.).....	Will 5.06	5.30	4 5.25
CAMDEN.....			\$ 5.10
PHILA. (Mkt. St. Whf.).....			\$ 5.00
PHILA. (BroadSt.) (P.T.Div.).....			
Leave			
	P. M.	P. M.	P. M.
	#DAILY EX. SAT. & SUN.	SUN. & HOLIDAYS	#DAILY EX. SAT. & SUN.
	2592	1078	2568

STATIONS	FIRST CLASS				
	+2575	2577	+2581	1079	2713
	#DAILY EX. SUN. P. M.	#DAILY EX. SUN. P. M.	DAILY EX. SUN. P. M.	FRIDAY ONLY P. M.	SUN. ONLY P. M.
	\$ 4.50	\$ 5.18	\$ 6.28	\$ 7.18	\$ 9.46
		\$ 5.20	\$ 6.30		\$ 9.48
	4.57	5.26	6.36	7.25	9.54
Feb. 22	4.59	\$ 5.28	\$ 6.38		\$ 9.56
		5.30			
Jan. 1, Feb. 22	\$ 5.05	5.34	\$ 6.44		\$ 10.02
		5.36	F 6.46		
Jan. 1, Feb. 22		5.40			
	\$ 5.11	5.42	6.52	7.37	10.08
Dec. 25	\$ 5.14	\$ 5.45	\$ 6.55	\$ 7.40	\$ 10.11
	\$ 5.19	\$ 5.49	\$ 6.59		F 10.15
Nov. 7, 11, 23, Dec. 25		\$ 5.52	\$ 7.01		\$ 10.17
	\$ 5.25	\$ 5.57	\$ 7.05		F 10.21
Nov. 7, 11, 23, Dec. 25	\$ 5.25	\$ 6.00	\$ 7.08	7.49	\$ 10.23
not run	\$ 5.30	\$ 6.06	\$ 7.13		\$ 10.28
not run	\$ 5.32	\$ 6.19	\$ 7.16		\$ 10.31
not run					
Will	\$ 5.35	6.22	7.19	7.56	10.34
Will	\$ 5.47	6.37	\$ 7.32		\$ 10.47
Will	\$ 5.55	\$ 6.45	\$ 7.40		\$ 10.55
	P. M.	P. M.	P. M.	P. M.	P. M.
	2575	2577	2581	1079	2713

EASTWARD

STATIONS	FIRST CLASS					
	2594	2570	+2572	1080	+2714	+2582
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 6.37	\$ 6.53	\$ 7.25	\$ 9.16	\$ 10.00	\$ 11.42
	6.29	6.45	7.17	9.08	9.52	11.34
	\$ 6.27	\$ 6.43	\$ 7.15	9.06	\$ 9.50	\$ 11.32
Jan. 1	6.21	\$ 6.37	\$ 7.09		\$ 9.44	\$ 11.26
Jan. 1	6.19			First trip Jan. 7, Will run Jan. 1, Feb. 12.		F 11.24
Dec. 25	6.13	6.31	7.03	8.56	9.38	11.18
Dec. 25	6.10	\$ 6.28	\$ 7.00	\$ 8.53	\$ 9.35	\$ 11.15
Dec. 25	\$ 6.05	\$ 6.23	\$ 6.55		F 9.30	F 11.11
Nov. 23, Dec. 25	6.03	\$ 6.21	\$ 6.53	Will not run Feb. 11	\$ 9.28	\$ 11.09
Nov. 23, Dec. 25	\$ 6.00	F 6.18				F 11.06
Nov. 7, 11, 23, Dec. 25	\$ 5.58	\$ 6.16	\$ 6.49		F 9.24	\$ 11.04
not run	\$ 5.56	\$ 6.14	\$ 6.46	8.45	\$ 9.22	\$ 11.02
not run						
not run	\$ 5.51	\$ 6.08	6.41		\$ 9.17	\$ 10.56
Will	\$ 5.49	\$ 6.05	6.39		\$ 9.15	\$ 10.54
Will	\$ 5.47	\$ 6.03				
	5.46	6.01	6.37	8.38	9.13	10.52
		\$ 5.48	\$ 6.23		\$ 9.00	\$ 10.38
	\$ 5.40	\$ 6.15			\$ 8.50	\$ 10.30
	\$ 5.18					
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	#DAILY EX. SUN.	DAILY EX. SUN.	#DAILY EX. SUN.	SUN. & HOLIDAYS	SUN. ONLY	DAILY EX. SUN.
	2594	2570	2572	1080	2714	2582

STATIONS	FIRST CLASS		
	2359	363	375
	#DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.
Leave	A. M.	A. M.	P. M.
STROUDSBURG..		\$ 8.58	\$ 5.10
WATER GAP.....		\$ 9.06	\$ 5.18
PORTLAND.....		\$ 9.14	\$ 5.27
DELAWARE.....		9.17	F 5.32
MANUNKA OHUNK		9.21	5.36
BELVIDERE.....		\$ 9.28	\$ 5.43
L. & H. R. Ry. JOT.....	Will not run Nov. 23, Dec. 25, Jan. 1.	9.30	5.45
ROXBURG.....			
HUTCHINSON.....			
CR—BLOCK STATION.....		9.37	5.52
MARTINS CREEK		\$ 9.38	\$ 5.53
HARMONY.....			
DY—BLOCK STATION.....		9.43	5.58
PHILLIPSBURG.....	\$ 6.29	\$ 9.54	\$ 6.08
KENT.....	6.32	9.57	6.11
WARREN.....	6.35	10.05	6.14
CARPENTERVILLE.....	\$ 6.37		F 6.16
RIEGELSVILLE.....	\$ 6.45	\$ 10.15	\$ 6.24
HD—BLOCK STATION.....	6.49	10.19	6.28
HOLLAND.....			
MILFORD.....	\$ 6.54	\$ 10.26	\$ 6.34
FRENCHTOWN.....	\$ 7.00	\$ 10.35	\$ 6.41
KINGWOOD.....			
TUMBLE FALLS			
BYRAM.....	\$ 7.10	\$ 10.45	F 6.51
RK—BLOCK STATION	7.12	10.47	6.53
RAVEN ROCK.....	F 7.13	\$ 10.48	B 6.54
STOOKTON.....	\$ 7.18	\$ 10.54	\$ 6.59
LAMBERTVILLE.....	\$ 7.24	\$ 11.01	\$ 7.06
MOORE.....	7.30	11.07	7.12
TITUSVILLE.....	\$ 7.33		
WASH'N CROSSING....	\$ 7.35	11.11	7.16
WB—BLOCK STATION...	7.40	11.15	7.20
WARRENST., TRENTON..	\$ 7.47	\$ 11.22	\$ 7.27
MG—BLOCK STATION...	7.48	11.23	7.28
TRENTON.....	\$ 7.53	\$ 11.28	\$ 7.33
Arrive	A. M.	A. M.	P. M.
	2359	363	375

FIRST CLASS				
385				
SUN. ONLY				
P. M.				
\$ 5.13				
\$ 5.21				
\$ 5.29				
F 5.33				
5.37				
\$ 5.44				
5.46				
5.53				
\$ 5.54				
5.59				
\$ 6.08				
6.11				
6.14				
F 6.22				
6.26				
\$ 6.31				
\$ 6.37				
6.47				
6.49				
B 6.50				
\$ 6.55				
\$ 7.01				
7.07				
7.11				
7.15				
\$ 7.22				
7.23				
\$ 7.28				
P. M.				
385				

STATIONS	FIRST CLASS		
	356	362	2372
	A. M.	P. M.	P. M.
Arrive			
STROUDSBURG	\$ 11.10	\$ 6.00	
WATER GAP	\$ 11.02	\$ 6.52	
PORTLAND	\$ 10.55	\$ 5.43	
DELAWARE	F 10.50	F 5.38	
MANUNKA CHUNK	10.46	5.34	
BELVIDERE	\$ 10.39	\$ 5.27	
L. & H. R. Ry. JOT	10.37	5.25	
ROXBURG			Will not run Nov. 23, Dec. 25, Jan. 1.
HUTOHINSON			
CR—BLOCK STATION	10.30	5.18	
MARTINS CREEK	\$ 10.28	\$ 5.17	
HARMONY			
DY—BLOCK STATION	10.23	5.12	
PHILLIPSBURG	\$ 10.15	\$ 5.04	\$ 6.50
KENT	10.09	4.58	6.45
WARREN	10.05	4.55	6.42
CARPENTERVILLE	F 10.02		
RIEGELSVILLE	\$ 9.54		F 6.34
HD—BLOCK STATION	9.50	4.43	6.28
HOLLAND			
MILFORD	\$ 9.45	\$ 4.38	\$ 6.14
FRENCHTOWN	\$ 9.39	\$ 4.32	\$ 6.08
KINGWOOD			
TUMBLE FALLS			
BYRAM	\$ 9.27	\$ 4.21	F 5.57
RK—BLOCK STATION	9.25	4.19	5.55
RAVEN ROCK	\$ 9.24	\$ 4.18	F 5.54
STOCKTON	\$ 9.18	\$ 4.13	\$ 5.48
LAMBERTVILLE	\$ 9.12	\$ 4.08	\$ 5.43
MOORE	9.05	4.02	5.37
TITUSVILLE			F 5.34
WASH'N CROSSING	9.01	3.58	F 5.32
WB—BLOCK STATION	8.57	3.54	5.28
WARREN ST. TRENTON	\$ 8.50	\$ 3.47	\$ 5.21
MG—BLOCK STATION	8.49	3.46	5.20
TRENTON	\$ 8.44	\$ 3.41	\$ 5.15
Leave			
	A. M.	P. M.	P. M.
	DAILY EX. SUN.	DAILY EX. SUN.	‡DAILY EX. SUN.
	356	362	2372

FIRST CLASS				
384				
P. M.				
\$ 11.55				
11.48				
11.41				
11.37				
11.34				
F 11.27				
11.25				
11.18				
F 11.17				
11.12				
\$ 11.04				
10.59				
10.56				
F 10.48				
10.44				
10.39				
\$ 10.33				
10.28				
F 10.23				
10.21				
F 10.20				
F 10.14				
\$ 10.09				
10.03				
9.59				
9.55				
\$ 9.48				
9.47				
\$ 9.42				
P. M.				
SUN. ONLY				
384				

STATIONS	FIRST CLASS		
	805	807	831
	DAILY EX. SUN.	#DAILY EX. SUN.	SUN. ONLY
Leave	A. M.	A. M.	A. M.
NEW YORK.....			
SO. AMBOY JCT.....			
END-DOUBLE TRACK			
OLD BRIDGE.....			
EAST SPOTSWOOD.....		Will not run Nov. 23, Dec. 25, Jan. 1,	
SPOTSWOOD.....			
OUTCALT.....			
HELMETTA.....			
LONG BRANCH.....	\$ 6.28	\$ 7.50	\$ 8.02
SEA GIRT.....	\$ 6.57	\$ 8.18	\$ 8.27
MANASQUAN.....	\$ 6.59	\$ 8.20	\$ 8.29
ALLENWOOD.....			
FARMINGDALE.....	\$ 7.08	\$ 8.29	F 8.38
HOWELL.....	7.18	8.34	8.43
FREEHOLD.....	\$ 7.24	\$ 8.39	\$ 8.47
TENNENT.....		F 8.44	
ENGLISHTOWN.....	\$ 7.30	\$ 8.47	F 8.53
JAMESBURG.....	\$ 7.40	\$ 8.57	\$ 9.03
DAYTON.....			
MONMOUTH JCT.....	\$ 7.50	\$ 9.07	\$ 9.12
TRENTON.....	\$ 8.07	\$ 9.25	\$ 9.30
HOLMES (P.T.Div.).....	8.34		
PHILA. (Broad St.).....	\$ 8.56		
Arrive	A. M.	A. M.	A. M.
	805	807	831

MONMOUTH JCT. TO SEA GIRT—SO. AMBOY JCT.

STATIONS	FIRST CLASS			
	2500	804	832	822
	A. M.	A. M.	A. M.	P. M.
Arrive				
NEW YORK.....	\$ 7.50			
SO. AMBOY JCT.....	\$ 6.51			
END-DOUBLE TRACK	6.49			
OLD BRIDGE.....	\$ 6.39			
EAST SPOTSWOOD.....	F 6.36		Will run Nov. 23, Dec. 25, Jan. 1,	
SPOTSWOOD.....	\$ 6.34			
OUTCALT.....	F 6.31			
HELMETTA.....	\$ 6.29			
LONG BRANCH.....		\$ 10.41	\$ 11.09	\$ 3.22
SEA GIRT.....		\$ 10.10	\$ 10.44	\$ 2.56
MANASQUAN.....		\$ 10.08	\$ 10.42	\$ 2.54
ALLENWOOD.....		F 10.03		
FARMINGDALE.....		\$ 9.56	F 10.33	F 2.44
HOWELL.....		9.50	10.27	2.34
FREEHOLD.....		\$ 9.46	\$ 10.23	\$ 2.30
TENNENT.....		\$ 9.39		
ENGLISHTOWN.....		\$ 9.36	F 10.17	\$ 2.24
JAMESBURG.....	\$ L 6.25 A 6.01	\$ 9.26	\$ 10.07	\$ 2.14
DAYTON.....				
MONMOUTH JCT.....	\$ 5.51	\$ 9.16	9.59	\$ 2.05
TRENTON.....	\$ 5.35	\$ 8.53	\$ 9.42	\$ 1.47
HOLMES (P.T.Div.).....				1.28
PHILA. (Broad St.).....				\$ 1.05
Leave	A. M.	A. M.	A. M.	P. M.
	DAILY EX. SUN.	DAILY EX. SUN.	SUN. & HOLIDAYS	SAT. ONLY
	2500	804	832	822

STATIONS	FIRST CLASS				
	2531	2507	815	2509	835
	SUN. & HOLIDAYS	SAT. ONLY	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	SUN. & HOLIDAYS
Leave	A. M.	P. M.	P. M.	P. M.	P. M.
NEW YORK.....	\$ 8.50	\$ 12.45		\$ 5.20	
SO. AMBOY JCT.....	\$ 9.40	\$ 1.40		\$ 6.14	
END-DOUBLE TRACK	9.41	1.41		6.15	
OLD BRIDGE.....	\$ 9.52	\$ 1.51		\$ 6.26	
EAST SPOTSWOOD.....	F 9.55	F 1.53		F 6.28	Will run Nov. 23, Dec. 25, Jan. 1,
SPOTSWOOD.....	\$ 9.58	\$ 1.56		\$ 6.31	
OUTCALT.....	F 10.00	F 1.58		F 6.33	
HELMETTA.....	F 10.03	\$ 2.01		\$ 6.37	
LONG BRANCH.....			\$ 4.15		\$ 6.05
SEA GIRT.....			\$ 4.41		\$ 6.32
MANASQUAN.....					
ALLENWOOD.....			\$ 4.43		\$ 6.34
FARMINGDALE.....			F 4.47		
HOWELL.....			\$ 4.53		F 6.43
FREEHOLD.....			\$ 4.58		6.48
TENNENT.....			\$ 5.04		\$ 6.52
ENGLISHTOWN.....			F 5.09		
JAMESBURG.....			\$ 5.12		F 6.58
DAYTON.....			\$ 5.22	\$ A 6.41 L 6.51	\$ 7.08
MONMOUTH JCT.....	\$ 10.18	\$ 2.14	\$ 5.31	7.05	7.16
TRENTON.....	\$ 10.36	\$ 2.30	\$ 5.49	\$ 7.25	\$ 7.32
HOLMES (P.T.Div.).....					
PHILA. (Broad St.).....					
Arrive	A. M.	P. M.	P. M.	P. M.	P. M.
	2531	2507	815	2509	835

EASTWARD

STATIONS	FIRST CLASS				
	814	812	2534	2536	834
	P. M.	P. M.	P. M.	P. M.	P. M.
Arrive					
NEW YORK.....			\$ 7.42	\$ 8.15	
SO. AMBOY JCT.....			\$ 6.46	\$ 7.20	
END-DOUBLE TRACK			6.44	7.18	
OLD BRIDGE.....			\$ 6.34	\$ 7.08	
EAST SPOTSWOOD.....			F 6.31	F 7.05	
SPOTSWOOD.....			\$ 6.28	\$ 7.03	
OUTCALT.....			F 6.25	F 7.00	
HELMETTA.....			\$ 6.23	\$ 6.58	
LONG BRANCH.....	\$ 4.52	\$ 6.44			\$ 8.34
SEA GIRT.....	\$ 4.25	\$ 6.18			\$ 8.05
MANASQUAN.....					
ALLENWOOD.....	\$ 4.23	\$ 6.16			\$ 8.03
FARMINGDALE.....	\$ 4.14	F 6.07			F 7.54
HOWELL.....	4.08	5.57			7.48
FREEHOLD.....	\$ 4.04	\$ 5.53			\$ 7.44
TENNENT.....		F 5.48			
ENGLISHTOWN.....	\$ 3.58	\$ 5.45			\$ 7.38
JAMESBURG.....	\$ 3.48	\$ 5.35	\$ 6.19	\$ 6.54	\$ 7.28
DAYTON.....					
MONMOUTH JCT.....	\$ 3.39	\$ 5.26	\$ 6.10	6.46	\$ 7.19
TRENTON.....	\$ 3.19	\$ 5.09	\$ 5.50	\$ 6.30	\$ 7.00
HOLMES (P.T.Div.).....					
PHILA. (Broad St.).....					
Leave	P. M.	P. M.	P. M.	P. M.	P. M.
	#DAILY EX. SUN.	DAILY EX. SAT. & SUN.	SUN. ONLY	HOLIDAYS ONLY	SUN. ONLY
	814	812	2534	2536	834

EXTRA STOPS BY PASSENGER TRAINS

TRAIN No.	STOP AT	FOR
3795	Portal.....	Employee.
255	Portal.....	Employee.
718	Portal.....	Employee.
266	Portal (Sunday only).....	Employee.
261	Opposite Scale House, Bristol.....	Employee.
263	Sub-Station 4—Kearny.....	Employee.
4240	Sub-Station 4—Kearny.....	Employee.
3812	"GY" Block Station.....	Employee.

TRAINS WAIT AT JUNCTION POINTS FOR CONNECTIONS AS FOLLOWS:

Junction	Train No.	Due to Leave	Will Wait 5 min. for Train No.	From	Due to Arrive	
Newark.....	3751	7.35 AM	203	New York.....	7.14 AM	
	3707	7.52 "	111	New York.....	7.45 "	
	3759	11.18 "	211	New York.....	11.15 "	
	3711	12.22 PM	75	New York.....	12.15 PM	
	715	12.42 "	3827	New York.....	12.40 "	
	3763	1.18 "	215	New York.....	1.14 "	
	3767	1.43 "	1075	New York.....	1.20 "	
	3715	1.55 "	129	New York.....	1.45 "	
	3833	4.18 "	221	New York.....	4.15 "	
	3719	4.36 "	41	New York.....	4.21 "	
	3771	4.51 "	729	New York.....	4.48 "	
	3723	5.04 "	729	New York.....	4.48 "	
	3775	5.28 "	271	New York.....	5.23 "	
	3727	5.33 "	735	New York.....	5.29 "	
	3837	5.41 "	3731	New York.....	5.36 "	
	3837	5.41 "	2509	New York.....	5.36 "	
	3779	5.46 "	2509	New York.....	5.36 "	
	3735	6.05 "	737	New York.....	5.59 "	
	3787	6.23 "	225	New York.....	6.17 "	
	3739	6.49 "	137	New York.....	6.45 "	
	Rahway.....	3703	7.13 AM	3812	Trenton.....	6.41 AM
		255	7.30 "	2500	South Amboy.....	7.12 "
		3751	7.58 "	3710	South Amboy.....	7.43 "
		3707	8.12 "	254	Philadelphia.....	7.49 "
		257	8.43 "	3718	South Amboy.....	8.20 "
		2531	9.22 "	4248	New Brunswick.....	9.01 "
		709	9.38 "	3760	New Brunswick.....	9.01 "
		3821	9.56 "	3722	South Amboy.....	9.31 "
		4203	10.57 "	714	N. Y. & L. B. R. R.	10.34 "
		4231	12.12 PM	3826	Trenton.....	11.56 "
		3827	12.57 "	3726	South Amboy.....	12.36 PM
		717	1.03 "	3768	New Brunswick.....	12.46 "
		2507	1.20 "	3768	New Brunswick.....	12.46 "
719		1.38 "	3772	New Brunswick.....	1.26 "	
3715		2.14 "	266	Philadelphia.....	2.08 "	
4235		2.42 "	266	Philadelphia.....	2.08 "	
723		3.18 "	3828	Trenton.....	2.52 "	
4205		3.42 "	782	N. Y. & L. B. R. R.	2.55 "	
3833		4.35 "	720	N. Y. & L. B. R. R.	4.22 "	
4251		4.35 "	4236	South Amboy.....	4.30 "	
729		5.02 "	272	Philadelphia.....	4.54 "	
3723		5.21 "	272	Philadelphia.....	4.54 "	
271		5.38 "	3730	South Amboy.....	5.09 "	
3727		5.50 "	3780	New Brunswick.....	5.32 "	
2509		5.54 "	3780	New Brunswick.....	5.32 "	
3837		5.56 "	3734	South Amboy.....	5.50 "	
797		6.18 "	4204	Trenton.....	5.44 "	
3735		6.24 "	3840	Trenton.....	6.10 "	
3739		7.08 "	270	Philadelphia.....	7.02 "	
3841		7.26 "	2534	South Amboy.....	7.08 "	
741		8.09 "	3782	New Brunswick.....	7.56 "	
4237		9.23 "	4206	Trenton.....	8.48 "	
3791		11.11 "	788	N. Y. & L. B. R. R.	10.34 "	
Jamesburg...	822	2.14 PM	2507	South Amboy.....	2.05 PM	

Junction	Train No.	Due to Leave	Will Wait 5 min. for Train No.	From	Due to Arrive	
Monmouth Junction...	3816	7.50 AM	805	N. Y. & L. B. R. R.	7.50 AM	
	804	9.16 "	257	New York	9.12 "	
	3822	9.33 "	807	N. Y. & L. B. R. R.	9.07 "	
	260	9.33 "	831	N. Y. & L. B. R. R.	9.12 "	
	4202	10.28 "	2531	South Amboy	10.18 "	
	822	2.05 "	3827	New York	1.29 PM	
	3828	2.24 "	2507	South Amboy	2.14 "	
	814	3.39 PM	261	New York	3.02 "	
	812	5.26 "	3833	New York	5.04 "	
	3840	5.34 "	815	New York	5.31 "	
	2534	6.10 "	307	N. Y. & L. B. R. R.	6.07 "	
	Princeton Junction...	253	6.49 AM	4125	Princeton	6.47 AM
		254	7.08 "	4125	Princeton	6.47 "
		3816	7.43 "	4127	Princeton	7.33 "
202		7.51 "	4129	Princeton	7.48 "	
805		7.57 "	4129	Princeton	7.48 "	
3818		8.10 "	4131	Princeton	8.06 "	
255		8.12 "	4131	Princeton	8.06 "	
182		8.52 "	4133	Princeton	8.48 "	
804		9.06 "	4133	Princeton	8.48 "	
807		9.14 "	4135	Princeton	9.10 "	
831		9.19 "	4135	Princeton	9.10 "	
257		9.20 "	4135	Princeton	9.10 "	
3822		9.26 "	4137	Princeton	9.23 "	
260		9.26 "	4137	Princeton	9.23 "	
305		9.34 "	4137	Princeton	9.23 "	
206		9.48 "	4139	Princeton	9.45 "	
258		10.09 "	4141	Princeton	10.05 "	
4202		10.19 "	4263	Princeton	10.15 "	
3821		10.34 "	4143	Princeton	10.32 "	
3826		11.23 "	4145	Princeton	11.19 "	
4203		11.36 "	4265	Princeton	11.35 "	
304		11.48 "	4265	Princeton	11.35 "	
123		12.23 PM	4147	Princeton	12.21 PM	
212		12.48 "	4149	Princeton	12.44 "	
266		1.30 "	4151	Princeton	1.27 "	
3827		1.38 "	4151	Princeton	1.27 "	
1075		1.58 "	4153	Princeton	1.55 "	
822		1.58 "	4153	Princeton	1.55 "	
3828		2.17 "	4155	Princeton	2.13 "	
216		2.48 "	4267	Princeton	2.44 "	
261		3.11 "	4157	Princeton	3.09 "	
814		3.30 "	4159	Princeton	3.26 "	
1077		4.08 "	4161	Princeton	4.06 "	
4205		4.16 "	4269	Princeton	4.14 "	
272		4.23 "	4163	Princeton	4.20 "	
263		4.39 "	4163	Princeton	4.20 "	
41		5.00 "	4165	Princeton	4.58 "	
4204		5.11 "	4165	Princeton	4.58 "	
812		5.20 "	4167	Princeton	5.17 "	
3840		5.24 "	4167	Princeton	5.17 "	
815		5.38 "	4167	Princeton	5.17 "	
222		5.49 "	4169	Princeton	5.45 "	
271		6.07 "	4171	Princeton	6.05 "	
306		6.09 "	4171	Princeton	6.05 "	
307		6.14 "	4171	Princeton	6.05 "	
270		6.28 "	4173	Princeton	6.24 "	
165		6.36 "	4173	Princeton	6.24 "	
224		6.57 "	4175	Princeton	6.53 "	
834		7.11 "	4175	Princeton	6.53 "	
226		7.49 "	4179	Princeton	7.45 "	
227		7.54 "	4179	Princeton	7.45 "	
3841		8.11 "	4181	Princeton	8.09 "	
4206		8.13 "	4181	Princeton	8.09 "	
228		8.50 "	4183	Princeton	8.46 "	
156		9.05 "	4275	Princeton	9.03 "	

Junction	Train No.	Due to Leave	Will Wait 5 min. for Train No.	From	Due to Arrive
Princeton Junction...	275	9.16 PM	4275	Princeton	9.03 PM
	275	9.16 "	4185	Princeton	9.14 "
	449	9.57 "	4187	Princeton	9.55 "
	274	10.31 "	4189	Princeton	10.27 "
	141	10.55 "	4279	Princeton	10.50 "
	151	11.19 "	4191	Princeton	11.17 "
	4126	7.12 AM	253	New York	6.49 AM
	4126	7.12 "	254	Philadelphia	7.08 "
	4130	7.53 "	3816	Trenton	7.43 "
	4130	7.53 "	202	Philadelphia	7.51 "
	4132	8.13 "	805	Long Branch	7.57 "
	4132	8.13 "	3818	Trenton	8.10 "
	4132	8.13 "	255	New York	8.12 "
	4134	8.56 "	182	Philadelphia	8.52 "
	4136	9.11 "	804	Trenton	9.06 "
	4138	9.28 "	807	Long Branch	9.14 "
	4138	9.28 "	257	New York	9.20 "
	4138	9.28 "	260	Philadelphia	9.26 "
	4138	9.28 "	3822	Trenton	9.26 "
	4262	9.34 "	831	Long Branch	9.19 "
	4262	9.34 "	260	Philadelphia	9.26 "
	4262	9.34 "	305	New York	9.34 "
	4140	9.51 "	206	Philadelphia	9.48 "
	4142	10.09 "	258	Philadelphia	10.09 "
	4264	10.21 "	4202	Trenton	10.19 "
	4144	10.35 "	3821	New York	10.34 "
	4146	11.24 "	3826	Trenton	11.23 "
	4266	11.51 "	4203	New York	11.36 "
	4266	11.51 "	304	Philadelphia	11.48 "
	4148	12.25 PM	123	New York	12.23 PM
	4150	12.52 "	212	Philadelphia	12.48 "
	4152	1.38 "	266	Philadelphia	1.30 "
	4152	1.38 "	3827	New York	1.38 "
	4154	2.01 "	1075	New York	1.58 "
	4154	2.01 "	822	Philadelphia	1.58 "
	4156	2.20 "	3828	Trenton	2.17 "
	4268	2.52 "	216	Philadelphia	2.48 "
	4158	3.13 "	261	New York	3.11 "
	4160	3.33 "	814	Trenton	3.30 "
	4162	4.09 "	1077	New York	4.08 "
	4270	4.17 "	4205	New York	4.16 "
	4164	4.26 "	272	Trenton	4.23 "
	4166	5.02 "	263	New York	4.39 "
	4166	5.02 "	41	New York	5.00 "
	4272	5.16 "	4204	Trenton	5.11 "
	4168	5.26 "	812	Philadelphia	5.20 "
	4168	5.26 "	3840	Trenton	5.24 "
	4170	5.53 "	815	Long Branch	5.38 "
	4170	5.53 "	222	Philadelphia	5.49 "
	4172	6.09 "	271	New York	6.07 "
	4274	6.15 "	306	Philadelphia	6.09 "
	4274	6.15 "	307	New York	6.14 "
	4174	6.37 "	270	Philadelphia	6.28 "
4174	6.37 "	165	New York	6.36 "	
4176	7.00 "	224	Philadelphia	6.57 "	
4178	7.13 "	135	New York	7.09 "	
4178	7.13 "	834	Trenton	7.11 "	
4180	7.56 "	226	Philadelphia	7.49 "	
4180	7.56 "	227	New York	7.54 "	
4182	8.16 "	3841	New York	8.11 "	
4182	8.16 "	4206	Trenton	8.13 "	
4184	8.52 "	228	Philadelphia	8.50 "	
4276	9.08 "	156	Washington	9.05 "	
4186	9.21 "	275	New York	9.16 "	
4188	9.59 "	449	New York	9.57 "	
4190	10.35 "	274	Philadelphia	10.31 "	
4280	10.57 "	141	New York	10.55 "	
4192	11.21 "	151	New York	11.19 "	

Junction	Train No.	Due to Leave	Will Wait 5 min. for Train No.	From	Due to Arrive
Trenton.....	2500	5.35 AM	110	South.....	5.29 AM
	2591	6.52 "	179	New York.....	6.41 "
	2561	7.05 "	253	New York.....	7.01 "
	256	7.28 "	2552	Camden.....	7.23 "
	3816	7.32 "	2552	Camden.....	7.23 "
	203	7.59 "	2359	Phillipsburg.....	7.53 "
	3818	7.59 "	2359	Phillipsburg.....	7.53 "
	2359	8.38 "	111	New York.....	8.32 "
	2359	8.38 "	805	N. Y. & L. B. R. R..	8.07 "
	182	8.42 "	804	Camden.....	8.36 "
	356	8.44 "	804	Camden.....	8.36 "
	356	8.44 "	111	New York.....	8.32 "
	356	8.44 "	182	Philadelphia.....	8.42 "
	804	8.53 "	182	Philadelphia.....	8.42 "
	260	9.15 "	2712	Camden.....	9.02 "
	169	9.37 "	807	N. Y. & L. B. R. R..	9.25 "
	169	9.37 "	831	N. Y. & L. B. R. R..	9.30 "
	832	9.42 "	2712	Camden.....	9.02 "
	832	9.42 "	206	Philadelphia.....	9.38 "
	209	10.59 "	2531	South Amboy.....	10.36 "
	3826	11.13 "	1070	Atlantic City.....	11.06 "
	121	11.33 "	363	Stroudsburg.....	11.28 "
	210	11.37 "	363	Stroudsburg.....	11.28 "

Junction	Train No.	Due to Leave	Will Wait 5 min. for Train No.	From	Due to Arrive
Trenton.....	2569	12.20 PM	211	New York.....	11.58 PM
	822	1.47 "	2560	Camden.....	1.40 "
	130	1.59 "	2560	Camden.....	1.40 "
	216	2.38 "	2590	Philadelphia.....	2.10 "
	129	2.34 "	2507	South Amboy.....	2.30 "
	132	2.55 "	2562	Camden.....	2.52 "
	2571	3.10 "	217	New York.....	2.59 "
	814	3.19 "	132	Washington.....	2.55 "
	814	3.19 "	2562	Camden.....	2.52 "
	814	3.19 "	2	West.....	3.17 "
	362	3.41 "	175	New York.....	3.32 "
	362	3.41 "	218	Philadelphia.....	3.38 "
	220	4.40 "	2372	Camden.....	4.26 "
	2575	4.50 "	155	New York.....	4.35 "
	812	5.09 "	1072	Atlantic City.....	4.46 "
	2372	5.15 "	812	Philadelphia.....	5.09 "
	2372	5.15 "	221	New York.....	4.58 "
	2577	5.18 "	221	New York.....	4.58 "
	2534	5.50 "	222	Philadelphia.....	5.39 "
	144	5.57 "	2592	Philadelphia.....	5.54 "
	223	6.01 "	815	N. Y. & L. B. R. R..	5.49 "
	2581	6.28 "	271	New York.....	6.19 "
	2536	6.30 "	270	Philadelphia.....	6.16 "
	224	6.47 "	2594	Philadelphia.....	6.37 "
	834	7.00 "	224	Philadelphia.....	6.47 "
	137	7.37 "	2509	South Amboy.....	7.25 "
	137	7.37 "	385	Stroudsburg.....	7.28 "
	137	7.37 "	375	Stroudsburg.....	7.33 "
	137	7.37 "	835	N. Y. & L. B. R. R..	7.32 "
	226	7.39 "	385	Stroudsburg.....	7.28 "
	226	7.39 "	375	Stroudsburg.....	7.33 "
	226	7.39 "	2572	Camden.....	7.25 "
	384	9.42 "	229	New York.....	9.01 "
	384	9.42 "	308	Philadelphia.....	9.39 "
	275	9.43 "	3843	New York.....	9.42 "
	2713	9.46 "	3843	New York.....	9.42 "
	158	10.16 "	2714	Camden.....	10.00 "
	274	10.20 "	2714	Camden.....	10.00 "
	172	11.59 "	2582	Camden.....	11.42 "
Kinkora.....	2559	6.47 AM	2601	Mt. Holly.....	6.45 AM
	2552	7.03 "	2601	Mt. Holly.....	6.45 "

STATIONS	PASSENGER EXTRA			
	M-251	Adv-107	M-253	Adv-15
	DAILY	DAILY EX. MON.	DAILY	Daily Ex. Sun. & Mon.
Leave	A. M.	A. M.	A. M.	A. M.
SUNNYSIDE.....		E 2.00		
NEW YORK.....	E 1.10	E 2.20	E 3.30	E 6.06
JERSEY CITY.....				
NEWARK (Alling St.)..	E 1.40		E 4.15	
NEWARK (So. Broad St.)			E 4.00	
HOLMES.....		3.45		7.25
Arrive	A. M.	A. M.	A. M.	A. M.
	M-251	Adv-107	M-253	Adv-15

HOLMES TO NEW YORK

STATIONS	PASSENGER EXTRA		
	M-18	M-102	M-266
	A. M.	A. M.	P. M.
Arrive			
SUNNYSIDE.....			
NEW YORK.....	E 3.15	E 5.40	E 2.10
JERSEY CITY.....			
NEWARK (Alling St.)..	E 2.45	E 5.00	E 1.30
NEWARK (So. Broad St.)			
HOLMES.....			
Leave	A. M.	A. M.	P. M.
	DAILY	Daily Ex. Sun. & Mon.	DAILY
	M-18	M-102	M-266

PASSENGER EXTRA					
M-181	M-125	M-3847			
Daily Ex. Sun. & Mon.	DAILY	DAILY EX. SUN.			
A. M.	P. M.	P. M.			
E 6.15	E 12.40	E 8.40			
E 6.45	E 1.10	E 9.10			
A. M.	P. M.	P. M.			
M-181	M-125	M-3847			

EASTWARD

PASSENGER EXTRA					
M-3792	M-172	M-274			
P. M.	P. M.	P. M.			
E 8.25	E 10.30	E 11.55			
E 7.50		E 11.15			
	E 9.55				
P. M.	P. M.	P. M.			
DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SAT. & SUN.			
M-3792	M-172	M-274			

ARRANGED FREIGHT TRAIN SERVICE—CONTINUED—THESE TRAINS ARE RUN AS EXTRAS

EASTWARD

STATIONS	N-28 A. M.	MD-18 A. M.	N-28 A. M.	BL-2 A. M.	A-2 A. M.	OS-2 A. M.	P-14 A. M.	N-30 A. M.	NB-52 A. M.	BNY-14 A. M.	CE-2 A. M.	ET-2 A. M.	LOI-2 A. M.	1/FB-2 A. M.	BL-22 P. M.	AMD-6 A. M.	2/FB-2 P. M.	MD-12 P. M.
Harsimus Cove...Arrive		4.30				4.15	5.30			6.45	7.00		8.45					1.00
Meadows...Arrive							9.00			9.00				8.10		11.45	12.15	
Greenville...Arrive	3.15		6.30			3.15	4.00			6.00						11.15	12.01	
Waverly...Arrive		3.30																
County...Arrive																		
South Amboy...Arrive					4.00													
Jamesburg...Leave					3.15													
Phillipsburg...Arrive				4.00				7.30										
Frenchtown...Leave																		
Byram...Arrive								6.30							10.30			
Coalport...Leave					1.00										9.15			
Millham...Arrive		1.30																
Fair...Arrive												6.00						
Minson...Pass												6.15						
Morris...Pass												6.40						
Holmes...Pass	1.00		1.00			1.30	1.30	2.00		4.15	4.30		6.40	6.30		9.45	10.30	10.20
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Sunday only	Daily	Daily except Sunday and Monday	Daily except Sunday and Monday	Daily except Sunday	Daily except Monday	Daily	Daily except Monday	Daily except Sunday	Daily	Daily except Sunday	Daily	Daily except Sunday and Monday	Daily	Daily except Sunday	Daily	Daily	Daily

ARRANGED FREIGHT TRAIN SERVICE—CONTINUED—THESE TRAINS ARE RUN AS EXTRAS

EASTWARD

STATIONS	P-18 P. M.	N-12 P. M.	A-30 P. M.	A-30 P. M.	BL-34 P. M.	NE-2 P. M.	N-2 P. M.	MD-14 A. M.	N-2 A. M.	FW-8 A. M.	NY-2 A. M.	A-10 A. M.	BNY-16 A. M.	EB-2 A. M.	BL-2 A. M.
Harsimus Cove...Arrive	2.45						11.00	5.00	2.00	1.00	12.01	5.00	2.30		
Meadows...Arrive								12.30				4.00			
Greenville...Arrive		3.30				7.00	9.30	11.30	12.30			2.15			
Waverly...Arrive	1.45	3.00									11.30	2.15	1.00		
County...Arrive															
South Amboy...Arrive															
Jamesburg...Leave															
Phillipsburg...Arrive															
Frenchtown...Leave															
Byram...Arrive															
Coalport...Leave															
Millham...Arrive															
Fair...Arrive															
Minson...Pass															
Morris...Pass															
Holmes...Pass	12.30														
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily	Daily except Sunday	Daily except Saturday and Sunday	Daily except Saturday and Sunday	Daily	Daily except Saturday and Sunday	Daily except Saturday and Sunday	Daily except Monday	Daily except Sunday	Daily	Daily	Daily except Sunday	Daily	Daily	Daily except Sunday only

**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	
		New York (Cortlandt St.)		
All Trains		New York (Hudson Ter.)	All Trains	
0257	733	Jersey City		
All Trains		Journal Square (Jersey City)	All Trains	
Eastbound office				
3208	0712			
3294	3362	Harrison†*		
Westbound office				
0219	02509			
All Trains		Newark	All Trains	
3812	3722	South St. (Newark) (†)		
3706	3718	North Elizabeth (†)		
All Trains		Elizabeth	All Trains	
2500	3710	South Elizabeth (†)		
3812	3730	Linden	4248	4252
3812	3840	Rahway	4244	788
2500	3707	Avenel (†)		
3710	3719	Woodbridge (†)		
3752	3760	Colonia (†)		
3812	3776	Iselin (†)		
253	3840	Metuchen	4244	4246
3752	3751	Stelton (†)		
3776	3776			
All Trains		New Brunswick	All Trains	
3827	266	Deans (†)		
254	263	Monmouth Junc. (†)		
804	814	Plainsboro (†)		
3816	272	Princeton Junc.	305	222
4127	4183	Princeton	4265	4183
66	172	Trenton	66	172
253	3857	Morrisville (†)		
272	261	Tullytown (†)		
3853	266	Bristol	179	218
254	258	Croydon (†)		
3857	258	Cornwells Heights (†)		
266	3870			
253	253	Andalusia (†)		
3857	266	Torsdale (†)		

(†) Closed holidays.

*Harrison. Westbound ticket office closed Saturday.

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

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
2500	2509	Old Bridge (†)		
2509	2509	Helmetta (†)		
All Trains		Sea Girt		
807	807	Manasquan (†)		
814	815			
804	804	Allenwood (†)		
All Trains		Farmingdale	All Trains	
805	812	Freehold	All Trains	
805	804	Englishtown (†)		
805	807			
814	814	Jamesburg (†)		
2593	2571	Bordentown (†)		
2372	2372	Fieldsboro (†)		
804	2372	Roebling (†)		
2552-2571	1070-2581	Burlington (†)		
2559	2372	Beverly (†)		
2559	2359	Delanco (†)		
2559	2572	Riverside		
2552	2571	Riverton		
2559	2359	Palmyra (†)		
2557	2557	Arch St. (Palmyra) (†)		
All Trains	All Trains	Belvidere (†)		
All Trains	All Trains	Martin's Creek (†)		
All Trains		Phillipsburg	All Trains	
363	363	Riegelsville (†)		
356	362	Milford		
All Trains		Frenchtown	All Trains	
All Trains		Stockton (†)		
All Trains		Lambertville	All Trains	

(†) Closed holidays.

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 a Time Table, must have a copy with them while on duty.

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:

Attended Block Stations.

New York. Crew Dispatcher's Office, Sunnyside Yard.
Crew Dispatcher's Office, Pennsylvania Station.

Jersey City. Train Dispatcher's Office.
Crew Dispatcher's Office.
Yard Master's Office, Henderson Street.
Assistant Yard Master's Office, Greene Street.
Yard Master's Office, Greenville.

Meadows. Yard Master's Office.
Engine Dispatcher's Office.

Newark. Station Master's Office.
Ticket Receiver's Office.
Yard Master's Office, WA-4.
Assistant Yard Master's Office, WA-5.

County. Yard Master's Office.

Trenton. Baggage Room.
Assistant Yard Master's Office, Coalport.
Assistant Yard Master's Office, Barracks.
Engine House Foreman's Office.

South Amboy. . . Yard Master's Office.

Phillipsburg. . . . Yard Master's Office.

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.
- No baggage service.
- ⊕—No baggage service Sunday.
- #—Indicates trains that will not be operated on specified dates shown on schedule pages.
- †—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.
- MU—Multiple unit.

D401.

- N—Regular stop Daily except Sunday.
- P—Regular stop to receive or discharge passengers to or from South of Washington.
- Q—Regular stop Daily except Saturday and Sunday.
- R—Stop on signal to receive or discharge passengers to or from west of Philadelphia.
- T—Regular stop to receive or discharge passengers to or from south or west of Philadelphia.
- U—Regular stop to receive or discharge passengers to or from west of Pittsburgh.
- V—Stop on signal to receive passengers Mondays and day following Labor Day.
- W—Stop on signal to receive or discharge passengers to or from south of Wilmington.
- Y—Regular stop to receive or discharge passengers to or from Pittsburgh and beyond.
- Z—Regular stop to change engines.

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 disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

D501. Spring switch is equipped with electric switch lamp which will display green light in both directions when switch is in normal position, and red light in both directions when switch is in reverse position. Also, metal disc with white background and black letters SS indicating spring switch.

D502. 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.

D503. For protection of trackmen working between automatic signals W37-W38 and east end of North River tunnels, also between west end of East River tunnels and F:—

A yellow flag or yellow light will be placed a sufficient distance from trackmen to enable trains to reduce speed to 35 miles per hour. Speed must be reduced as soon as it can be accomplished with proper handling of train, after passing the yellow flag or yellow light, to conform with this requirement.

A green flag or green light will be placed at point where authorized speed may be resumed.

Engine whistle must be promptly sounded after yellow flag or yellow light is sighted to warn trackmen of approach of train.

S6. HAND, FLAG AND LAMP SIGNALS.**S7. ENGINE WHISTLE SIGNALS.****D701.**

Unnecessary use of engine whistle is prohibited.

Enginemen must exercise judgment and not sound whistle long or loud.

Between Jersey City and West Side Avenue, Jersey City.

Between Signal Bridge 555 and Delaware River Bridge.

D702.

Rule 14 (d) — — — — — will apply:

Dock-Track E.

Rule 14 (db) — — — — — o will apply:

Dock to Hudson-Track No. 2.

Rule 14 (dc) — — — — — oo will apply:

Track A.

Hudson-Track No. 13.

Rule 14 (ee) — — — — — will apply:

Dock-Track W.

Rule 14 (ef) — — — — — o will apply:

Hudson to Dock-Track No. 3.

Rule 14 (eg) — — — — — oo will apply:

Hudson-Track No. 8.

Track B.

Track No. 5, Newark.

D703. Rule 14 amplified:

Sound: — — — o o o.

Indication: Train will stop for coal, water, hot parts, etc. To be given when passing the last block station before reaching point where stop is to be made. This information must also be given as much earlier as possible by throwing off message at a block station. Signalman will immediately notify Train Dispatcher.

D704. Rule 14 (l) amplified:

Sound: — — — o o.

Indication: Approaching public crossings at grade, to be prolonged or repeated until crossing is reached, unless otherwise provided; also when view is obscured by weather and other conditions, approaching Interlocking Plants, Stations, Yards or other points where men may be at work on tracks.

D705. Rule 14 (l):

Engine whistle on H. & M. R. R. trains must be sounded at R signs.

D706. Portable whistle post (yellow disc with black letter W) will be placed south of eastward track for eastward trains and north of westward track for westward trains, approximately 1250 feet from point where section gangs are working in the territory shown:

Trenton Branch

Millham Branch, including Coalport

Between Midway and Jamesburg

Between Jamesburg and South Amboy

Between Harsimus Cove and WA-3

Between Greenville and WA-6

When portable whistle post is displayed, Rules 14 (l) and 14 (ma) will apply.

D707. Rule 14 (m) modified:

Sound: — — —.

This whistle signal will not be used except when approaching railroad crossings at grade and non-stop points where mail is caught or delivered.

S8. EMERGENCY WHISTLE AND HORN SIGNALS AT INTERLOCKING PLANTS.**D801. Emergency whistles or horns located at following stations:**

R	Hack	Nassau
Q	GY	Millham
F	Bay	Fair
JO	Dock	Morris
C	Hunter	Greene
KN	Lane	JG
A	Elmora	Harold
Portal	Union	WR
Hudson	Edison	WC
Z	County	CY
JH	Midway	Holmes
SC		

S9. COMMUNICATING SIGNALS.**D901. Rule 16 amplified:**

Sound: — — o

Indication: MU trains—motor wheels are spinning.

D903. Passenger trains must be started by communicating signal.

When communicating signal is inoperative and cannot be put in working condition without detention, train may proceed after Conductor and Engineman have an understanding as to how train is to be operated.

On H. & M. R. R. trains, when LIGHT communicating signal system fails, BELL communicating signal system must be used. When train does not start within a reasonable time after doors have been closed, signal of two bells originated by Rear Brakeman must be transmitted ahead in proper succession to Conductor, who must personally inform Engineman to accept BELL instead of LIGHT communicating signals.

S10. TRAIN SIGNALS.

D1001. Night signals must be displayed by day as well as by night between east portals of East River Tunnels and west portals of North River Tunnels.

D1002. 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.

D1003. Rule 19, Rule 20, Rule 20a, Rule 21, Rule 21a, Rule 21b, Rule 22, Rule 23, Rule 24, Rule 24a, Figures 1 to 17 inclusive, and notes annulled.

D1004. RULE 19 (new):

The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train: By day, on cars, marker lamps not lighted; on engines and cars equipped with fixed electric marker lamps, marker lamps lighted as at night. By night, on engines and cars, marker lamps lighted showing red to the rear, except in Manual Block System territory, when clear of main track, marker lamps lighted showing yellow to the rear.

RULE 19a:

A train not equipped to display the markers prescribed by Rule 19, will display on rear of train, by day, a red flag; by night, a red light, except in Manual Block System territory, when clear of main track, a white light.

RULE 19b:

When cars are pushed by an engine (except when shifting or making up trains in yards) a white light must be displayed on the front of the leading car by night.

When an engine is running backward without cars, or at the front of a train pulling cars, a white light must be displayed by night on the rear of the tender if not equipped with a headlight.

D1005. Trains operating to or from connecting railroads, whose operating rules require display of train signals to designate passenger extras or sections of regular trains, may display such signals when on New York Division to avoid delay putting up or taking down same at connecting points.

D1008. Rule 26 amplified.

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.

D1009. When an engine is detached from train with or without cars at night or when weather conditions require, a white light must be placed on front end of leading car of portion left standing.

Conductor and Engineman are responsible for complying with this instruction.

S11. USE OF SIGNALS.

D1101. When a pusher engine is assisting a train coupled behind the cabin car and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fuses should be met by throwing the fuses 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.

D1102. Rule 15a amplified.

Torpedoes must not be used between east portals of East River Tunnels and west portals of North River Tunnels or on draw-bridges.

D1103. Fuses must not be used on Jersey City Viaduct; between east portals of East River Tunnels and west portals of North River Tunnels or on wooden bridges and trestles, except to prevent an accident.

D1104. Minimum number of fuses and torpedoes, which must be carried as part of equipment in services indicated:

	Fuses	Torpedoes
Passenger Service.....	10	20
Freight Service.....	12	12
Engines in Road Service.....	3	6
Engines in Shifting Service.....	3	4
H. & M. R. R. trains.....	4	10

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

D1105. Conductors and Flagmen in so far as the Flagman's equipment is concerned, Enginemen and Firemen in so far as the equipment on engine is concerned, are responsible for knowing they are properly equipped with necessary train signal appliances before starting from each terminal, as well as enroute.

D1106. Rule 723 amplified.

Head Brakeman (Train Baggage man where no Head Brakeman is assigned, or Conductor when train crew consists of less than three (3) men, and Conductors of H. & M. R. R.) must place a red flag, red lamp and white lamp in head car of MU trains, also trains hauled by gas-electric cars or other self-propelled cars of similar type, for use as prescribed by Rule 723.

D1108. Rule 27.

Proper application in connection with Figure 1, Rule 287.

The marker light out on signal as shown in Figure 1, Rule 287, does not prevent the correct reading of that signal, and, therefore, the marker light being out should be reported from the next point of communication where this report can be made without serious delay to the train.

D1109. Rule 27.

Duplicate Signals are located on left side of track at:

First Home Signal on Eastward Track, A Interlocking.

Signal 4E11 Track 4 East River Tunnel.

Signal 4E25 Track 4 East River Tunnel.

Signal 2E21 Track 2 East River Tunnel.

When aspects of these signals conflict most restrictive indication must be observed.

D1110. Rule 28 modified.

Flag Station Signals have been removed at all stations. Enginemen and Conductors of trains scheduled to make flag stops must assure themselves there are no passengers before passing station without stopping.

D1111. Rule 30 modified.

Ring of engine bell may be omitted in tunnels.

D1112. Rule 34.

In calling signals, the name as it appears in the Book of Rules shall be used, omitting the word "signal," except Rule 275.

D1113. Rule 34 amplified.

Immediately upon seeing a fixed signal or a distant switch indicator, affecting the movement of their train, the engineman and fireman must, and when practicable the trainmen will, call its indication by name to each other.

D1114. Rule 34 amplified.

Sunnyside Yard, Jersey City and New York.

When a train extends beyond first interlocking signal in such position that indication can not be seen by engine crew, train must not be moved until either engineman or fireman has observed signal or one of their trainmen has personally notified them, immediately prior to moving, that signal is in passing position.

S12. SUPERIORITY OF TRAINS.

D1201. Eastward and Northward 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 the H. & M. R. R., Washington Terminal R. R., N. Y. and L. B. R. R., P. R. S. L., D. L. & W. R. R., N. Y. N. H. & H. R. R., L. V. R. R., and W. S. R. R., where General Orders of this Division 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
Brooklyn—North 4th Street Freight Station. New York—37th Street Freight Station.....		
Sunnyside—Crew Dispatcher's Office..... New York—Crew Dispatcher's Office..... Jersey City—Crew Dispatcher's Office..... Henderson Street—Yard Master's Office..... Greene Street—Asst. Yard Master's Office..... Meadows—Yard Master's Office..... Meadows—Enginehouse..... Harrison—Yard Master's Office..... Greenville—Yard Master's Office.....	Atlantic..... Phila. Terminal..... Philadelphia..... Maryland..... N. Y. & L. B. R. R. Washington Term'l P. R. S. L.....	D, E A, B, C A, B, C A, B, C, F A, B, C
Newark—Clinton Ave.—Yard Clerk's Office.	EXCEPTIONS: Long Island R. R. general orders will be posted at: Sunnyside—Crew Dispatcher's Office. New York—Crew Dispatcher's Office.	
Waverly—Yard Master's Office..... Waverly—WA-5..... County—Yard Master's Office..... Princeton—Conductors' Room..... Trenton—Baggage Room..... Bristol—Weighmaster's Office.....		
Newark—Ticket Receiver's Office.....		
Trenton—Assistant Yard Master's Office—Barracks..... Trenton—Assistant Yard Master's Office—Coalport..... Trenton—Enginehouse Foreman's Office..... Phillipsburg—Yard Master's Office.....	Philadelphia..... Atlantic..... Phila. Terminal... Maryland..... P. R. S. L..... N. Y. & L. B. R. R.	A, B, C D, E A, B, C A A, B, C
Phillipsburg—Passenger Station..... L. & H. R. Ry. Jct., G Block Station.....		
South Amboy—Yard Master's Office.....	Atlantic..... Phila. Terminal... Philadelphia..... P. R. S. L..... N. Y. & L. B. R. R.	D, E A, B, C A, B, C A, B, C
HUDSON & MANHATTAN R. R. Hudson Terminal—No. 4 platform.....		
WASHINGTON TERMINAL R. R. P. R. R. Conductor's Work-Room..... Enginehouse.....		
NEW YORK & LONG BRANCH R. R. Long Branch—Conductor's Room..... Bay Head Junction—Yard Master's Office.....		
PENNSYLVANIA-READING SEASHORE LINES. Atlantic City—Station Master's Office, Enginehouse Foreman's Office.....		
DELAWARE, LACKAWANNA & WESTERN R. R. Stroudsburg—Enginehouse, Gravel Place.....		
NEW YORK, NEW HAVEN & HARTFORD R. R. Grand Central Terminal—Assistant Superintendent's Office and Motor Shop..... Oak Point, New York—Motor Shop..... Stamford, Conn.—Enginehouse..... Hartford, Conn.—Conductor's Room..... New Haven, Conn.—Crew Dispatcher's Office and Motor Shop Yard..... Springfield, Mass.—Conductor's Room..... Boston, Mass.—Conductor's Room.....		
LEHIGH VALLEY R. R. Jersey City—Crew Dispatcher's Office..... Perth Amboy—Train Master's Office..... Lehighton—Crew Dispatcher's Office..... South Easton—Crew Dispatcher's Office..... Wilkes-Barre—Station Master's Office..... Sayre—Train Master's Office..... Buffalo—Train Dispatcher's Office.....		
WEST SEBORG R. R. Weehawken—Yard Master's Office.....		

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 "Inspection of Passing Trains" 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.

An additional Form "Z" card or cards must be used if a conductor or engineman is qualified to run over more than eight (8) General Order Zones and a notation made following his name indicating the number of 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.

When a new time table is effective, or, after a Form "Z" card is used up, it must be turned in to the Bulletin Board Attendant, who will prepare a new card as follows:—

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

When a new time table is effective, the information shown on the old Form "Z" card need not be shown on the new one, but proper information for the first 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.

These instructions also apply to book of special instructions for such employes as are not furnished New York Division Time Tables.

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

ZONE A.—Harold to western limits of A Interlocking, including Sunnyside Yard.

ZONE B.—Western limits of A Interlocking, and Jersey City, to western limits of Lane, including yards and branches.

ZONE C.—Western limits of Lane to mile post 76, including Perth Amboy and Woodbridge, Perth Amboy, Bonhamtown, Millstone, Rocky Hill and Princeton Branches, also Trenton Branch Morris to Division board 5 miles west of Morris.

ZONE D.—Sea Girt to Monmouth Jct.

ZONE E.—South Amboy Jct. to Minson, including Bordentown Branch, and yard tracks Hamilton Avenue to Coalport.

ZONE F.—Chambers St. Bridge east of Fair to Manunka Chunk including Barracks Yard (west side), that part of Coalport yard not included in Zone E and Flemington Branch.

General Orders for each zone will be numbered consecutively followed by the proper zone letter.

D1403. Conductors and enginemen of trains beginning their run from points at a time when no Bulletin Board Attendant is on duty, will ask the Superintendent for information as to last General Order issued, and if any have been issued of which they have no copy, they will be instructed by train order for that trip. On arrival at first point where there is a Bulletin Board Attendant on duty, they will comply with the requirements outlined in Special Instructions D1401.

D1404. Employes whose duties require them to be familiar with transportation rules and special instructions must pass a satisfactory examination within six months after employment and be reexamined at least once every three years, or at more frequent intervals where required by law, except where a man has in the interim passed examination for promotion.

D1405. Employes of foreign divisions or other railroads not having run over the New York Division or made a trip for the purpose of qualifying within a period of one year will be required to requalify on special instructions and physical characteristics.

Conductors and Enginemen ordered to run over any portion of a Division or foreign railroad, over which they are not qualified, must inform Crew Dispatcher, or, when conditions require, the Superintendent, that they are not qualified.

S15. TRACK ASSIGNMENTS.

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

When a track south of and next to No. 1 track or Track A is used as an assigned track, it will be numbered and known as No. 0 track, unless otherwise designated.

When a track north of and next to No. 4 track or Track B is used as an assigned track, it will be numbered and known as No. 5 track, unless otherwise designated.

Double Track.

A to Hudson.

Z to Hudson (Passenger Tracks).

Brunswick Street (Harsimus Branch) to WA-3 (Freight Tracks).
Greenville to Lane.

Union to WC.

Morris to Division board 5 miles west of Morris (Trenton Branch).

Fair to end of double track BO.

BO to MJ.

Burlington to Minson.

JG to Midway.

End of double track SA to †OB.

MG to Fair.

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

Eastward Passenger.

Track No. 1 Holmes to Hudson.

Track A Union to Elmora.

Track A Newark.

Track E Newark.

Track No. 2 Dock to Hudson.

Tracks Nos. 1 and 3, C and JO to Harold.

Westward Passenger.

Tracks Nos. 2 and 4 Harold to JO and C.

Track No. 4 Hudson to Holmes.

Track No. 3 Hudson to Dock.

Track No. 5 Newark.

Track W Newark.

Track B Elmora to Union.

Eastward Freight.

Track No. 2 Holmes to Dock.

Westward Freight.

Track No. 3 Dock to Holmes.

D1503. When siding switches are numbered the following will apply.

Only those main track switches connecting a siding used in train movement will be numbered. No. 1 being the most eastward or northward Switch, with the numbers increasing toward the westward or southward.

D1504. Passenger trains as specified will use tracks as follows unless interlocking signals otherwise indicate:			
TRAIN	WILL USE TRACK No.	BETWEEN	To PASS TRAIN
WESTWARD			
179	3	Dock to Elmora.....	253
203	3	Dock to Elmora.....	255
715	3	Dock to Elmora.....	3827
1075	3	Dock to Elmora.....	3763
129	3	Dock to Elmora.....	3767
41	3	Dock to Elmora.....	3833—4251
49	3	Dock to Elmora.....	3771
223	3	Dock to Elmora.....	733
31	3	Dock to Elmora.....	307—271
735	3	Dock to Elmora.....	3775
177	3	Dock to Union.....	3837—2509
165	3	Dock to Elmora.....	3731
1079	3	Dock to Elmora.....	3779
23	3	Dock to Elmora.....	3787
229—39	3	Dock to Elmora.....	3841
11	3	Dock to Elmora.....	275
		Dock to Elmora.....	3847
EASTWARD			
22	2	Elmora to Dock.....	3812
66	2	Elmora to Dock.....	3706
38	2	Union to Dock.....	702—3752
78	2	Elmora to Dock.....	3752
76	2	Union to Dock.....	3710—254
60	2	Elmora to Dock.....	254
40	2	Union to Dock.....	704
256	2	Union to Dock.....	704—3758
202	2	Union to Dock.....	3816
68	2	Union to Dock.....	3816—3718
112	2	Elmora to Dock.....	3718
118	2	Elmora to Dock.....	3818
712—742	2	Union to Dock.....	3760
218	2	Elmora to Dock.....	3776
134	2	Elmora to Dock.....	4254
142	2	Elmora to Dock.....	3780
1080	2	Elmora to Dock.....	278

S16. MOVEMENT OF TRAINS.**D1601.** Location of Train Dispatchers and Train Directors.**Jersey City—Train Dispatchers in charge of tracks:**

A to Holmes; Z to Hudson; Union to WC; Princeton Branch; SA to Minson; SG to Midway; Fair to U; between Morris and MW-MB-MY; Fair to BO. Freight Tracks, SC to WA-3 and Bay to Lane.

A (New York)—Train Directors in charge of tracks:

A to Harold, including Loop tracks between F and R.

S16A. Rules 83 and 83a.

D1602. Rule 83. Clearance message C. T. 1246 given by the operator without consulting the Dispatcher 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 Dispatcher 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.

D1603. Definition of Section, Rule 85a, Rule 85b, Rule 95 and Rule 96 annulled.

D1604. Rules 88 and 89 modified.

Trains making a meet at a numbered switch by train order; train that can pull into siding must do so.

D1605. Rule 97a modified:

On DOUBLE, THREE OR MORE TRACKS, passenger extras may be run without train orders when authorized by the signalman, yardmaster or stationmaster.

D1606. When passenger extras are run, stationmasters will verbally instruct conductors, who must instruct enginemen as to schedule and stops.

D1607. Circus trains will be run as Passenger Extras.**D1608.** **Rule 97b (new):**

(SINGLE TRACK)—A regular train will be identified by its engine number.

A train must be informed by train order as to the number of the engine on an opposing regular train; however, if the engine number is not received by train order, the identification will be made by a personal conference between the conductors and enginemen of trains involved.

A train will obtain from the operator the number of the engine on a superior regular train in the same direction it is moving.

D1609. **RULE 97c (new):**

(DOUBLE, THREE OR MORE TRACKS)—Regular trains must be designated by both schedule and engine number.

D1610. When switches are not set for their movement, engines or cars must stop before reaching the fouling point.

S16B. Rule 98.

D1611. West Newark Branch, Frelinghuysen Avenue.—Derails for grade crossing, West Newark Branch and L. V. R. R. Interchange track are operated by three-lever machine, located between P. R. R. and L. V. R. R. tracks, east of Frelinghuysen Avenue. Instructions for operating levers are posted at machine.

D1612. Perth Amboy Branch, L. V. R. R. Crossing.—Home signals governing movements on L. V. R. R. tracks normally displayed for movements over crossing. Home signals governing movements on P. R. R. track normally display STOP.

Separate push button for controlling each P. R. R. home signal is provided in case marked PB, equipped with P. R. R. switch lock. Each button is located adjacent to and on same side of L. V. R. R. tracks as signal it controls.

P. R. R. trains must stop at home signal. Trainman must go to crossing and after assuring himself that no L. V. R. R. train is on or approaching crossing on any L. V. R. R. track, will operate push button. After an interval of approximately two minutes P. R. R. home signal governing movement desired will display aspect Figure 3, Rule 278. Train may then proceed over crossing beyond opposing signal.

Cases containing push-buttons must be kept locked when not in use.

S16C. Rule 104.

Unless hand-operated switches in main track are listed in time-table as being in charge of a switch tender or a signalman,

they must be operated by a member of train or engine crew using switch, except as otherwise provided in Rule 104 and at a meeting point where train holding main track may set switch for opposing train to enter siding.

Trains or engines must approach switches where switch tenders are stationed prepared to stop and must stop clear of any switch or route unless signal to proceed is received from switch tender.

A switch tender must not set a switch to divert an approaching train until he is assured of its identity and that its speed does not exceed 15 miles per hour.

D1613. Switch tenders are stationed at and have charge of main track switches as indicated:

Location	Switches
Brunswick Street—Harsimus Branch.	Main track switches, between hours 4.00 P. M. and 11.59 P. M., daily except Sunday. During the hours there is no switch tender on duty, normal position of switches at Brunswick Street will be as follows:
	Eastward—from eastward track to No. 2 track (elevation).
	Westward—from No. 6 track (elevation) to westward track via back way.

WA-5—Waverly.....Main track switches (Freight track).
Coalport.....Main track switches. When trains are so notified by Train Order.

D1614. Signalmen are stationed at and have charge of main track switches as indicated:

Location	Switches
WA-2—Waverly.....	Main track switches.
WA-3—Waverly.....	Main track switches.
WA-6—Waverly.....	Main track switches.

Trains must approach main track hand-operated switches which are in charge of Signalman prepared to stop and must stop clear of any switch or route unless signal to proceed is received from Signalman. Signalman must not set hand-operated switches to divert an approaching train until its speed does not exceed 15 miles per hour.

D1615. Spring Switches.

South Amboy Junction.

Spring switch 1, normal position for movement on main track. Westward movement from westward siding to main track will run through spring switch. Spring switch must be reversed for eastward movements from main track to westward siding.

Spring switch 2, end of double track, normal position for movements from main track to westward track. Eastward movements from eastward track to main track will run through spring switch. Spring switch must be reversed for westward movements to eastward track.

When spring switches 1, 2 or hand switch 3 are hand operated for movements to or from the yard, they must not be returned to normal position until movement has cleared signals governing movement in opposite direction.

†OB Old Bridge.

Spring switch, end of double track, normal position for movements to eastward track. Westward movements from westward track will run through spring switch. Spring switch must be reversed for eastward movement to westward track.

Train making trailing movement through spring switch, if stopped before movement is completed, must not take slack or make reverse movement until spring switch has been reversed by hand.

Track cars will not operate spring switches.

D1616. Following Switches are equipped with electric locks. When necessary to use Switch trainmen must receive unlock from Signalman at office indicated:

Facing point turnouts Track 2 to Yards E and D, 4144 feet and 4244 feet west of Morris, unlock by Morris.

Crossover U. S. Cast Iron Pipe and Foundry Co. siding to westward main track, 4900 feet east of MJ, unlock by MJ.

Crossover A, between eastward and westward main tracks, 5100 feet east of MJ, unlock by MJ.

Turn-out, eastward main track to passing siding 4900 feet east of MJ, unlock by MJ.

Switch No. 2, leading to east leg of Wye, Bordentown Branch, 1000 feet east of BO, unlock by BO.

S16D. Rules 106 and 106a.

D1617. Rule 106 modified:

Trains must not pass between a passenger train which is receiving or discharging traffic at a station, and the platform on which the traffic is being received or discharged.

Rule 106a modified:

Unless otherwise provided, the conductor and engineman of a passenger train receiving or discharging traffic across tracks between their train and station platform, must see that the traffic is protected against trains running on such tracks. When the passenger train is a regular train making schedule stops on its assigned track, or, when it is known that other trains have been notified of the stopping of the train at the stations where protection would otherwise be required, protection against other trains is not required.

D1618. Rule 106a.

Crews of passenger trains must have all side and trap doors closed on opposite side from station platform when making station stop.

D1619. Rule 106a.

Passenger trains on other than regularly assigned tracks or making other than schedule stop at stations where there is a track fence between track they are using and the station platform to be used, must make station stop as follows:

North Elizabeth.....	West end of track fence.
Elizabeth.....	“ “ “ “
South Elizabeth.....	“ “ “ “
Linden.....	“ “ “ “
Rahway (No. 1 track).....	“ “ “ platform.
Metuchen.....	East end of track fence.
New Brunswick.....	West end of track fence.
Princeton Jct.....	“ “ “ “
Bristol.....	“ “ “ “

Passenger must not be received or discharged across tracks used by other trains until proper protection has been provided.

D1620. Trains making station stop at Trenton must not run No. 2 track without permission from Signalman at Morris, or No. 3 track without permission from Train Director at Fair.

Eastward trains making station stop at Rahway must not run No. 1 track eastern limits Union without permission from Signalman at Union.

S16E. Rules 251, 253, 254.

D1621. Rule No. 251 in effect on double, three, or more tracks.

Stops for water, hot box attention, etc., considered work under provisions of Rule 253.

D1622. Following tracks operated as assigned tracks for trains in both directions: Rule 90a in effect.

Running track Z to SC: Trains entering or leaving this track at intermediate points must obtain permission and report clear to Signalman at Z.

Between Hack and GY via Government lead, No. 1 Ice House and Grape Yard lead.

Morris track between Hack and GY.

No. 0 track between GY switches and Grape Yard lead.

No. 8 track Hudson. Trains entering this track at hand switch from No. 9 track must obtain permission from Signalman Hudson.

No. 13 track Hudson. Trains entering this track at hand switches must obtain permission from Signalman Hudson.

Center Street Branch between Hudson and River Street, Newark.

West Newark Branch.

No. 5 Track between Hunter and Lane.

Set-off track, Waverly.

Perth Amboy Branch, between WC and Perth Amboy.

Bonhamtown Branch.

No. 5 track between Baldwin Street Yard and County.

Millstone Branch.

Rocky Hill Branch.

No. 5 track between Plainsboro and Nassau.

No. 5 track east of Millham. Trains using this track between ladder at east end of Enginehouse tracks and Millham must obtain permission and report clear to Signalman at Millham.

No. 5 track between Fair and Millham Branch. Trains entering

or leaving this track at intermediate points must obtain permission from and report clear to Train Director at Fair.

Track No. 5, Coalport Yard, operated as running track for trains in both directions between Coalport and East Trenton. Trains using this track must obtain permission and report clear to Assistant Yardmaster at Coalport.

Enterprise Branch.

Flemington Branch.

Martins Creek Branch.

No. 0 track between Greene and Morris.

Kinkora Branch east of †Kinkora.

D1623. Following tracks operated as assigned tracks: Rule 90b in effect.

Eastward Engine Track Q to Sunnyside Enginehouse. Westward movements may be made on this track on permission from Signalman at Q.

Westward Engine track Sunnyside Enginehouse to Q. Eastward movements may be made on this track on permission from Signalman at Q. L. I. R. R. trains, before making westward movement on this track, must obtain permission from Signalman at Q.

Loop track No. 1, between F and R.

Loop track No. 2, between F and R.

Loop track A. (R Interlocking.)

Engine track Z to east end Waldo Avenue Yard operated as westward track. Eastward movements may be made on this track on permission from Signalman at Z. Westward trains must report clear at east end Waldo Avenue Yard.

Eastward track SC to Brunswick Street (Harsimus Branch), westward movements may be made on this track on hand signal from Switchtender at Brunswick Street, during the hours Switchtender is on duty. When there is no Switchtender on duty, eastward trains must stop at crossover switches leading from eastward to westward track at Brunswick Street and report to Assistant Yard Master at JH.

Westward track Brunswick Street (Harsimus Branch) to SC, eastward movements may be made on this track on permission from Switchtender at Brunswick Street during hours Switchtender is on duty. When there is no Switchtender on duty, westward trains must stop at Brunswick Street and report to Signalman at SC before proceeding.

Movements against current of traffic may be made on permission from Signalman at SC, during the hours Switchtender is not on duty.

Center Street Branch between Hudson and GY operated as eastward track. Westward movements may be made on this track on permission from Signalman at Hudson.

Engine track Hudson to GY operated as eastward track. Westward movements may be made on this track on permission from Signalman at Hudson.

No. 0 Track Hudson to GY operated as eastward track. Westward movements may be made on this track on permission from Signalman at Hudson.

Eastward Freight track GY to Hack.

Westward Freight track Hack to GY. Eastward movements on this track between connection to Westbound Classification Yard, 1500 feet west of Hack and Hack, may be made on permission from Signalman at Hack.

Westward Freight track from 2150 feet east of WA-5 to WA-3.

Eastward Freight track WA-3 to 2150 feet east of WA-5.

Eastward track Lane to CY (C. R. R. of N. J.).

Westward track CY (C. R. R. of N. J.) to Lane.

No. 0 Track between Elmora and Junction with B. & O. R. R. operated as westward track. Eastward movements may be made on this track on permission from Signalman at Elmora.

Siding between Nassau and †KS operated as northward siding. Southward movements may be made on this track on permission from Signalman at Nassau.

No. 0 Track Fair to Millham operated as eastward track. Westward movements may be made on this track on permission from Train Director at Fair.

Eastward running track, Millham Branch, between East Trenton switches and Millham. Westward movements may be made on this track on permission from Signalman at Millham. Caution-Slow-Speed-Signal at Millham in conjunction with hand signal (yellow flag by day, yellow light by night), is authority for westward movements Millham to East Trenton.

Westward running track, Millham Branch, between Millham and East Trenton switches. Eastward movements may be made on this track on permission from Signalman at Millham.

Eastward running track between Hamilton Avenue and Coalport. Westward movements may be made on this track on permission from Signalman at MG. Trains entering or leaving this track must obtain permission from and report clear to Signalman at MG.

Westward running track between Coalport and Hamilton Avenue. Eastward movements may be made on this track on permission from Signalman at MG. Trains entering or leaving this track must obtain permission from and report clear to Signalman at MG.

Middle track, Morris to MY interlocking plant and MY interlocking plant to MW interlocking plant, operated as westward siding. Eastward movements on this track from intermediate points between Morris and MY interlocking plant and between MY interlocking plant and MW interlocking plant may be made on permission from Signalman at Morris. Trains entering or leaving this track at intermediate points between interlocking plants must obtain permission from and report clear to Signalman at Morris.

Track north of and parallel with main track JG to †GO operated as eastward siding. Westward movements may be made on this track on permission from Signalman at JG.

Siding between Switch No. 2, Phillipsburg, and Switch No. 5, Phillipsburg, operated as northward siding. Southward movements may be made on this track on permission from Operator at G. All P. R. R. movements entering or leaving this track must obtain permission from and report clear to Signalman at G. Normal position of switch leading from siding to L. & H. R. Ry. bridge is for movements to or from L. & H. R. Ry. bridge.

D1624. Trenton Branch—Westward movements on Track No. 1 between Morris and MB and eastward movements on Track No. 2 between MW and Morris may be made on verbal permission from Signalman at Morris and proper signal indication.

D1625. Rules 364 and 513.

Engines assisting trains out of yard at †East End and SA may uncouple in block between †OB and SA and, after obtaining permission from Signalman at SA may cross over and return on normal track.

D1626. Eastward movements on Westward main track from sub-station siding west of SA to end of double track SA may be made on permission from Signalman at SA.

D1627. Trenton Enginehouse—Trains using west ladder between connection to track No. 5 and inbound and outbound engine track connections must obtain permission and report clear to Signalman at Millham. Normal position of switch leading from track No. 5 to west ladder is for movements to west ladder.

D1628. Southward movements on Northward track MG to Switch 1 Coalport may be made on permission from Signalman at MG or Caution-Slow-Speed signal at MG and, in addition, yellow flag or yellow lamp hand signal from Signalman at MG will be authority for such movement. Shifting and light engine movements against current of traffic between Fair and MG may be made on permission from Signalman at MG.

Before authorizing such movements, Signalman at MG must first arrange for proper protection and know that track on which movement is to be made is clear of opposing movements.

All other movements against current of traffic between Fair and MG must be by Train Order.

Caution-Slow-Speed-Signal at MG and in addition yellow flag or yellow lamp hand signal from Signalman at MG is authority for southward shifting and light engine movements against current of traffic on northward track MG to Fair.

Passing indication on signal at Fair and in addition yellow flag or yellow lamp hand signal from Switchtender west end, Barracks Yard, is authority for northward shifting and light engine movements against current of traffic on southward track Fair to MG.

D1629. Rules 364 and 513.

Engines assisting westward trains from Trenton may uncouple between Fair and Hamilton Avenue, and promptly return to Fair.

D1630. Rule 364.

Engines assisting southward trains from †Kent may uncouple within yard limits and return to that point, but must be reported clear before any following train is permitted to proceed.

D1631. Edison—Movements from Edison to Perth Junction (L. V. R. R.) may be made under flag protection. Movements from Perth Junction (L. V. R. R.) to Edison may be made on permission from Signalman at Edison.

D1632. Time Table of Long Island Railroad authority for movement of their regular trains, subject to rules of Pennsylvania Railroad and Special Instructions of New York Division, between New York and Harold.

D1633. Time Table of New York, New Haven & Hartford Railroad authority for movement of their regular trains, subject to rules of Pennsylvania Railroad and Special Instructions of New York Division, between New York and Harold.

D1634. When delayed Pullman cars are attached to trains, stops of train on which cars are regularly assigned may be made to discharge passengers. Superintendent must be advised in advance of stops that will be made.

D1635. When Signal P-80 on Passaic Branch is in Stop position train on eastward freight track will stop at Plank Road Switches and ask for instructions.

D1636. In case of accident obstructing one or more tracks, after providing proper protection for obstructed tracks and reporting conditions, Conductor will promptly move that portion of train ahead of derailed or damaged cars to first interlocking station or point of communication where it can be placed clear of obstructed track.

D1637. Conductor or Engineman of any train following a train ahead, which is being delayed, must promptly communicate with Signalman, who will ask Train Dispatcher for instructions.

D1638. Conductor or Engineman of a train disabled or stalled in East River Tunnels will promptly communicate with Signalman who will ask Train Director for instructions.

D1639. At points where work is to be done, Conductors of freight trains will locate on front end of train to avoid delay.

D1640. Engineman must personally handle engine while loading and unloading floats and making movements on coal wharves.

D1641. Hostlers performing service outside of enginehouse territory must be governed by Rules and Special Instructions.

D1642. Coal Wharves, etc., engines must be headed up. (Precaution against exposure of crown sheet by low water).

D1645. DRAGGING EQUIPMENT DETECTOR.

Devices for detecting broken or dragging equipment on trains moving with current of traffic in service as follows:

HUNTER	{ Track No. 1—1200 feet west of Signal 122. Track No. 2 at Westward Home Signal Bridge, Lane.
ELMORA	{ Tracks Nos. A, 1 and 2 at Signal 168. Tracks Nos. 3 and 4 at Signal 129.
UNION	{ Tracks Nos. 1 and 2—900 feet east of Signal 226. Tracks Nos. 3, 4 and B at Signal 177.
EDISON	{ Tracks Nos. 1 and 2 at Signal 278. Tracks Nos. 3 and 4 at Signal 237.
COUNTY	{ Tracks Nos. 1 and 2 at Signal 348. Tracks Nos. 3 and 4 at Signal 309.
MIDWAY	{ Tracks Nos. 1 and 2 at Signal 430. Tracks Nos. 3 and 4 at Signal 395.
NASSAU	{ Tracks Nos. 1 and 2 at Signal 488. Tracks Nos. 3 and 4 at Signal 449.
MILLHAM	{ Tracks Nos. 1 and 2—2700 feet west of Signal 554. Tracks Nos. 3 and 4 at Signal 527.
MORRIS	{ Tracks Nos. 1 and 2 at Signal 602.
GREENE	{ Tracks Nos. 1 and 2—2585 feet east of Signal 672. Tracks Nos. 3 and 4 at Signal 633.

When device is actuated, cab signals will indicate Caution-Slow-Speed and most favorable indication on fixed signals between location of device and interlocking (including interlocking home signal) will be Approach.

Trains receiving Caution-Slow-Speed indication on cab signals in conjunction with Approach indication on fixed signals between point where device is located and interlocking must stop as soon

as proper handling of train will permit, report to Signalman and be governed by his instructions.

Non-equipped trains receiving Approach indication on fixed signals between point where device is located and interlocking (including interlocking home signals) must not exceed speed of 20 miles per hour.

MIDWAY Westward track 2127 feet east of Dayton.

When device is actuated, cab signals will indicate Caution-Slow-Speed from cut-in section east of Signal J9 (distant signal for Midway) to Midway and the most favorable indication on Signal J9 will be Approach and on interlocked home signal Midway will be Slow-Speed. Trains receiving Caution-Slow-Speed indication on cab signals in conjunction with Approach indication on Signal J9 and Slow-Speed indication on westward home signal Midway, must stop as soon as proper handling of train will permit, report to Signalman at Midway and be governed by his instructions.

MORRIS } Track No. 1 at Signal T-414.
(Trenton Branch)

When device is actuated, cab signals will indicate Approach and most favorable indication on signals T-414 and T-428 will be Approach and on interlocked home signal at "MB" will be Stop.

Crews receiving Approach indications on signals Nos. T-414 and T-428 in conjunction with Stop on eastward home signal at "MB" will communicate with Morris to ascertain if these devices have been actuated by their train.

D1646. Signals controlled from A—Interlocking station governing eastward movement in North River Tunnels are located as follows:

Westward Track

Position light signal located 300 feet west of West Portal.
Color light signal located 2,700 feet east of Weehawken Shaft.

Eastward Track

Position light signal located 300 feet west of West Portal.
Color light signal located 1,820 feet east of Weehawken Shaft.
Signal controlled from JO Interlocking Station governing westward movements in Line 2, East River Tunnels, is located as follows:

Color light signal located 1830 feet east of First Avenue Shaft.
When stop signal, Rule 275 is displayed, crew must immediately report to Train Director or Operator.

D1647. Automatic train stops (trippers) are located as follows:

At all automatic and Home signals in East and North River Tunnels except Signals 1E28, track No. 1, and E28, track No. 3.

At all signals which govern the movement into each tunnel with current of traffic, except interlocked dwarf signal governing westward movements from track Sub 4 to Line 2 East River Tunnels.

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

Jersey City Route: Hackensack Passenger Drawbridge—Westward Home signal; Eastward Home 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.

Release mechanism is located in case adjacent to signal.

D1648. When a train equipped with automatic train stops (trippers) is stopped by a signal at which an automatic train stop is located, in complying with Rules 509 or 629, to enable the train to proceed, the Conductor or Engineman, or such person as they may designate, must be governed as follows:

North River Tunnels

Place release key on triangular shaft in end of mechanism case and turn to right. This releases automatic stop arm so that it will not trip train valve. Key must be held to right until engine has passed over train stop. With multiple unit equipment, key must not be released until entire train has passed train stop.

East River Tunnels

Place P. R. R. switch key in slot in small iron case and turn key to right, holding for five seconds or until it is known automatic train stop is down; key may then be removed and train proceed in accordance with signal indication. Automatic train stop will remain down until entire train has passed over same. If train stop does not remain down when key is removed, reinsert key and turn to right, holding same to the right until entire train has passed over train stop.

If for any reason automatic stop arm cannot be released by using release key, train may pass same in tripping position. When this occurs great care must be exercised to avoid damage to train and Train Director at A must be immediately notified.

When train is assisted by one or more engines at rear of train equipped with automatic train stop, the automatic train stops on assisting engine or engines must be made inoperative by closing cutout cocks in brake pipe leading to automatic train stop. This must be done before movement is started. After assisting service has been completed, cutout cocks must immediately be opened to restore normal operation.

Conductors and Enginemen must have in their possession proper key to release automatic train stop.

D1649. Minimum distance from signal to point at which automatic train stop (tripper) at that signal will go to tripping position is as follows:

North River, Tunnel—westward track	1503 feet
North River, Tunnel—eastward track	1355 feet
East River Tunnel, track No. 1	1287 feet
East River Tunnel, track No. 2	1250 feet
East River Tunnel, track No. 3	1050 feet
East River Tunnel, track No. 4	1080 feet

When trains equipped with automatic train stops exceed above lengths, crews must take precaution to prevent trains being tripped, either by cutting out tripping device on rear cars or by operating tripper release mechanism until entire train has passed signal.

S16F. Automatic Highway Crossing Signals.

Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 30 and 31. They operate when trains approach crossings with or against the current of traffic on main tracks only, except that at the following locations they do not operate for movement against the current of traffic: New Brunswick Turnpike-Dayton, Friendship Road-Dayton and Jones Street-East Burlington. Trains moving against the current of traffic must approach these crossings at not to exceed one-half their maximum authorized speed, prepared to stop short of an obstruction, and must prolong or repeat warning whistle (Rule 14 (I).)

Trains moving on sidings or in yards which cross a highway where automatic highway crossing signals are installed, will run carefully, sounding the warnings as prescribed by Rules 30 and 31.

If a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in opposite direction over the crossing unless protection is provided as prescribed by Rule 103a.

To avoid unnecessary operation of the automatic highway crossing signals, switches must not be left open, nor cars left standing on the main track longer than necessary within operating limits of such signals.

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is safe for vehicles or pedestrians to cross the track, the trainman will say "all right" and beckon to cross.

At the following locations—Fairview Street-Riverside and Cooper Street-Beverly—a device is provided to cut out the opera-

tion of automatic highway crossing signals by trainmen. When such device is used, no movement may be made over the crossing by their train unless protection is provided as prescribed by Rule 103a, or the automatic operation of these signals has been restored.

Emploees should observe the operation of automatic highway crossing signals and report by wire to the Superintendent any failures to operate properly.

D1650. At Cedar Street, Riverton, and Cooperstown Road, Delanco, flashing-light highway crossing signals operate on siding within limits of track circuit extending 70 feet on each side of crossing, designated by signs reading "Siding Circuit Limit."

Cars must not be left standing between these signs.

These flashing-light highway crossing signals may be operated manually by means of push button located in box locked with switch lock, mounted to crossing signal support and marked "OPERATING BUTTON."

Before making movements over crossing on siding, a trainman must station himself at the operating button and manually operate the flashing-light highway crossing signals should they not start flashing when the movement enters siding circuit limits. The signals will flash when the button is pushed in and held.

When necessary to operate the signals manually, they must be kept in operation until the entire movement clears the crossing. When movement is completed, OPERATING BUTTON box must be locked.

D1651. Electric light indicators have been installed on the instrument cases of all Flashing Light Signals and Crossing Bells protecting road crossings.

Indicator light will be displayed when train is operating the Flashing Light Signals or Crossing Bells. Absence of indicator light indicates commercial power has failed and that signals or bells will be entirely dependent upon storage battery, which may become exhausted and create a dangerous condition if commercial power is not restored within a reasonable period of time.

Crews and other employes will report to Superintendent by wire if indicator light is not displayed as train approaches crossing.

D1652. Shifting movements over public highway or private crossings at grade not protected by a Crossing Watchman must be protected by a member of crew and the speed over such grade crossing must not exceed six (6) miles per hour.

D1653. Rule 832, amplified:

Where Highway Crossing signals or Automatic Alarm Bells are in operation, Crossing Watchmen are in no way relieved from performing their duties in the manner prescribed by the rules.

To the signal equipment for each crossing watchman or gateman, add:

Fusees,
Whistle.

Fourth paragraph to read:

"When a train, engine or any type of rail equipment is approaching, watchmen must place themselves in the middle of the highway, near the track, and remain there until it is safe for vehicles and pedestrians to cross the track. By day they will display a Stop sign, holding it in upright position so that the word "STOP" will plainly appear to any person approaching on the highway. By night, or when Stop sign cannot be plainly seen, they will display a red light, swinging it across the direction of highway traffic, care being used not to show the red light to an approaching train, engine or any type of rail equipment except when necessary to stop it."

D1655. West Newark Branch—Elizabeth Avenue and Peddie Street Crossing—trains must stop clear of stop sign;—Before making a movement across Elizabeth Avenue, Conductor or Engineman must go to signal control box, located at the southeast corner, or to the switch box, located on traffic signal mast on the southwest corner of Elizabeth Avenue and Peddie Street, insert switch key in opening marked "Key" and wait until traffic lights on Peddie Street go to Amber or "caution," then turn key to right, which will hold highway traffic signals in their most restrictive position. Key must remain in this position in box until movement over crossing has been completed, after which Conductor or Engineman must restore traffic lights to normal operation by turning key to left and removing from box.

Movement must not be made across Elizabeth Avenue when traffic light for Elizabeth Avenue indicates "Proceed."

D1656. Trenton:—Trains stopping over highway crossings and obstructing traffic must be cut except where less delay to traffic will result by not cutting trains.

When traffic has been obstructed by train on crossing, such traffic must be allowed to proceed, if possible, before crossing is again obstructed by a train in either direction.

Shifting crews must not leave any portion of their train standing so as to obstruct crossings.

Fire gongs located at following crossings—Montgomery Street, Warren Street, Willow Street, Hermitage Avenue, Perry Street, State Street, Greenwood Avenue, South Broad Street, Hamilton Avenue, Cass Street and Loror Street, and when sounded indicate that fire is in locality where it will be necessary for fire apparatus to cross tracks. Employes must hold trains clear of crossings sufficient time to allow apparatus movement across tracks without delay.

D1657. Trains or engines must come to stop before passing over following crossings and a trainman must station himself in centre of crossing with a red flag or red light and stop all highway travel before giving signal to engineman to proceed. Stop signs are located on both sides of crossings.

Jersey City—Washington Street.

Harrison—Fourth Street: Track leading to Public Service Electric & Gas Company's plant. Track can only be used between hours of 2.00 A. M. and 5.00 A. M.

Center Street Branch—Harrison—First Street, Second Street and First and Essex Streets; Newark—Center and River Streets.

West Newark Branch—Street crossings not protected by Crossing Watchman.

Linden Industrial Spur Track—Lower Road to Rahway crossing.

Genasco—Cutter's siding, Amboy Avenue crossing.

Perth Amboy Branch—Hall Avenue, Washington Street, William Street, Broad Street and Easton Avenue.

Bonhamtown Branch—N. J. Route No. 25.

Millstone Branch—Grade crossing 1,839 feet west of junction with Main Line; Voorhees, N. J. Route No. 27; Middlebush, Millstone-New Brunswick Turnpike; East Millstone, Millstone-New Brunswick Turnpike.

Monmouth Junction—Tower Road, Tail Track.

Rocky Hill Branch—Monmouth Junction, Ridge Road and New Road; Kingston, State Route No. 26 and Kingston Road; Rocky Hill, Conrad Sebolt siding, Franklin-Georgetown Pike.

East of Millham—W. & J. Sloane Company's siding, Bear Swamp Road; Fair Ground siding, East State Street; L. A. Young Company siding, East State Street.

Enterprise Branch—Cherry Tree Lane and Hutchinson Mills, Lawrence Road crossing.

Morrisville—Old Line Tracks, Pennsylvania Ave. and Washington Street crossings.

Naught track Warner Co. siding, Philadelphia and Bristol Turnpike.

Edgely—Paterson Parchment Paper Co. siding, Philadelphia and Bristol Turnpike.

Bristol—Old Line Tracks—Street crossings.

Lambertville—Flemington Branch, Public road crossing.

Flemington—Flemington Branch, N. J. Route No. 12, 2150 feet south of Flemington Freight House.

Yardville—Trenton Road crossing.

Burlington—Old Mt. Holly Branch, N. J. Route No. 25.

D1658. Frelinghuysen Avenue, Newark—Trains or engines must come to a stop before passing over highway crossing and must not proceed until gates are lowered.

D1659. Trains on sidings blocking private road crossings must be patrolled by trainmen and train cut if anyone desires to use private crossing. This does not relieve trainmen of cutting for public road crossings.

D1661. Freehold—Trains making station stop must stop clear of Main Street.

D1662. Jamesburg—Sherman Street: Trains and engines using east leg of wye between switches 1 and 2 must come to stop, unless crossing is protected by trainman, and proceed with caution.

D1663. Jamesburg—Gatzmer Avenue: Trains and engines waiting on siding at switch 2 for permission to occupy main track must not obstruct Gatzmer Avenue.

D1664. Riverton—Main Street: Eastward trains making station stop must not obstruct Main Street with a westward train at or approaching station.

D1665. Bordentown—Park Street: Trains and engines using east leg of wye between switches 1 and 2 must come to stop, unless crossing is protected by trainman, and proceed with caution.

D1666. Trenton—Warren Street, northward;

Broad Street, westward.

Passenger trains, when possible, must make station stop with rear end clear of street crossing.

D1668. Moore—Delaware River Quarry & Construction Company siding over River Road: Trains and engines will stop clear of River Road before crossing over same in either direction.

D1669. Phillipsburg—Union Square: Trains and engines in either direction must approach crossing prepared to stop.

D1670. Cars must not be placed on sidings between clearance posts located as follows:—

100 feet east and west of crossing west of Arch Street Station, Palmyra.

100 feet east and west of first crossing west of Beverly.

50 feet east and west of Maple Avenue on G. W. Helme Co. siding, Helmeta.

150 feet east and west of tile works crossing 1800 feet east of Old Bridge.

S17. MOVEMENT BY TRAIN ORDERS.

D1701. Main Line, between Mile Post 76 and Holmes.

Train Orders will be issued by authority and over signature of Superintendent, New York Division.

Trenton Branch, between Division board 5 miles west of Morris and MB or MW.

Train Orders will be issued by authority and over signature of Superintendent, Philadelphia Division.

D1702. 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, and Special Instruction D1709.

D1703. When a slow order to be delivered to a train affects a track close to the block station, Signalman must bring train to a very low speed before delivering order.

D1704. Enginemen of helping engines must be provided with copy of orders pertaining to movement of trains.

D1705. Train orders copied by Conductors, Enginemen or Drivers must be endorsed on face of order with name and occupation and turned in with time cards at completion of trip or day. Employe receiving time cards and orders will daily forward orders to Division Operator at Jersey City.

D1706. The use of E. L. as prescribed in Rule 206 is discontinued.

D1707. Rule 206, First sentence modified: In train orders, regular trains will be designated by schedule and engine number; as No. 10, engine 3850.

D1708. Rule 218 annulled.

D1709. At following Interlocking Stations, a yellow flashing light signal located directly below fixed signals as indicated, will be used instead of yellow train order signal prescribed by Rule 290.

This yellow flashing light signal will apply to trains that are governed by fixed signal under which it is located, and will be used in manner Rule 221A provides for using yellow train order signal.

In connection with using it, when Signalman goes on ground to hand orders to Engineman and Conductor, he will also give train a hand signal as may be necessary to insure proper delivery of orders, using a yellow flag by day and a yellow light by night.

The display of a red train order signal, as prescribed by Rule 289, when conditions require, will be continued.

Where yellow flashing light signals are not installed, Rules and instructions for delivery of train orders to trains governed by fixed signals remain in effect.

Hack—Home signal governing eastward movements on eastward freight track, and home signal governing westward movements on westward freight track.

Dock—Home signals at east end Newark Station Platform, governing eastward movements on tracks Nos. A, 1, 2, 3 and E.

Home signals at east end of Interlocking governing westward movements on tracks Nos. 2, 3 and 4.

Hunter—Home signals governing eastward movements on tracks Nos. 1 and 2.

Home signals governing westward movements on tracks Nos. 3 and 4.

Home signal governing eastward movements from Lehigh Valley R.R. connection.

Bay—Each home signal governing movements over Draw Bridge.

Trains receiving yellow flashing light signal at Hack will stop and Conductor or Engineman immediately call Signalman for orders.

D1710. Rule 221a modified:

When a train order is to be delivered to a train at a train order office, the Fixed-signal must be displayed at Stop for the track and in the direction of the approaching train and a Train-Order-signal must be displayed in the place provided for the purpose.

Operators must not clear these signals for an approaching train unless they know that the train is not the one to which orders are addressed.

This combination of signals must be acknowledged by the engine-man by two short sounds of the engine whistle.

In delivering train orders without stopping a train, the operator, after the signal has been acknowledged, must leave the Train-Order-signal displayed until the orders have been delivered, place the Fixed-signal at its proper position, go on the ground and hand the orders to the engineman and conductor. For freight trains the conductor's copies must be handed on the cabin car.

D1711. Rule 221b modified:

When train orders are issued that restrict the superiority of train addressed at the point where they are to be delivered to the train, the Fixed-signal at that point must remain at Stop until the orders are delivered.

When train orders are issued to hold trains, the Fixed-signal at the point at which the trains are to be held must remain at Stop until the order is annulled or an order is given to the operator permitting the trains to proceed.

D1712. Rule 222 modified:

Operators must promptly record the time of arrival and time of departure of all trains and report to the Superintendent such information as directed.

D1713. Rule 222 amplified:

Operators must observe and record the engine number on regular trains, and when reporting them, will give the engine number in addition to the train number.

D1714. Rule 223 modified:

Abbreviation, Sec. for Section, cancelled.

Form of Train Order:

Form F for Sections, annulled.

S18. YARDS AND YARD INSTRUCTIONS.

D1801. Waverly Yard—Eastward No. 1 running track located north of Waverly Hump Yard. Movements authorized by Signalman at WA-5 under direction of Yard Master at WA-4. Westward movements on this track must not foul switches at west end of this track without permission from Signalman at WA-6. At WA-4 and WA-6 movements must not foul switches in Eastward No. 1 running track, also freight tracks without permission from Signalman.

Tracks between WA-2 and WA-5 operated as Yard Tracks.

Martins Creek Yard—All trains and yard engines must move in vicinity of junction with L. & N. E. R. R. and D. L. & W. R. R. prepared to stop unless track is seen or known to be clear.

Attention is called to Rule 7a of current time table of L. & N. E. R. R. reading "Within yard limits the main track may be used, protecting against first-class and second-class trains. Third-class, extra trains and yard engines must move within yard limits prepared to stop unless the track is seen or known to be clear." Also D. L. & W. R. R. Rules 404 and 412 of current time table reading—Rule 404 "Yard limits are defined by yard limit signs

at Hill Yard, East Bangor, Bangor, Pen Argyl territory, Nazareth, Martins Creek, Martins Creek Junction (on Martins Creek Branch) and Bath Junction." Rule 412 "The movement in either direction of trains or engines between division post at end of Martins Creek Branch and the east end of the Delaware River bridge must be under protection of flagman against opposing trains or engines."

Phillipsburg Yard—For movements in either direction on No. 1 Running track between Switch Cabin 3 and Kent, permission must be obtained from Assistant Yard Master or Switchtender at Switch Cabin 3.

Siding from Phillipsburg Yard to Switch 1, Warren, assigned for making up southward trains. Northward trains must not move over this portion of siding without obtaining permission from Yard Master or his representative, except in emergency, when it may be used under protection prescribed by Rule 99.

D1802. 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.

Rule 19 will not apply to such movements, but by night one red light will be displayed on the rear, and when movements are made past a block station by day, a red flag must be displayed on the rear.

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

S18A

RULE 93b.

93b. On portion of the railroad, within defined limits within terminals specified in the time table, trains and engines are not required to protect against following movements. On main tracks, within these limits, trains and engines must move with caution, prepared to stop short of other movements or obstructions, unless by signal indication the track ahead, on which movement is to be made, is known to be clear. On other than main tracks within these limits, trains and engines must move at such speed that they can stop within range of vision, unless such track is seen or known to be clear and switches properly set.

D1803. Rule 93b in effect as follows:

Eastward and Westward Long Island City Passenger tracks (L. I. R.R.) between Harold and Long Island City.

Westward L. I. R.R. Freight track between Harold and F.

Third Street Running Siding (L. I. R.R.) between F and Long Island City.

Sunnyside Yards, including Loop and Sub tracks.

Between 10th Avenue Portals and 6th Avenue Portals, New York

Through Harrison Station, tracks E and W.

Through Newark Station.

Main tracks, Trenton Station.

Between east end of Waldo Avenue Yard and Jersey City.

Between Harsimus Cove and Lane, (freight tracks).

Set-off Track Waverly.

Greenville Yard.

Centre Street Branch.

West Newark Branch.

Bonhamtown Branch.

Millstone Branch.

Rocky Hill Branch.

Millham Branch.

Trenton Yard, including Bordentown Branch between Lalor Street and Fair and No. 5 and Naught tracks.

Trenton Branch, between Morris and MB, MY or MW.

Phillipsburg Yard, between Phillipsburg Station and JHD.

Flemington Branch.

Bel-Del tracks in Coalport Yard, including Coalport Yard.

Between SA end of Double Track and IOB.

Pinecon Yard.

D1804. Rule 97 modified.
Movements on main track within yard limits may be made without train orders.

D1805. Yards indicated by Yard Limit Boards located as follows:
Sunnyside Yard—Sunnyside Portals to Laurel Hill Avenue.
Princeton Junction—Princeton Branch including East and West Legs of wye to 2,600 feet North of Nassau.

Princeton—Princeton to 6200 feet South of Princeton.
South Amboy—2121 feet west of †Deep Cut to South Amboy, and Junction N. Y. & L. B. R. R.

Old Bridge—1900 feet west of end of double track †OB to 3630 feet east of †East End.

Jamesburg—One-half mile west of Helmetta to one mile west of Jamesburg and one and one-half miles east of Jamesburg to 2100 feet west of Jamesburg on Jamesburg Branch.

Freehold—3300 feet west of Switch 2, Freehold, to 1500 feet east of Freehold.

Sea Girt—1500 feet west of Switch 2, Manasquan, to Sea Girt.
Hightstown—3920 feet east of Hightstown to 731 feet west of †K.

Bordentown—1500 feet west of Fieldsboro to 1320 feet west of M. P. 32.29, and 1322 feet east of west end double track on Bordentown Branch.

Burlington—West Burlington siding to 1500 feet east of Cross-over A.

Trenton—300 feet west of Trenton to 6861 feet west of Lalor Street. Junction at Fair 163 feet north of signal 4 to Mile Post 4, Bel.-Del. R. R. Junction at Millham to Hamilton Avenue via Millham Branch including Millham Wye and Coalport Yard and to Junction at Fair via No. 5 track including Barracks Yard.

Manunka Chunk—Junction with D. L. & W. R. R. to 207 feet south of Switch 2, Manunka Chunk.

Belvidere—4890 feet south of L. & H. R. Ry. Junction to 3625 feet north of Switch 1, Belvidere.

Martins Creek—All tracks at Martins Creek (excepting main line track and lap sidings), to Division Post, 550 feet west of Delaware River Bridge.

Phillipsburg—525 feet south of Switch 1, Warren, to 1500 feet north of Tail Track Switch to L. & H. R. Ry. Yard.

Flemington—4000 feet north of Flemington Passenger Station (C. R. R. of N. J.) to 1200 feet south of P. R. R. Junction switch, including tracks to north end of Branch.

Lambertville—617 feet south of Switch 5, Lambertville, to 500 feet north of Lambertville Trap Rock Company switch and 800 feet north of Mile Post 1, on Flemington Branch.

S19. SPEED TABLE.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
Min. Sec.	Hour	Min. Sec.	Hour	Min. Sec.	Hour	Min. Sec.	Hour
0.36	100	0.48	75	1.12	50	2.24	25
0.38	95	0.51	70	1.20	45	3.00	20
0.40	90	0.55	65	1.30	40	4.00	15
0.42	85	1.00	60	1.43	35	6.00	10
0.45	80	1.05	55	2.00	30	12.00	5

S20. SPEED RESTRICTIONS.

S20A. Freight cars equipped for passenger train service must have steam heat line, air signal line, steel wheels, E7 safety valve, three position retaining valve, and air brake cylinder—10" minimum diameter.

On account of braking arrangement, when passenger trains have class X-29, 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, the lading of which is less than 25,000 pounds each, at least one regular passenger equipment car must be included in the makeup of the train.

1 empty passenger equipped freight car to equal 1 passenger car.

The weight of lading in a car in express service loaded with mixed freight normally does not exceed 25,000 pounds—occasional car-load shipments exceed 50,000 pounds in which case the weight should be ascertained from the Railway Express Agent.

When the makeup of a passenger train is such that the number of allowable loaded freight cars exceeds the limit above prescribed, the train must be operated under the regulations and speed restrictions which apply to freight trains, as well as the use of retaining valves on grades as required by the Brake and Train Air Signal Instructions No. 99-B-1.

MAXIMUM SPEED

	MILES PER HOUR
D-2001	
Main Line:	
Between Harold and East River tunnels.....	50
Through East River tunnels.....	50
Except as follows:	
Trains hauled with electric engine between signals 3E02 and 3E14.....	40
Trains hauled with electric engines Line 4..	40
Between 6th Avenue portal and signal bridge 580 feet east of 10th Avenue portal.....	15
Between signal bridge 580 feet east of 10th Avenue portal and	
North River Tunnels.....	15
Westward..	30
Eastward..	30
Through North River tunnels.....	50
Between North River tunnels and eastern limits Hudson interlocking.....	70
Between eastern limits Hudson interlocking and 300 feet east of western limits of Hudson interlocking Tracks 2 and 3.....	60
Between Jersey City and Z.....	15
Between Z and Signal Bridge 34-35.....	50
Between Signal Bridge 34-35 and 300 feet east of western limits Hudson interlocking.....	60
Between 300 feet east of western limits of Hudson interlocking and west end of Passaic River Bridge.....	45
Between west end of Passaic River Bridge and Central Railroad of New Jersey overhead bridge.....	35
Tracks E and W, Dock.....	30
Passenger Trains...	
Between CRR of NJ over-head bridge and Signal Bridge 96-97.....	60
Tracks 1, 2 and 3.	55
Between Signal Bridge 96-97 and Hunter.....	70
Between Hunter and	
Tracks 1 and 4.....	75
Elmora.....	70
Tracks 2 and 3.....	70
Between Elmora and	
Tracks 1 and 4.....	75
Union.....	70
Tracks A, 2, 3 and B..	70
Between Union and	
Tracks 1 and 4.....	75
Millham.....	55
Tracks 2 and 3.....	55
Between Millham and	
Tracks 1 and 4.....	75
Holmes.....	70
Tracks 2 and 3.....	70
MU engines, except MU trains made up entirely of motor cars and trailer semi-permanently coupled equipment and H. & M. R. R. trains, must not exceed.....	65
MU trains made up entirely of motor car and trailer semi-permanently coupled equipment must not exceed.....	70
H. & M. R. R. trains must not exceed.....	50
Gas Electric Rail Motor cars must not exceed.	60
With freight engines must not exceed.....	50
P. A. & W. Branch:	
With passenger engines.....	65
With freight engines.....	50
MU trains.....	65
Princeton Branch:	
With passenger engines.....	35
With freight engines.....	30
MU trains.....	35
Between Sea Girt and Monmouth Jct.:	
With passenger engines.....	60
With freight engines.....	50
MU trains.....	60

		MILES PER HOUR
D2001.—	Cont'd.	
	Princeton Branch—Cont'd.	
Passenger Trains...	Between South Amboy Jct. and Bordentown:	
	With passenger engines, except type M1 engines.....	50
	With type M1 engines.....	40
	With freight engines, except type M1 engines	50
	MU trains.....	50
	Between Trenton and Bordentown:	
	With passenger engines, except type M1 engines.....	60
	With type M1 engines.....	40
	With freight engines, except type M1 engines	50
	Between Bordentown and Minson:	
	With passenger engines, except type M1 engines.....	60
	With type M1 engines.....	50
	With freight engines.....	50
	Between Manunka Chunk and Trenton:	
	With passenger engines.....	50
	With freight engines.....	50
	Passenger trains will be governed by freight train speed where speed for passenger trains is not specified.	
	Main Line:	
	Between Harold and East River tunnels.....	30
	Through East River tunnels.....	15
	Between 6th Avenue portal and 10th Avenue portal.....	8
	Through North River tunnels.....	15
	Between North River tunnels and eastern limits Hudson interlocking.....	50
	Between eastern limits Hudson interlocking and CRR of NJ overhead bridge.....	25
	Between Jersey City and Z.....	15
	Between Z and Passaic Branch jumpover bridge, GY.....	50
	Between Passaic Branch jumpover bridge, GY, and Hudson.....	25
	Between CRR of NJ overhead bridge and Hunter.....	40
	Between Hunter and Holmes.....	50
Freight Trains...	Harsimus 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
	Greenville to Lane.....	30
	P. A. & W. Branch.....	30
	Perth Amboy Branch.....	10
	Bonhamtown Branch.....	10
	Millstone Branch.....	10
	Rocky Hill Branch.....	10
	Princeton Branch.....	20
	Trenton Branch:	
	Track No. 1 Division board to Morris.....	20
	Middle track.....	20
	Track No. 2 Morris to Division board.....	30
	Between Sea Girt and Midway.....	40
	Between South Amboy Jct. and Minson.....	40
	Between Trenton and Bordentown.....	40
	Between Manunka Chunk and Trenton.....	40
	Flemington Branch.....	20
	Martins Creek Branch.....	10
	Millham Branch.....	10
	Florence Branch.....	10
	Enterprise Branch.....	10
	Except as otherwise indicated.	
Wreck Trains...	Boom trailing.....	30
	Boom forward.....	20
	When handling Waverly, Trenton or Phillipsburg Steam Derricks on Main Line or between Trenton and Manunka Chunk:	

D2001.—		MILES PER HOUR
Cont'd.		
Wreck Trains...	Boom trailing.....	50
	Boom forward.....	40
Cont'd.	Wreck trains must not exceed speed authorized for freight trains.	
	Except where Freight Train Speed is lower....	40
Work Trains...	Boom trailing.....	30
	Boom forward.....	20
Track Cars.....	Unless otherwise specified.....	20
	When hauling trailers.....	10
	Through turnouts and over switches, frogs, street and highway crossings.....	5
Freight trains that consist entirely of mineral freight or having a mineral freight fillout of more than fifteen cars in a solid block, must not exceed speed of 30 miles per hour. When handling such trains, Conductors must know that Enginemen have been so advised.		
	Circus trains.....	35
	Snow plows.....	15
	Snow flangers, while being operated.....	6
	Chloride cars, while being operated.....	10

D2002. SPEED INDICATED BELOW MUST NOT BE EXCEEDED BETWEEN STATIONS, ON CURVES AND OVER BRIDGES:

	MILES PER HOUR	
	Psgr. Trains	Frt. Trains
Between Stations		
Main Line:		
Back up movements with engines equipped with tripper stops on the rear of trains JO to Signal 1E08	15	15
Back up movements with engines equipped with tripper stops on the rear of trains C to Signal 3E06..	15	15
Back up movements with engines equipped with tripper stops on the rear of trains Signal 4E11 to C..	15	15
Z Interlocking slip switches		
Types E, G and K.....	10	10
Types O, P, L, GG and R	5	5
All other type engines....	15	15
SC—WR: H. & M. R. R. trains over switches to or from station and yard and on westward H. & M. R. R. track from west end of station to Westward Passenger track.....	8	..
Through Newark station—type M1 engines, unless otherwise restricted.....	25	25
Between west end Newark station and Hunter—type M1 engines unless otherwise restricted.....	55	50
Rahway—Adjacent to station platforms—type M1 engines.....	25	25
Union from track 1 to track A over turnout at west end.....	20	20
Midway—through Interlocking (Freight Trains)....	..	20
Nassau—through Interlocking (Freight Trains)....	..	20
Fair Interlocking—tracks 5 and 6.....	10	10
Trenton—Adjacent to station platforms, tracks 1 and 4, except type M1 engines.....	60	40
Type M1 engines, tracks 1 and 4.....	25	25
Between Westward Home Signal Bridge Fair and east end Delaware River Bridge, unless otherwise restricted (Freight Trains).....	..	40

Between SC and GY and via Passaic Branch to Lane.

Freight Tracks:

Between SC and west end of Hackensack Bridge.	25	25
Between west end of Hackensack Bridge and GY.	15	15
Between point one mile east of WA-5 and WA-3..	10	10

Between Minson and Trenton:

Riverside—between Pavilion Avenue and Fairview Street.....	15	15
Burlington—Trains in both directions not stopping at Burlington must consume at uniform speed		

MILES PER HOUR
Psgr. Frt.
Trains Trains

four and one-half minutes between westward home signal MJ and Reed Street, West Burlington.

Train in both directions stopping at Burlington must consume at uniform speed two minutes between westward home signal MJ and Burlington and two minutes between Burlington and Reed Street, West Burlington.

Fireman must be on seat box with bell ringing in both directions between MJ and Reed Street, West Burlington.

Between Lalor Street (Trenton) and Hamilton Avenue.....	40	40
Between Hamilton Avenue and west end Fair Interlocking.....	20	20
Between west end Fair Interlocking and east end Trenton passenger station, to and from Bordentown Branch.....	10	10

Between Bordentown and South Amboy Jct.:

Between Bordentown and Third Street crossing (Bordentown).....	45	30
Over Third Street crossing (Bordentown).....	20	20
Between Third Street crossing (Bordentown) and road crossing (Windsor).....	45	30
Over road crossing (Windsor).....	20	20
Between road crossing (Windsor) and †K.....	45	30
Between †K and Hightstown.....	20	20
Between Hightstown and Second Highway Crossing—2500 feet east of Hightstown.....	30	30
Between 2500 feet east of Hightstown and Jamesburg.....	45	30
Between Jamesburg and Yard Limit Board, South Amboy.....	50	30
Between Yard Limit Board, South Amboy, and SA..	30	30

Between Monmouth Jct. and Sea Girt:

Between Jamesburg and one mile east of Jamesburg	45	40
Between Jamesburg and Church Street Crossing, 4142 feet east of Jamesburg—		
Daily, except Saturday, Sunday and Holidays—		
11.00 A. M. to 2.00 P. M. and 6.00 P. M. to 7.00 A. M.....	10	10
Saturdays—		
11.00 A. M. to 2.00 P. M. and 6.00 P. M. to 7.00 A. M.....	10	10
Sundays—		
11.00 A. M. to 3.00 P. M. and 8.00 P. M. to 8.00 A. M.....	10	10
Nov. 23—Dec. 25—Jan. 1—Feb. 22—		
11.00 A. M. to 4.00 P. M. and 8.00 P. M. to 7.00 A. M.....	10	10
Between Switch No. 2, Freehold, and Hudson Street Crossing, 1387 feet east of Freehold—		
Unless otherwise specified.....	30	30
Daily except Saturday, Sunday and Holidays—		
11.00 A. M. to 3.00 P. M. and 7.00 P. M. to 7.00 A. M.....	10	10
Saturdays—		
11.00 A. M. to 2.00 P. M. and 6.00 P. M. to 7.00 A. M.....	10	10
Sundays—		
12.00 Noon to 4.00 P. M. and 8.00 P. M. to 8.00 A. M.....	10	10
Nov. 23—Dec. 25—Jan. 1—Feb. 22—		
11.00 A. M. to 4.00 P. M. and 8.00 P. M. to 7.00 A. M.....	10	10
Between Switch No. 2, Manasquan, and SG.....	30	30
Between Switch No. 2, Manasquan, and Broad Street Crossing, 150 feet east of Manasquan—		
Daily except Saturday, Sunday and Holidays—		
11.00 A. M. to 4.00 P. M. and 7.00 P. M. to 6.00 A. M.....	10	10

Between Monmouth Jct. and Sea Girt—Cont'd.:

MILES PER HOUR
Psgr. Frt.
Trains Trains

Saturdays—

11.00 A. M. to 2.00 P. M. and 5.00 P. M. to 6.00 A. M.....	10	10
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Sundays—

12.00 Noon to 5.00 P. M. and 9.00 P. M. to 8.00 A. M.....	10	10
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Nov. 23—Dec. 25—Jan. 1—Feb. 22—

11.30 A. M. to 4.00 P. M. and 7.00 P. M. to 6.30 A. M.....	10	10
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Between Monmouth Junction and Jamesburg, westward track, R1, DD2, L6, O-1, P5, GG-1, K4 and G5 type engines.....
 50 | .. |

C. R. R. of N. J. crossing at Farmingdale.....
 40 | .. |

Between Trenton and Manunka Chunk:

Between Fair and Fowler Street, Trenton.....	20	20
Between Fair and †WB M-1 engines.....	15	15
Upper Ferry Road Crossing at †WB—		
Sundays—11.00 A. M. to 11.59 P. M.....	30	30
Between a point 7600 feet north and a point 10,600 feet north of Riegelsville (Pinchers Point).....	15	15
Between a point 8700 feet south and a point 7900 feet south of †DY (Marble Hill).....	15	15
Between a point 5600 feet south and a point 4400 feet south of †DY (Iron Mountain).....	15	15
Between a point 2750 feet south and a point 3950 feet south of Manunka Chunk (Manunka Chunk Mountain).....	15	15

Flemington Branch:

Connection with C. R. R. of N. J., Flemington...	10	10
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CURVES.

Trains Must Not Exceed the Following Speed on Curves:

Main Line:

East end loop track, Sunnyside Yard.....	15	15
West End Jersey City Viaduct and SC.....	40	25
Between Signal Bridge 34 and SC, Eastward Passenger track.....	35	20
Between SC and a point 300 feet west of Signal Bridge 29, Westward Passenger track.....	25	25
Manhattan Transfer loop track.....	5	5
Between Elizabeth and South Elizabeth.....	55	45
First curve west of Trenton passenger station.....	65	50

Passaic Branch:

Produce Yard lead from east end of drawbridge to a point 700 feet east thereof type M1 engines.	5	5
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P. A. and W. Branch:

West of Union.....	30	25
WC to switch connection in eastward main track west side of C. R. R. of N. J. overhead bridge (eastward trains).....	20	15

Princeton Branch:

Princeton Junction—East leg of "Wye".....	15	15
West leg of "Wye".....	15	15

Between Jamesburg and South Amboy Jct.:

Second curve west of Old Bridge, except type M1 engines.....	45	30
Type M1 engines.....	30	30

Between Minson and Trenton:

Between BO and east end of Crosswick Creek bridge, except type M1 engines.....	20	20
Type M1 engines.....	5	5
First curve west of Milepost 3, 1.7 miles west of Lalor Street, Trenton.....	50	40

Between Trenton and Manunka Chunk:

Reverse curve north of Switch 1, Moore.....	45	40
Between one-half mile south of †Kent and †Kent..	30	30
First curve north of Belvidere station.....	35	35
Craig's Bridge reverse curve 7000 feet north of Belvidere.....	40	40
First curve south of M P. 67, located 4200 feet south of Manunka Chunk.....	40	40

**Between Trenton and Manunka
Chunk:—Cont'd.**

MILES PER HOUR
Psg. Ft.
Trains Trains

First curve south of Manunka Chunk..... 15 15

Martins Creek Branch:

Curve at south end of Branch—
H8 and H9 type engines backward and DL&WRR
1200 type engines forward or backward..... 5 5

Bridges	Passenger Trains With Passenger Engines			Freight Trains With Freight Engines			
	Except K4 Streamlined K4 with 250P75 tender K5, M1 and M1A	K4 with 250P75 tender K5	M1 and M1A	Except L1- M1-M1A-II	L1	M1 and M1A	II
Hackensack Drawbridge— New York Route.....	(e) 45	X	X	(a) 45	X	X	X
Jersey City Viaduct.....	15	X	X	15	X	X	X
Hackensack Drawbridge— Jersey City Route.....	45	45	45	45	45	45	X
No. 6.16 over Main Line at GY—Passaic Branch.....	15	15	15	15	15	15	10
Passaic Branch Drawbridge —GY.....	15	15	15	(a) 15	(a) 15	(b) 15	10
No. 9.65—East End South Street (Newark).....	(d) 70	45	45	50	50	45	X
No. 12.12—Waverly Jump- over No. 1 track.....	75	60	50	50	50	50	X
No. 12.37—First Bridge West of Lane.....	75	70	55	50	50	50	X
No. 12.98—East End North Elizabeth Platform.....	75	70	40	50	50	40	X
No. 14.05—C. R. R. of N. J. Elizabeth.....	75	60	50	50	50	50	X
No. 14.59—430 feet East of Elmora.....	55	55	40	45	45	40	X
No. 14.79—East End South Elizabeth.....	75	70	40	50	50	40	X
Between Rahway and 1300 feet West of Edison —Over all Bridges.....	75	75	55	50	50	50	X
No. 53.64—8600 feet East of Millham.....	75	60	55	50	50	50	45
No. 57.54—Second Bridge East Delaware River.....	75	75	60	50	50	50	45
No. 58.03—East of Morris- ville.....	75	60	50	50	50	50	45
No. 58.16—West of Morris- ville.....	75	60	50	50	50	50	45
Between Greene and 2700 feet West of Bristol—all Bridges.....	75	75	50	50	50	50	X
No. 74.10—East of Torres- dale.....	75	75	55	50	50	50	X
No. 12.20—Delanco Draw- bridge.....	(h) 20	(f) 15	15	(a) 20	(a) 20	(a) 15	X
No. 15.52—Warren Street, Edgewater Park.....	(h) 60	(f) 40	30	40	35	30	X
No. 0.49—Crosswick's Creek, Bordentown Branch.....	(h) 20	(f) 15	5	20	20	5	X
No. 2.40—Canal Feeder, north of Prospect Street, Trenton, Bel.-Del. R. R.....	30	X	X	30	30	X	X

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

(b) M type engines running against the current of traffic or double headed, ten (10) miles per hour.

(c) DD2, K2, K4, O, P, L, GG, R type engines, twenty (20) miles per hour.

(d) DD2, O, P, GG, R type engines, forty-five (45) miles per hour.

(f) K5 engine prohibited.

(h) O, P, L, GG, R type engines being hauled must conform to speed for K4 with 250 P75 tender.

X Prohibited.

**D2003. Minimum running time for trains in either direction
between New York, Jersey City and Holmes.**

	Passenger Trains on Passenger Tracks	Passenger Trains on Freight Tracks	Multiple- Unit Trains at 60 miles per hour	Freight Trains at 50 miles per hour	Freight Trains at 30 miles per hour
	Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.
Harold.....	1 08	.. ..	1 08	.. ..	1 24
F.....	4 47	.. ..	4 39	.. ..	11 3
JO-C.....	.. ..	.. ..	.. ..	.. ..	.. ..
Harold to JO-C.	5 55	.. ..	5 47	.. ..	12 27
Jersey City	4 56	.. ..	3 55	.. ..	.. ..
SC.....	5 11	.. ..	5 11	7 15	8 36
Hudson.....	.. ..	.. ..	.. ..	.. ..	.. ..
Jersey City to Hudson.....	10 07	.. ..	9 06	.. ..	.. ..
New York	8 15	8 15	8 22	16 54	19 18
Portal.....	2 40	2 40	2 42	4 05	5 12
Hudson.....	1 37	1 37	1 37	2 53	2 53
Dock.....	2 37	2 37	2 37	2 32	3 58
Hunter.....	1 29	1 35	1 41	2 21	3 36
Lane.....	2 13	2 19	2 27	2 55	5 01
Elmora.....	4 20	4 39	4 54	5 54	9 49
Union.....	4 50	6 37	5 36	7 43	12 50
Edison.....	5 28	7 29	6 18	8 12	13 38
County.....	6 44	9 12	7 45	10 36	17 03
Midway.....	4 32	6 12	5 14	7 44	11 48
Nassau.....	6 03	8 15	6 57	9 21	15 17
Millham.....	1 35	1 47	1 50	2 17	3 48
Fair.....	1 35	1 33	1 41	2 10	3 36
Morris.....	5 32	5 58	6 24	8 26	14 02
Greene.....	9 30	10 15	10 55	14 15	23 39
Holmes.....	.. ..	.. ..	.. ..	.. ..	.. ..
New York to Holmes.....	1 hr. 9 min.	1 hr. 21 min.	1 hr. 17 min.	1 hr. 48 min.	2 hr. 45 min.
Union.....	6 20	.. ..	6 20	.. ..	11 36
WC.....	.. ..	.. ..	.. ..	.. ..	.. ..

In case of delay enroute, the number of minutes delayed must be added to the minimum time.

D2004. Following classes of engines moving light must not exceed speed as indicated:

STEAM ENGINES	FORWARD	BACKWARD
A.....	15	15
B.....	20	20
C.....	20	20
D.....	50	30
E.....	50	30
G.....	50	30
H.....	40	25
I.....	40	25
K.....	50	30
K5.....	40	30
L.....	40	25
M.....	40	25
ELECTRIC ENGINES		
B.....	20	20
DD.....	50	50
GG.....	50	50
L.....	40	40
O.....	50	50
P.....	50	50
R.....	50	50

MILES
PER
HOUR

D2005. Various:

Over track tanks while taking water.....	45
Trailing through spring switches, South Amboy Junction	15
Through spring switches, †OB, Old Bridge.....	30
Running against current of traffic.....	{ Psgr. 50 Fr. 40
Running backward with cars or pushing cars.....	{ Psgr. 30 Fr. 20
Passenger trains assisted by pusher engine with air brake controlled by leading engine.....	50
Trains running through passing sidings, or using running sidings, No. 0 or No. 5 track and yard tracks, must run prepared to stop short of train or obstruction, not to exceed (unless otherwise specified).....	20
Dead engines of a design having two or three pairs of drivers and no trucks.....	20
Dead engines of a design having four pairs of drivers and no trucks.....	25
Two or more such dead engines in same train must be separated by one or more cars.	
Over track scales.....	4
B type engines (steam and electric).....	20
Diverting movements over turnout or crossovers not interlocked, unless otherwise specified (except M1 engines).....	15
Z Block Station to and from sidings (E, G, K, P, GG, L6, DD2, O and R type engines).....	5
I type engines between GY and WA5.....	10
C type engines between GY and WA5.....	10
C type engines on curves having a radius from 150 to 200 feet either forward or backward.....	5
(Must not be operated on curves less than 150 feet radius.)	
Harold Interlocking—(L. I. R. R.)—	
Maximum speed through interlocking:	
Passenger trains.....	50
Freight trains.....	40
Between eastward home signal, P. R. R. Line No. 1, and point 300 feet east thereof on L. I. R. R. Track No. 4.....	25

	MILES PER HOUR
Trains other than M. U. trains, when making diverting movements through turnouts and crossovers connected to Eastward tracks.....	15
Trains making diverting movements from Westward New York Connecting track.....	15
Westward Long Island City Passenger track (L. I. R. R.) between Harold and Borden Avenue, Long Island City.....	30
Eastward Long Island City Passenger track (L. I. R. R.) between Borden Avenue, Long Island City, and Harold.....	30
Long Island City Freight track (L. I. R. R.) between Harold and F.....	30
Jamesburg Interlocking.....	20
M, P, GG, R type engines over curves of 600 feet radius.....	15
M, P, GG, R type engines over curves of 400 feet radius.....	5
M, P, GG and E type engines (either operating or being hauled) over following tracks or diverting over following hand-thrown and interlocked crossovers and turnouts.....	5
Pennsylvania Station Area—R type engines diverting..	I
Crossover from No. 5 to No. 6 track.. JH.....	I
Crossover from No. 6 to No. 7 track.. JH.....	I
Jersey City Passenger Yard—All diverting movements.	H-I
Waldo Avenue Yard—All diverting movements.....	H
Eastward Passenger track to Waldo Ave.	
Yard lead..... SC.....	I
Movable point crossovers in Freight track..... GY.....	I
From Eastward track to Government lead..... GY.....	I
Crossover, Center St. Branch to Eastward Engine track..... GY.....	H
From No. 5 track to No. 6 track East end..... Hudson.....	I
Eastward track to 0 track..... Hudson.....	I
From No. 4 track to No. 6 track East end..... Hudson.....	I
From No. 14 track to Crucible Steel Co. Siding..... Hudson.....	H
Switch to South St. Yard from No. 1 track..... South St. (Newark)	H
South Broad Street Yard—All diverting movements....	H-I
Crossover between Main Freight tracks west of WA-6..	H
Trailing crossover west of WA-5, low grade.....	H
Diamond Crossover at WA-5.....	H
Crossover from Westward Main track to diamond crossover, WA-5.....	H
Movable point crossing east of WA-5.....	H
Passaic Branch—Facing crossover 2400 feet east of WA-5..... Waverly.....	H
New York Bay Railroad—Crossover from Eastward Main track to Oak Island Interchange.....	H
Durant Yard—All diverting movements.....	H
From No. 4 track to Freight yard..... Elmora.....	I
Oliver Coal Co. siding from B track.. Rahway.....	H
Siding from No. 4 track..... Menlo Park.....	H
Siding from No. 4 track..... Stelton.....	H
Switch from No. 1 track to Janeway & Carpenter..... New Brunswick..	H
Switch from No. 4 track to yard..... Midway.....	I
Crossover from No. 5 to No. 6 track Monmouth St..... Fair.....	I
Crossover from No. 6 to No. 5 track State St..... Fair.....	I
Switches east and west end No. 7 track Trenton..... Fair.....	I
Switches west end of low platform Trenton..... Fair.....	I
Switches in slip crossing in No. 5 track. Fair.....	I
Barracks Yard—Diverting movements on ladders, east and west ends..... Trenton.....	H

	MILES PER HOUR
Coalport Yard—Diverting movements on ladders at east and west ends and on middle switches.....	H
East Trenton—Diverting movements on crossovers and ladders.....	H
Switch from O track to old line..... Greene.....	I
Crossover from No. 5 to No. 4 track..... Cornwells Heights	H
Crossover eastbound to westbound..... Dayton.....	H
Westbound track to River Wye..... E. Burlington....	H
Church Brick Co. side-track..... Fieldsboro.....	H
Double crossovers between east and west bound..... BO.....	H
Work train side-track..... Bordentown.....	H
Smith's coal yard..... Yardville.....	H
Courtney's side-track..... Yardville.....	H
East end of Passing Siding..... Robbinsville.....	H
Monmouth Co. Farmers Exchange..... Hightstown.....	H
E. B. C. siding..... Hightstown.....	H
Grover Bros. side-track..... Hightstown.....	H
East end Freight House siding..... Cranbury.....	H
East and west end of crossover..... Cranbury.....	H
West end of Freight House Siding..... Cranbury.....	H
No. 2 switch..... Cranbury.....	H
East end of Freight House Siding..... Prospect Plains...	H
No. 2 switch..... Prospect Plains...	H
No. 1 switch..... Jamesburg.....	H
East end of No. 3 siding..... Jamesburg.....	H
West end of No. 3 siding..... Jamesburg.....	H
1st crossover west of JG { Camden, } JG.....	I
1st crossover east of JG { So. Amboy } JG.....	I
East end of Freight delivery siding..... Helmetta.....	H
Boiler house siding..... Helmetta.....	H
Freight house siding..... Old Bridge.....	H
Tile works side-track..... Old Bridge.....	H
Crossover 1000 ft. east of Mile Post 3. West of SA.....	H
Crossover 1000 ft. east of Mile Post 2. West of SA.....	H
Connection to N. Y. & L. B. R.R. SA.....	I
Reformatory crossover eastbound to westbound..... Rahway.....	H
Security side-track from eastbound..... Avenel.....	H
Station side-track from westbound..... Avenel.....	H
Fostsanback side-track from westbound Genasco.....	H
Crossover between westward and eastward track..... Hamilton Ave. Trenton.....	H
Switch to Roebling plant (back entrance) from eastward track..... Trenton.....	H
Switch to Alpaugh Coal Co. from eastbound..... Trenton.....	H
Switch to Wilson & Stokes Lumber Co. from eastbound..... Trenton.....	H
Switch to Cass St. yard from eastbound..... Trenton.....	H
Switch to Home Rubber Co. from eastbound..... Trenton.....	H
Switch to Roebling Buck Thorn Co. from eastbound..... Trenton.....	H
Switch to Mott's Siding east and west end from eastbound..... Trenton.....	H
Switch to American Coal & Ice Co. from eastbound..... Trenton.....	H
Switch to Lalor St. yard from eastbound..... Trenton.....	H

Note: I indicates Interlocked Switch and H Hand Thrown Switch.

D2007. Rule 750 amplified.

When necessary to clear the main track, engines with any main or side rods disconnected may be moved to a terminal at not exceeding the following speeds:—

Type of Engines.	Miles per Hour.
N 1s	8
C 1	
I 1s	
All others	15

If engines with any main or side rods disconnected while on the main track, have interference between cross-heads or guide and front crank pin, on account of front wheels getting out of register, engineman must notify the Superintendent and receive instructions for further movement.

When it is necessary to move a light engine with any main or side rods disconnected, from a terminal to another point, the Master Mechanic or Road Foreman of Engines will notify the Superintendent the speed permitted before the engine is dispatched and the latter will then issue the necessary instructions.

S21. SIGNAL RULES

Rules 279, 281, 282, 283, 284 and 285 changed to read:

RULE 279

INDICATION—PROCEED, PREPARED TO STOP AT NEXT SIGNAL. WITHIN INTERLOCKING LIMITS, A TRAIN MUST NOT EXCEED 15 MILES PER HOUR.

NAME—SLOW-SPEED-SIGNAL

RULE 281

INDICATION—PROCEED. WITHIN INTERLOCKING LIMITS, A TRAIN MUST NOT EXCEED 15 MILES PER HOUR.

NAME—CLEAR-SLOW-SPEED-SIGNAL

RULE 282

INDICATION—A TRAIN EXCEEDING ONE-HALF ITS MAXIMUM AUTHORIZED SPEED HERE MUST AT ONCE REDUCE TO NOT EXCEEDING THAT SPEED. WHERE A FACING SWITCH IS CONNECTED WITH THE SIGNAL, APPROACH THAT SWITCH PREPARED TO STOP. APPROACH NEXT SIGNAL PREPARED TO STOP.

NAME—CAUTION-SIGNAL

RULE 283

INDICATION—A TRAIN EXCEEDING ONE-HALF ITS MAXIMUM AUTHORIZED SPEED HERE MUST AT ONCE REDUCE TO NOT EXCEEDING THAT SPEED. APPROACH NEXT SIGNAL PREPARED TO STOP.

NAME—APPROACH-SIGNAL

RULE 284

INDICATION—APPROACH NEXT SIGNAL AT NOT EXCEEDING ONE-HALF THE SPEED AUTHORIZED FOR PASSENGER TRAINS AT NEXT SIGNAL, BUT NOT EXCEEDING 30 MILES PER HOUR.

NAME—APPROACH-RESTRICTING-SIGNAL

RULE 285

INDICATION—PROCEED. WITHIN INTERLOCKING LIMITS, A TRAIN MUST NOT EXCEED ONE-HALF THE SPEED AUTHORIZED FOR PASSENGER TRAINS, BUT NOT EXCEEDING 30 MILES PER HOUR.

NAME—CLEAR-RESTRICTING-SIGNAL

D2102. 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.

D2103. Rule 289 annulled.

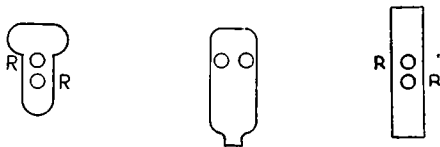
D2104. Rule 290 modified:

INDICATION—WHEN PROPER INDICATION IS DISPLAYED BY FIXED-SIGNAL, PROCEED AT SLOW SPEED PREPARED TO STOP UNLESS TRAIN ORDERS ARE RECEIVED.
NAME—TRAIN-ORDER-SIGNAL.

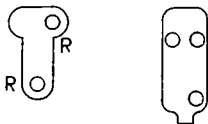
S21a. SIGNAL ASPECTS

D2105. THE FOLLOWING SIGNAL ASPECTS NOT STANDARD IN ACCORDANCE WITH RULES 275 TO 290 ARE IN SERVICE ON THIS DIVISION.

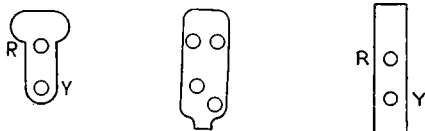
Key to Signal Aspects.—R-Red G-Green Y-Yellow



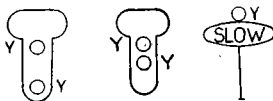
INDICATION—Stop. **NAME**—Stop-Signal.
Rule 275 amplified.



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



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.



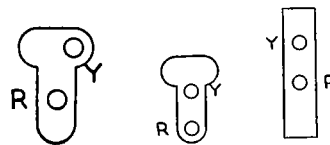
INDICATION—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Where a facing switch is connected with the signal, approach that switch prepared to stop. Approach next signal prepared to stop.

NAME—Caution-Signal.
Rule 282 amplified.



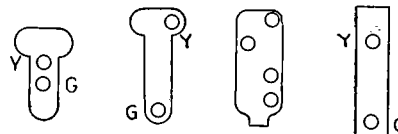
INDICATION—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Approach next signal prepared to stop.

NAME—Approach-Signal.
Rule 283 amplified.



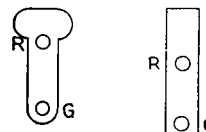
INDICATION—Approach next signal prepared to stop. A train exceeding 15 miles per hour at point involved must at once reduce to not exceeding that speed.

NAME—Approach-Signal.
Rule 283 amplified between East portal of North River and West portal of East River Tunnels.



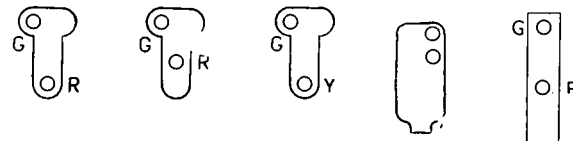
INDICATION—Approach next signal at not exceeding one-half the speed authorized for passenger trains at next signal, but not exceeding 30 miles per hour.

NAME—Approach - Restricting-Signal.
Rule 284 amplified.

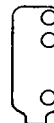


INDICATION—Proceed. Within interlocking limits, a train must not exceed one-half the speed authorized for passenger trains, but not exceeding 30 miles per hour.

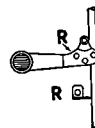
NAME—Clear-Restricting-Signal.
Rule 285 amplified.



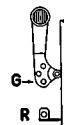
INDICATION—Proceed.
NAME—Clear-Signal.
Rule 286 amplified.



INDICATION—Proceed-Manual or controlled Manual block clear.
NAME—Clear-Block-Signal.
Rule 287 amplified.



INDICATION—Stop. Center Street Branch Draw-bridge not set for rail traffic.
NAME—Stop-Signal.



INDICATION—Proceed. Center Street Branch Draw-bridge set for rail traffic.
NAME—Proceed-Signal.

NOTE—When letters H-M are displayed, signal must not be accepted by any trains except H. & M. R. R. electric trains.

H. & M. R. R. trains must not accept signal at SC for movement from eastward passenger track (Jersey City route) to H. & M. R. R. tracks at SC—WR, or signal from track 4 to track W at Dock, unless H-M sign is displayed. Eastward H. & M. R. R. trains making station stop at Journal Square must not accept signal for movement to eastward passenger track (Jersey City route).

MJ, Westward Home Signal, located 5130 feet east of MJ and the Eastward Home Signal, located 60 feet west of MJ, in addition to giving indication as to the condition of block, will act as distant signal to the next home signal.

KI, during hours KI is open, the eastward block signal located 500 feet east of KI will display Approach indication when block is clear and home signal for Delanco draw in Stop position.

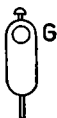
During hours KI is open, trains will accept Approach indication on this signal as Block Clear, but must comply with Rule 283. Rule 287 amplified.

DISTANT SWITCH INDICATOR ASPECTS:



INDICATION—Switch Open.
NAME—Caution Indicator.

Distant Switch Indicator in service at following points:



INDICATION—Switch Closed.
NAME—Clear Indicator.

CARPENTERVILLE:

Southward Distant Switch Indicator located 3829 feet North of, and protecting switch to Edingers Siding.

STOCKTON:

Southward Distant Switch Indicator located 6250 feet North of, and protecting Switch No. 1 and T. J. Graham, Inc., siding.

S22. BLOCK SIGNAL RULES.

D2201. 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.

D2202. Rule 307a (new):

When a train is authorized by train order to run against the current of traffic to an interlocking plant—remote controlled, the portion of the main track between that interlocking plant and the first block station in the rear, will constitute a block for that train.

D2203. A Work train entering its working limits in block territory, operated under Rules 317a or 318a, will be admitted under Stop Signal by train order, if the condition of the block permit. When its working limits are in a territory operated under Rules 317b and 318b, it will be admitted under Permissive Block Signal, if the conditions of the block permit.

D2204. Rules 317a, 317b, 318b modified.

When necessary for a train to enter a block behind a train in order to return to main track to proceed in the opposite direction, it may do so under protection, after securing permission from the Signalman as prescribed by Rule 365. Signalmen must obtain permission from Train Dispatcher to make such movements and will observe Rule 326, and the train must enter the block only far enough to clear the main track switch.

D2205. Rule 320 modified.

Signalman may, when necessary, arrange for block in advance when notified by Signalman of the next Block Station in the rear that a train is in the second block in the rear.

D2206. Rule 330 modified:

A signalman having train orders for a train, must display the Home-signal at Stop, and in addition the Train-Order-signal. He may permit trains to proceed under Block Signal Rules after complying with rules for movement by train orders.

D2207. Rule 362 (first paragraph amplified):

Trains must not pass a stop signal without receiving a caution card (Form D), a clearance card (Form C), or a train order authorizing them to do so, nor must an engine returning to its train in the block pass a stop signal without clearance card (Form C).

D2208. Rule 365 and 505e modified:

Freight flagmen, when authorized by conductor or engine-man, may report clear to signalman.

S23. MANUAL BLOCK SYSTEM.

D2301. Rules 301 and 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:

Princeton Branch.

Between SA and JG.

Between JG and BO.

Between SG and Midway.

Between BO and Minson.

Between U and MG.

D2302. Rule 317a will apply:

Princeton Branch.

Between SG and JG.

D2303. Rule 317b will apply:

Between JOB and JG.

Between JG and BO.

Between U and MG.

All movements against current of traffic except—

Between Harold and Hudson.

Between Hudson and Hunter on track No. 3.

Between Hudson and Dock on track No. 2.

D2304. Rule 318a.

D2305. Rule 318b will apply.

Between SA and JOB.

Between BO and Minson.

Between Eastward Block Signal, Midway, and JG (Eastward Track), and JG and Midway (Westward Track).

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 CLEARANCE CARD	FORM K
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Block Station _____ M. _____ 19____

To Conductor and Engineman: Train _____

Proceed at _____

As though _____ signal was displayed.

Report clear at _____

Signalman.

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.

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.

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. Clearance Card (Form K), authorizing a train to pass one or more unattended block stations without stopping, is annulled when train clears the main track and reports clear of the block.

S24. CONTROLLED MANUAL BLOCK SYSTEM.

S25. AUTOMATIC BLOCK SYSTEM.

D2501. Except as otherwise provided by Cab Signal Rules Special Instructions, Rules 501 and 505b (except where 505a is in effect) to 514, inclusive, are in effect as follows:—

- Between Harold and Hudson.
- “ Z and Hudson (Passenger Tracks.)
- “ Hudson and Holmes.
- “ SC and Hackensack Drawbridge, (Freight Tracks.)
- “ GY and Signal P-104, (Passaic Branch.)
- “ Bay and CY (C. R. R. of N. J.).
- “ Union and WC (P. A. & W. Branch).
- “ Fair and BO.
- “ SA and end of double track SA.

Between end of double track SA and westward block signal near †Deep Cut on westward track.

Between Morris and Division board 5 miles west of Morris (Trenton Branch).

Between MG and Fair.

Eastward track, (Jamesburg Branch) between Midway and Eastward Block Signal Midway.

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. (Double, Three or More Tracks.) In Automatic Block System territory at interlockings where there is no block signal that governs the use of the block from the limits of the interlocking, the home signals governing the use of routes leading to that block will, in addition, govern the use of the block with the current of traffic to the next block signal beyond the interlocking.

D2504. 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.

D2505. Rule 505a in effect—

- Between Harold and Hudson.
- Between Hudson and Hunter on track No. 3.
- Between Hudson and Dock on track No. 2.
- Between SA and end of double track SA.
- Between BO and end of double track Bordentown Br.

S25B. CAB SIGNAL RULES.

Definitions.

Cab Signal.—Position-light signal, located in engine cab, indicating a condition affecting the movement of the engine or train.

Cab Signal System.—A series of consecutive blocks governed by Cab-signals operated by electric agency actuated by a train or by certain conditions affecting the use of a block, and used in conjunction with Block and Interlocking-signals.

Equipped Engine or Train.—An engine or train equipped with Cab-signal apparatus, including whistle and acknowledger, in operative condition for the direction in which it is to move.

D2510. Cab Signal System in service on main tracks operating: With current of traffic—

- Between eastern limits Harold and eastern limits JO and C Interlockings.
- Between western limits A Interlocking and Holmes.
- Between western limits Z Interlocking and Hudson (Passenger Route).
- Between Union and WC.
- Between Morris and Division board (Trenton Branch).

Against current of traffic—

- Between western limits A Interlocking and Hudson.
- Between Hudson and Hunter on track No. 3.
- Between Hudson and Dock on track No. 2.

Cab-signals will not indicate conditions ahead when engine is—

- (a) Moving against the current of traffic (unless track is equipped for movement against current of traffic).
- (b) Pushing cars.
- (c) Not equipped for backward running and is running backward.

Cutting-in Sections Located.**For Westward Trains:****Harold:**

New York Connecting Railroad track from 3100 feet east of Signal NY-3.73 to that signal.
Westward Passenger Tracks Nos. 2 and 4—from 330 feet east of signals Nos. E37 to those signals.

F Interlocking.

Track Sub. No. 1—From 535 feet east of dwarf signal governing westward movements to that signal.
Track Sub. No. 2—From 150 feet east of dwarf signal governing westward movements to that signal.
Track Sub. No. 3—From 150 feet east of dwarf signal governing westward movements to that signal.
Track Sub. No. 4—From 150 feet east of dwarf signal governing westward movements to that signal.
Long Island City westward passenger and freight tracks between interlocked home signals located 427 feet west of Harold and 350 feet east of F Interlocking Station.

A Interlocking.

6X track.—From 564 feet east of home signal governing westward movements to that signal.
5X track.—From 384 feet east of home signal governing westward movements to that signal.
4X track.—From 200 feet east of home signal, located 797 feet west of A, governing westward movements to that signal.
3X track.—From 200 feet east of home signal, located 797 feet west of A, governing westward movements to that signal.
2X track.—From 383 feet east of home signal governing westward movements to that signal.
1X track.—From 535 feet east of home signal governing westward movements to that signal.

Z to Hudson:

Westward Passenger Track—From 360 feet east of Signal No. 13 to that signal.

SC:

Running track Z to SC from 340 feet east of dwarf signal governing westward movements to that signal.

Harsimus Cove Branch:

Westward Freight Track—From 300 feet east of westward distant signal for SC to that signal.

WR Interlocking.

Westward Rapid Transit Track—From 165 feet east of dwarf signal, located 290 feet west of WR, governing westward movements to that signal.
Track No. 17—From 90 feet east of dwarf signal, located 340 feet west of WR, governing westward movements to that signal.

Hudson:

Track No. 8 from 2650 feet west of Hudson to interlocked dwarf signal governing westward movement from track No. 8.

Waverly:

Westward Freight Track (low grade) from 1000 feet east of westward distant signal for Lane to that signal.

Jamesburg Branch:

Westward Track—From 1500 feet east of westward distant signal for Midway to that signal.

Coalport:

Southward Main Track Bel-Del. From a point 1280 feet north of Signal B 7 to that signal.

Trenton:

West end Trenton Station between Dwarf Signals governing westward movements from Westward Station Track and Tracks 6 and 7, to Dwarf Signal governing westward movement from Westward Station Track to Track 4.

For Eastward Trains:**Bordentown Branch—Fair**

Between 650 feet west of Dwarf Signal governing eastward movements on Eastward Station Track and that signal.
Between 650 feet west of Dwarf Signal governing eastward movements from track at north side of low platform and that signal.

Millham—

No. 5 track from 300 feet west of eastward Home Signal for Millham to that signal.

Princeton Branch—

From 300 feet south of northward Home Signal for Nassau to that signal.

Sea Girt—

Approaching distant signal SG.

Newark—

Track E—From 1390 feet west of signal, located 830 feet west of Dock, governing eastward movements to that signal.

Hudson—

Track No. 13—From 230 feet west of dwarf signal, located 250 feet east of Hudson, governing eastward movements to that signal.

East River Tunnels—

Eastward Passenger Track No. 1.—From 130 feet west of Signal No. 1E02 to that signal.
Eastward Passenger Track No. 3.—From 120 feet west of Signal No. 3E02 to that signal.

The following Rules are in effect:

1. Except as provided in Cab-signal rule 5a, a non-equipped engine or train must not be dispatched from any of the following Terminals or Divisions for movement in Cab-signal territory:

New York Division Terminals.
Atlantic Division Terminals.
Philadelphia Terminal Division Terminals.
Philadelphia Division Terminals.
Maryland Division Terminals.
New York and Long Branch R. R. Terminals.
L. V. R. R. Terminals.
Long Island Railroad Terminals.
N. Y. N. H. & H. R. R.
Pennsylvania-Reading Seashore Line Terminals.

2. Required departure tests of engines and trains must be made before entering Cab-signal territory.

Testing sections, additional to those at terminals, located:

Trenton—

No. 5 track at west end of station platform.
Eastward station track, 225 feet west of east end of eastward platform.
North side low platform track 225 feet west of east end of eastward platform.

South Amboy Junction—

Between SA and end of double track SA from 1100 feet west of SA to 100 feet west thereof.

Journal Square (H. & M. R. R.)—

West ends of Tracks A, C, F and R.

Pennsylvania Station, New York—

East end of tracks Nos. 5 to 12, inclusive, and east end tracks Nos. 14 to 18, inclusive.

West end of tracks Nos. 1 to 17, inclusive, and track 5, Yard A. East end of tracks Nos. 13 to 21, inclusive (Long Island).

Cab-signal Test Section on Track No. 5, Yard A, has two dead sections, each 16 feet long, locations of which are marked with white paint on third rail protection board.

Stroudsburg—

Engines dispatched from Stroudsburg for movement in Cab-signal territory must make departure test at Trenton.

3. Unless authorized by the Superintendent, an Equipped-engine or train must not enter Cab-signal territory without having cut-out cock fixed in cut-in position.

4. When Cab-signal and Fixed-signal aspects conflict, the more restrictive indication governs.

4a. When Cab-signal apparatus fails or when Cab-signal aspects conflict with Fixed-signal aspects at two Fixed-signal locations in succession, thereby indicating a probable defect in the Cab-signal apparatus, a train will proceed as a non-equipped train, governed by Fixed-signal indication, to the next point of communication, report and be governed by instructions from the Superintendent.

4b. When there is a failure in the Cab-signal apparatus, engineman may cut out the warning whistle if it continues sounding after he has acknowledged.

4c. Except as provided in Cab-signal rule 4a, movements of non-equipped trains are prohibited unless authorized by the Superintendent.

4d. If the Cab-signal warning whistle sounds longer than six seconds, the Fireman on an engine, or the Trainman nearest operating compartment on an MU car, will immediately go to the Engineman.

5. Unless otherwise directed by the Superintendent, a non-equipped train moving on a track equipped for Cab-signal operation in the direction in which it is moving must not exceed speed as follows:

Trains other than passenger trains 25 miles per hour.

Passenger trains 35 miles per hour.

5a. Approved exceptions authorized:

Following may be dispatched and operated as non-equipped trains and must not exceed a speed of 55 miles per hour—

D.C. Electric engines equipped with automatic train stops (trippers) light or with trains.

Long Island Railroad MU trains equipped with automatic train stops (trippers) except those from North Side Branch or Montauk Branch.

Following may be dispatched and operated as non-equipped trains and must not exceed a speed of 25 miles per hour—

Non-equipped engines and gas-electric cars moving light to or from shops.

Non-equipped work and wreck trains.

Non-equipped engines moving light, yard and drill engines, runners (passenger or freight, with or without cars) between Z and Hudson, Hudson and Lane, Lane and Union, Union and WC, Millham and Morris.

Following may be dispatched and operated as non-equipped trains and must not exceed a speed of 15 miles per hour—

Non-equipped N. Y., N. H. & H. engines through Harold to or from Sunnyside Yard.

6. Cab-signal aspects, indications and names are shown by Rules 278, 283, 284 and 286. Cab-signal indications do not supersede Fixed-signal indications, except when Cab-signal changes to a more restrictive or a more favorable aspect after passing a Fixed-signal.

7. If after passing a Fixed-signal, the Cab-signal aspect changes from Caution-Slow-Speed (Rule 278) to a more favorable aspect, speed must not be increased until the train has run its length.

8. Except within interlocking limits, if Cab-signal aspect changes to Caution-Slow-Speed (Rule 278), a train may proceed at not exceeding 15 miles per hour, expecting to find a train in the block, broken rail, obstruction, or switch not properly set. A train exceeding 15 miles per hour must at once reduce to not exceeding that speed.

Within interlocking limits with Cab-signal displaying a more favorable aspect than Caution-Slow-Speed, if the Cab-signal aspect changes to Caution-Slow-Speed the train must stop, and permission must be secured from the signalman before moving in either direction.

D2514. When cab signal and fixed signal aspects conflict, engineman will, in addition to complying with cab signal rules, report occurrence to Superintendent from next point of communication where this report can be made without serious delay to train.

D2515. CAB SIGNAL DEPARTURE TEST OF A. C. MULTIPLE UNIT CARS.

Enginemen should make their cab signal departure test as promptly as possible when taking charge of their equipment. After this has satisfactorily been completed, they must not pull the control plug or cut out cab signal warning whistle. If they desire to be relieved from holding the master controller in the "off" position, they may deplete the brake pipe pressure by making a 25 pound brake pipe reduction and then permitting the master controller handle to go to "dead man" position. The engineman must be in operating position and release the brakes at least four minutes before scheduled departure time.

S25C. RULE 511a.

When moving from main track to siding, switch must remain open until train is clear, and when moving from siding to main track, switch must be opened before main track is fouled.

S25D. GRADE SIGNALS.

D2525. Location of Grade Signals:—

East of Lawrence—

No. 2 track, signal No. 496 and signal No. 506.

Harsimus Cove to Lane (Freight Tracks)—

Eastward track, signal No. 34 and signal No. 40.

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 block, broken rail, obstruction or switch not properly set. For other trains STOP then proceed in accordance with Rule 509 b.

Tonnage freight train, as referred to in Rule 277, is a train having 80% of the authorized slow freight engine rating, or, having in excess of 90 cars, including the cabin car.

Before entering territory where grade signals are in use, conductor must notify engineman of the authorized slow freight engine rating for that trip, exact tonnage or number of cars in train and changes due to setting off or picking up cars.

S26. INTERLOCKING RULES.

D2601. Rule 630 modified:

A signalman having train orders for a train, must display the Home-signal at Stop, and in addition the Train-Order-signal. He may permit trains to proceed under Interlocking Rules after complying with rules for movement by train orders.

D2602. Rule 663 amplified. Trains or engines must not pass an Interlocking Stop-signal without receiving Clearance Card (Form C) or train order. The signalman may authorize a conductor or engineman to fill out Clearance Card (Form C).

D2603. Instructions for manual operation of Remote Controlled Switches.

1. Permission to operate remote control electric switches, end of double track, Bordentown, end of double track, Burlington, and Switch No. 1, Frenchtown, by hand must be obtained from Signalman who will give such instruction as may be necessary.

2. Switch must first be examined by employe who is to operate it, to determine if points are obstructed by foreign matter. If so, obstruction must be removed with a stick or similar implement. **DO NOT USE HANDS.** If, after its removal, switch can be operated normally and signal to proceed can be displayed, no further action is necessary.

3. (a) If the switch will move in response to the operation of the lever in machine, but no indication that it has so moved is received, Signalman will place controlling lever at center position and apply a blocking device.

(b) Employe on ground will then take crank from its housing (locked with a switch lock) by moving it in slot in box to a position when it can be removed. This will cut power from switch.

(c) Employe on ground must then secure closed point of switch against stock rail by a spike in head tie, and spike must pass through tie plate. Wooden wedge must be driven between open point and stock rail. If more than one set of switch points are operated by one lever, as in a crossover, each set of switches so operated must also be similarly secured. Examination must then be made of all other switches, if any, in or leading to route over which movement is to be made, to insure they are in proper position, after which movement may be made.

(d) Spikes, wedges, spike maul and claw bar are located in accordance with instructions posted at switch.

4. (a) If the switch cannot be operated from the interlocking machine and it is not in desired position, Signalman shall, if possible, place controlling lever at indicating point corresponding to desired position of switch, apply blocking device and keep lever in this position until all movements are completed. If lever cannot be moved, due to failure of electric switch lock, it shall remain in position in which it is locked.

(b) Employe on ground must then take crank from its housing in accordance with instruction 3(b). Place it on main shaft of switch mechanism which is covered with hinged cap on side or top of mechanism (painted white and locked with a switch lock), turn in direction it will operate until switch points have completed their full movement to position desired and it can be turned no further. There is no danger of breaking anything. After switch is in position desired, spike and wedge it in accordance with instruction 3(c).

5. (a) When movements are completed switch must be restored to position in which it was found, or left as Signalman may direct, and crank restored to its housing, and both housing and cover on mechanism locked. Signalman must be fully advised as to condition in which switch is left.

S27. NON-INTERLOCKED SWITCHES CONNECTED WITH MANUAL AND CONTROLLED**D2701. MANUAL BLOCK STATION SIGNALS.**

BLOCK STATION	NON-INTERLOCKED SWITCHES CONNECTED
BO	Scissors crossovers between eastward and westward main tracks; switch leading to Bordentown Branch, and switch at east end of Wye.
MJ	Crossover switches between main tracks, switch leading from passing siding to eastward main track, and switches leading from westward track to U. S. Cast Iron Pipe & Foundry Company siding.
KI	Crossover switches between main track and switch leading from westward main track to east end of storage siding.
Lambertville	Switch No. 2 to Flemington Branch. Switch No. 3 to west end of passing siding. Switches Nos. 4 and 5 to Freight Yard.

S28. TRACK CARS, ETC.**(a) General definition of track car—amplified:**

Track Car—A hand car or self-propelled car or truck, which may be manually moved to or from the track.

(b) Rule 80, amplified:

When track cars are approaching road crossings at grade, the trackman's whistle or other alarm signal provided for the purpose must be sounded before reaching the crossing, and track cars must approach all such crossings prepared to stop.

(c) Rule 80, paragraph 4, amplified:

Track cars must not be used in Controlled Manual Block System territory or in Automatic Block System territory unless special provision is made for Manual Block protection.

(d) Rule 80, paragraph 5, amplified:

They will not be authorized to represent or run as a section of a schedule; and under Manual Block System Rules will be operated as a train other than a passenger train, and may be admitted by Train Order and under Stop block signal to a block following a passenger train in Manual Block territory.

(e) Rule 80, paragraph 6 modified:

All movements will be made without displaying the signals prescribed by Rule 19 and Rule 19a.

(f) Rule 206, amplified:

The prefix H.C. to hand car running number will be used when issuing train orders or instructions to drivers of hand cars.

(g) Rule 829, paragraph 10, amplified:

Track cars must not be operated except as prescribed by Rule 80 when so provided in the time-table.

(h) Track cars must be equipped with Flagman's signals as follows:

Day Signals—two red flags, torpedoes and fuses.

Night Signals—two red lanterns, two white lanterns, torpedoes and fuses.

D2801.

(1) Unless otherwise authorized, Track cars may be operated as provided for by Rule 80 on all main tracks except—

Between Harold and Holmes.

Between Z and Hudson.

Between Union and WC.

(2) In Automatic Block System territory, signalmen must not permit trains or track cars to follow track cars without instructions from Superintendent. Signalman must also comply with Rule 221c when a track between his block station and next block station in advance is occupied by a track car.

(3) In application of Automatic Block System rules to track cars, signalmen must not give permission, nor a fixed signal, authorizing a track car to enter a block at any point without authority from Superintendent.

(4) To avoid delay to passenger trains, track car extra must clear main track and report clear to Superintendent, or signalman before a passenger train is due to leave block station in rear.

(5) Track cars will not operate spring switch.

(6) Track cars must not pass an attended block station without verbal permission or proper hand signal in addition to fixed signal.

(7) Track cars will not operate automatic or semi-automatic signals, or highway crossing warning signals, neither will they shunt track circuits at interlockings. Electric switch locking must not be depended upon for protection to movement made by such cars: signalmen and levermen must assure themselves that such cars have cleared the switches before operating same.

(8) Pony trucks must use least important track available and be loaded so as to permit prompt removal from track upon approach of a train: when practicable they must run on rail nearest ditch, and on double, three, or more tracks, on a track

against current of traffic: they must not use a track under conditions when an approaching train cannot be seen in ample time to clear track for train, except in cases of emergency, and then not until after a flagman has been placed in position where train can be stopped before reaching pony truck. In yards they must not be used except by permission of yard master and under proper protection.

(9) Signalman must not admit a one-man track car to a block which is occupied by an approaching train, nor permit any train to enter a block which is occupied by a one-man track car without instructions from Superintendent.

(10) Last four numerals of present M.W. number shall be known as the running number.

(11) Track cars must not pass over remote controlled switches without permission from signalman and must report clear after having cleared same.

(12) In movement of track cars at interlockings, following instructions will govern: Signalman before clearing signal for movement of a track car through, or giving permission for movement within interlockings, must secure all affected switch levers with standard blocking device, levers to remain secured in this manner, until driver of track car reports that movement has been completed. Driver of track car must report immediately to signalman when movement has been completed.

(13) Pony trucks may shunt track circuits and must not be used within interlockings except by permission of signalman.

(14) An employe who has been on duty 16 consecutive hours during any 24 hour period shall not be permitted to operate nor be responsible for operation of a track car until he has had 10 consecutive hours of rest.

An employe who has been on duty 16 hours in the aggregate during any 24 hour period shall not be permitted to operate nor be responsible for the operation of a track car until after he has had 8 consecutive hours of rest.

An employe coming within the provisions of paragraph 1 or 2 must take action through his immediate superior at least two hours in advance of the time his services should be restricted to avoid being called upon to operate or be responsible for the operation of a track car when on duty in excess of 16 hours.

Employes called upon for such service before the expiration of the full rest period, as required in paragraph 1 or 2, must report the fact to his immediate superior before going on duty.

D2802. BURRO CRANE—A motor driven car used to lay rail, etc. Such equipment must not be depended upon to operate automatic signals, nor shunt track circuits at interlocking and electric switch locking. They cannot be easily or quickly moved to or from track. They will be numbered for identification, as a running number, and when no car number is used, the last four figures of the badge plate should be used.

The prefix B. C. to number will be used when issuing train orders or instructions to drivers.

All rules and special instructions governing the movement of track cars will apply to the movement of Burro Cranes.

D2803. SPERRY CAR—A motor-driven car used to detect defective rail. All rules and Special Instructions prescribed for the operation of track cars will apply to the movement of Sperry Cars, except that in Manual Block System territory, Rule 317a will apply to following trains.

D2804. Burro Cranes and Sperry Cars may operate over entire Division, when proper protection is provided and movement authorized by superintendent.

S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS.

D2901. Equipment as designated must not be permitted on tracks, bridges, etc., named:

A letter or symbol under class of engine indicates restriction in the use thereof and refers to a note below in explanation.

Absence of letter or symbol indicates no restriction.

MAIN LINE OR BRANCH.	A	B	C1	E3	E6	G5	II	N1	K2	L1	K5	M1	B1	DD1	L5	L6	O1	P5	GG1	R1
	D16	H6		E5	H8																H9	CC2	K4	QS	T
Subynside to Hudson.....	V	A	V	V	V	A	A	V	A	A	A	A	U							
Main Line—Jersey City to Mile Post 76.....	A	CD	A	A	A	H	A	A	E	K	EQ	A	U							
Hudson Street Branch.....	A	A	A	A	A	A	A	A	A	A	A	A	A							
Harsimus Branch.....	A	A	A	A	A	A	A	A	A	A	A	A	A							
Marion Yard.....	A	A	A	A	A	A	A	A	A	A	A	A	A							
Meadows Branch No. 1.....	F	A	F	F	F	A	A	A	A	A	A	A	A							
Meadows Branch No. 2.....	F	A	F	F	F	A	A	A	A	A	A	A	A							
Harrison Branch.....	F	A	A	A	A	A	A	A	A	A	A	A	A							
Centre Street Branch: GY— River Street.....		FG	FG	FG	S	A	A	S	S	QS	T									
Passaic Branch: GY—WA5.....		B				B														
Connection with Manufactur- ers' Branch—C. R. R. of N. J.....	W	A	A	A	A	A	A	A	A	A	A	A	A							
South Street Yard, Newark N. Y. Bay R. R.: Greenville Lane.....		A			M	A	A	M	M	A	A	A	T							
West Newark Branch.....		A	A	A	A	A	A	A	A	A	A	A	U							
Waverly Wye.....									P	P			A							
P. A. & W. Branch.....						R	R	A	R	R	R	R	A							
Perth Amboy Branch.....									N	N	N	N	A							
Bonhamtown Branch.....		A				A	A	A	N	N	N	N	A							
Milstone Branch.....					Z	A	A	A	A	A	A	A	A							
Rocky Hill Branch.....		A				A	A	A	A	A	A	A	A							
Princeton Branch.....		A				A	A	A	A	A	A	A	A							
Trenton Branch.....								J					T							
Minson to Jamesburg.....		A						A				Y	T							
Monmouth Jct. to South Am- boy Jct.....													T							
Jamesburg to Sea Girt.....		A						A	L		A	A	A							
Trenton to Manunka Chunk.....		A						A	A				A							
Martins Creek Branch.....		A				A	A	A	A	A	A	A	A							
Bordentown to Trenton.....		A											A							
Flemington Branch.....		A							L				A							
Millham Branch.....		A							A				A							
Enterprise Branch.....		A	A	A	A	A	A	A	A	A	A	A	A							
Florence Branch.....		A							A	A	A	A	A							

A—Prohibited.

B—Permitted for light movements only.

C—Prohibited on tracks equipped with third rail.

D—Prohibited with cars between Holmes and Greene and between Midway and Hunter.

Prohibited on No. 1 and No. 4 tracks between Morris and Fair.

Prohibited east of Hunter, except on freight tracks between GY and SC.

E—K4 engines with 250P75 tenders, K4 stream line engines, K5 and M1 engines prohibited over Jersey City viaduct. K5 engines equipped with smoke deflectors prohibited east of Holmes.

F—H, C, E and D class engines prohibited on all sidings.

G—Prohibited west of Passaic River.

H—Permitted Morris to Midway, except on tracks Nos. 1 and 4 between Morris and Fair.

J—CC2 engines prohibited.

K—Prohibited from 600 feet east of west end of Jersey City Viaduct to Jersey City.

L—K4 engines equipped with 250P75 (25,000 gallon) tenders and K4 stream line engines prohibited.

M—G, K and L type engines prohibited on tracks Nos. 2, 4 and 6, South Street Yard, Newark.

N—Permitted to 1,700 feet clear of main line. Steam engines larger than type H and all electric engines prohibited on east and west legs of wye Mile Run Yard.

O—L1 engines equipped with stoker must not be diverted over switches at Grove Street, Harsimus Branch, as injector overflow casting will not clear bridge girder. M1 and K5 engines prohibited for diverting movements over slip switches at JH.

P—M type engines with 21,000 or 25,000 gallon tenders may be turned by removing high bumper at WA-5.

Q—M type engines not equipped with 45° elbow on injector overflow pipe must not be used on tracks equipped with third rail.

R—Prohibited in Perth Amboy Yard.

S—Prohibited west of Hudson.

T—Permitted to operate over electrified track and may be hauled over non-electrified track.

U—O1, DD2, L5, L6, P5, GG1, R1 type engines unsafe for movement through slip switch at west end of No. 39 crossover and No. 35 turnout at KN.

DD2, P5, GG1, R1 type engines prohibited East end Track No. 9, Sunnyside Yard Tracks Nos. 17 and 18, Waldo Avenue Yard. P5 and GG1 type engines permitted on lead to West Newark Branch from L. V. R. R. Connections at 5 miles per hour, R1 type engines prohibited.

R1 type engines prohibited over No. 59 switch to Track No. 15 at JO.

Movement of more than two of following type engines: L6, DD2, L5, P5, GG1, R1, or any one of these type engines and one DD1 or two O1 type engines coupled prohibited between west end of Hackensack Drawbridge, Portal, and Sunnyside Yard.

Four O1 type engines coupled must not be operated over Hackensack Drawbridge, Portal.

V—Permitted Hudson to west portals, North River Tunnels.

W—Safe for movement of A and B type engines.

Y—M1 engines prohibited over east leg Bordentown wye, and over and north of Bridge 2.40, over canal feeder, 4,200 feet north of Warren Street, Trenton.

M1 engines may be turned on Barracks Yard Wye by using South Plug track, Bel Del connection and Bank track. They must be operated forward movement only on Bank track and must not exceed speed of 5 miles per hour on Bank and South Plug tracks. K5 engines prohibited.

M1 engines may operate on eastward running track between Hamilton Avenue and Coalport, forward movement only, at speed not exceeding 5 miles per hour.

Z—H9 type engines permitted on main track to 7,596 feet west of connection to track No. 4.

NOTE.—N. Y., N. H. & H. R. R. electric engines may operate conforming to restrictions shown for P5 engines.

SIDINGS	A B D16 H6	C1	E3 E5 E6 H8 H9	G5	I1 N1 N2 CC2	K2 K4	L1 K5 M1	B1 DD2 DD1 L5 L6 O1 P5 GG1 R1
Main Line								
Post Office—Beef House Siding, Newark		A			A		A	C
Wilkinson & Gaddis, South Street, Newark	F	A	A	A	A	A	A	A
Elizabeth Yard—								
No. 1 Team Track					A			
All other Tracks		A			A	A	A	A
Distillers Company, Ltd., Siding, Linden	F	A	A	A	A	A	A	A
McNeil Siding, Rahway	F	A	A	A	A	A	A	A
All sidings off the Janeway & Carpenter Track, New Brunswick	F	A	A	A	A	A	A	A
Johnson & Johnson, New Brunswick	F	A	A	A	A	A	A	A
Deans Sidings, Deans					A			
No. 5 Track East of Walker Gordon Switch, Plainsboro		A			A	A	A	A
Connection No. 4 Track to Princeton Branch, Princeton Jct.		A			A		A	
St. Francis Indus. School, Eddington	F	A	A	A	A	A	A	A
Eddington Lumber & Supply Co., Eddington	F	A	A	A	A	A	A	A
Badenhausen Siding, Cornwells Heights	F	A	A	A	A	A	A	A
Schutte & Koerting Co., Cornwells Heights	F	A	A	A	A	A	A	A
F. A. Simmons Nos. 1 & 2, Cornwells Heights	F	A	A	A	A	A	A	A
Brown Oils Co., Andalusia	F	A	A	A	A	A	A	A
Team Track, Torresdale		A			A	A	A	A
Trestle, Torresdale		A			A	A	A	A
P. A. & W. Branch								
Freight House Yard, Rahway		A	A	A	A	A	A	A
Hamilton Cooperage Co., Rahway		A	A	A	A	A	A	A
McMullins Sidings, Rahway		A	A	A	A	A	A	A
New Jersey Reformatory, Rahway		A	A	A	A	A	A	A
Philadelphia Quarts Co., Rahway		A	A	A	A	A	A	A
Steel Equipment Co., Avenel		A	A	A	A	A	A	A
Valentine Siding, Genasco		A	A	A	A	A	A	A
Superior Coal Co., Genasco		A	A	A	A	A	A	A
Hampton Cutter, Genasco		A	A	A	A	A	A	A
Barber Asphalt Pav. Co., Genasco		A			A	A	A	A
South Amboy Jct. to Minson								
J. R. Such Siding, Milepost 3		A			A	A	A	A
Freight House Siding, Spotswood					A	A	A	A
Helme Co., Coal Trestle, Helmetta	A	A	A		A	A	A	A
Coal Trestle, Cranbury		A			A	A	A	A
Coal Trestle, Hightstown		A			A	A	A	A
Hutchinsons, Windsor		A			A	A	A	A
Kooler Brothers, Yardville		A			A	A	A	A
Morris Coal Co., Yardville		A			A	A	A	A
Sand Pit Track, Yardville		A			A	A	A	A
Reeders Coal Siding, Bordentown		A			A	A	A	A
Roebings—Beyond No. 4 Gate, Roebing	A	A	A		A	A	A	A
Devlins Trestle, Burlington	F	A	A		A	A	A	A
Wall Rope Works, Beverly		A			A	A	A	A
Wall Paper Co., Beverly		A			A	A	A	A
Fruit Growers Assoc., Beverly		A			A	A	A	A
Riverside Metal Co., Riverside		A			A	A	A	A
J. T. Evans Co. (Beyond Sign), Riverton	A	A	A		A	A	A	A
H. L. Williams Co. (Beyond Sign), Arch Street, Palmyra	A	A	A		A	A	A	A
Bordentown Branch								
Roebings (Front Ent.), Trenton		A			A	A	A	A
Trenton Pottery Co., Trenton		A			A	A	A	A
Sea Girt to Monmouth Jct.								
West End of Pass. Sdg., Farmingdale		A			A	A	A	A
East End of C. R. R. Interchange, Farmingdale		A			A	A	A	A
Foundry Track (Beyond Sign) Freehold	A	A	A		A	A	A	A
Trenton to Manunka Chunk								
Delaware River Quarry & Const. Co., Moore		A	A		A	A	A	A
Mercer Co., Workhouse, Moore		A	A		A	A	A	A
J. W. Smith's Sons, Stockton		A	A		A	A	A	A
Chemical Siding, Milford		A	A		A	A	A	A
Tirrel Bros., Milford		A	A		A	A	A	A

A—Prohibited. C—R1 prohibited. F—Class A and B engines permitted on sidings.

D2904. On account of that portion of bridge No. 2.24 over Storage Siding, Prospect Street, Trenton, being lower than the portion over the main track, cars or lading more than 15 feet 2 inches in height must not be moved under the bridge on the siding.

D2905. Wreck and work derricks not exceeding 16 feet 1½ inches above top of rail may be operated in overhead AC electric territory except as follows:

Main Line—

East and North River Tunnel—14 feet 6 inches.

Eastward passenger track, Journal Square Station—15 feet 3½ inches.

Sunnyside Yard—

Harold Avenue overhead bridge—15 feet.

Honeywell Avenue overhead bridge—15 feet 1½ inches.

Thompson Avenue overhead bridge on Third Street siding (L. I. R. R.)—14 feet 8½ inches.

Movement of derricks exceeding above heights must only be made on written permission of Superintendent and must be accompanied by a qualified electrician.

Before such movements are made, power must be shut off from overhead trolley wire over track on which derrick is to move. Before making such movements, conductors must know that the boom is down tight and properly secured.

D2906. Industrial Brownhoist ballast cleaners Nos. 10438, 10439 and 10744 must not be operated between Trenton and Manunka Chunk, east of Hack Interlocking or on tracks equipped for third rail operation.

D2907. Cars utilizing propane gas as a fuel, either in the kitchen or for air conditioning purposes, can only be accepted on condition that the propane cylinders be removed from cars before movement over our lines, the cylinders to be returned in such manner and to such locations as the foreign railroad in question may designate.

D2908. Folding steps which operate in conjunction with vestibule trap doors on passenger cars are not within the established clearance limits unless in fully closed position or fully open position. Vestibule traps of cars equipped with folding steps must not be opened or closed while cars are in motion.

D2909. New York, East and North River Tunnels—Movement of Passenger and Freight Equipment.

1. All hatch covers on cars must be closed and secured before entering tunnels.

2. Cars excluded from movement:

(a) Express Cars containing carload shipments of any explosives or other dangerous articles shown in Railway Express Agency—Regulations for Transportation of Explosives and other Dangerous Articles—I. C. C. 1391 and supplements thereto.

(b) Express cars containing L. C. L. shipments of laboratory or other samples of forbidden and acceptable explosives shown in paragraphs 21 and 22; also fireworks, sub-paragraph (J), of paragraph 22, poison gases, compressed gases, as well as inflammable liquids, other than specified in paragraph 115 as published in Railway Express Agency Tariff I. C. C. No. 1391 and supplements thereto.

(c) Freight cars containing explosives named in Regulations 620 (a), 620 (b) and 620 (c) or Dangerous Articles other than Explosives named in Dangerous Article list of I. C. C. Regulations for Transportation of Explosives and other Dangerous Articles as found in W. S. Topping's Freight Tariff No. 2 and P. R. R. General Notice No. 225-A and supplements thereto and reissues thereof. This restriction includes all cars which require protection of following placards: "Explosives—Inflammable—Acid or Corrosive—Compressed Gas—Poison Gas and Poisonous."

(d) Tank Cars.

(e) Cars with wooden sills.

(f) Cars which do not pass American Railway Association Third-Rail clearance diagram.

(g) Cars exceeding 14 feet 6 inches above top of rail at brake wheel and exceeding clearance limitation of New York Tunnels.

(h) Cars exceeding dimensions shown in General Notice No. 207.

3. Cars which may be moved:

(i) Pennsylvania freight cars up to and including H-21-A and loaded foreign road freight cars not exceeding 110,000 pounds marked capacity, which are not otherwise excluded by foregoing limitations.

4. Operating limitations which must be observed:

(j) Passenger trains must not exceed 30 cars.

(k) Freight trains must not exceed 30 cars or 800 tons.

- (l) One electric engine only to be used per freight train unit.
- (m) Passenger type cars must be of all-steel construction.
- (n) Refrigerator and freight type cars must have all-steel underframe.
- (o) Cars equipped for lighting of any type must be by electricity.
- (p) Coal or charcoal ranges or heaters in cars of other than all-steel construction must have fires extinguished before entering tunnels. Conductors must know that fires are extinguished.

S30. ELECTRICAL OPERATION.

NOTE—★ Indicates identical instructions on Divisions having electrical operation in effect.

D3001. Power Directors are located and have jurisdiction as follows:

New York—Zone 1. East of west portal North River Tunnels.

Jersey City—Zone 2. West of west portal North River Tunnels.

D3005. Following tracks equipped for A.C. electrical operation.

MAIN TRACKS—Between:

Harold and Holmes.

Z and Hudson (Passenger Tracks).

Brunswick Street (Harsimus Branch) and WA-3 (Freight Tracks). Greenville and Lane.

Union and WC.

SA and Midway via JG except trailing point crossover 4884 feet west of end of double track, SA.

Westward facing point crossover, between main track and Eastward Siding 1722 feet east of JG.

Crossover between Eastward Siding and Siding No. 1 (long siding) 1840 feet east of JG.

Nassau and Princeton.

Morris and Division board (Trenton Branch).

Fair and east side Greenwood Avenue overhead bridge westward track, Bordentown Branch.

Fair and 300 feet west of Greenwood Avenue overhead bridge, eastward track, Bordentown Branch.

TRENTON-MANUNKA CHUNK—

Northward track from connection to Track No. 5, Fair, to a point 750 feet north thereof.

Facing-point crossover between northward and southward tracks, 895 feet north of Fair.

Southward track from facing-point crossover, 895 feet north of Fair, to a point 1005 feet north thereof.

Hunter—Connection from track No. 4 to L. V. R.R.

SIDINGS:

SA AND MINSON:

Spotswood passing siding from connection to main track 935 feet west of East Spotswood to connection to main track 40 feet west of Spotswood.

No. 1 Siding (long siding) from connection to passing siding 258 feet east of JG to connection to passing siding 5054 feet east of JG.

Nassau and iKS—Northward Siding.

YARD TRACKS—

SUNNYSIDE YARD—

All tracks except Tracks 74 and 75 and Track F Gosman Avenue yard.

JERSEY CITY—

Tracks 1 to 9, inclusive.

Track No. 11 and connection to Running Track.

WALDO AVENUE YARD, JERSEY CITY—

Tracks 2, 7, 17, 18, including leads to Engine Track at east end of Waldo Avenue Yard.

Westbound lead to Eastward Passenger Track at SC.

HARSIMUS COVE—

Tracks 1 to 7 inclusive.

Brunswick Street back lead.

Brunswick Street ladder.

Water Plug Track from connection to Track 7 to 800 feet eastward.

Old Stock Yard Tracks 2, 3 and 4.

New Stock Yard Tracks 5 to 12 inclusive.

New Yard Ladder.

Back Lead.

A—Ladder Track.

J Yard Tracks 1 to 9 inclusive from west end ladder to 460 feet eastward.

No. 4 Track, Slate Dock Yard.

North Incline Track, Berwind-White Coal Dock Pier.

Loop Track connection to Z.

MEADOWS YARD—

Engine Storage Tracks Nos. 2, 3 and 4, and connections from Engine Storage Tracks Nos. 2, 3 and 4, to connection to Outbound Engine Track 1760 feet east of GY.

Cabin Track.

A-1 Lead.

Ladder Track west end Eastward Storage Yard and Eastward Receiving Yard.

Ladder Track east end Eastward Storage Yard.

Ladder Track east end Eastward Receiving Yard including Ladder Track west end tracks 14 to 22 inclusive, westward Classification Yard.

Eastward Storage Yard Tracks Nos. 12 and 19.

Eastward Receiving Yard Tracks Nos. 7 to 11 inclusive.

Westward Classification Yard Tracks 14, 15, 17 to 22 inclusive, from connection to westward ladder to 133 feet eastward.

Ladder Track west end Westward Classification Yard Tracks 1 to 14 inclusive.

Westward Classification Yard Tracks 1 to 14 inclusive from connection to westward ladder to 133 feet eastward.

No. 3 Old Receiving Yard Lead.

Ladder Track east end Eastward Classification Yard.

Running Nos. 1, 2 and 3.

Flat Tracks Nos. 1, 2 and 3.

Berwind Track.

Engine Track GY to 1760 feet eastward.

MANHATTAN PRODUCE YARDS—

Produce Yard Tracks 7 to 10 inclusive from connection to No. 1 Ice House Lead to 978 feet westward.

Display Yard Lead from connection to Government Lead to connection with No. 0 track.

Modoc Track from crossover switches GY to connection with No. 0 Track.

MANHATTAN TRANSFER YARD, HUDSON—

Tracks 14, 15 and 16, including lead to No. 0 Track east of Hudson.

NEWARK—

Post Office and Beef House Sidings.

GREENVILLE YARD—

Westward Make-up, Departure yard.

Tracks 1 to 11 inclusive from connection to Lead Track to 990 feet eastward.

Lead Track.

No. 1 Running Track.

Nos. 3 and 4 Hump Tracks from C. R. R. of N. J. Bridge to 800 feet eastward.

Southwest Lead and Westward Lighterage Yard lead from connection to No. 4 Hump Track to 1194 feet eastward.

Locomotive Lay-up Track.

Pit Track.

No. 1 and 2 Float Tracks to connection to No. 1 Running Track.

Receiving Yard Tracks 3 to 6 inclusive.

No. 3 Garden Track.

Nos. 4, 5, and 6 Garden Tracks from westward connection to Eastward Main Track to 700 feet eastward.

Oak Island Interchange Track from connection to Eastward Main Track (CY) to 1200 feet eastward.

WAVERLY YARD—

No. 0 Track, WA-5 to WA-6.

Speedway WA-5 to WA-6.

No. 8 East End Yard Track WA-5 to WA-4.

No. 1 Running Track WA-5 to WA-6.

Spur Track WA-6.

Old Westward Track WA-6.

Westward Empty Yard Stub Track.

Eastward Receiving Yard Tracks 1 and 13.

Eastward Receiving Yard Tracks 2 to 12 inclusive, from Westward connection to lead to 300 feet eastward.

Eastward Receiving Yard Tracks 2 and 3 from eastward connection to No. 1 Running Track to 400 feet westward.

Eastward Receiving Yard Tracks 9 to 12 inclusive from connection to lead to Set-off Track WA-4 to 400 feet westward.

Westward Empty Yard Track No. 1 from connection to Old Westward Track to 250 feet eastward.

Westward Empty Yard Tracks 2 to 12 inclusive from westward connection to lead to 350 feet eastward.

Westward Preference Yard Tracks 4 to 11 inclusive from connection to Speedway to 350 feet eastward.

Running track between WA-5 and WA-2.

HUNTER STREET YARD, NEWARK—

Drill Track.

Track No. 0 including connection to Track No. 1 (Hunter).

SOUTH BROAD STREET YARD, NEWARK—

Spur Track from connection to Express House Lead to 300 feet eastward.

Spur Track from connection to track No. 5 to Express House tracks.

Express House Tracks 1 and 2.

Milk Track.

WAVERLY—

West Yard Track No. 4 and connection to Track No. 6, 1950 feet westward.

DURANT YARD—

Tracks A and B from eastward connection to No. 5 Track to 400 feet westward.

STILES STREET YARD, LINDEN—

Tracks Nos. 1, 2, 3 and 4 from connection to Track No. 0, 50 feet west of Stiles Street Undergrade Bridge to 950 feet westward.

RAHWAY—

Siding (Tail Track) from switch connection to westward track, 1066 feet west of Signal A205 to 510 feet east of switch connection.

Track No. 0 from and including connection to Track A, 140 feet east of North Rahway Station to and including connection to Track A, 300 feet west of Linden Station.

SOUTH AMBOY YARD—

Receiving Tracks, Nos. 1 and 2, including connection to Eastward Main Track.

Ladder Track west end Receiving Yard.

West end Track E-12 including connection to Lead to No. 2 Dumper and Pier C.

West end Tracks 1 and 2, Pier C, from connection to lead to 420 feet eastward.

West end Tracks 3 and 4, Pier C, from connection to lead to 500 feet eastward.

Loop Track.

Running Track.

Lead from Running Track to Pier C.

Lead to No. 1 Dumper.

Sand Bridge and Locomotive Cleaning Platform Tracks, including lead to Loop Track.

Cabin Track.

Passenger MU Yard Tracks 1, 2, 3, 4 and 5.

OLD BRIDGE YARD—

Empty Car Yard Track No. 1, including connections to Westward Main Track.

West end Empty Car Yard Tracks Nos. 2 to 7 inclusive from connection to Ladder to 500 feet eastward.

East end Loaded Car Yard Tracks Nos. 1 to 18 inclusive from connection to Ladder to 500 feet westward.

Loaded Car Yard Ladder including connection to Eastward Main Track.

East end Raccoon Tracks Nos. 1 and 2 from connection to Eastward Main Track to 350 feet westward.

West end Stock Ground Tracks Nos. 1 and 2 from connection to Eastward Main Track to 445 feet eastward.

COUNTY, BALDWIN STREET YARD—

Tracks Nos. 1, 2 and 3 from connection to No. 5 Track to 350 feet eastward.

Ladder Track west end Mile Run Yard including lead to Passenger MU Yard Tracks 1, 2 and 3.

Track No. 0 from connection with Track No. 1 to 275 feet westward.

MONMOUTH JUNCTION—

Track No. 0 from connection to Eastward Track to 1068 feet westward.

PRINCETON—

Lower yard Tracks 7 to 16.

Lower yard Leads A and B.

TRENTON—

Barracks Yard—

East Side Tracks Nos. 1 and 2.

West Side Tracks Nos. 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13 and 14.

Track No. 7 from Olden Avenue to connection to Track No. 5 at east end of Advance Yard.

Coalport Yard—

Tracks Nos. 0, 1 and 2.

Ladder track from Track 0 to Track 2, west end.

Inside ladder track from a point 225 feet east of Yardmaster's office to connection to ladder track, west end Coalport Yard.

Ladder track from Track 0 to Track 5, east end, and connection to westward track, Millham Branch.

Passenger Station—

Tracks Nos. 6 and 7.

North Side Low Platform

South Side Low Platform.

Track No. 1 Station Yard.

Wall Track.

Crossover from Track No. 0 to Wall Track under Chestnut Avenue overhead bridge.

GREENE—

No. 5 Track.

BRISTOL YARD—

Track No. 1 from connection to Track No. 0 to 5030 feet westward.

Track No. 2 from connection to Track No. 0 to connection to Track No. 1 east of Scale House.

Track No. 2 from connection to Track No. 1 west of Scale House to 2495 feet westward.

Track No. 3 from connection to Track No. 0 to 788 feet westward.

TORRESDALE—

Siding from connection to Track No. 1 to 1900 feet westward.

MORRIS TO DIVISION BOARD (TRENTON BRANCH)—

Middle Track from Morris to 12566 feet westward.

Yard A Tracks Nos. 2, 3 and 4.

West end Yard D tracks Nos. 2, 3 and 4 from connection to westward track to 850 feet eastward.

OTHER TRACKS:**HAROLD—**

Eastward Local Track from continuation of Line 1 to Gosman Avenue.

Eastward Express Track from continuation of Line 3 to facing point crossover leading from Eastward Express to Eastward North Side Track.

Westward Express and Westward Local Tracks from Laurel Hill Avenue to connection to Line 2 and Line 4.

Westward North Side Track from Laurel Hill Avenue to connection with Line 2.

Eastward and Westward New York Connecting Tracks.

Facing Point Crossover leading from Eastward Local Track to Eastward Express Track.

Facing Point Crossover leading from Eastward Express Track to Eastward North Side Track.

Facing Point Crossover leading from Eastward North Shore Track to Eastward New York Connecting Track.

Facing Point Crossover leading from Eastward New York Connecting Track to Westward Express Track.

Facing Point Crossovers leading from Westward Express Track to Westward Local Track.

Facing Point Crossover leading from Westward Local Track to Westward Express Track.

Facing Point Crossovers leading from Westward Local Track to Westward North Side Track.

Facing Point Crossover leading from Westward North Side Track to Westward Local Track.

Facing Point Crossover leading from Westward North Side Track to Line 4.

Facing Point Crossover leading from Westward New York Connecting Track to Westward North Side Track.

Facing Point Crossover leading from Westward New York Connecting Track to Westward Long Island Connecting Track.

Trailing Point Crossover between Eastward and Westward New York Connecting Tracks 3880 feet east of Harold.

Long Island City westward passenger track from a point 785 feet east to a point 825 feet west of F Interlocking Station.

Long Island City westward freight track from a point 785 feet east to a point 410 feet west of F Interlocking Station.

New Facing Point Crossover leading from P. R. R. track, Sub. 1, to Long Island City westward passenger track 210 feet west of F Interlocking Station.

New Facing Point Crossover leading from Long Island City westward passenger track to P. R. R. track, Sub. 1, 642 feet west of F Interlocking Station.

New Facing Point Crossover located 225 feet east of F Interlocking Station leading from Long Island City westward freight track to Long Island City westward passenger track.

Third Street Siding from connection to Loop 1, to a point 660 feet west thereof.

Loop Tracks Nos. 1 and 2 between F and R.

Loop Track A (R Interlocking).

Pennsylvania Station, New York.

Eastward and Westward Engine Tracks between Q and Sunny-side Engine House.

Engine Track between east end Waldo Avenue Yard and Z.

Running Track between Z and SC.

Morris Track between Hack and GY.

Between Hack and GY via Government Lead.

No. 1 Ice House and Grape Yard Lead.

No. 0 Track between GY switches and connection with Grape Yard Lead.

Engine Track between Meadows and GY.

No. 0 Track from connection Hudson to GY.

Hudson—Tracks Nos. 5, 6, 8, 10, 11 and 13.

West Newark Branch from connection to L. V. R. R. to 950 feet westward.

No. 5 Track between Hunter and Lane.

Waverly—Set-off Track.

Track No. 0 from connection to Track A, Elmora to 3155 feet westward.

No. 5 Track between Baldwin Street Yard and County.

Millstone Branch to 1700 feet west of Main Track connection.

Rocky Hill Branch Track from connection to Track No. 4 to 730 feet eastward.

Princeton Junction—Track No. 5 from connection to Princeton Branch to 3230 feet eastward.

Millham—Track No. 5 from connection to Track No. 4 (640 feet west of Millham) to a point 430 feet east.

Millham Branch—Westward Track from connection to Eastward Track to 720 feet westward.

Millham Branch—

East and west leg of wye from connection to Track 5, to connection to eastward track.

Crossover between eastward and westward tracks, located 2897 feet west of Millham.

Eastward and westward tracks from a point 2897 feet west of Millham to connection to east end of Coalport Yard.

Trailing point crossover between eastward and westward tracks located 5360 feet west of Millham.

Millham to Fair—Tracks Nos. 0 and 5.
 Trenton Enginehouse—
 Tracks Nos. 1 and 2.
 West ladder track from connection to Track No. 5 (260 feet west of Millham) to connection to Tracks Nos. 1 and 2.
 Trenton—
 Eastward Station Track.
 Westward Station Track.
 Greene to Morris—No. 0 Track.

★**D3006.** A. C. MOTOR STOP Signs indicate end of electrified track.

D3007. County—Engine crews before going on top of tender to use stand-pipe on Track No. 5 must operate Sectionalizing Switch No. 55, located on catenary pole 31.60, to OPEN position. Operation of this switch to OPEN position de-energizes and grounds catenary over Track No. 5 from 57 feet east of to 280 feet west of standpipe. Sectionalizing Switch must be restored to CLOSED position after taking water.

D3005. Torresdale—Before making movements with A.C. electrical equipment on siding, Trainmen must operate Sectionalizing Switch No. 10, located on catenary pole 74.09 to CLOSED position. Sectionalizing Switch must be restored to OPEN position after completing movement.

D3010. Following tracks equipped for D. C. electrical operation:

MAIN TRACKS—Between:

Harold and 500 feet west of eastward home signal bridge, Portal SC and Hudson (Passenger Route).
 Track No. 4 Hudson to Track W Dock.
 Track W Dock to Newark MU Yard.
 Track E Newark MU Yard to Track 1 Dock.
 Track 1 Dock to Hudson.

YARD TRACKS:

SUNNYSIDE YARD:

Sub. Tracks 1, 2, 3 and 4.
 Long Island Connecting Track.
 Run Around Track.
 No. 5 Storage Track.
 Nos. 3 and 4 Pit Tracks, east and west ends.
 Nos. 1 and 2 Engine House Tracks.
 Wreck Train Track.
 Hump Track.
 Ladder Track to Turn Table and Wheel Tracks.
 East Ladder Track No. 6 to connection to Hump Track.
 East End East Ladder Track No. 2 to 35-feet east of R.
 East End East Ladder Track No. 3 to 135 feet west of R.
 East End East Ladder Track No. 4 to 300 feet west of R.
 East End East Ladder Track No. 5 to 640 feet west of R.
 West Ladder Tracks 1 to 5.
 Tracks 45 to 55, Tracks 67 and 68, Tracks 71 to 75, Tracks 101 to 106.
 No. 68 Spur.

NEWARK—

MU Yard Tracks, including Tail Track.

OTHER TRACKS:

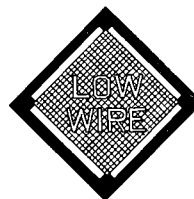
Loop Tracks Nos. 1 and 2 between F and R.
 Eastward and Westward Engine Tracks between Q and Sunnyside Engine House.
 Pennsylvania Station, New York.

HUDSON—

Tracks Nos. 6, 8 and 13.
 Track 10 from eastward Connection Track 1 to 1264 feet westward.
 Crossover Route Track 4 to Track 1.

★**D3015.** At certain locations on Main Tracks and in Yards, minimum clearance of approximately 24 feet 6 inches has been provided between trolley wire and top of rail to permit employes to ride or work on top of cars or other equipment in performance of their duties.

Such locations designated High Wire Territory, limits of which will be marked by HIGH WIRE and LOW WIRE Signs—



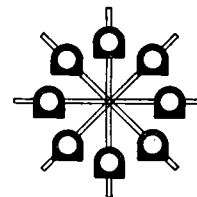
Employes must exercise caution and not permit any part of their person or equipment to get closer than three (3) feet to energized wires.

★**D3016.** Multiple unit car equipped with pantograph with a maximum operating height of less than 24 feet 6 inches must not be operated in High Wire Territory with pantograph in raised position.

D3020. PHASE BREAKS in trolley wire located as follows:
 New York Route—Eastward and Westward Tracks, 1500 feet east of Signal W38, extending 200 feet east of and 200 feet west of Catenary Pole W3.44.

Phase Break signs, marked PB, located on first Catenary Pole in advance of break.

Position Light Phase Break Indicators of type shown below for eastward movements on eastward and westward tracks located on Signal Bridge W38 and for westward movements on westward track on Catenary Pole W3.05 and for westward movements on eastward track on ground mast 186 feet west of Signal W31.



When any Position Light Phase Break Indicator is displayed, Enginemen of electric engines and multiple unit trains on all tracks must be governed as follows:

One engine with one pantograph up—place controller in OFF position before entering Phase Break, keeping it in that position until after the Phase Break has been passed.

One engine with both pantographs up: two or more engines and multiple unit trains—drop pantographs before entering Phase Break, keeping them down until after Phase Break has been passed.

★**D3025.** Special Instructions for Employes in Electrified Territory C.T. 290 in effect.

★**D3026.** Employes working on or near energized wires must obtain permission and proper protection from Power Director.

Conductors are responsible for knowing that Trainmen; Enginemen are responsible for knowing that Firemen; Foremen are responsible for knowing that their men understand and comply with instructions for electrical operations.

When inexperienced employes are required to work in electrified territory, experienced employes must call their attention to the danger.

★**D3027.** When an overhead wire failure occurs that may obstruct adjoining tracks, all tracks must be immediately protected.

★**D3028.** Pantograph poles and rubber gloves are located at all Block and Interlocking Stations in electrified territory and on all electric engines.

D3029. During sleet storms pantographs of electric engines in passenger service and multiple unit cars will be examined on trains making schedule stop at Trenton.

Enginemen of eastward passenger trains making schedule stop will stop with front end of leading engine opposite east end of westward station platform.

Enginemen of westward passenger trains making schedule stop will stop with front end of leading engine opposite west end of westward station platform.

Firemen must operate boiler in manual control using stack blower approaching Trenton to permit engineman to lower pantographs.

Engineman must lower pantographs immediately after stopping to permit qualified employe to make pantograph inspection. Engineman must not raise pantographs until after inspection is completed and has been so advised by the qualified employe that pantographs may be raised.

★D3030. When double pantographs are used, passenger trains hauled by two electric engines must operate with both pantographs raised on leading unit and rear pantograph raised on trailing unit. Should rear pantograph of trailing unit become damaged, necessitating using front pantograph, rear pantograph of leading engine should then be lowered and front pantograph used. Two electric engines coupled in passenger service must not operate with rear pantograph of leading engine and front pantograph of trailing engine raised when it can be avoided.

Freight trains hauled by two or more electric engines may operate with two pantographs raised on each of two leading units and with rear pantograph raised on each trailing unit.

★D3031. Electric engine crews and multiple unit train crews must make frequent inspections of pantographs enroute and at stations stops.

If pantograph shoe or frame is broken or badly bent, indicating having been struck or having struck something, pantograph must be lowered and train immediately stopped (giving consideration to drifting to first available telephone providing no further damage would result in so doing), reporting condition to Superintendent as promptly as possible, giving location, in order that other trains may be stopped before reaching point of trouble. When known no immediate repairs are necessary, raise good pantograph and proceed.

If defective condition of pantograph or shoe is noted enroute, pantograph must at once be lowered, raising other pantograph and notifying Superintendent by message at first available point, giving brief description of trouble and location on road where defective pantograph was first noted. If immediate repairs are necessary be governed by C. T. 290 instructions.

★D3032. When necessary to de-energize Catenary or Third Rail to prevent loss of life or damage to property, Power Director must be immediately notified and person so notifying Power Director must await his instructions.

★D3033. When an A.C. electric engine or an A.C. multiple unit car becomes derailed pantographs must be immediately lowered.

No pantograph shall be raised until it has been definitely known that A.C. electric engine or A.C. multiple unit car is again making proper contact with electric return circuit as represented by running rail.

D3034. When there is possibility of contact between D.C. electric engines or D.C. multiple unit cars and electric return circuit, as represented by running rail, being broken, third rail contact shoes must be removed from contact with third rail.

★D3035. When necessary to remove or apply jumpers between electric engines all pantographs must be lowered. If not practicable, open generator switch, battery switch, and air compressor switch during time of insertion or removal of jumpers.

★D3036. 1. In the event snow screens are not applied to electric engines before leaving terminal and the engines run into a snow storm enroute, the engine crews must place the snow screens over the louvers.

2. Blowers should be stopped in the compartment while screens are being applied.

3. GG1 No. 4800 has special snow cleaning fans located at the louvers at each blower. These are each controlled by a switch located near the motor.

4. P5a modified engines have had snow screens applied to the louvers on the side opposite the aisle requiring only the screens to be applied to louvers next to the aisle.

5. Interpole field shunt covers located at the side of the equipment deck must be removed when snow screens are applied to P5a box and P5a modified engines. The master controller must be in "OFF" position while these covers are being removed. Location of covers involved is as follows:

P5a box —Right side—2 covers above No. 1 motor.
Left side—2 covers above No. 2 motor.
Right side—2 covers above No. 3 motor.

P5a mod.—Left side—2 covers above No. 1 motor.
Right side—2 covers above No. 3 motor.

6. Engines hauling passenger trains may have the snow screens applied at station stops or while the engines are drifting on the road. Engines hauling freight trains may have the snow screens applied when the trains stop at any convenient location, or while the engines are drifting on the road.

★D3045. Alternating Current Multiple Unit Car Equipment Instructions No. 66-C (Except last paragraph of Instruction No. 48, page 51); Engineman's Instructions No. 215; Pennsylvania-Hudson and Manhattan Railroad Companies Electric Train Service Instructions No. 138-A; in effect.

★D3046. To prevent interruption of power when shutting down boiler, following method of decarbonizing burner must be followed:

1. Crack decarbonizing valve until flame starts to flicker in fire-box—then close oil valve.
2. Decarbonize burner.
3. Cycle oil damper engine to high flame position and scavenge firebox of all gases.
4. Shut down oil pump, etc.

★D3047. A. C. electric engines or A. C. multiple unit cars moved through North or East River Tunnels, must not have hand ground switches or ground contactors closed.

★D3048. When two or more trains using electric power stop on same track a short distance apart, train that is close to train ahead must not start until preceding train has been under headway 30 seconds.

D3049. When more than two D. C. electric engines are coupled power must not be used on more than two engines.

★D3050. Not more than two persons in addition to engine crew, except in special cases, permitted to ride on front platform of multiple unit trains or operating cab of electric engines.

★D3051. Employes must not be on top of box cars, engines or other high equipment when movements are being made from sidings, yards or other tracks, which are not electrified, to tracks which are electrified, except in High Wire Territory.

D3052. Firemen must not operate an electric engine except under personal supervision of Engineman, who must be in cab with Fireman when he is operating engine.

Engineman must not allow Fireman to operate electric engine in and around Pennsylvania Station, New York—between New York and Newark—between New York and Harold.

D3053. Back up movements with electric engines, except movements of single engine with streamlined cab. Fireman must take position on forward end of engine in direction of movement and control movement by means of hand signals to Engineman. He must observe all signals affecting movement of his engine and accordingly give hand signal to Engineman.

★D3055. The tonnage rating and notch restrictions for electric engines in passenger service will be as follows, unless otherwise specified:

P5a (90 M.P.H. Gears):

Notch Restrictions and Doublehead	New York-Washington, both directions. Harrisburg-Philadelphia, Eastward. Paoli-Harrisburg, Westward.		Philadelphia or North Philadelphia to Paoli, Westward	
	TONS	Maximum Cars	TONS	Maximum Cars
No restrictions	1155 or less	17	1065 or less	17
18th Notch	1156 to 1400	21	1066 to 1280	21
16th Notch	1401 to 2000	27	1281 to 1600	27
Doublehead, more than	2000	27	1600	27
GG1—RI:				
No restrictions	1445 or less	20	1330 or less	20
18th Notch	1446 to 1750	27	1331 to 1600	27
16th Notch	1751 to 2500	30	1601 to 2000	30
Doublehead, more than	2500	30	2000	30

Tonnage ratings, with and without notch restrictions, for the several types of O1 electric engines in passenger service, are as follows:

	O1 Engines	O1a Engines	O1b Engines	O1c Engines
	7850	7852	7854	7856
	7851	7853	7855	7857
Notch	Tons	Tons	Tons	Tons
20				675
18		670	580	740
17	See Note			780
16		750	650	*815
15		785	680	
14		*825	*715	

*Doublehead above these tonnages.

NOTE:—No notch restrictions; limited to seven (7) cars, not exceeding 430 tons.

★D3056. Tonnage Computation—Passenger Service.

In computing tonnage for operation of electric engines in passenger service use weight of each car as shown in following table:

Tons Loaded	Type of Car	Tons Empty	Tons Loaded	Type of Car	Tons Empty
90	Diners.....	90	75	B-60in Mail Storage Service.....	55
65	Diners 4500-4501.....	65		P-70.....	65
85	Pullman-Business.....	85	65	B-60 in Express Service.....	55
80	Cafe.....	80	65	R-50, R-60, R.E.A. cars.....	50
80	PB-70, PBM-70.....	80	65	P-54, PB-54.....	45
80	BM-70.....	70	45		
80	M-70, B-70, B-74.....	65			
	Light weight streamlined Pullman cars and Diners.....	65 tons.			
	Twin Unit Diners.....	170 tons.			
	Light weight POC-70.....	75 tons.			
	Light weight coaches Nos. 4000 to 4013.....	55 tons.			

For electric engines hauled dead in trains:

P-5a, 197 tons; GG-1, 230 tons; R-1, 201 tons; O-1, 155 tons.

Conductors must advise enginemen weight of train. This information must be given to enginemen taking charge of engines at an intermediate point by enginemen relieved.

Engineman must know weight of train before leaving originating point, and before leaving any point where make-up of train is changed.

Conductor and Engineman must report to Superintendent before moving trains exceeding tonnage rating shown.

★D3057. No train heavier than 2,000 tons can be handled through North or East River Tunnels (New York Division) without double heading. Trains over 1,750 tons for GG1's or over 1,400 tons for P-5a's with 90 M.P.H. gears, will require help southbound through the B. & P. Tunnel at Baltimore. Help may also be required with heavy trains at other points of heavy grade, particularly when bad rail conditions exist.

★D3058. Overload relay setting for each main motor circuit on GG-1 electric engines will be 3,000 amperes.

It is desired to keep cab amperage, under ordinary circumstances, below 2,800 amperes when starting. When necessary to

use 2800 amperes or more in starting, detail report must be made at end of trip. After starting, limit current to 2500 amperes up to 17th notch, inclusive; from 17th to 22nd notch, inclusive, current must not exceed 2200 amperes.

★D3060. Adjusted Tonnage Rating, electric engines—Freight Service. P-5a Engines: 90 M.P.H. Gears:

ROUTE	Direction	ADJUSTED TONS—FACTOR 20					Note
		P5a 90 mph Gears	P5a 70 mph Gears	GG1 90 mph Gears	DD2 70 mph Gears	P5b 70 mph Gears	
Potomac Yard—Bay View..	N S	3825 4100	4265 4570	5340 5720	5340 5720	5670 6076	A
Bay View—Edge Moor.....	N S	5400 5000	6380 5570	6260 6220	8170 7300	8680 7700	
Edge Moor—Grays Ferry...	N S	5240 5250	6540 5815	6600 6630	8160 7320	8650 7750	B
Grays Ferry—Jersey City Terminals.....	E W	5160 4420	6360 5815	6600 6320	8160 7320	8650 7750	C D
Enola—Jersey City Terminals and S. Amboy via Low Grade.....	E W	4480 3740	6300 4400	6000 4800	8000 5500	8500 5800	E F
Enola—52d Street via Low Grade.....	E W E W	4480 3740 3975 2100	6300 4400 4000 2540	6000 4800 4750 2850	8000 5500 5000 3400	8500 5800 5450 3600	G H
Harrisburg—52d Street via Main Line.....	E W	3975 3740	4000 4400	4750 4800	5000 5500	5450 5800	H
Harrisburg—52d Street via Columbia Br.....	E W	3000 3740	3400 4400	3550 4800	4200 5500	4600 5800	H
Enola—Bay View.....	E W	5240 4590	6400 5850	6900 6000	8000 7300	8500 7700	I
Enola—Edge Moor.....	E W	5160 4500	6100 5850	6600 6000	7650 7300	8100 7700	I
Frankford Junction—Pavonia.....	E E W W	3850 2520 2590 2030	3850 2520 2590 2030	4760 3420 3180 2510	5600 4300 3720 3040	5600 4300 3720 3040	J J

NOTE

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B
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HELPERS

Bay View—Fulton Junction.
Grays Ferry if stopped.
Grays Ferry—North Phila. if stopped.
Waverly Yard.
Brown—South Amboy.
South Amboy—Brown.
Thorndale—Paoli.
52d Street—Bryn Mawr.
At Perryville if stopped.
On Bridge Approach if stopped.

These ratings require momentum operation of ruling grades and certain intermediate grades and in case train is stopped on such grades, assistance must be procured before starting.

Speed is limited to 30 M.P.H. on the grade Columbia to Atglen for trains having tonnage over 90 percent of engine rating: when stopping at or passing either Columbia or Port less than 25 M.P.H.

Speed is limited to 35 M.P.H. on the grade Columbia to Atglen for all other trains if the commodity permits.

P-5a engines, 90 M.P.H. gears must not be operated beyond 15th notch.

P-5a engines, 70 M.P.H. gears must not be operated beyond 18th notch.

GG1 engines, 90 M.P.H. gears must not be operated beyond 17th notch, and current limited as in Timetable Special Instructions ★ D3058.

★D3060—Cont'd.

Speed restriction must be carefully observed, starting and acceleration closely watched and weak field operation for long periods avoided as much as possible.

L6-a engine No. 5940 has two-thirds the continuous horsepower of a P-5a engine and a gear ratio to give a maximum speed of 54 M.P.H. instead of 90 M.P.H. This engine may handle in passenger service the same weights of train as a P-5a engine, and will perform the same as a P-5a engine except speeds will be 60 percent of those of a P-5a engine. Maximum speed is 54 M.P.H.

★D3061. Passenger electric engines (assigned to passenger service) may be used on freight trains in emergency; but only when steam engines or freight assigned electric engines are not available.

When passenger assigned electric engines are so used adjusted tonnage limits and notching restrictions now in effect for these engines in freight service must be observed.

D3062. One P-5a engine hauling westward freight train of 3528 or more adjusted tons, when stopped on ascending grade between a point 2640 feet west of Trenton Station and east end Delaware River bridge, must not attempt to start train without assistance on account of possible overheating.

★D3063. A. C. electric engines may be operated in multiple by use of control jumpers as follows:

- B1 with B1 class only.
- DD2 with DD2 class only.
- GG1 with GG1 class only.
- L5 with L5 class only.
- L6 with L6 or L6a.
- O1 with O1 class only.
- O1a with O1a class only.
- O1b with O1b class only.
- O1c with O1c class only.
- P5 (70 M.P.H. gears) with P5 or P5a with 70 M.P.H. gears (Box).
- P5a (70 M.P.H. gears) with P5 or P5a with 70 M.P.H. gears (Box).
- P5a (90 M.P.H. gears) with P5 or P5a with 90 M.P.H. gears (Box or Modified).
- P5b with P5b class only.
- R1 with R1 class only.

★D3065. P5a box cab engines having 70 M.P.H. gears must not be multiplied with P5a engines having 90 M.P.H. gears. To distinguish P5a box cab engines with 70 M.P.H. gears, a red stripe (two inches wide) has been painted under the Engineman's window at each end of engine.

★D3066. Master Controller Handle of multiple unit cars and Emergency Train Brake Attachment to Master Controller of electric engines, in road service, must NOT be blocked, fastened, or otherwise tampered with in such manner as to prevent spring tension returning them to emergency position, if Engineman's hand, and/or foot is removed.

Electric engines operating in yard service must have Emergency Train Brake Attachment made inoperative.

★D3067. Enginemen before leaving operating compartment on multiple unit equipment must make full service application of brakes, remove brake valve and master controller handles keeping same in his possession.

★D3068. When necessary to keep pantographs down on A. C. multiple unit equipment, grounding switch must be fully closed and pinned.

★D3069. When an engineman moves from one end of a multiple unit car or train to operate from another location, a full service application of brakes must be made and brake pipe cutout cock closed before brake valve handle is removed. This to insure brakes being applied on train or car after brake valve handle is removed.

★D3070. Movements made with multiple unit cars by two Enginemen operating from opposite ends, Engineman operating when stopping must make a full service application of brakes and after lapping brake valve, close cutout cock in brake pipe. Engineman on opposite end will release brakes by placing brake valve handle in release position and opening cutout cock in brake pipe. This to insure Engineman on operating end having control of brakes at all times.

D3071. When moving D. C. multiple unit cars in yards, Engineman must be on forward end in direction of movement.

★D3072. Multiple unit trains must not assist in starting trains hauled by steam or electric engine.

★D3073. Pantograph control switch has been installed in switchboard on MU cars not equipped with master controller and will operate the same as the pantograph DOWN button on MU cars equipped with master controller.

★D3074. Operation of one A. C. multiple unit car is prohibited except when shifting (and as provided for in Special Instruction D3076). Before making such movements, air and hand brakes must be tested and known to be operative. These movements must not exceed a speed of 10 miles per hour.

D3076. Combined cars 4551 and 4553 are equipped with overload relay emergency switch sealed in cut-in position to be broken and cut out in case of brake failure, for single unit operation on Princeton Branch.

★D3080. Regulation of Electric Heat on Trains:

Power Directors must obtain temperature readings from initial terminals of multiple unit trains at frequent intervals and direct display at locations named below, heat numeral signs in accordance with following:

Temperature above 55 degrees.....No. 0 heat numeral
 Temperature between 55 and 30 degrees.No. 1 heat numeral
 Temperature between 30 and 21 degrees.No. 2 heat numeral
 Temperature below 21 degrees.....No. 3 heat numeral

Car Inspectors at terminals must heat cars to correct temperature prior to departure. No. 3 heat applied to a cold car will raise temperature to 65 degrees in approximately following elapsed time:

Outside Temperature	Time Required
0 to 10 degrees.....	2 hours 10 minutes
10 to 20 degrees.....	1 hour 50 minutes
20 to 30 degrees.....	1 hour 25 minutes
30 to 40 degrees.....	50 minutes
40 to 50 degrees.....	25 minutes
55 degrees.....	10 minutes

D3081. Heat numeral signs 0-1-2-3 will be displayed at:

Sunnyside Yard.....	Crew Dispatcher's Office
New York.....	Crew Dispatcher's Office
New York (Hudson Terminal)....	Bulletin Board
Jersey City.....	Crew Dispatcher's Office
Newark.....	Track E, west end
South Amboy.....	Yard Master's Office
County.....	Yard Master's Office
Trenton.....	Baggage Room
Trenton (West Barracks).....	Asst. Yard Master's Office

Trainmen must observe heat board to ascertain what heat numeral is in effect, after which they must check heat switches and know cars are heated to proper temperature.

D3083. Multiple unit cars with motor inoperative may be placed in trains at terminals as follows when necessary:

TOTAL NUMBER OF CARS IN TRAIN Between	4	5	6	7	8	9	10	14
	Number of cars in train with inoperative traction motors							
New York-New Brunswick-South Amby-Trenton-Philadelphia.....	0	1	1	1	2	2	3	4
Jersey City-New Brunswick-Trenton- Philadelphia-South Amby.....	0	1	1	2	2	2	3	4
Princeton Branch.....	0	1	1	1	2	2	3	4

NOTE:—When motors on a double unit car are inoperative, such car and its trailer are to be counted as two cars.

This practice is permissible only to move inoperative cars to shops for repairs and in extreme cases of deranged car supply to avoid serious delays.

★**D3084.** When traction motors in A. C. multiple unit cars become inoperative enroute, Enginemen and Trainmen must be governed by Instruction No. 64, Book 66-C and report conditions at first opportunity to Superintendent.

★**D3085.** A. C. electric engines must have pantographs down and hand operated ground switches closed while being sanded.

D3086. Brake pipe pressure on multiple unit cars when handled by an engine must not exceed following:

A. C. multiple unit cars.....	90 pounds
L. I. R. R. D. C. multiple unit cars.....	80 pounds
H. & M. R. R. D. C. multiple unit cars.....	70 pounds

D3088. Pantographs must not be dropped—between west portal of North River Tunnels and east portal of East River Tunnels—Sub-1 and Sub-2 tracks under L. I. R. R. tracks east of F Block Station—under low overhead structures, except in New York as follows:

On Tracks Nos. 2, 3, and 4 after requesting Power Director to open Sectionalizing Switch No. 35.
Yard A.
West end Yard E.

Pantographs must not be dropped until controller is in OFF position and control switches to blower motors, air compressors and heaters have been opened or it is known that trolley wire is de-energized.

There is no restriction on raising lowered pantographs in this territory.

Pantographs must be in down position at layover points except as outlined above or when required to be raised to make tests, heat cars, or to prepare them for movement.

D3089. New Haven R. R. Enginemen of electric engines responsible for knowing that changeover switch is in A. C. position, D. C. pantograph locked down and third rail contact shoes in raised position clear of third rail and protection board.

Employes are prohibited from moving A. C. changeover switch from A. C. position.

D3090. H. & M. R. R. Enginemen must use electric brake except eastward trains from Newark must make station stop at Harrison with automatic brake.

Eastward trains not stopping at Harrison, Engineman must make running test with automatic brake between Newark and Harrison.

Automatic brake must be tested prior to departure from Yard.

D3091. H. & M. R. R. Enginemen and Trainmen on Lay up Trains must turn all drum switches to OFF position. Before uncoupling or coupling cars, it must be known that drum switches are in OFF position. After make-up of train has been completed, drum switches may be turned to ON position, indicating GREEN on panel board in end of each car.

H. & M. R. R. Rear Brakemen of westward trains after arrival at Newark must personally turn drum switch of rear car to OFF position.

H. & M. R. R. Conductors of eastward trains when taking position on trains must personally turn drum switch of head car to ON position.

D3092. Portable Third Rail Jumpers are located at east end, westward platform Harrison and at all interlocking stations in D. C. electrified territory. They must be replaced after using.

D3093. H. & M. R. R. Compromise Car Couplers are located at SC, Hack, GY and Hudson Block Stations also at east end, westward platform Harrison.

D3094. Engines and cars must stop clear of insulated rail joints on east end of Tracks Nos. 2 to 9, inclusive, Jersey City Passenger Station. Locations of insulated rail joints are designated by yellow stripe painted across tracks and red sign with yellow cross suspended adjacent to track.

D3095. Fires originating from electrical causes must be extinguished with earth, sand or Lux portable fire extinguishers.

Water or Pyrene must not be used unless it is known that the electric current is shut off.

D3096. In event of fire or serious flashing on trains in East or North River Tunnels every effort must be made to get train out of tunnel as quickly as possible. Engineman must be notified at once but train must not be stopped unless there is reason to believe that derailment or personal injury may otherwise result.

Trainmen must close all doors, windows and ventilators as quickly as possible.

If fire should occur in interior of any car or threaten to communicate to it, passengers must be removed from this car to an

adjacent car as quickly as possible but no more doors must be opened than necessary to make expeditious transfer.

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

In event of electrical trouble, Engineman must be at once advised and his instructions carried out.

In case Engineman discovers fire of any magnitude on roadway in East or North River Tunnels, he must attempt to stop train within reasonable distance before reaching fire in order that smoke or fumes may not reach train. If it is found to be impossible to stop train before reaching fire, train should proceed until it has passed beyond fire, provided that condition of track is such that it is safe to proceed. Should train be stopped by an emergency application close to or over fire, train must be started as quickly as possible and moved to a safe distance beyond fire.

D3097. In event of accident or irregularity occurring to train in tunnel which endangers safety of passengers or train, immediate action must be taken to get passengers to place of safety. If safe to move train proceed to first tunnel exit.

Exits can be reached from left-hand side of train in direction of current of traffic, located as follows:

North River Tunnels—Weehawken Shaft; Eleventh Avenue Shaft.

East River Tunnels—First Avenue Shafts; Long Island City Shafts.

D3098. Tunnel alarm system consists of alarm boxes, indicated by blue light, located not more than 800 feet apart on opposite bench walls to signals which govern movements with current of traffic, and are connected to indicators in offices of Train Director, Power Director as well as Sub-Stations and Interlocking Stations controlling operation of trains in respective tunnels, where each series of alarm boxes is located.

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

Appliances belonging to this system must not be tampered with, and must be used only in an emergency which makes it necessary for preservation of life or property to remove energy from Third Rail.

Person who pulls lever must at once telephone circumstances to Train Director.

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

When Power Director, New York, receives indication from box of tunnel alarm system, he must notify Train Director at A Block Station, who will arrange for holding all trains out of tunnel involved.

D3099. Tunnel alarm bells located at various automatic signals which govern movement with current of traffic are so connected that when power leaves Third Rail of section in advance of signal, signal will display its most restrictive indication and alarm bell will ring until power is restored. Train must not pass signal while alarm bell is ringing without authority from Train Director, at A Block Station.

S31.

EMPLOYES' 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 located as follows—

LOCATION	Passenger	Train Crews	Passenger	Yard Crews	Freight Crews	Engine Crews
	X	X	X	X	X	X
Brooklyn—North 4th Street.....					X	X
New York—37th Street Freight Station.....					X	X
Sunnyside Yard—Crew Dispatcher's Office.....	X	X	X	X	X	X
New York—Crew Dispatcher's Office.....	X	X			X	X
Jersey City—Crew Dispatcher's Office.....	X				X	X
Henderson Street—Yard Master's Office.....					X	X
Greene Street—Assistant Yard Master's Office..					X	X
Meadows—Yard Master's Office.....					X	X
Meadows—West end Produce Yard.....					X	X
Meadows—Enginehouse.....					X	X
Harrison—Yard Master's Office.....					X	X
Newark—Ticket Receiver's Office.....	X	X			X	X
Newark—Clinton Avenue Yard.....					X	X
Waverly—Yard Master's Office WA-4.....					X	X
Waverly—WA-5 Office—East end.....					X	X
Greenville—Yard Master's Office.....					X	X
County—Yard Master's Office.....	X				X	X
Princeton—Conductors' Room.....	X				X	X
Trenton—Baggage Room.....	X	X			X	X
Trenton—Asst. Yard Master's Office—Barracks..	X				X	X
Trenton—Asst. Yard Master's Office—Coalport..					X	X
Trenton—Enginehouse Foreman's Office.....			X		X	X
Bristol—Weighmaster's Office.....					X	X
South Amboy—Yard Master's Office.....	X				X	X
Long Branch—Conductors' Room.....	X				X	X
Bay Head Junction—Telegraph Office.....	X				X	X
Phillipsburg—Yard Master's Office.....	X				X	X
Stroudsburg—Gravel Place Enginehouse.....						X
Stroudsburg—Stroudsburg Tower.....	X					

X—Class of crews reporting at points indicated.

D3102. Passenger trainmen, unless otherwise instructed, must report for duty prior to schedule leaving time of trains as follows and personally signing crew register, ready for duty, not later than time specified:

Sunnyside Yard—1 hour, 10 minutes prior to scheduled leaving time of train from Pennsylvania Station, New York, and 30 minutes prior to scheduled leaving time of train from PXT.

Pennsylvania Station, New York—30 minutes.

Jersey City—20 minutes.

Newark (H. & M. R.R.)—10 minutes.

Rahway—10 minutes.

County—15 minutes.

Princeton—15 minutes.

Trenton—15 minutes.

South Amboy—25 minutes.

Long Branch—20 minutes.

Bay Head Junction—35 minutes.

Phillipsburg—30 minutes.

Stroudsburg—30 minutes.

Passenger trainmen deadheading must sign crew register 10 minutes prior to leaving time of train on which deadheading.

Passenger trainmen for trains to and from New Haven R. R. must report for duty 10 minutes prior to arrival of train.

Passenger trainmen terminating duty at Sunnyside Yard, Pennsylvania Station (New York) and Jersey City must personally sign crew register.

Passenger trainmen of L. I. R. R. must report for duty at Pennsylvania Station, New York, prior to leaving time of trains as follows:

Multiple unit service—15 minutes.

Other service—20 minutes.

D3103. Passenger engine crews, unless otherwise instructed, must report for duty prior to leaving time of trains as follows and personally sign crew register and ready for duty not later than time specified:

Electric Engines—

Sunnyside Yard—For trains from Sunnyside Yard—1 hour 45 minutes prior to scheduled leaving time of trains from New York.
Sunnyside Yard—For trains from Pennsylvania Station, New York—1 hour 15 minutes prior to scheduled leaving time of train from New York.

Sunnyside Yard—For trains from Jersey City—1 hour 45 minutes prior to scheduled leaving time from Jersey City.

Jersey City—30 minutes.

South Amboy—45 minutes.

Trenton—45 minutes.

Steam Engines—

Meadows—For trains from Hudson—1 hour 15 minutes prior to scheduled leaving time of train from Hudson.

Meadows—For trains from Jersey City—1 hour 30 minutes prior to scheduled leaving time of train from Jersey City.

South Amboy—50 minutes.

South Amboy—For trains from Union—1 hour 30 minutes prior to scheduled leaving time of train from Union.

Long Branch—45 minutes.

Bay Head Junction—50 minutes.

Phillipsburg—1 hour 15 minutes.

Trenton—1 hour 15 minutes.

Multiple Unit Trains—

New York—20 minutes.

Jersey City—20 minutes.

Newark (H. & M. R.R.)—10 minutes.

County—20 minutes.

South Amboy—30 minutes.

Princeton—20 minutes.

Trenton—40 minutes prior to scheduled leaving time (equipment from west yard).

Trenton—45 minutes prior to scheduled leaving time (equipment from east yard).

L. I. R. R. Enginemen reporting for duty at Pennsylvania Station, New York, must be at their trains not less than 10 minutes in advance of leaving time. They are not relieved of reporting to Crew Dispatcher and examining bulletin board before going on duty.

New Haven R. R. Enginemen reporting for duty at Pennsylvania Station, New York, must report not less than 40 minutes prior to leaving time of train from New York.

D3104. Train and engine crews, after having been off duty one hour or more, must re-register.

S32. PERSONAL INJURIES.

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

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

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, 30-52 Crescent St.....	Stillwell 4-0666 or Astoria 8-0426.
New York.....	J. S. Moses, Pennsylvania Station.. Judson C. Fisher, 386 Fourth Avenue... W. C. Keller, Jersey City Pass. Sta..	Penna. 6-6000. Uptown 2451. Lexington 2-2680. Jersey City 380.
Jersey City.....	Geo. J. Brick, 43 Cottage St.....	Journal Sq. 2-4138.
Newark.....	Henry Reich, Medical Towers, Clinton Avenue..... Paul Keller.....	Market 2-4093. Humboldt 2-5459.
Elizabeth.....	S. F. Wade, 555 Newark Ave.....	Elizabeth 2-5214.
Rahway.....	H. Irving Dunn, 610 Salem Ave., Elizabeth.....	Elizabeth 2-5406.
Perth Amboy...	W. E. Ramsay, 240 High St.....	Perth Amboy 4-0004.
South Amboy...	J. Francis Weber 264 Main St.....	So. Amboy 360.
Asbury Park...	*E. H. Eulner, 216 Henry St..... Oliver K. Parry, 601 Bangs Ave.....	So. Amboy 216 or So. Amboy 4-0831. Asbury Park 3546.
Point Pleasant..	J. Bruce Henriksen, 422 River Ave.....	Pt. Pleasant 164.
Metuchen.....	J. D. Witmer, 456 Middlesex Ave...	Metuchen 6-1573.
New Brunswick.	Herbert W. Nafey, 51 Livingston Ave....	New Brunswick 4304 or 1827.
Trenton.....	J. A. Connolly, 212 W. State St.....	Trenton 9791.
Bristol.....	W. C. LeCompte, 237 Radcliffe St.....	Bristol 636.
Jamesburg.....	J. W. McKinsty, Railroad Ave.....	Jamesburg 141 or 161
Lambertville...	L. T. Salmon, 41 Bridge St.....	Lambertville 50.
Phillipsburg....	*L. C. Williams, 61 Bridge St.....	Lambertville 89.
Belvidere.....	Paul F. Drake, 85 Summit Ave.....	Phillipsburg 5-3101.
Bordentown....	G. Wyckoff Cummins, 202 Mansfield St....	Belvidere 30.
Bordentown....	Robert E. Sievers, 15 Walnut St.....	Bordentown 14.
Roebling.....	*C. D. Mendenhall, 412 Farnsworth Ave..	Bordentown 11.
Burlington.....	J. H. Hornberger, 4th and Main Sts....	Florence 144.
Riverside.....	*R. D. Anderson, 465 High St.....	Burlington 360.
Riverton.....	R. I. Downs, 40 Scott St.....	Riverside 130.
Camden.....	Harry L. Rogers, 408 Main St.....	Riverton 203 or Riverton 132.
	A. P. Isenberg, Camden Terminal....	P. R. S. L. Ext. 37.
	Paul M. Mecray, 405 Cooper St.....	Camden 1125.

* Alternate.

D3202. LOCATION OF HOSPITALS.

LOCATION	NAME AND ADDRESS	TELEPHONE NO.
Long Island City	St. Johns— 12th St. & Jackson Ave.	Stillwell 4-6310.
New York	West Side— 446 West 43rd St.	Medallion 3-5520.
	Bellevue— First Ave. & 26th St. . . .	Caledonia 5-1133.
Jersey City	French— 324 West 30th St.	Lackawanna 4-3060.
	City—Baldwin Ave.	Bergen 3-7000.
	St. Francis— East Hamilton Place. . .	Delaware 6-1050.
Newark	Beth-Israel— 201 Lyons Ave.	Waverly 3-6000.
	St. Michaels— 306 High St.	Market 2-7610.
	St. James— Jefferson St.	Market 2-6437.
Elizabeth	Elizabeth General— 925 East Jersey St.	Elizabeth 2-3400.
Rahway	Rahway—Jefferson Ave.	Rahway 7-0034.
Perth Amboy	City— New Brunswick Ave. . .	Perth Amboy 4-0871.
South Amboy	South Amboy— Bordentown Ave.	South Amboy 320.
Long Branch	Monmouth Memorial— Third Ave.	Long Branch 3600.
Asbury Park	Fitkin Memorial— Asbury Park, N. J.	Asbury Park 8800.
New Brunswick	Middlesex General— Somerset St.	New Brunswick 12.
	St. Peters—Easton Ave.	New Brunswick 2000.
	St. Francis— Hamilton Ave. and Chambers St.	Trenton 2-4141.
Trenton	McKinley Memorial— Brunswick Ave.	Trenton 2-5116.
Bristol	Mercer— 446 Bellevue Ave.	Trenton 8241.
	Dr. J. Fred Wagner (Private)— 435 Radcliffe St.	Bristol 2112.
Phillipsburg	Warren— Wilbur Ave.	Phillipsburg 5-1131.
Stroudsburg	Easton— 20th and Lehigh Sts. (Easton, Pa.)	Easton 6221.
	General—East Brown St.	Stroudsburg 936.
Riverside	Zurbrugg Memorial— Franklin St.	Riverside 210.
Camden	Cooper— 6th and Stevens Sts. . .	Camden 6600.
	West Jersey— Mt. Ephraim and At- lantic Aves.	Camden 364.

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

In all passenger carrying cars, including baggage cars and mail cars, and in cabin cars.

At each passenger and each freight station.

At yard offices and other suitable places in the larger yards, Car Inspectors' offices, power plants, sub-stations, block and interlocking stations, tool houses, pump houses, M.W. cabins, wreck trains, shop 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.

One stretcher must be carried on each passenger train, except MU trains.

Stretchers have been placed in each block, interlocking and passenger station in electrified territory.

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. Many telephones at outlying points are located in boxes which are equipped with cut-out switches, which cuts the telephone off the line when the door is closed; if necessary to wait for a call, the door should be kept open in order that the bell will ring.

When through using telephone, door must be closed to avoid damage to equipment due to exposure to the weather and to avoid personal injury.

Employees using telephones which are equipped with knife switches must open the switch when through using telephone.

Employees using these telephones should report promptly any defective equipment, absence of train order blanks, etc.

D3302. Telephone boxes at outlying points in the electrified territory are equipped with three-way switches with telephone lines connected with:

- 1—Power Director.
- 2—Telephone Switch-board.
- 3—Tower on each side of telephone.

When necessary to clear any line to get the Power Director, the words "POWER EMERGENCY" will be used; all other persons using line at that time must yield the line at once.

Detailed instructions posted in each box.

D3303. LIST OF TELEPHONES.

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

D3305. In East and North River Tunnels 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.

S34A. 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 C. T. 310 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 310-a to the billing. When such shipments are set off for repairs that may effect the requirements of A. A. R. Loading Rules, they must not be moved except upon authority of the Trainmaster, and not until proper inspection, and billing has been endorsed by Agent or Yardmaster, "Reinspected at and loaded as per A. A. R. Loading Rules."

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

D3401. Rule 724 amplified.

Enginemen and Firemen will handle and fire engines and electric engine steam heat boilers in such manner as will eliminate emission of steam and smoke as far as practicable in Newark Passenger Station.

D3403. Regulation Of Steam Heat On Trains.

Heating and Ventilating Systems for Passenger Trains, Instructions No. 103-B, Air Conditioning Systems for Passenger Trains, No. 213-A, and Book No. 204 in effect, except as otherwise provided.

Westward Trains.

Sunnyside Yard:

(a) Steam Heat Boiler must be in service before leaving engine-house storage yard. When maximum boiler pressure has been obtained, open wide Main Steam Heat Valve. Open wide Directional Valve to rear end (train end) of engine and adjust rear train steam pipe end valve to vent condensation. Adjust Directional Valve to front end of engine to vent condensation from train steam pipe through front train steam pipe and valve. The latter must be wide open.

(b) When coupling to train, maximum boiler pressure must be maintained and train steam line cleared of condensation prior to departure from yard.

(c) Maintain maximum boiler pressure and do not extinguish fire in boiler until after leaving F Block Station and scavenge firebox of gases prior to entering East River Tunnel.

(d) Fire in boiler must be extinguished between east portal of East River Tunnel and west portal of North River Tunnel, excepting New Haven R. R. engines on layup track, track 5, A Yard, New York.

(e) Light engines enroute from Sunnyside Yard for service from New York or beyond must be prepared as outlined in paragraphs (a), (c) and (d).

(f) Car Service Employees, Sunnyside Yard, must adjust heating apparatus prior to departure to maintain authorized temperature to New York.

Pennsylvania Station, New York:

(g) Station Steam Plant must be coupled to trains when weather conditions necessitate, and train steam line cleared of condensation prior to departure.

(h) Rear Trainman must know train steam pipe end valve at rear of train is wide open leaving Pennsylvania Station, New York. Train, Express, Pullman and Dining Car employees must know steam admission valves are closed leaving Pennsylvania Station, New York.

(i) Cars on rear of train not requiring steam heat must have train steam line connectors uncoupled to enable rear trainman to operate rear train steam pipe end valve to release condensation.

(j) Car Service Employees must adjust heating apparatus on trains turning at New York to maintain authorized temperature during layover.

Between North River Tunnel and Holmes:

(k) Fire in steam heat boiler must be immediately relighted after engine passes west portal of North River Tunnel and as soon as 175 pounds steam pressure has been attained, open wide main steam heat valve. Regulator Valve to be adjusted to pressure required to heat train after passing Elmora unless communicating signal [Rule 16 (j)] has been sounded for increased steam pressure, in which event, maintain maximum pressure to train.

(l) Rear Trainman, after train steam line has been cleared of condensation, must adjust rear train steam line end valve to vent condensation enroute. After leaving Newark, steam may be admitted to radiators to heat cars, beginning at rear car.

(m) In event train steam line becomes waterlogged or does not clear of condensation prior to passing Elizabeth, Rear Trainman must signal Engineman [Rule 16 (j)] for additional steam pressure and arrange to have Conductor notified, and latter must arrange to have all train steam pipe end valves examined to definitely determine they are wide open, also all steam admission valves closed, and if this does not result in steam reaching rear end of train within reasonable time, Conductor must treat situation same as other irregularities, and if necessary, stop train at convenient point to locate and correct trouble before steam heat system freezes or causes discomfort to passengers.

(n) Rear Trainman, during periods of severe cold weather, must open rear train steam pipe end valve at convenient locations enroute to insure keeping train steam line clear of condensation.

(o) In absence of steam pressure at rear train steam pipe end valve, Rear Trainman must promptly signal Engineman [Rule 16(j)] for increased steam pressure, advising Conductor at first opportunity.

Eastward Trains.

(p) Steam pressure must be maintained in train steam line and fire not extinguished until passing Portal Block Station, when main steam heat valve must be closed, fire extinguished and firebox scavenged of gases before entering North River Tunnel, excepting in mild weather (Temperature above 40°), when steam heat valve may be closed and fire extinguished at Hunter.

(q) Rear Trainmen must open wide rear train steam pipe end valve at Portal Block Station and as soon as practicable thereafter, open all steam admission and blowoff valves as required in paragraph 42, Book 103-B.

(r) In event trains are delayed between East River Tunnel and Sunnyside Yard and during periods of severe cold weather, steam heat boiler must be put into service and maximum steam pressure turned back to train to prevent damage to equipment from freezing.

(s) Conductors must advise Train Dispatcher, Jersey City, by wire from first convenient point, of failure to properly heat train and cause.

Eastward New Haven R. R. Trains.

Pennsylvania Station, New York:

(t) New Haven R. R. engines must have steam heat boilers put in service on layup track, track 5, A Yard, in sufficient time to procure maximum steam pressure prior to departure from that point preparatory to coupling to train.

(u) Fire in steam boiler must be extinguished and fire box scavenged of gases prior to leaving layup track, track 5, A Yard, and promptly relighted after leaving East River Tunnel.

(v) Rear train steam pipe end valve must be wide open and steam admission valves in all cars must be closed leaving Pennsylvania Station and latter remain closed until after train steam line is cleared of condensation and rear train steam pipe end valve is adjusted to vent condensation enroute, after which steam may be admitted to radiators to heat cars, commencing with rear car.

Westward New Haven R. R. Trains.

(w) Fire in steam heat boiler must be extinguished before passing F Block Station and firebox scavenged of gases prior to entering East River Tunnel.

(x) Rear Trainmen must open wide rear train steam pipe end valve before passing F Block Station, open all steam admission valves and blowoff valves.

D3404. Following instructions effective in connection with use of steam heat on passenger trains during Summer season:

NEW YORK-PHILADELPHIA SERVICE: Steam hose to be coupled on all trains. No steam heat to be provided unless weather conditions justify. Steam for toilet purposes to be provided on Train No. 179 and trains operating Bar Harbor sleeping cars.

NEW YORK-WASHINGTON SERVICE: Steam hose to be coupled on all trains. No steam heat to be provided unless weather conditions justify.

Westward—Steam for toilet purposes to be provided on Trains 111, 169 and 141, or other trains operating occupied sleeping cars from New England points.

Eastward—Steam for toilet purposes to be provided on all trains operating occupied sleeping cars, from Train 52 to Train 32, inclusive.

THROUGH WESTERN SERVICE: Steam hose to be coupled on all trains. No steam heat to be provided unless weather conditions justify.

Westward—Steam for toilet purposes to be provided on Train No. 29.

Eastward—Steam for toilet purposes to be provided on all trains operating occupied sleeping cars, from Train 52 to Train 32, inclusive.

BUFFET CAR SERVICE: Steam for buffet purposes to be provided on trains operating buffet-parlor, buffet-lounge, grille-diner, twin diners and other types buffet cars.

PARKED SLEEPERS: Steam provided for toilet purposes.

STEAM JET AIR CONDITIONING SYSTEM: Steam to be provided on trains operating cars equipped with Steam Jet Air Conditioning.

All other trains will not require steam hose coupled.

D3405. Temperature signs will be displayed during period of pre-season, regular season and post-season arrangements for operation of Air Conditioning Equipment at following locations:

Sunnyside Yard.....	Crew Dispatcher's Office
New York.....	Crew Dispatcher's Office
Newark.....	Station Master's Office

D3406. Brake and Train Air Signal Instructions No. 99-B-1 in effect.

D3407. 99-B-1 Modified.

Angle Cock Clamps to lock angle cocks in open position on all passenger equipped cars and engines removed.

Angle Cocks are to be used when attaching and detaching engines or cars in passenger train service.

Instructions 7, 7A, 8 and 8A of Book 99-B-1, Brake and Train Air Signal Instructions are annulled, except, that portion of Instruction 8-A, reading as follows:

"SWITCHING ROAD TRAIN—EITHER SETTING OFF OR ADDING CARS—All switching of cars should be controlled by the air brake.

The speed of trains while shifting, should be controlled by the air brake, and in no case should shifting or road movements be made unless the brake system is charged to at least 70 pounds."

DOUBLEHEADING CLASS P-5a ENGINES—The upper brake pipe hose will continue to be used without angle cocks. Brake pipe pressure must be reduced 25 pounds, after which the brake valve handle placed in emergency position, before attaching or detaching the engines when doubleheading. The upper brake pipe hose must be carried in dummy couplers when not in use.

D3408. 99-B-1 Amplified.

Instructions 10e—When the current is off or the air compressor or compressors stop working for any reason, hand brakes must be applied to secure the train as covered in Instructions, 15b of Brake and Train Air Signal Instructions Book No. 99-B-1 and Instructions 88 of Pennsylvania Railroad System—Hudson & Manhattan Railroad Company Electric Train Service Instructions Book No. 138-A, when the main air reservoir pressure is reduced to 5 pounds below the normal brake pipe pressure.

D3409. Rules 24 and 25. 99-B-1 Modified.

Dock—Trains hauled by electric or steam engines, the brakes may remain applied or be released on Passaic Drawbridge; but no additional application of the brakes may be made while engine is on lift span of drawbridge.

MU trains, the brakes may be applied or released on Passaic Drawbridge.

D3410. Coaches Nos. 4002 to 4008, inclusive, are equipped with stop cocks, instead of standard angle cocks, in brake pipe at each end of car, with pinch type of self-locking handle. These cocks are open when handle is crosswise of pipe, the same position as all standard stop cocks.

D3411. Trainmen riding in cabin cars must make frequent observations of air brake gauge to see that brake pipe pressure is normal. If gauge indicates brake pipe pressure is not normal, arrangements must be made to stop train and ascertain cause.

D3412. Mechanical platform gap-closers are located on Platform No. 10, adjacent to Track No. 18, Pennsylvania Station, New York, 62 feet and 188 feet, respectively, west of C Tower, operated from controlling device located on column midway between mechanical gap-closers.

Emergency controlling devices are located on column adjacent to each mechanical gap-closer and lever is to be operated after glass has been broken by small iron hammer attached to each emergency controlling device.

Trains placed on Track No. 18 for loading must stop so that third rail shoes of car on east end of train are in contact with 8-foot section of dead third rail located on east end of Track No. 18 opposite west end of C Tower. Westward movements to this track will stop with west end of leading car opposite number on platform or track which corresponds with number of cars in train.

Color light indicators are located 8 feet above and in the center of each mechanical gap-closer, indicating as follows:

Purple—Mechanical gap-closer withdrawn; train can be moved.
Red—Mechanical gap-closer extended; train must not be moved.

D3413. System of train starting signals at New York consists of mechanism cases located in platform columns adjacent to each track and bearing numbers corresponding to number of track controlled light indications in each case and near top of column,

also in respective Interlocking Stations controlling movement on various tracks and at respective ticket gates.

System operated as follows—

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

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

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

Ticket Examiner must, at proper time, close gate and push 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 must see that all passengers admitted through gate have been loaded, and must, at the proper time, give communicating signal for train to proceed.

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

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

Exception: Eastward Long Island multiple unit trains on tracks 15 and 16:

Conductor or Assistant Station Master at designated time will operate starting signal key. This will give indication to controlling interlocking station and also illuminate light indicators near top of columns.

Trainmen will then see that passengers are loaded and close car doors so train may proceed.

Motormen of Long Island multiple unit trains, upon display of door controlling light in cab, will proceed without communicating whistle signal.

If door control system is inoperative, communicating signal must be used.

When trains are being loaded, trainmen will closely observe indicators to insure against unnecessary delay.

D3414. Windows of cars occupied by passengers must be arranged as follows:

CLOSED.—Eastbound in North River Tunnels and Westbound in East River Tunnels.

MAY REMAIN OPEN IN WARM WEATHER.—Westbound in North River Tunnels and Eastbound in East River Tunnels.

Trainmen of eastbound trains when approaching North River Tunnel and westbound trains when approaching East River Tunnel must announce "Please close windows—train is approaching Tunnel."

D3415. Trainmen on eastward Uptown trains approaching Newark must announce—"Newark, change for Jersey City and Hudson Terminal. Passengers for Pennsylvania Station, New York, remain on this train."

Trainmen on eastward Downtown trains approaching Newark must announce—"Newark, change for Pennsylvania Station, 7th Avenue and 32nd Street, New York. Passengers for Jersey City and Hudson Terminal remain on this train."

Trainmen on westward trains approaching Newark must announce—"Newark, change for" (naming such points as the train is advertised to connect for).

Trainmen on westward H. & M. R. R. trains approaching Newark must announce—"Newark. All change. Use ramp for Pennsylvania and Lehigh Valley trains."

D3416. Toilet room doors of cars must be locked between Sunnyside Portals and New York; while in Pennsylvania Station; between New York and Newark; between Jersey City and Newark; between North Elizabeth and South Elizabeth. Toilet room doors in Pullman cars may remain unlocked west of North River Tunnels and west of Journal Square. In case of emergency, doors may be opened upon request.

D3417. Rule 737 modified.

Search or flood lights located under vestibule of business cars may be displayed on rear end of trains.

D3418. Rule 737 amplified.

Electric illuminated signs may be displayed on rear of passenger trains.

D3419. Cars occupied by passengers must be fully lighted while passing through tunnels and Pennsylvania Station, New York, and while passengers are loading or unloading in New York.

D3420. Where concrete bumpers are at end of a track, cars must be left standing 15 feet from bumper.

D3422. Where station stop markers are located, Engineman must stop front end of engine opposite marker number corresponding to number of cars in train, unless otherwise instructed by Conductor.

MU station stop markers are designated by letter M except when located on ties.

D3424. When wheels are overheated due to brakes sticking and after releasing and cutting brake out on car in question, a thorough examination must be made of overheated wheels and where cracks are found as given herein, car must be set out of train:

1. Transverse cracks (cracks at right angle to plane of wheel) in tread of wheel which are over $2\frac{3}{4}$ inches in length, or extend into throat of flange, or extend across top of flange.
2. Wheels with crack in plate, circular crack between hub and rim of wheel.
3. Wheels cracked radially through plate from wheel fit towards rim.

D3426. Jacks and materials for use in case of hot journals are located at:

- *Waverly.....Car Inspector's Building.
- *Rahway.....Under west end of Westbound Platform.
- *Perth Amboy Junction..Yard Clerk's Office.
- *Metuchen.....Edison Tower.
- *County.....Car Inspector's Building.
- *Monmouth Junction...East end of Passenger Station.
- Trenton.....Station Platforms.
- *Bristol.....South side of No. 1 track about opposite Scale House.

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

When cars develop hot bearings, or similar conditions, likely to result in fire, making it necessary to set cars off on road or in yards, train crews must take necessary precautions to prevent fire. At outlying points where there are no inspectors, waste must be taken out of journal box and thoroughly drenched with water to prevent possibility of blazing after car is cut off and left.

D3427. Rule 702, paragraph 9, revised:

Defective hose removed enroute must be tagged to show train number, initial and number of car or engine, date and place of removal. Enginemen to send hose from engine to Enginehouse Foreman. Conductors to send hose from passenger equipment cars to Foreman Car Inspectors at terminals; from freight cars, to be delivered to first available Car Inspector, who will furnish a new one. Freight Conductors must carry, as part of their equipment, a supply of Form M. P. 401 "Conductor's Report of Repairs Made and Material Applied to Foreign and Individual Freight Cars by Train and Engine Crews" and use these forms as directed thereon.

D3428. Car replacers for emergency use are located at all interlockings between R and Hudson inclusive, each set bearing a mark indicating where it belongs.

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

D3430. Position of vents on loaded refrigerator cars must not be changed except in case of necessity and when changed must be restored to original position as soon as possible.

D3431. New light-weight stream-lined Pullman cars are equipped with telephone, radio and train line connectors which are connected and disconnected by Pullman employes.

If necessary to part these cars, care must be exercised to see that connectors have been removed before cars are separated.

D3433. When necessary to take slack to start train, front engineman will do so, after having first given whistle signal to apply brakes. If not successful in starting train after having taken slack with front engine rear engineman will take slack, after having given whistle signal to apply brakes. When there are two engines on front end of train, leading engineman only will take slack, and when there are two helpers on rear, rear engineman only will take slack. In starting train under either of above conditions, engineman next to train will not use steam until necessary to supplement other engine. Enginemen must use care and good judgment to avoid damage to train.

Enginemen of helping engines on rear of train must know that air brakes are released before attempting to start.

Trainmen must be in position to give signals and to assist in holding train when necessary to take slack.

D3434. Smoking permitted in lounge end of all sleeper-observation cars operating in exclusive Pennsylvania Railroad Service.

D3436. Rule 706 modified:

Designated uniformed employes must wear the standard uniform November 1st to April 30th, both inclusive.

The uniform designated for summer use only, or standard mohair coats, may be worn May 1st to October 31st, both inclusive.

Coats must be buttoned except when trainmen are actually engaged in lifting transportation.

D3437. Rule 707.

Passenger trains making local stops, side and trap doors must be kept closed between stations whenever practicable to do so.

D3438. H. & M. R. R. trains, front and rear end doors must be closed and locked.

D3440. Trainmen will furnish passengers, upon request within State of New Jersey, a slug to procure free drinking cup to comply with New Jersey State Law. Supply of slugs may be obtained from Crew Dispatchers.

D3441. Rule 739 annulled.

D3442. Trainmen must not pass over container cars while cars are in motion.

D3444. Close clearance exists in various locations in New York Terminal area. Employes must use care and take precautions necessary to protect against injuries.

D3446. Gillman & Brown emergency knuckle should not be applied to an A.R.A. type D or E coupler. Standard knuckle should be applied. Gillman & Brown emergency knuckles may be used when necessary for couplers of makes other than A.R.A. type D or E coupler. Emergency knuckles must be removed at first inspection point.

D3447. Pullman cars equipped with Pitt couplers will carry extra Pitt knuckle No. 733 in equipment locker.

D3448. The observation end of the "Silver Meteor" (Seaboard Ry.) is equipped with a retractile coupler, without draft gear, for emergency use, and is of only sufficient strength to handle the seven cars assigned to this train.

D3449. When car equipped with non-tight-lock coupler is coupled to car equipped with tight-lock coupler, knuckle on tight-lock coupler must be closed and knuckle on non-tight-lock coupler open when making coupling.

When cars equipped with tight-lock, couplers are coupled, indicator hole in lock connection must be entirely below coupler head to insure locking device is in anticreep position.

Brake pipe and train air signal hose on cars equipped with tight-lock couplers, when not in use, must be coupled to the dummy couplings at end of car, as they will not clear rail when hanging free.

D3450. Passenger Trainmen and Railway Postal Clerks:

East River Tunnels—Mail catchers on postal cars must be removed between Harold and New York.

North River Tunnels—Mail catchers on postal cars will be carried in fittings on door posts. Side door of postal car, where mail catcher is located, must be kept closed by the Railway Mail Service clerks at all times while passing through North River Tunnels, to prevent mail catcher swinging out.

Inspectors and Trainmen will be responsible for knowing that this is done.

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

Linden.....	Westward—West end of station platform and waiting room. Eastward—No mail or newspapers thrown from moving trains.
Colonia.....	Eastward—100 feet East of overhead bridge. Westward—West of Westward platform.
Iselin.....	Eastward—West of Eastward platform. Westward—200 feet East of underpass.
Stelton.....	Eastward—East of platform near crane. Westward—West of Westward platform.
Deans.....	Eastward—East of Eastward platform. Westward—East of Westward platform.
Monmouth Junction....	Eastward—East of Eastward platform. Westward—East of Westward platform.
Plainsboro.....	Eastward—East of Eastward platform. Westward—West of Westward platform.
Tullytown.....	Eastward—150 feet West of overhead bridge. Westward—150 feet East of mail crane.
Bristol.....	Eastward—50 feet East of Eastward platform in chute. Westward—West of Westward platform in chute.

Croydon (Bridgewater P. O.).....	Eastward—East of Eastward platform. Westward—East of Westward platform, and between crane and platform.
Eddington.....	Eastward—East of platform. Westward—on Lawn East of station.
Cornwells Heights.....	Eastward—50 feet East of Eastward platform. Westward—at foot of crane.
Andalusia.....	Eastward—150 feet West of Eastward platform. Westward—150 feet West of Westward platform.
Torresdale.....	Eastward—25 feet West of Eastward platform. Westward—West of Westward platform.
Fieldsboro.....	Beside mail crane.
Carpenterville.....	Northward—Beside crane, East side. Southward—10 feet South of station platform.
Riegelsville.....	Northward—50 feet South of station. Southward—50 feet South of station platform.
Titusville.....	Northward—100 feet South of shelter shed. Southward—200 feet South of station platform.
Washington Crossing...	Northward—200 feet South of station. Southward—10 feet South of station platform.
Dayton.....	Westward—On East side of station between road and station.
Tennent.....	Westward—On West side of station just after passing.
Allenwood.....	Westward—On East side of station between road and station.

No mail or newspapers to be thrown from moving trains at other than above specified points.

335. INSPECTION OF PASSING TRAINS.

D3501. Rule 703 amplified.

The following instructions must be observed as far as practicable and other duties will permit. Employes will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable.

Trainmen of freight and passenger trains will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot boxes, objects protruding that they may result in damage or injury, will signal members of such trains, calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so.

Train and engine crews on moving trains will be on the lookout for signals, when passing other trains, interlocking, block, water, coaling and other stations, sidings, highway crossings where Crossing Watchmen are on duty and points where trackmen are working, and when practicable, exchange signals.

The following signals will be used where other signals are not required:

HOT JOURNAL

By day —Nose held with one hand, with other hand pointed toward track.
By night—Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.

BRAKES STICKING

By day —Hands shoved in sliding motion out from body.
By night—Lamp raised and held stationary.

BROKEN WHEELS
DEFECTIVE TRUCK
DRAGGING BRAKE CONNECTION, LADING SHIFTED OVER SIDE OR END OF CAR, SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITIONS.

Stop signal.

**PENNSYLVANIA RAILROAD
NEW YORK ZONE
NEW YORK DIVISION**

JERSEY CITY, N. J., SEPT. 15, 1939.

GENERAL ORDER No. 3201—Zone A
3201—Zone B
3201—Zone C
3201—Zone D
3201—Zone E
3201—Zone F

EFFECTIVE 2.00 A. M., SUNDAY, SEPT. 24, 1939.

Time Table No. 32 takes effect and contains the necessary instructions issued in General Orders up to and including:

No. 3118, Zone A
 No. 3114, Zone B
 No. 3116, Zone C
 No. 3113, Zone D
 No. 3114, Zone E
 No. 3114, Zone F

all of which must be removed from Bulletin Boards.

Each employee must carefully examine Time Table No. 32 to see that his copy is complete with all schedule pages properly lined up, and note changes; also note important changes in Special Instructions.

Employees must turn in old time tables and books of Special Instructions to Bulletin Board Attendants after Time Table No. 32 takes effect.

This General Order is printed in Time Table No. 32 and will not be issued in sticker form.

A. Siding between Switches Nos. 1 and 3½ DY blocked with stored cars.

B. PRINCETON JUNCTION:

Trailing point hand operated switch connecting west leg of Wye to No. 4 track, 1020 feet west of Princeton Passenger Station, OUT OF SERVICE.

C. TULLYTOWN:

Due to erection of temporary wooden bents between Tracks Nos. 0 and 1, and adjacent to Track No. 4, at Bristol-Trenton Turnpike overhead bridge, one-half mile east of Tullytown, side clearance has been reduced.

Employees will take necessary precautions.

D. EDGAR—WOODBIDGE:

Edgar Block and Interlocking Station located 350 feet west of Edgar Passenger Station, in service.

Wood Block and Interlocking Station located 1250 feet east of Genasco, in service.

Eastward and Westward main tracks from a point 200 feet west of Edgar to a point 250 feet east of Wood, trailing point connection from freight yard to Westward main track, signals A228 and A229 and Woodbridge Passenger and Freight Stations, abandoned.

New eastward-westward main track located south of former eastward main track from a point 250 feet east of Wood to a point 200 feet west of Edgar, in service.

Rule 505a in effect.

Signal A226 located on ground mast 3560 feet west of Edgar, governing eastward movements on new eastward-westward main track, in service.

Signal A227 located on top of new retaining wall 3560 feet east of Wood governing westward movements on new eastward-westward main track, in service.

Temporary Passenger Station located 240 feet east of Green St. and low platforms extending from Green St. to a point approximately 550 feet east, on south side of new eastward-westward main track, in service.

New Freight house and yard located south of new eastward-westward main track and west of Berry's Crossing (Factory Lane), in service.

New freight yard tracks (capacity 8 cars each) with hand-operated switches trailing point for eastward movements located 1335 feet and 1425 feet respectively east of Wood, connecting freight yard sidings to new eastward-westward main track, equipped with pipe-connected derails and electrically locked, controlled from Wood, in service.

New freight house siding (capacity 3 cars) with hand-operated switch, trailing point for eastward movements located 1792 feet east of Wood, connecting freight house siding to new eastward-westward main track, equipped with pipe-connected derail and electrically locked, controlled from Wood, in service.

Hand-operated switch trailing point for eastward movements, located 1919 feet east of Wood connecting Contractor's siding to new eastward-westward main track, equipped with pipe-connected derail and electrically locked, controlled from Wood, in service.

Employees using these switches will get permission and unlock from Wood.

Eastward trains stopping at Edgar Passenger Station must make station stop clear of interlocking.

Flashing light highway crossing signals abandoned and crossing watchman protection provided at the following crossings:—

Valentines Crossing
 Berry's Lane Crossing
 Freeman Street Crossing

Special Instructions S16F and D1651 modified.

Special Instruction D1653 in effect.

Cab-signal System out of service between Edgar Block Station and Wood Block Station.

Special Instruction D2510 modified.

Cab-signal Cutting-in Sections located

For Eastward trains:

From a point 286 feet east of Edgar Block Station to Signal A208.

For Westward trains:

From a point 307 feet west of Wood Block Station to Signal A239.

Special Instruction D2510 amplified.

Close side clearance exists on both sides of new eastward-westward main track between Edgar and Wood. Employees will take necessary precautions.

Speed of 25 M.P.H. must not be exceeded between Wood and Edgar.

Special Instructions D2001, D2002, D2003 and D2004 modified.

D. Y. GEDDES,
 Superintendent.

**PENNSYLVANIA RAILROAD
NEW YORK ZONE
NEW YORK DIVISION**

Jersey City, N. J., Sept 27, 1939.

GENERAL ORDER No. {
3202—ZONE A
3202—ZONE B
3202—ZONE C
3202—ZONE D
3202—ZONE E
3202—ZONE F

EFFECTIVE AT ONCE

Train No. 363 make F stop Delaware (D.L.&W.R.R.) 9:17 A. M.

EFFECTIVE AT ONCE

PRINCETON JUNCTION

Daily except Sunday Ticket Office will close for sale of tickets after Train No. 814 instead of Train No. 272. Employees will make necessary correction on page 186.

EFFECTIVE AT ONCE

That portion of Special Instruction D1709, Page 209, reading "The display of a red train order signal, as prescribed by Rule 289, when conditions require, will be continued." ANNULLED.

EFFECTIVE AT ONCE

HARSIMUS COVE—WA 3 (FREIGHT TRACKS)

Symbol 'I' indicating JH as interlocking station and plant DISCONTINUED.

Employees will correct Page 4 accordingly.

EFFECTIVE 10:01 A. M., TUESDAY, OCTOBER 10, 1939.

PRINCETON JUNCTION

Trailing point hand operated switch connecting west leg of wye to Track No. 4 1020 feet west of Princeton Junction Passenger Station, equipped with pipe connected derail and electrically locked, IN SERVICE.

Employees using this switch will get permission and unlock from Nassau.

Paragraph B of General Order 3201 ANNULLED.

Special Instruction D1616 amplified.

D. Y. GEDDES,
Superintendent.

**PENNSYLVANIA RAILROAD
NEW YORK ZONE
NEW YORK DIVISION**

Jersey City, N. J., October 9, 1939.

GENERAL ORDER No. {
3204, ZONE A
3203, ZONE B
3204, ZONE C

EFFECTIVE AT ONCE

Steam for toilet purposes to be provided on all trains operating occupied sleeping cars, from Train 102 to Train 122, inclusive. Employees will correct Special Instruction D3404 accordingly.

EFFECTIVE BETWEEN 10:45 A.M. and 6:45 P.M.

SATURDAY OCTOBER 14, 1939

PRINCETON BRANCH:

Between a point 1,100 feet south of Princeton Station and Nassau, will be operated as double track.

Present main track designated Track N.

Present siding west of main track designated Track P.

CURRENT OF TRAFFIC:

Between 10:45 A.M. and 2:30 P.M. current of traffic on Tracks N and P will be northward.

Between 2:30 P.M. and 6:45 P.M. current of traffic on Tracks N and P will be southward.

PK Block Station and signals located at Penns Neck, IN SERVICE.

Southward block signal for Track N, and northward block signal for Track P, located on left side of track.

MF Block Station and signals located at end of double track, Nassau, IN SERVICE.

Northward block signal for Track P, and southward home signal for Track N, located on left side of track.

KS Unattended Block Station controlled by PK.

Dwarf signals in Lower Yard, Princeton, IN SERVICE.

Manual Block Rules 301 to 375, inclusive, are in effect, Except Rules 317A, 317B and 318B.

Switchtenders are located at and in charge of main track switches at end of double track, Nassau, and entrance to Lower Yard, Princeton.

D. Y. GEDDES,
Superintendent

**PENNSYLVANIA RAILROAD
NEW YORK ZONE
NEW YORK DIVISION**

Jersey City, N. J., October 31st, 1939.

GENERAL ORDER No. 3206—ZONE C

**EFFECTIVE BETWEEN 10:45 A. M. AND 6:45 P. M.,
SATURDAY, NOVEMBER 4th, 1939:**

PRINCETON BRANCH:

Between a point 1100 feet south of Princeton Station and Nassau will be operated as double track.

Present Main Track designated Track "N".

Present siding west of Main Track designated Track "P".

CURRENT OF TRAFFIC:

Between 10:45 A. M. and 2:30 P. M., Current of Traffic on Tracks "N" and "P" will be northward.

Between 2:30 P. M. and 6:45 P. M., Current of Traffic on Tracks "N" and "P" will be southward.

PK Block Station and signals located at Penns Neck, IN SERVICE.

Southward block signals for Track "N" and Northward block signals for Track "P" located on left side of track.

HB Block Station and signals located 2775 feet south of Penns Neck, IN SERVICE.

Southward block signals for Track "N" and Northward block signals for Track "P" located on left side of track.

MF Block Station and signals located at end of double track Nassau, IN SERVICE.

Northward block signals for Track "P" and southward home signal for Track "N" located on left side of track.

KS Unattended Block Station controlled by PK.

Home signal governing movements from west leg of Wye to Track No. 4 Princeton Junction, located at clearance point of switch leading to Track No. 4, IN SERVICE.

Dwarf Signals in Upper, Middle and Lower Yards, Princeton, IN SERVICE.

Manual Block Rules except Rules 317-A, 317-B, 318-B, IN EFFECT.

Switchtenders located at and in charge of Main Track switches at west leg of Wye, Princeton Junction, and of double track Nassau and entrance to Lower, Middle and Upper Yards, Princeton.

Princeton Branch Trains annulled as follows:

Southward: Nos. 4145 to 4173, all inclusive.

Northward: Nos. 4146 to 4174, all inclusive.

Stops of trains at Princeton Junction on this date annulled as follows:

Westward Nos. 123, 41, 815, 271.

**D. Y. GEDDES,
Superintendent.**



**PENNSYLVANIA RAILROAD
NEW YORK ZONE
NEW YORK DIVISION**

Jersey City, N. J., November 3d, 1939.

GENERAL ORDER No. 3207—ZONE C

**EFFECTIVE BETWEEN 10:45 A. M. AND 6:45 P. M.,
SATURDAY, NOVEMBER 11th, 1939:**

PRINCETON BRANCH:

Between a point 1100 feet south of Princeton Station and Nassau will be operated as double track.

Present Main Track designated Track "N".

Present siding west of Main Track designated Track "P".

CURRENT OF TRAFFIC:

Between 10:45 A. M. and 2:30 P. M., Current of Traffic on Tracks "N" and "P" will be northward.

Between 2:30 P. M. and 6:45 P. M., Current of Traffic on Tracks "N" and "P" will be southward.

PK Block Station and signals located at Penns Neck, IN SERVICE.

Southward block signals for Track "N" and Northward block signals for Track "P" located on left side of track.

HB Block Station and signals located 2775 feet south of Penns Neck, IN SERVICE.

Southward block signals for Track "N" and Northward block signals for Track "P" located on left side of track.

MF Block Station and signals located at end of double track Nassau, IN SERVICE.

Northward block signals for Track "P" and southward home signal for Track "N" located on left side of track.

KS Unattended Block Station controlled by PK.

Home signal governing movements from west leg of Wye to Track No. 4 Princeton Junction, located at clearance point of switch leading to Track No. 4, IN SERVICE.

Dwarf Signals in Upper, Middle and Lower Yards, Princeton, IN SERVICE.

Manual Block Rules except Rules 317-A, 317-B, 318-B, IN EFFECT.

Switchtenders located at and in charge of Main Track switches at west leg of Wye, Princeton Junction, and of double track Nassau and entrance to Lower, Middle and Upper Yards, Princeton.

Princeton Branch Trains annulled as follows:

Southward: Nos. 4147 to 4171, all inclusive.

Northward: Nos. 4148 to 4172, all inclusive.

Stops of trains at Princeton Junction on this date annulled as follows:

Westward Nos. 123, 41, 815, 271.

**D. Y. GEDDES,
Superintendent.**



**PENNSYLVANIA RAILROAD
NEW YORK ZONE
NEW YORK DIVISION**

Jersey City, N. J., November 3d, 1939.

GENERAL ORDER No. 3207—ZONE C

**EFFECTIVE BETWEEN 10:45 A. M. AND 6:45 P. M.,
SATURDAY, NOVEMBER 11th, 1939:**

PRINCETON BRANCH:

Between a point 1100 feet south of Princeton Station and Nassau will be operated as double track.

Present Main Track designated Track "N".

Present siding west of Main Track designated Track "P".

CURRENT OF TRAFFIC:

Between 10:45 A. M. and 2:30 P. M., Current of Traffic on Tracks "N" and "P" will be northward.

Between 2:30 P. M. and 6:45 P. M., Current of Traffic on Tracks "N" and "P" will be southward.

PK Block Station and signals located at Penns Neck, IN SERVICE.

Southward block signals for Track "N" and Northward block signals for Track "P" located on left side of track.

HB Block Station and signals located 2775 feet south of Penns Neck, IN SERVICE.

Southward block signals for Track "N" and Northward block signals for Track "P" located on left side of track.

MF Block Station and signals located at end of double track Nassau, IN SERVICE.

Northward block signals for Track "P" and southward home signal for Track "N" located on left side of track.

KS Unattended Block Station controlled by PK.

Home signal governing movements from west leg of Wye to Track No. 4 Princeton Junction, located at clearance point of switch leading to Track No. 4, IN SERVICE.

Dwarf Signals in Upper, Middle and Lower Yards, Princeton, IN SERVICE.

Manual Block Rules except Rules 317-A, 317-B, 318-B, IN EFFECT.

Switchtenders located at and in charge of Main Track switches at west leg of Wye, Princeton Junction, and of double track Nassau and entrance to Lower, Middle and Upper Yards, Princeton.

Princeton Branch Trains annulled as follows:

Southward: Nos. 4147 to 4171, all inclusive.

Northward: Nos. 4148 to 4172, all inclusive.

Stops of trains at Princeton Junction on this date annulled as follows:

Westward Nos. 123, 41, 315, 271.

**D. Y. GEDDES,
Superintendent.**



**THE PENNSYLVANIA RAILROAD
EASTERN REGION
NEW YORK ZONE**

**PENNSYLVANIA-READING SEASHORE LINES
THE PENNSYLVANIA RAILROAD
EASTERN REGION**

November 13, 1939.

**JOINT
GENERAL
ORDER**

NEW YORK DIVISION	}	NO. 3206 ZONE A
		NO. 3205 ZONE B
		NO. 3208 ZONE C
		NO. 3204 ZONE D
		NO. 3205 ZONE E
		NO. 3204 ZONE F
PHILADELPHIA TERMINAL DIVISION	}	NO. 3404 ZONE A
		NO. 3403 ZONE B
		NO. 3405 ZONE C
		NO. 3403 ZONE D
		NO. 3403 ZONE E
MARYLAND DIVISION	}	NO. 305 ZONE A
		NO. 304 ZONE B
		NO. 303 ZONE C
		NO. 304 ZONE D
		NO. 304 ZONE E
		NO. 303 ZONE F
PHILADELPHIA DIVISION	}	NO. 3105 ZONE A
		NO. 3105 ZONE B
		NO. 3104 ZONE C
ATLANTIC DIVISION	}	NO. 1803 ZONE D

EFFECTIVE AT ONCE:

S30. ELECTRICAL OPERATION:

All P5 and P5a Box Cab engines have been changed to 70 M.P.H. gears. The red stripe under Engineman's cab window indicating same will be removed. Engines equipped with 70 M.P.H. gears cannot be multiplied with engines equipped with 90 M.P.H. gears.

As the P5a modified engines are equipped with 70 M.P.H. gears, a red stripe (2 inches wide) will be painted under Engineman's cab window.

Where P5a modified engines are equipped with 70 M.P.H. gears, the instructions concerning maximum speed, multiple operation and notch restrictions will apply to such P5a modified engines as they do to the P5a Box Cab engines.

Special Instructions ★D3065 modified.

"NOTE" to Special Instructions ★3055 referring to 01 engines 7850-7851 changed to read:

NOTE:—Class 01 engines (7850-7851) limited to seven (7) cars, not exceeding 430 tons. After starting, limit current to 2500 amperes up to the 16th notch, inclusive; from the 17th to 20th notches, inclusive, current must not exceed 2000 amperes.

D. Y. GEDDES,
Supt., New York Division.
H. E. WOLCOTT,
Supt., Phila. Terminal Division.
E. S. REED,
Supt., Maryland Division.
F. W. STOOPS,
Supt., Philadelphia Division.
J. O. HACKENBERG, Gen. Mgr.,
Penna.-Reading Seashore Lines,
Supt., Atlantic Division.



**PENNSYLVANIA RAILROAD
NEW YORK ZONE
NEW YORK DIVISION**

Jersey City, N. J., November 21, 1939.

GENERAL ORDER No. { 3207—ZONE A
3208—ZONE B
3209—ZONE C
3205—ZONE F

EFFECTIVE AT ONCE

Train No. 11 will make S instead of E stops—New York—Newark and North Philadelphia.

Employees will correct Page 8, Time Table No. 32, accordingly.

EFFECTIVE BETWEEN 10:45 A. M. AND 6:45 P. M., SATURDAY, NOVEMBER 25TH, 1939:

PRINCETON BRANCH:

Between a point 1100 feet south of Princeton Station and Nassau will be operated as double track.

Present Main Track designated Track "N".

Present siding west of Main Track designated Track "P".

CURRENT OF TRAFFIC:

Between 10:45 A. M. and 2:30 P. M., Current of Traffic on Tracks "N" and "P" will be northward.

Between 2:30 P. M. and 6:45 P. M., Current of Traffic on Tracks "N" and "P" will be southward.

PK Block Station and signals located at Penns Neck, IN SERVICE.

Southward block signals for Track "N" and Northward block signals for Track "P" located on left side of track.

HB Block Station and signals located 2775 feet south of Penns Neck, IN SERVICE.

Southward block signals for Track "N" and Northward block signals for Track "P" located on left side of track.

MF Block Station and signals located at end of double track Nassau, IN SERVICE.

Northward block signals for Track "P" and southward home signal for Track "N" located on left side of track.

KS Unattended Block Station controlled by PK.

Home signal governing movements from west leg of Wye to Track No. 4 Princeton Junction, located at clearance point of switch leading to Track No. 4, IN SERVICE.

Dwarf Signals in Upper, Middle and Lower Yards, Princeton, IN SERVICE.

Manual Block Rules except Rules 317-A, 317-B, 318-B, IN EFFECT.

Switchtenders located at and in charge of Main Track switches at west leg of Wye, Princeton Junction, end of double track Nassau, entrances to Lower, Middle and Upper Yards, Princeton.

Princeton Branch Trains annulled as follows:

Southward: Nos. 4147 to 4171, all inclusive.

Northward: Nos. 4148 to 4172, all inclusive.

Stops of trains at Princeton Junction on this date annulled as follows:

Westward: Nos. 123, 41, 815, 271.

EFFECTIVE 8:01 A. M., FRIDAY, DECEMBER 1ST, 1939:

FRENCHTOWN WATER STATION:

Track troughs OUT OF SERVICE.

D. Y. GEDDES,
Superintendent.

J

**PENNSYLVANIA RAILROAD
NEW YORK ZONE
NEW YORK DIVISION**

Jersey City, N. J., December 4th, 1939.

GENERAL ORDER No. { 3208—ZONE B
3211—ZONE C
3206—ZONE D
3207—ZONE E

**EFFECTIVE 10:01 A. M., FRIDAY, DECEMBER 8TH, 1939.
JERSEY CITY—HUDSON:**

HACKENSACK PASSENGER DRAWBRIDGE:

Automatic train stops (trippers) located at eastward and westward home signals, ABANDONED.

Special Instruction D1647 modified accordingly.

**EFFECTIVE 10:01 A. M., FRIDAY, DECEMBER 8TH, 1939.
PRINCETON JUNCTION:**

Trailing point hand operated switch connecting west leg of wye to track No. 4, 1020 feet west of Princeton Junction Passenger Station, equipped with pipe connected derail and electrically locked, OUT OF SERVICE.

That portion of General Order No. 3202, Zone C, placing this switch in service, ANNULLED.

EFFECTIVE 10:01 A. M., MONDAY, DECEMBER 11TH, 1939.

**MONMOUTH JUNCTION—SEA GIRT:
FREEHOLD:**

Unattended Block Station, Call FD, located at clearance point switch No. 2, Freehold, OUT OF SERVICE.

JAMESBURG—BORDENTOWN:

Unattended Block Stations, Calls NW and DR, OUT OF SERVICE, and block extended between BO and K—NW and DR may be opened as Block Stations by train order.

Employees will make necessary correction in Time Table No. 32.

D. Y. GEDDES,
Superintendent.

J

PENNSYLVANIA RAILROAD
NEW YORK ZONE
NEW YORK DIVISION

Jersey City, N. J., December 15, 1939.

GENERAL ORDER No. 3212, ZONE C

EFFECTIVE 12:01 P.M., WEDNESDAY, DECEMBER 20, 1939.

PLAINSBORO WATER STATION:

Track troughs on Tracks Nos. 1, 2 and 3 IN SERVICE.

D. Y. GEDDES,
Superintendent



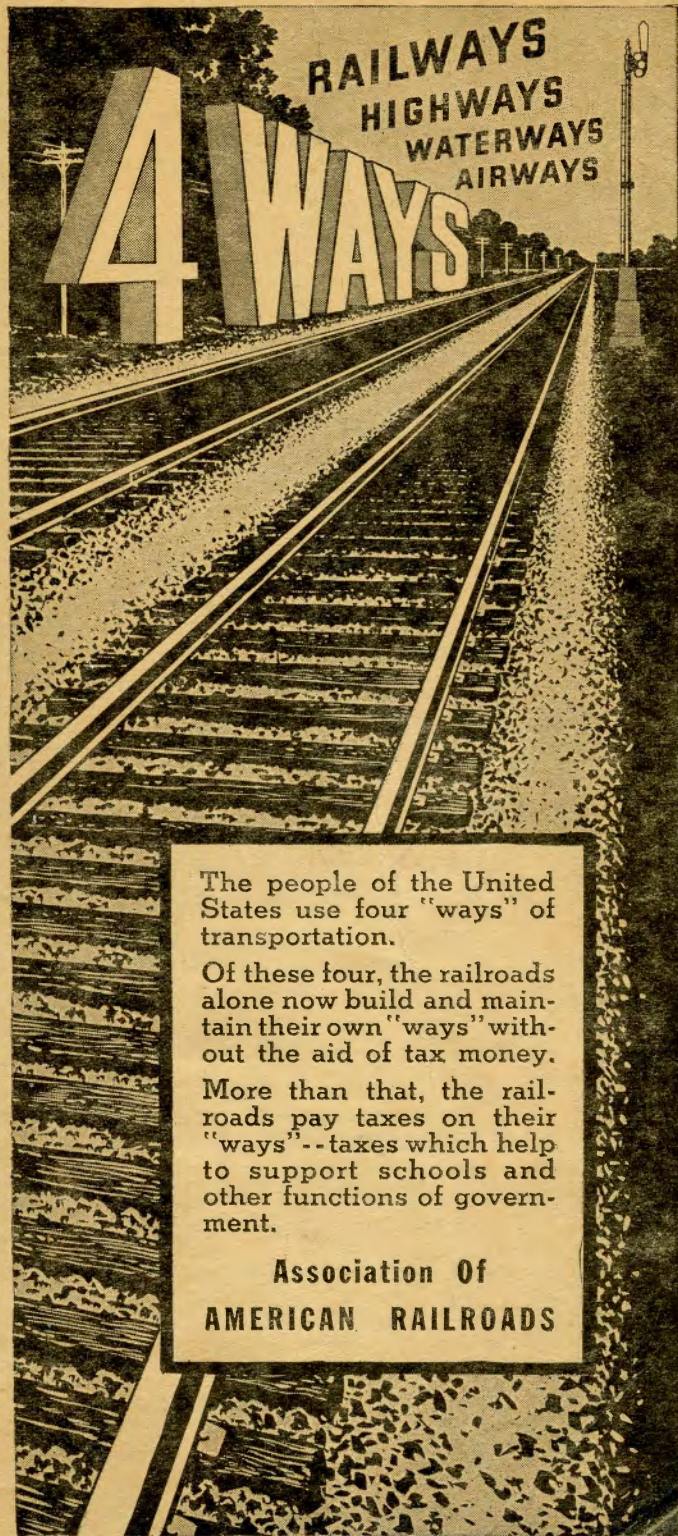
Ernie J. Lomay
J. W. Bell

125 4/17/42

4951

J. C. Lomay and
J. W. Bell
4951 from
Phila

4951



The people of the United States use four "ways" of transportation.

Of these four, the railroads alone now build and maintain their own "ways" without the aid of tax money.

More than that, the railroads pay taxes on their "ways" -- taxes which help to support schools and other functions of government.

Association Of
AMERICAN RAILROADS

SAFETY FIRST

BE

CAREFUL

TODAY