

# **NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD**

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## **TIME TABLE No. 39**

**Effective 2:01 A. M., Sunday, April 29, 1962  
Eastern Standard Time**



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**FOR EMPLOYEES ONLY**

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**SUPERSEDES ALL PREVIOUS TIMETABLES.**

**THE USE OF THE PUBLIC SUBURBAN  
TIMETABLE BY EMPLOYEES  
WHILE ON DUTY IS PROHIBITED.**

**T. R. MURPHY**  
SUPERINTENDENT

**R. E. SEASE**  
PRESIDENT AND GENERAL MANAGER

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### COMPANY SURGEONS

Location	Name	Address	Telephone
Woodcliffe.....	Dr. J. L. Evans	72nd St. and Park Ave.	Union 8-0881
Hackensack....	Dr. Edward Dana	163 Prospect Ave.	DIa.- 2-6266
Paterson.....	Dr. Roy R. Schubert	466 Park Ave.	SH- 2-0166
Paterson.....	Dr. F. B. Vanderbeek	683 East 27th St.	LA- 5-1017
Hawthorne.....	Dr. A. Van Eerde CHIEF SURGEON	339 Lafayette Ave.	HA.- 7-2161
Franklin.....	Dr. John G. Schmidt	Franklin Hospital	Van Dyke 7-7300
Blairstown.....	Dr. W. R. Bostwick	Main St.	Foxcroft 2-3351

### LOCAL WATCH INSPECTORS

Name	Location	Telephone
Jay Jewelers	20 Dempsey Ave., Edgewater	WH 3-7724
A. Lebson Inc.	134 Main St., Hackensack	DIa.- 2-6512
Smetana Watchmakers	155 Ellison St., Paterson	SH 2-4698
Hawthorne Jewelers	200 Diamond Bridge Ave., Hawthorne	HA 7-0534
G. S. Niccoli	201 Wanaque Ave., Pompton Lakes	TE 5-1487
Joseph J. Speaker	116 Main St., Butler	BUTler 9-2987

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

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

## TRACK SCALES

Location	Length	Capacity
Edgewater.....	60 ft.	267½ net tons
Edgewater (Lever Bros. Co.).....	50 ft.	125 net tons
Passaic Jct.....	50 ft.	150 gross tons
Pompton Lakes.....	42 ft.	100 net tons

Engines are restricted from operating over live rail on all track scales.

*Procedure to be followed for weighing car not too long for scale.*

1. Balance scale light.
2. Center car on scale, uncoupled from all other equipment.
3. Be sure all wheels are on scale.
4. Balance scale and record weight.
5. Enter on ticket light weight stenciled on car as TARE WEIGHT, enter load limit, initial, number, length and capacity of car, location and time.
6. Sign ticket and surrender to Agent or Operator on duty.

*Procedure to be followed for weighing a car too long for single weighing on scale.*

1. Balance scale light.
2. Place car on scale, uncoupled from all other equipment, with east truck as near center of scale as possible but be sure all wheels of west truck and all other equipment are entirely clear of scale.
3. Balance scale and record weight.
4. Mark scale ticket east truck.
5. Move car to place west truck centered on scale, as nearly as possible, uncoupled from all other equipment, but with all wheels of east truck and all other equipment entirely clear of scale.
6. Balance scale and record weight, marking scale ticket west truck of car.
7. Enter on each scale ticket all information as required above.
8. Sign both tickets and surrender to Agent or Operator on duty.

### ROUGH HANDLING

Impact Shocks or Energy Possessed by a Fifty Ton Car Loaded to Capacity, Moving at Different Speeds or Velocity.

Velocity Miles Per Hour Speed	Impact Shock Energy in Foot Pounds	Times Shock Increased
1	4785	
2	19140	4
3	43095	9
4	76594	16
5	119598	25
6	172381	36
7	234598	49
8	306431	64
9	387858	81
10	478490	100

A.A.R. Minimum Draft Gear-Absorption-  
18,000 Foot-Pounds

PREVENT LOSS AND DAMAGE TO FREIGHT

## SPECIAL INSTRUCTIONS

### TRAINS OPERATING OVER ANOTHER RAILROAD WILL BE SUBJECT TO RULES AND REGULATIONS OF THAT RAILROAD.

No freight train movements will be made in the territory between Babbitt and Susquehanna Transfer between the hours of 6:01 A.M. and 7:40 A.M. or until after departure of Train No. 21 from Babbitt also 3:30 P.M. and 5:00 P.M. or until after departure of Train No. 929 from Babbitt, except Saturdays, Sundays and Holidays.

### RULES OF THE OPERATING DEPARTMENT

Effective Nov. 30, 1952

#### STANDARD CLOCKS

Yardmaster's Office (Edgewater)	Roundhouse (Little Ferry Jct.)	Butler
Yardmaster's Office (Little Ferry Jct.)	Dispatcher's Office, Paterson	

#### HOLIDAYS

The term "holiday" as used in this time table applies to the following dates only:

New Year's Day	January 1
Washington's Birthday	February 22
Memorial Day	May 30
Independence Day -	July 4
Labor Day	September 3
Thanksgiving Day	November 22
Christmas Day	December 25

#### SIGNS. Additional to Rule 6.

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

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

#### WHISTLE SIGNALS

All trains departing Susquehanna Transfer westbound will sound whistle signal in accordance with Operating Rule 14-L. This is to afford additional protection at Paterson Plank Road Crossing.

Trains sound crossing whistle as per Operating Rule 14L approaching private crossing located 700 feet east of Park Place (formerly Boonton Avenue), Butler.

#### INSTRUCTIONS GOVERNING TRAINS MOVING AGAINST THE CURRENT OF TRAFFIC

Trains moving against the current of traffic will stop short of the crossings and protect movement over crossings by flag protection.

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

Unless otherwise provided, all trains moving against the current of traffic will stop before crossing drawbridges and proceed only under pilot protection of a member of crew; and maintain a speed not to exceed 5 miles per hour crossing draw span and until rear car of train is clear.

#### TRAIN REGISTERS

Susquehanna Transfer  
Babbitt  
North Hawthorne

Butler  
Hainesburg Jct.

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

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

#### SPECIAL ORDER BOOKS AND BULLETIN BOARDS

Edgewater (Yard Office)  
Little Ferry Jct. (Roundhouse) (Yard Office)  
Butler

Conductors, Engineers, Firemen, Road and Yard Brakemen, when registering in Special Order Books and Bulletin Books are required to sign their name and initials and enter in column headed "Time" date and time they examined each special order and bulletin.

THIS TIMETABLE DOES NOT NULLIFY SPECIAL  
ORDERS OR BULLETINS THAT HAVE NOT OTHER-  
WISE BEEN CANCELLED.

#### SUPERIORITY OF TRAINS

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

Except: No. 15 is superior to No. 910.

No. 19 is superior to No. 916.

#### CLEARING OF TRAINS

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

Eastward first class trains will not leave Babbitt without clearance card Form A when operators are on duty.

Westward first class trains will not leave North Hawthorne without clearance card Form A or B when operators are on duty.

#### MOVEMENTS OF TRAINS

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

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

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

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

#### RATING FOR ORDINARY TRAINS

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

#### GRADE CROSSINGS

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

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

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

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

A train finding signal in stop position, member of crew will proceed to crossing and after ascertaining no train approaching on other railroad, will work release and train proceed on signal indication. A train on the N. Y. S. & W. R. R. finding the top light on the home signal at the crossing indicating red and crew can see a train switching or standing upon the interlocking approach circuits on the N. Y. & G. L. Ry. may clear the N. Y. S. & W. R. R. home signal by turning this release handle *ONCE ONLY* to the right. This takes the signal away from the N. Y. & G. L. Ry. train, and when the release returns to the normal position after two (2) minutes and 38 seconds, the N. Y. S. & W. R. R. home signal will clear.

In event signal fails to clear after release has been operated, train will move over crossing under flag protection.

Automatic block signal rules dated Nov. 30, 1952, will govern.

Telephone located at crossing.

Trains operating over L. & H. R. Ry. Crossing at Sparta Jet. will come to full stop at STOP sign and be governed by a tilting board signal, located at intersection of N. Y. S. & W. R. R. and L. & H. R. Ry. Horizontal position indicates Stop. 45-degree diagonal position indicates proceed. This signal is equipped with shunt control and when in proceed position, will place L. & H. R. Ry. home signals in Stop position.

Conductor will communicate with L. & H. R. Ry. Train Dispatcher on telephone at west end Station, obtain permission to proceed, then operate signal with lever on side of signal pole. After train is clear of crossing, signal to be restored to Stop position and locked.

Trains operating over D. L. & W. R. R. at Hyper Humus will come to full stop at STOP sign and be governed by a Smash Board signal located on southwest side of crossing (Operating Rule 292). Smash Board Signal is controlled by track circuits extending 300 feet on each side of crossing, indicated by signs reading: "BEGINNING OF SMASH BOARD CIRCUIT", and "END OF SMASH BOARD CIRCUIT". Signs reading "STOP" on each side of and 100 feet from crossing. D. L. & W. signals are interlocked with Smash Board Circuits.

After train has been brought to full stop a member of crew will proceed to Smash Board Signal and operate this signal by inserting and turning switch key in side of signal case marked "RAISE". If the D. L. & W. circuits are clear, Smash Board will then raise to indicate clear, proceed (Operating Rule 281). If the D. L. & W. circuits are occupied, Smash Board will not clear until D. L. & W. circuits have been cleared and then only by turning switch key. Train will not pass "STOP" sign until Smash Board signal indicates proceed.

When N. Y. S. & W. train clears Smash Board circuit, Smash Board will automatically return to STOP position, clearing D. L. & W. signals.

In case of failure of Smash Board to operate, train crew will communicate with Dispatcher who will authorize manual lifting of the Smash Board to permit crossing under flag protection.

D. L. & W. R. R. trains known or seen to be approaching will be given preference in movement over the crossing.

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

Effective Nov. 30, 1952

Trains between Babbitt and North Hawthorne will be governed by Automatic Block Signal Rules.

Trains between North Hawthorne and Butler will be operated under Manual Block Rules (Rule 0-317).

Indications of Manual Block Signals do not supersede Operating Rule 93.

Single track between Riverside, Paterson and North Hawthorne is equipped with Traffic Route Control. Trains or engines may proceed on proper signal indication without regard to train or time-table rights against opposing trains. It is forbidden to accept a proceed indication if there is any known cause that will prevent making usual running time. (Rule 261)

Day or Night Train Order and Block Offices are specified as opening

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

In automatic territory trains operating at restricted speed under Operating Rule 291-A, or operating in interlocking limits at Little Ferry Drawbridge, on Clearance Form "B" will come to a full stop at all facing point switches and ascertain that the points are in proper position before proceeding.

#### TRAIN ORDER SIGNALS

Babbitt (eastbound)  
North Hawthorne westbound located  
on east end of station  
Butler (Westbound)

#### FIXED SIGNALS

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

Babbitt (eastbound)  
North Hawthorne (westbound)  
Wyckoff Butler (eastbound)

#### HOURS DURING WHICH BLOCK STATIONS ARE IN OPERATION

NORTH HAWTHORNE.—5.30 A.M. - 7.45 P.M. Except Saturdays, Sundays and Holidays.

WYCKOFF.—6.00 A.M. - 11.00 A.M., 12.00 Noon - 6.00 P.M. Except Saturdays, Sundays and Holidays.

BUTLER.—5.45 A.M.- 6.30 P.M. Except Saturdays, Sundays and Holidays.

Sidings	Capacity
North Hawthorne.....	26 Cars
Campgaw.....	36 "
Pompton Lakes.....	15 "
Bloomington.....	39 "
Butler.....	30 "
Macopin.....	25 "
Sparta Jet.....	18 "

### YARD LIMITS—INDICATED BY SIGNS

The territory between Ridgefield Park and Croxton; also between Butler and Newfoundland.

Edgewater	Passaic Jct.	Pompton Lakes
Edgewater Branch	Passaic Branch	Pompton Jct.
Ridgefield Park	East Paterson	Beaver Lake
Bogota	Paterson	Sparta Jct.
Hackensack	Riverside	Hainesburg Jct.
Lodi Branch	North Hawthorne	

### SPEED RESTRICTIONS

Passenger Trains:	Miles per Hour
Interlocking switches, Croxton.....	20
Babbitt and Croxton.....	20
Babbitt and North Hawthorne on unrestricted track.....	50
North Hawthorne and Butler on unrestricted track.....	40
Butler and Beaver Lake on unrestricted track.....	20

### Freight Trains:

Croxton and Babbitt.....	20
Babbitt and Butler.....	35
Butler and Swartswood Jct.....	20
Swartswood Jct. and Hainesburg Jct.....	35

### All Trains:

Track 4, Lundys Lane—Granton Jct.....	15
Granton Jct. and Mile Post 7.50.....	15
Beaver Lake and Swartswood Jct.....	20
Swartswood Jct. and Hainesburg Jct.....	35
Spreader Cars must be handled with blades in trailing position .	20
Trains hauling wrecking derrick, eight-wheel swivel truck cranes, steam shovels, or other similar pivoted machinery or scale test car	
Croxton and Butler.....	20
Butler and Hainesburg Jct.....	15
Bridge 8.77, Bellmans Creek.....	40
From 150 Ft east of turnout west end Little Ferry Yard to 150 Ft west of turnout to Flintkote Company Switch Little Ferry..	20
From 1760 Ft east of Fort Lee Road Crossing, Bogota to 150 Ft west of Bogota Station Switch.....	25
From 150 Ft west of Bogota Station Switch to 150 Ft west of Hackensack Team Track Switch Hackensack.....	20
From 150 Ft west of Hackensack team track to N. J. & N.Y. Overhead Bridge, Hackensack.....	25
Maywood Ave., Maywood.....	30
River Drive, East Paterson.....	30
Vreeland Avenue Crossing.....	10
Through City Limits of Paterson, from Vreeland Avenue Station to Riverside Bridge.....	25
End of double track, Riverside.....	20
Between Diamond Bridge and Warburton Avenues, Hawthorne.	40
Bridge 32.29 West of Oakland.....	30
Two or more engines coupled over Bridge 32.29 west of Oakland	15
N. Y. & G. L. Railway Crossing, Pompton Jct.....	15
Mile Post 37.00 to M. P. 37.50 east of Butler.....	15
Bridges 38.75 and 39.32, west of Butler.....	15
Engines double headed over Bridges 38.75 and 39.32, west of Butler.....	10

### All Trains: (Continued)

	Miles per Hour
Bridge 43.98, west of Charlotteburg.....	15
Engines double-headed over Bridge 43.98 west of Charlotteburg	10
Bridge 45.88, east of Oak Ridge.....	15
Engines double-headed over Bridge 45.88 east of Oak Ridge...	10
Bridges 49.08, 49.53 and 49.92, east of Stockholm.....	15
Engines double-headed over Bridges 49.08, 49.53 and 49.92 east of Stockholm.....	10
Bridge 53.60, west of Beaver Lake.....	15
Engines double-headed over Bridge 53.60 west of Beaver Lake.	10
Bridge 59.87, east of Sparta.....	15
Engines double-headed over Bridge 59.87, Sparta.....	10
Trains or engines over State Road Crossing, between Halsey and Hyper-Humus.....	5
Swartswood Junction: Through turnout connecting L. & N. E. R. R. and N. Y. S. & W. R. R.....	10
Curves M.P. 71.16 to 71.31 Swartswood.....	30
Curves M.P. 72.96 to 73.17 east of Stillwater.....	30
Curves M.P. 74.31 to 75.31 Stillwater.....	30
Curves M.P. 79.28 to 81.12 Marksboro.....	30
Curves M.P. 82.77 to 84.24 Blairstown.....	30
Curves M.P. 85.76 to 86.08.....	30
Curves M.P. 88.25 to 89.04 Hainesburg.....	30
Hainesburg Junction: Through turnout connecting L. & N. E. R. R. and N. Y. S. & W. R. R.....	10
Trains entering or leaving sidings or yards, passing from double to single, single to double track, or through crossovers unless otherwise provided.....	10
When road and yard switchers or yard switchers are coupled as a multiple unit or otherwise double-headed, a speed of thirty (30) miles per hour must not be exceeded.	

### ENGINE RESTRICTIONS

Erie-Lackawanna diesel No. 600, 900, 1200, 1400, 1800, 7000, 8000 series:

West of Passaic Jct.; east of Rochelle Park.  
Coalberg Yard tracks, Middle 2, Lower 2  
Middle 3, Lower 3

Engines are restricted on Marcalus Paper Co. Trestle at East Paterson westside.

Engines are restricted from operating on Laytham's Trestle Vreeland Ave. and on their outside track beyond a point 268 feet east of their gate

Engines must not be double headed over any structure west of Butler except Class Diesel 200 and 1800, Butler to Hainesburg Junction, L. & N. E. Class OE 2, OE 3 Diesel Electric Class OE-1-A and OE-1-B between Swartswood Junction and Hainesburg Junction.

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

All persons, except Engine and Train Crews and Supervisory Officers, on duty, are prohibited from riding in cab of locomotives or rail motor cars unless otherwise authorized.

Engines 230-231-232-233-234-236-238-240-242 and 244 are equipped with safety control (dead man features). Engineers and firemen and mechanical forces (the later if available and on duty) must know that safety control device is cut in and operating before any passenger train leaves a terminal. If necessary to exchange passenger engines during an assignment, engineers and firemen must know that safety control device is cut in and operating on the relief engine.

When any diesel locomotive is to be left unattended for any reason, the following will govern:

On Engines 203, 205, 231, and 233 throttle must be in off position and reverse handle on controller removed and hand brakes applied.

On engines equipped for multiple unit control, 202 to 256, inclusive, control button must be placed in off position, throttle in off position, forward reverse handle removed and hand brakes applied.

Reverse handles when removed must remain in charge of Engineer. When going off duty at any location reverse handles are to be placed in small locker on door to control compartment and door is to be locked.

In addition to the above, make full service brake pipe reduction. Place doubleheading cock in dead position. Place brake valve handles in running position.

## SPECIAL INSTRUCTIONS

Engine headlights of all trains will be kept lighted at all times.

All main line main track hand-operated switches and telephone boxes are equipped with a switch lock. All such switches must be properly lined and locked after having been used. The absence of a switch lock must be reported immediately to Superintendent.

Maximum over-all clearance, Bergen Tunnel, Erie R.R., 17 feet high and 3 feet wide at this height. Cars exceeding these dimensions are, therefore, restricted. Conductors will not depart Little Ferry Junction with high or wide shipments on east end of trains. Yardmaster will see that such shipments are placed on west end of train, making it unnecessary for such loads to enter Bergen Tunnel. Conductors will notify Engineers of location of such cars in train.

Westbound trains from Croxton Yard, Erie R.R., containing cars loaded with auto frames or other high shipments will not back into Bergen Tunnel or into Archways unless the high shipments are on west end of train, next to engine. Conductors must walk along one side of train and one trainman walk on opposite side of train to observe shipments before moving out of the yard.

Hand thrown switch between NYS & W main track and P.R.R. Viaduct, Mile Post 3.50, is equipped with electric switch lock and the following instructions will govern:

"Westward movements from P.R.R. Viaduct track to NYS & W main track will not be made until permission has first been obtained from NYS & W R.R. Train Dispatcher.

No attempt will be made to open the switch which is electrically locked until indication above lever in release box indicates UNLOCKED.

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

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

Telephones to NYS & W R.R. Train Dispatcher Paterson are located as follows:

North of NYS & W R.R. main track opposite signal 1120 feet west of Secaucus Road Crossing.

North of NYS & W main track at a point 200 feet east of Secaucus Road Crossing.

At east end of Interchange tracks, south side.

South of NYS & W main track opposite switch connecting with P.R.R. Viaduct.

Eastward movements from Marion Interchange tracks to NYS & W R.R. main track are governed by dwarf signal located approximately 1000 feet east of Lundy's Lane. This signal is also equipped with a white light indication bearing the letter "S" which when lighted indicates that main track is clear between signal 5-2 and the clearance point at the east end of the main track and the Interchange track. Before any movement is made from either of the Interchange tracks to main track permission must be first obtained from the NYS & W R.R. Train Dispatcher. No attempt will be made to open main track switch unless white light indication is lighted indicating that main track is clear east of signal 5-2.

In addition to obtaining permission from NYS & W Railroad Train Dispatcher to occupy Track 4, main track at Secaucus Road, or Lundy's Lane, crews are also required to obtain permission from NYS & W Railroad Train Dispatcher to operate west from Secaucus Road via Track 4.

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

Movement in track Four (4) over Secaucus Road and Lundy's Lane will be protected by member of crew preceding movement and flagging over crossing."

Crews operating in siding serving Charles Miller & Company, Secaucus Road, will exercise caution to see that gates are open to provide full clearance prior to operating on that track.

Crews placing stock will confer with watchman on duty before cars are placed at platform.

Crews making runaround movement between main track and Track 4 at Susquehanna Transfer must complete entire movement through the spring switch at west end runaround before moving eastward. Any train making runaround movement from west end through the spring switch will operate the switch by hand and restore it by hand to normal position for main track movement. Trains finding eastbound positive stop signal located 670 feet west of Susquehanna Transfer Station in stop position will inspect this-facing point spring switch. If this switch is found set for runaround, they will restore it to normal position and report to Dispatcher.

Employees performing industrial switching at General Warehouse, Federal Storage or Lincoln Circle Warehouse, Babbitt, are forbidden to ride on top or side of cars.

Employees are prohibited from riding on top of box cars, engines or other high equipment while movement is being made under Bridge 10.25.

Road crews will not occupy the Hump Lead east end Little Ferry Jct. New Yard without first obtaining permission to do so from the Yardmaster.

Upper No. 4 tail track will be used as running track between Little Ferry Yard Office and Little Ferry Drawbridge and must be kept clear. When trains are yarded in Upper No. 2 or Upper No. 3 Tail tracks Little Ferry Yard they should be left east beyond clearance point for west end of Upper No. 1 and No. 4.

Automatic signals located at Little Ferry Drawbridge and at Hackensack Drawbridge are equipped with square end blades. Train finding these signals in STOP position with smash board signals in CLEAR position will flag across Drawbridge and proceed in accordance with Operating Rule 509B.

City ordinance, city of Hackensack, provides that no train or car shall be permitted to obstruct any public street in excess of five minutes.

Passenger trains making station stop at Maywood will stop with all coaches west of Maywood Avenue crossing.

N. Y. S. & W. equipment, (caboose or engines) will not be left on Yard tracks 5, 6, 7 or 8, Passaic Jct. Yard. These tracks for the exclusive use of Erie R. R.

Crews operating over Midland Avenue Crossing, Interchange Tracks, Passaic Junction, must come to a full stop and member of crew protect highway traffic for movement over the crossing.

Employees performing switching at Franconia Paper Company (Marcalus Mfg. Company) side track leading off eastward main track just west of River Drive, East Paterson are forbidden from riding on top or sides of engines or equipment.

Crews placing cars on Franconia Paper Company (Marcalus Mfg. Company) trestle at west end of side track leading off eastward main track just west of River Drive, East Paterson, will use care as the steel bumper at end of track is located over Highway.

Engines are restricted from operating on Laytham's Trestle at Vreeland Ave. and crews are forbidden to handle cars to or from that portion of the siding west of a point forty (40) feet east of Laytham's building where a sign reading "CARS ARE NOT TO BE PLACED BEYOND THIS POINT BY RAILROAD" has been erected. This track is on a grade and crews placing cars will see that they are properly secured.

Westbound movement from double to single track will be governed by signal located 370 feet east of Fifth Avenue, Riverside, Paterson.

Color light low home signal located between main track 370 feet east of Fifth Avenue will govern movement from eastward main track to single track.

End of double track Riverside, Paterson, is equipped with automatic Spring Type Switch, normal position, eastward track.

Reverse movement will not be made at West End of double-track Riverside, Paterson until Engine or Train desiring to make such movement have proceeded west of Signal 21-2-S and then be governed by indication of that signal.

Westward trains finding signal at Riverside, Paterson, in stop position will call Train Dispatcher on telephone for instructions.

Train orders are not required between Riverside, Paterson and North Hawthorne.

Trains finding Signal 21-2-S located about 395 feet west of end of double track Riverside, Paterson, in stop position will stop and inspect spring switch at west end of double track before proceeding over switch point.

Westbound passenger trains finding Signal 22-1-S displayed against their movement will stop with entire train east of Bridge 21.94 over Erie RR Wagaraw Road Hawthorne.

Interchange switch Hawthorne, equipped with electric lock controlled by Operator, North Hawthorne.

To release lock which is on the switch at the Hawthorne Interchange, which is controlled by the Operator at North Hawthorne, the following procedure should be followed:

"Request Operator at North Hawthorne to unlock. When switch is unlocked, same will be indicated by white light indicator being lighted, which is located in box at switch. Turn knob of time clock to the right as far as possible for release, and after a period of three minutes electric lock will release for the operation of switch. DO NOT use time clock if indicator light is not lighted."

NYS&W crews delivering cars to Erie RR at Hawthorne will make delivery on Interchange track located next to Erie RR Team Driveway and will receive cars from Erie on Interchange track located next to Erie Eastbound Main Track. No cars will be left standing on lead track between NYS&WRR Main track and the two Interchange tracks located east of the Bridge over Wagaraw Road.

The normal position of inside switch of crossover from main track to town track, North Hawthorne, will be set for siding to act as derail.

The normal position of switches for the Yard tracks at North Hawthorne will be for the ladder track. When a train uses these tracks it is required that a member of the crew walk ahead of the movement to see that the switches are properly lined.

Eastbound trains departing North Hawthorne are governed by signal located 400 feet east of North Hawthorne station.

Crews will exercise caution and operate carefully in siding west of Lake Avenue Crossing serving the Black Millwork and Lumber Company, Midland Park, due to descending grade to the west, and protect movements in both directions over Lake Avenue Crossing. This siding is protected by hinge type derail located 100 feet east of Lake Avenue Crossing. See Operating Rule 154.

Crews performing switching operations at Campgaw will station a man on Franklin Avenue crossing before starting switching to protect highway traffic.

Trains of 3 coaches or less stopping at West Oakland will stop coaches opposite platform west of Road Crossing.

Passenger trains eastbound, stop clear of Wanaque Road crossing Pompton Lakes.

Crews serving the American Hard Rubber Co., Butler, will not place or pick up cars within four feet of the bumping block in the Boiler House track. Cars to be moved to and from the bumping block in this track by Industry when required.

No cars will be left at W & N Connection without hand brakes.

Eastward freight trains will stop at W & N Connection to turn up retainers.

When cars are being placed in industries, upon arrival at industry Conductor will walk along one side of the cars and one brakeman will walk the other side to see that there are no obstructions on either side of track before making move in the track.

When side track is found to be unsafe due to sleet or snow storm crews are forbidden to place cars in industrial sidings until the industry has removed snow and ice and the conductor finds it safe to enter siding.

The Hours-of-Service Law requires that no employe in train service shall be permitted to be continuously on duty for more than sixteen consecutive hours, nor permitted to be on duty more than sixteen hours in the aggregate in any twenty-four hour period, except in case of casualty, unavoidable accident or Act of God. After being on duty sixteen consecutive hours, he must not be required or permitted to again resume duty without having been off duty ten consecutive hours, and, after being on duty sixteen hours in the aggregate in any twenty-four hour period, he shall not be required or permitted to again go on duty without having had at least eight consecutive hours off duty.

Any employe concerned who may be ordered for duty before his legal rest period has expired must report the fact to the proper officer before going on duty.

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

A lighted fusee displayed from the side of an engine cab, by day or by night, indicates stop to trains on the other main track or tracks.

In case of an emergency bringing about the necessity of operating a train through the territory where the line-up for a motor car has been issued, the train must only be allowed to proceed with full knowledge and protection against the motor car which has the line-up.

Operators on duty must have every member of engine and train crews sign Special Order and Bulletin Books and furnish this information to Dispatcher who will not clear trains until signatures received.

## CLOSE CLEARANCE

Crews operating in Warehouse Tracks 1 and 2, Babbitt, will exercise caution on account of close overhead and side clearance.

Crews operating in Marcalus Paper Company trestle at East Paterson, will exercise caution to avoid personal injury account close clearance and covered platform.

Crews exercise caution to avoid personal injury at barricade located at Okonite Company plant and Laytham Foundry plant, Vreeland Avenue, account close clearance.

Crews operating in Finkel's Siding, formerly the Esco Fuel Siding, Paterson, will exercise caution due to an overhead crane located near the east end of track.

Due to lack of proper side clearance, all passenger equipment will not be permitted in Track 5, Paterson.

Crews operating in siding serving B. Newman & Sons east of Governor St. Paterson, exercise caution to avoid personal injury account close side clearance.

Crews exercise caution while passing Oak Ridge Station switch to avoid personal injury account close clearance.



## OVERHEAD CLEARANCE

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

<i>Location</i>	<i>Tracks</i>
East of Bogota Station.....	2 main tracks
	<i>Sidetrack</i>
Little Ferry.....	Brewster Coal Switch
Little Ferry.....	Brewster Lumber Switch No. 1
Little Ferry.....	Brewster Lumber Switch No. 2
Little Ferry.....	Flintkote Co.
Bogota.....	Bogota Paper Co.
Bogota.....	Felter Lumber Co.
Lodi Jct.....	Lodi Branch
Maywood.....	Maywood Chemical Co.
Rochelle Park.....	Maywood Chemical Co.
Passaic Jct.....	Utilities Switch
Passaic Jct.....	Passaic Branch
East Paterson.....	Cartwright Coal Co.
East Paterson.....	Marcalus Mfg. Co. (East Side)
Vreeland Ave.....	Desmonds
Vreeland Ave.....	Okonite Co.
Paterson.....	Cunningham Roofing Co.
Paterson.....	Fairclough & Son
Paterson, Broadway.....	B. Newman & Son
Lyon St., Paterson.....	J & S Coal Co.
Riverside, Paterson.....	Rodrock Coal Co. (West Side)
Riverside, Paterson.....	Gaede Silk Co.
North Hawthorne.....	West End of Runaround Track
North Hawthorne.....	Houchin Machine Co.
Wortendyke.....	Bolkema Coal Co.
Wyckoff.....	Wyckoff Station Switch
Campgaw.....	Pulis Coal Switch
Pompton Lakes.....	Scale Track
Butler.....	Community Coal Co.
Butler.....	Butler Coal & Lumber Co.
Butler.....	Butler Std. Coal & Lumber Co.
West of Butler.....	Pequannock Valley Paper Co.

A new telephone connected between the Dispatcher's Office in Paterson and the stations listed below.

The ringing code to be used when ringing stations will be as follows:

Dispatcher's Office.....	"DY" 1 Long
Butler.....	"BA" 1 Long—1 Short
W&N Connection.....	"WC" 1 Long—4 Shorts
Beaver Lake.....	"BS" 2 Longs
Sparta Jct.....	"SJ" 2 Longs—1 Short
Swartwood Jct.....	"JU" 2 Longs—2 Shorts
Stillwater.....	"AR" 2 Longs—3 Shorts

Make the long rings about 5 seconds and the short rings about 2 seconds.

Wait a reasonable time before ringing a second time.

DO NOT leave the phone off cradle when not in use.

LOCK ALL TELEPHONE BOXES AFTER USE.

## GENERAL INSTRUCTIONS

When eastbound trains approach Susquehanna Transfer conductors and trainmen must make the announcement "Susquehanna Transfer, change for Times Square, New York."

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

Train crews on westbound trains will make announcement at Susquehanna Transfer as to destination of their trains.

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

It is absolutely necessary that the hand brakes be applied on both ends of passenger equipment. It must be understood that the hand brakes must be released on all equipment before departing terminals.

All passenger equipment must be kept locked while laying over at terminals.

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

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

The use of the public SUBURBAN TIMETABLE by employees while on duty is prohibited.

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

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

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

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

Passenger conductors must remit cash collections daily.

Lost articles found on trains or about stations must be turned in or forwarded under register to Lost and Found Department, Paterson, Broadway. If unclaimed for 90-day period, articles will be surrendered to finder. Perishable articles will not be retained beyond a reasonable time.

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

When trains are instructed to omit regular stops, conductors and trainmen must be careful to make announcement so that passengers will not board train for stations at which stops are omitted.

Where a train has sidetracked and is to give its passengers to following train, conductors must get in touch with Dispatcher as to stops train will make in handling passengers and make announcement to passengers regarding the stops.

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

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

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

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

Conductors will arrange to check trains before moving same. Will not move cars without bills.

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

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

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

Passenger trains when blocked off by freight train at a station will wait until freight train clears and passengers have had opportunity to board train. When delay will exceed 5 minutes, communicate with Train Dispatcher.

Cars placarded "Explosives" must be placed in through freight trains near the middle of the train, and at least 16 car lengths from the engine, diesel-electric locomotive or motor car, and at least 11 car lengths from the caboose, if the length of the train will permit.

Cars placarded "Explosives" may be placed in local freight trains, not closer than 2-car lengths from the engine, diesel-electric locomotive, motor car or caboose. Conductors will notify engineers when explosives in train departing Terminals or picked up on division.

Cars placarded "Dangerous" must not be handled in freight trains next to cars placarded "Explosives".

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

Conductors will reseal cars found with broken seals or without seals maintaining proper record and furnishing wire report of action taken.

Agents and operators must not absent themselves without permission of the Train Dispatcher.

## LOCOMOTIVE CRANES

Locomotive cranes operating under their own power will remain standing when a train is passing on adjacent track and member of train crew will give proceed signal to approaching train.

## SPREADING EQUIPMENT

When handling Jordan Spreader, engineers and conductors will arrange to have train line and main reservoir hoses coupled and know that the reservoirs on the machine are charged to 110 pounds before an attempt is made to do any work with the machine. Engineers are required to watch main reservoir pressure on the engine to maintain 110 to 130 pounds.

### AUTOMATIC GATES

Name and Location of Crossing	Length of Circuit and Min. Time to Crossing				Additional "Cut-Outs"			
	Eastbound		Westbound		Manual		Timing	
	Feet	Sec.	Feet	Sec.	E.B.	W.B.	E.B.	W.B.
Bergen Tpk., Little Ferry . . . . .	3774	45	1941	45	—	X	—	—
*Mt. Vernon St., Ridgefield Park . . . . .	3971	45	3752	45	—	—	X	X
Fort Lee Rd., Bogota . . . . .	1500	30	1760	30	—	—	—	—
Moore St., Hackensack . . . . .	2500	35	1510	35	X	X	X	—
Main St., Hackensack . . . . .	2200	35	1810	35	—	X	X	—
State St., Hackensack . . . . .	1440	35	1353	35	X	X	—	—
Union St., Hackensack . . . . .	1660	30	1175	30	—	X	—	—
Maywood Ave., Maywood . . . . .	2200	30	2200	30	—	—	—	—
Rochelle Ave., Rochelle Park . . . . .	2640	30	2640	30	—	—	—	—
*Saddle River Rd., Rochelle Park . . . . .	2680	30	2680	30	—	—	—	—
Midland Ave., Passaic Jct. . . . .	2690	30	2690	30	X	—	—	—
Boulevard, East Paterson . . . . .	2640	30	2640	30	—	—	—	X
River Drive, East Paterson . . . . .	2200	30	2200	30	—	—	—	—
Vreeland Ave., Paterson . . . . .	1100	30	1100	30	—	—	—	—
20th Ave. and E. 31st, Paterson . . . . .	1500	35	1770	35	X	—	—	X
E. 27th St., Paterson . . . . .	1260	30	1337	30	—	—	—	—
17th Ave. and E. 24th St., Paterson . . . . .	1160	35	1290	35	X	X	—	—
Park Ave. and E. 22nd St., Paterson . . . . .	1490	35	1950	35	—	—	—	X
*Madison Ave., Paterson . . . . .	1579	40	1427	40	—	X	X	X
Broadway, Paterson . . . . .	1100	30	1100	30	X	X	—	—
E. 18th St. and Hamilton Ave., Paterson . . . . .	2217	45	1679	45	X	X	X	X
Godwin Ave., Paterson . . . . .	2117	45	1779	45	X	X	X	X
12th Ave., Paterson . . . . .	1867	35	1542	35	X	—	X	X
Governor St., Paterson . . . . .	1567	35	1842	35	—	X	X	X

*Lafayette St., Paterson . . . . .	1343	35	1343	35	X	X	—	—
*Lyon St., Paterson . . . . .	1160	30	1160	30	X	X	—	—
6th Ave., Paterson . . . . .	1310	30	1160	30	X	X	—	—
5th Ave., Paterson . . . . .	1680	30	1480	30	X	—	—	—
River St., Paterson . . . . .	1430	30	1660	30	X	—	—	—
Diamond Brg. Ave., Hawthorne . . . . .	2127	30	2542	30	X	X	—	—
Goffle Rd., Midland Park . . . . .	2550	40	2650	40	—	X	—	—
Oakland Ave., Oakland . . . . .	2000	30	2200	30	—	—	—	—
Wanaque Ave., Pompton Lakes . . . . .	2200	30	2200	30	—	X	—	—
*Park Ave., Butler . . . . .	890	35	1145	35	X	—	X	—

\*Crossings with siding bonded in the Automatic Gate Circuit.  
 X Denotes location additional Manual "Cut-Outs" and Timing Circuits.

Automatic Gates are operated by track circuits, the beginning points of which are indicated by road signs, reading: "Beginning of circuit for automatic gates".

Manual releases for the electric gates are installed at the relay case located at the crossings. These releases are operated by switch keys and are marked "EASTBOUND" and "WESTBOUND" "CUT-IN" and "CUT-OUT" respectively. They are provided for the purpose of releasing the gates if the track circuits are occupied by trains performing switching operations or otherwise delayed while occupying the circuit. The gates are provided with a red light indication visible to the trains when the gates are in the raised position. Trains finding gates in raised position will stop short of the crossing and operate cut-in to lower gates before proceeding over crossing.

Trains entering the approach circuit and performing switching operations within the limits of the approach circuit must operate manual cut-out for the track occupied. If such a train then enters a side-track to clear the main track and closes the main track switch, normal operation of the gates will be automatically restored. A train that has operated manual release to clear the gates will, when proceeding to the crossing, stop short of the crossing, and operate cut-in to lower the gates before proceeding over the crossing.

A timing circuit: Trains or engines which have been stopped, delayed or switching on this circuit will expect to find gates raised and will approach crossing prepared to stop and not proceed on or over crossing, except by flag protection, until gates have been lowered.

## PUBLIC CROSSINGS AT GRADE

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

CUT-OUT and CUT-IN devices controlling operation of flashing light crossing signals, Secaucus Road, North Bergen, are on instrument case located west of the crossing and north side main track.

To operate these devices and to obtain the desired effect, switch key will be inserted in key slot, turned to the right and held for five (5) seconds and then removed.

Device controlling operation of flashing light crossing signals affecting main track is located on easterly side of instrument case and designated as CUT-OUT and CUT-IN MAIN TRACK.

Device controlling operation of flashing light crossing signals affecting track #4 is located on westerly side of instrument case and designated as CUT-OUT and CUT-IN TRACK #4.

When CUT-OUT device in Main Track is operated, flashing light crossing signal will not operate while Main Track is occupied between a point 2319 feet west of crossing and a point 2120 feet east of crossing, or when crossover switch between the Main Track and Track #4 located 315 feet east of Secaucus Road is open.

When CUT-OUT device for Track #4 is operated, flashing light crossing signals will not operate when Track #4 is occupied between a point 300 feet west of the crossing and the crossing.

Trains or engines performing switching operations in the vicinity of Secaucus Road crossing on either the Main Track or Track #4 will operate the CUT-OUT device, when not occupying crossing, to eliminate unnecessary operation of flashing light crossing signal and delay to highway traffic.

After operating CUT-OUT, CUT-IN device must be operated before entering upon crossing.

Movements in either direction over crossing must be protected.

Operation of flashing light crossing signals actuated by trains operating on Northern RR Tracks #1 and #3 will not be affected by operation of CUT-OUT devices.

Engine whistle signal prescribed by Operating Rule 14-L will not be sounded approaching the following highway grade crossings in the City of Paterson, except in cases of emergencies:

Vreeland Avenue Crossing located 200 ft. west of M.P. 19  
 East 31st Street Crossing located 2400 ft. west of M.P. 19  
 East 27th Street Crossing located 4000 ft. west of M.P. 19  
 Lafayette Street Crossing located 4480 ft. west of M.P. 20  
 Lyon Street Crossing located 400 ft. west of M.P. 21

All trains approaching any highway grade crossing in the City of Paterson shall ring the engine bell beginning at a distance at least 300 yards from the crossing and continuing until the engine has crossed the crossing.

Westbound trains approaching Sixth Avenue Crossing Paterson, finding Home Signal, Riverside in "STOP" position will stop with entire train east of Sixth Avenue Crossing.

Flasher lights at Central Avenue and at Warburton Ave., North Hawthorne, are so connected as to start operating when signal at North Hawthorne is set in clear position. Following rules will govern: No. 1—Operator at North Hawthorne will not clear signal No. 3 for eastbound trains until train departs from station. No. 2—All trains and engines moving east from North Hawthorne when eastbound signal located 400 feet east of station is not clear, or cannot be cleared, will come to full stop before proceeding over Central Avenue and proceed at ten miles per hour over Warburton Ave. Crossing.

Manual cut-out and cut-in device at North Hawthorne, controlling flasher lights at Central Avenue and Warburton Avenue is located on south side main track between switch leading to east end yard and west end passing siding. Control of this device extends to Central Avenue Crossing. When cut-out device is operated flasher lights at Central Avenue and Warburton Avenue will not operate when the main track is occupied at any point west of Central Avenue, or when the main track switch at the east end of North Hawthorne Yard is open. Trainmen will operate this device to eliminate unnecessary operation of flasher lights and member of the crew will protect crossing. Eastbound trains finding this main track switch set for Yard movement will operate cut-in device before proceeding over Central Avenue Crossing.

Manual cut-out with cut-in device controlling flasher lights at Utter Ave. Crossing, west of North Hawthorne located at Northeast corner of crossing. Trains performing switching movements in vicinity of this crossing will operate this device and member of crew protect crossing. Westbound trains leaving Yard must operate this device after main track switch is opened for movement to main track.

Manual cut-out devices controlling automatic crossing protection, after having been manually operated or cut out will, when train leaves circuit which was cut out, automatically restore crossing protection only when all main track switches in that circuit have been lined in normal position.

Westbound trains authorized to pass westward manual advance signal located 225 feet east of Van Winkle Avenue Crossing west of North Hawthorne, will, when such signal displays "STOP" indication, come to a full stop east of Van Winkle Avenue and flag over the crossing

Eastbound trains authorized to pass eastbound signal located 20 feet west of Van Winkle Avenue Crossing west of North Hawthorne, will, when such signal displays "STOP" indication, come to a full stop west of Van Winkle Avenue and flag over the crossing.

Manual release controlling flasher lights on Van Winkle Avenue Crossing, located on instrument case on northwest corner of crossing.

Manual "CUT-OUT" and "CUT-IN" controlling the westbound and eastbound flasher light signal circuits located on west end of signal case at north east corner of Grove Street Crossing, located 1320 feet east of Wortendyke Station.

Crews performing switching operations within the limits of the circuits will see that "CUT-OUT" and "CUT-IN" are operated and will not proceed over Grove Street Crossing unless circuit is restored by operating the "CUT-IN" or by having a member of crew flag over the crossing. The westbound circuit is 2443 feet long and the eastbound circuit is 2250 feet long.

Manual "CUT-OUT" and "CUT-IN" controlling the westbound and eastbound circuits located on west end of signal case at north east corner of Franklin Ave. Crossing, 1500 feet east of Wyckoff Station.

Crews performing switching operations within the limits of the circuits will see that "CUT-OUT" and "CUT-IN" are operated and will not proceed over Franklin Ave. Crossing unless circuit is restored by operating the "CUT-IN" or by having a member of crew flag over the crossing. CUT-OUT is provided for crews occupying main track between a point 2480 feet east of the crossing and a point 2514 feet west of the crossing.

When trains meet at Campgaw and eastbound train takes siding, westbound train will run at a speed not to exceed five (5) miles per hour, over Pulis Avenue Crossing, west of Campgaw station, account Flasher signals not operating under such conditions.

Manual cut-out and cut-in device controlling flasher lights and bell at Ringwood Avenue, Pompton Lakes, is mounted on the signal relay case, north side of track 200 feet west of N. Y. & G. L. R.R. Crossing Pompton Jct. Cut-out is provided for crews occupying main track between a point 200 feet west of point of switch to former south leg of Wye and a point 200 feet east of N. Y. & G. L. Crossing.

Crews protecting movement over crossings at grade will use both red and white lights to protect highway traffic.

**AN ORDINANCE REGULATING THE RINGING OF BELLS AND THE SOUNDING OF WHISTLES AND HORNS BY RAILROADS OPERATING IN THE CITY OF PATERSON.**

BE IT ORDAINED BY THE BOARD OF PUBLIC WORKS OF THE CITY OF PATERSON AS FOLLOWS:

**SECTION 1:** Every railroad company operating in the City of Paterson shall place on each engine a bell, weighing not less than thirty pounds, which shall be rung continuously in approaching a grade crossing of a highway, beginning at a distance of at least three hundred yards from the crossing and continuing until the engine has crossed such highway.

**SECTION 2:** No railroad company operating in the City of Paterson shall sound or permit the sounding of any whistle or horn operated by steam, air or electricity except where grade crossings are less than three hundred yards apart, provided however, that nothing herein contained shall preclude the sounding of said horn or whistle in case of an emergency.

**SECTION 3:** Nothing herein contained shall be construed as taking away any remedy or action for neglect against the railroad from any person injured as a result of negligence.

**SECTION 4:** Any railroad company or engineer thereof failing to comply with the provisions of this ordinance, shall pay a penalty not to exceed Twenty (\$20.00) Dollars for each offense, to be recovered in the Municipal Court of the City of Paterson.

**SECTION 5:** This ordinance shall take effect after passage and publication as required by law.

**TRAINS STOPPING AT LITTLE FERRY ROUNDHOUSE FOR EMPLOYEES**

Eastbound: 908

Westbound: 919





Eastward (Read Up)		Edgewater Branch		Westward (Read Down)		
	Distance from Little Ferry Jct.	Distance between Stations	STATIONS		Distance between Stations	Distance from Edgewater
	3.0	1.0	EDGEWATER			
	2.0	2.0	Single Track {	WEST END OF TUNNEL	1.0	1.0
				LITTLE FERRY JCT.	2.0	3.0

Speed Restrictions	Miles per Hour
Edgewater Branch.....	20
Edgewater Tunnel.....	10
Edgewater Branch, west end of tunnel to Highway Bridge....	10

### SPECIAL INSTRUCTIONS

Train movements between Little Ferry Junction and west end of Edgewater tunnel will be governed by yard limit rules.

Positive block signals at each end of Edgewater Tunnel will govern normal direction of traffic through tunnel.

When signals indicate "STOP," trains will not pass them. When signals remain in "STOP" position for a period of five (5) minutes, trains or engines so held will communicate with yardmaster at Edgewater or Little Ferry Junction Yard; if necessary, trains so held will start flagman through tunnel and after flagman has preceded train for a period of fifteen (15) minutes, train will proceed under this protection.

Engine headlights of all trains will be kept lighted at all times.

Cars containing explosives will not be moved through Edgewater tunnel.

A loud ringing alarm bell located at east end of tunnel will announce the approach of trains on eastbound track from Little Ferry Junction for a distance of two thousand (2000) feet west of the signal at west end of tunnel. The loud ringing bell is to give information to switching crews that they must keep clear of eastbound tunnel track in order to give the eastbound train coming from Little Ferry Junction a clear signal.

An indicator showing (2) red lights is located over east portal of tunnel at Edgewater; when one or both of these lights are lighted, the presence of a train on eastbound tunnel circuit is indicated. When only one of the two lights on this indicator is lighted, it must be reported to the Yardmaster at Edgewater or Little Ferry Jct.

Switching crews must not enter on the eastbound tunnel track when two-light indicator shows track occupied.

Special circuits have been installed for the protection of light engines and for trains of five (5) cars or less and are to be operated in the following manner:

**WESTBOUND**—Light engine or train, after receiving signal to "PROCEED," will stop after passing the westbound signal at east end of tunnel and press for a period of ten (10) seconds a button located in a box installed on east end wall of tunnel. After this has been done engine or train will proceed to signal bridge at west end of tunnel, stop, and press for a period of ten (10) seconds a button located in box on west side of bridge pillar.

**EASTBOUND**—Light engine or train, after receiving signal at west end of tunnel to "PROCEED," will stop after passing eastbound signal on signal bridge and press for a period of ten (10) seconds

a button located in telephone box on eastbound side of signal bridge. After this has been done engine or train will proceed through tunnel and stop at relay case located 100 ft. east of east portal of tunnel and press for a period of ten (10) seconds a button located in box on side of relay case.

Cars loaded with auto frames are restricted from movement between Little Ferry Jct. and Edgewater except via eastward main track.

Engineers must be instructed by Conductors of trains before departing Edgewater when train contains cars that are restricted to movement via eastward main track through Edgewater Tunnel. Maximum over-all clearance, Edgewater Tunnel, via eastward track 8 feet wide at 16 feet 6 inches high, 9 feet wide at 16 feet 3 inches high.

Reverse movement through Edgewater Tunnel will be made only on authority of Yardmaster at Edgewater or Little Ferry Junction.

End of track circuit on eastbound Edgewater Tunnel track ends 200 feet east of east portal of Tunnel on Eastbound Southside Running track. End of circuit is indicated by a white marker post.

Eastbound engines or trains moving to Edgewater (Southside) on Eastbound tunnel track will clear the white marker post as soon as yard conditions will permit after arrival at Edgewater and cars left standing on this track should be clear of marker, except when Yardmaster issues instructions to the contrary.

Eastward and westward trains and all switching movements over private grade crossing located about 200 feet east of Edgewater Team Yard providing entrance and exit from and to River Road to roadway leading to Pier "A" will be protected by a member of yard crew on crossing.

Except when necessary switching movements are being made or trains are operating over crossing the crossing must be left free of cars so that in event of emergency fire equipment, ambulances, etc., may have free access over crossing to roadway pier, etc.

In the event crews are switching over crossing and an emergency occurs requiring fire fighting equipment, ambulances, etc. to move over crossing the crossing will be immediately cut or opened to permit such passage of emergency vehicles.

Before crews make any switching movement on any track in "D" Yard Edgewater occupied by cars, conductor will see that the three rear cars on the track have hand brakes applied.

No cars are to be dropped in any track in "D" Yard Edgewater without a man riding same.

Cars loaded with Seatrain cradles or other high and wide loads are restricted from being placed on all tracks, except tracks 3, 4, 5 and 6 clear of curves in Seatrain Yard.

The scale track at Edgewater will be used only for the purpose of weighing cars. All other movements are restricted from moving over or upon scale.

No movements will be made in or out of the former Burns Brothers Switch, Northern Extension, Edgewater, while movements are being made through turnout connecting the "New Wye Track" with Northern Extension main track, account of close clearance.

Yardmasters at Edgewater and Little Ferry Jct. will be responsible for engine crews and yard crews signing for special orders, yard bulletins and time register.



When an eastbound train requires help from Little Ferry Jct. to Edgewater, the Conductor will report on telephone from east end of the yard when ready to move and he will remain there until the Yardmaster advises that the helping engine has gone in behind the train. The yard engine designated to shove them over the hill will be given a message by the Yardmaster at Little Ferry Jct. defining what track the train is located on to be assisted. The lead engine will start the train.

Eastward			Westward		
(Read Up)			(Read Down)		
Lodi Branch					
STATIONS					
Distance from Lodi	Distance between Stations	STATIONS	Distance between Stations	Distance from Lodi Jct.	
2.6	2.6	LODI JUNCTION			
		LODI	2.6	2.6	

Speed Restrictions	Miles per Hour
Lodi Branch.....	10
Curve on Lodi Branch, Lodi Jct.....	5

### SPECIAL INSTRUCTIONS

Trains will stop and flag over all highway crossings on Lodi Branch.

Trains operating on Lodi Branch between sunset and sunrise will station two members of crew with red and white lanterns lighted, and fuseses, as per Operating Rule 9, one on each side of track at center of highway and stop highway travel before moving train over these crossings.

All trains will operate in accordance with Operating Rule 93.

Crews protecting movement over crossings at grade will use both red and white lights to protect highway traffic.

When ammonia tank cars are spotted at Ammonia Building, Armour Plant, track skates, derail and blue flag will be placed on rails by Armour & Co. to prevent tank car being moved while connected to delivery pipes of Ammonia Building during switching operations. Crews will exercise extreme caution while switching after tank car is connected, to avoid moving car and ascertain that blue flag, track skates and derail are removed from rails before tank car is moved after unloading.

Crews performing switching at Krugers Warehouse, west of Arnot Street, Lodi, are forbidden to ride on top or sides of engines or equipment account extreme close clearances.

Crews operating in Krugers Switch, west of Main St., Lodi, will serve this switch from Main track and not from Warehouse platform track.

Crews operating in sidetrack serving the Bleachine Corporation at Lodi will exercise extreme caution on account of steel vertical tanks located close to the end of the switch.

Conductors and trainmen must see that gates are closed and locked after switching operations are completed in Industries protected by gates that are not handled by guards.

#### Overhead Clearances

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

Location:	Tracks:
Lodi Jct.	Lodi Branch

Eastward			Westward					
(Read Up)			Passaic Branch			(Read Down)		
STATIONS								
	Distance from Passaic	Distance between Stations	STATIONS	Distance between Stations	Distance from Passaic Jct.			
	3.1	3.1	PASSAIC JUNCTION					
			PASSAIC	3.1	3.1			

Speed Restrictions	Miles per Hour
Passaic Branch.....	10

### SPECIAL INSTRUCTIONS

Trains will stop and flag over all highway crossings on Passaic Branch.

Trains operating on Passaic Branch between sunset and sunrise will station two members of crew with red and white lanterns lighted, and fuseses, as per Operating Rule 9, one on each side of track at center of highway and stop highway travel before moving train over these crossings.

A speed of five miles per hour must not be exceeded while operating on trestle serving the Botany Mills Inc., and Julius Forstmann Co., at Passaic.

All trains will operate in accordance with Operating Rule 93.

Crews protecting movement over crossings at grade will use red flag by day and both red and white lights lighted, and fuseses, as per Operating Rule 9, by night to protect highway traffic.

All employes exercise caution to avoid personal injury account close side clearance to platform and a large tank located north side of track at The Garden State Paper Company and also close clearance at the boiler house at Garden State Paper Company, Passaic Branch.

All employes exercise caution to avoid personal injury account close overhead clearance at coal silo, Whippany Paper Board Co. (formerly Clifton Paper Board Co.), Clifton.

Crews placing cars in or taking cars out of Whippany Paper Board Co. (formerly Clifton Paper Board Co.), Clifton, will exercise care to couple air on all cars.

Crews operating over Ackerman Avenue between Whippany Paper Board Co. (formerly Clifton Paper Board Co.), Clifton, and U. S. Rubber Warehouse will replace timber bumper after switching operations are completed.

Employes are forbidden to ride either sides or on top of cars while switching at Parsons' Ammonia Siding (in the former Andrew McLean Plant) Passaic, account close side and overhead clearance.

It is forbidden to double-head engines on Passaic Branch.

Conductors and trainmen must see that gates are closed and locked after switching operations are completed in Industries protected by gates that are not handled by guards.

#### Overhead Clearances

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

Location:	Tracks:
Passaic Jct.	Passaic Branch

## STATION LIST

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

Station Calls	STATION	Station No.	HOURS OPEN For information only and subject to change.
BR	Croxton.....	2	
PR	Marion Interchange..	WE3	
OM	Secaucus Road (Millers)	4	
SQ	Susquehanna Transfer.	5	
KA	North Bergen.....	5	
ND	New Durham.....	6	
GR	Granton Jct.....	907	
SO	Babbitt.....	7	6:20 A.M.—11:00 A.M.—12:00 Noon—5:10 P.M. Ex. Sat., Sun.-Hol.
YD	Little Ferry Jct.....	9	
—	Dunhams.....	210	
GW	Edgewater.....	212	
WS	Little Ferry Draw-bridge.....	—	7:00 A.M.—4:00 P.M. daily May 1 to November 30.
FY	Little Ferry.....	10	
RP	Ridgefield Park.....	11	
BO	Bogota.....	12	
HK	Hackensack.....	13	6:30 A.M.—11:00 A.M.—12:00 Noon—3:30 P.M. Ex. Sat., Sun.-Hol.
CA	Hackensack... N.J. & N.Y. R.R....	913	
DO	Lodi Jct.....	14	
DA	Lodi.....	316	7:00 A.M.—11:00 A.M.—12:00 Noon—4:00 P.M. Ex. Sat., Sun.-Hol.
MW	Maywood .....	14	6:00 A.M.—10:00 A.M.—11:00 A.M.—3:00 P.M. Ex. Sat., Sun.-Hol.
RO	Rochelle Park.....	15	6:00 A.M.—7:45 A.M.— Ex. Sat., Sun.-Hol.
BT	Coalberg.....	16	
PC	Passaic Jct.....	916	6:30 A.M.—10:30 A.M.—11:30 A.M.—3:30 P.M. Ex. Sat., Sun. & Hol.
DD	Dundee.....	419	
PW	East Paterson.....	18	
VA	Vreeland Ave.....	18	6:20 A.M.—10:30 A.M.—11:30 A.M.—3:20 P.M. Ex. Sat., Sun.-Hol.
RS	Paterson Broadway....	20	6:20 A.M.—10:30 A.M.—11:30 A.M.—3:20 P.M. Ex. Sat., Sun. & Hol.
RD	Riverside.....	21	
HW	Hawthorne.....	922	
NP	North Hawthorne.....	22	5:30 A.M.—7:45 P.M., Ex Sat. Sun. & Hol.
MP	Midland Park.....	24	6:00 A.M.—10:30 A.M.—11:30 A.M.—3:00 P.M. Ex. Sat., Sun.-Hol.
W	Wortendyke.....	25	
WY	Wyckoff.....	27	6:00 A.M.—11:00 A.M.—12:00 Noon—6:00 P.M. Ex. Sat. Sun.-Hol.
CG	Campgaw.....	29	
CR	Crystal Lake.....	30	
DK	Oakland.....	31	
NM	Du Ponts New Mill Sw.	33	
PO	Pompton Lakes.....	34	
PJ	Pompton Jct.....	35	
BD	Bloomington.....	36	
BA	Butler.....	37	5:45 A.M.—6:30 P.M. Ex. Sat., Sun. and Hol.
—	Pequannock Paper... ..	38	
—	Newark Water Co., (Chlorine switch)...	842	
GP	Greenpond Jct.....	942	
CB	Charlotteburg.....	42	
MC	Macopin Siding.....	43	

Station Calls	STATION	Station No.	HOURS OPEN For information only and subject to change
WC	W & N Connection.....	943	When required.
NW	Newfoundland.....	44	
OG	Oak Ridge.....	46	
CS	Stockholm.....	49	
BS	Beaver Lake.....	53	
SA	Sparta.....	59	
SJ	Sparta Jct.....	62	7:00 A.M.—3:00 P.M. Sat., Sun.-Hol. closed
BJ	Hyper Humus.....	64	
—	Hyper Humus Co.....	65	
VI	Halsey.....	67	
JU	Swartswood Jct.....	970	
AR	Stillwater.....	74	
MO	Marksboro.....	79	
BN	Blairstown.....	82	
RU	Hainesburg.....	88	
H	Hainesburg Jct.....	988	

TONNAGE RATING FOR ALCO 1000 H.P. DIESELS.

EASTBOUND		
From	To	Tons
Hainesburg Jct.—Sparta Jct.		1500
Sparta Jct.—No. Hawthorne		1100
No. Hawthorne—Passaic Jct.		2300
Passaic Jct.—Little Ferry Jct.		2900
Little Ferry Jct.—Marion Interchange		3400
Marion Interchange—Croxton		2300

WESTBOUND		
From	To	Tons
Croxton—Little Ferry Jct.		3100
Little Ferry Jct.—Passaic Jct.		1700
Passaic Jct.—No. Hawthorne		1100
No. Hawthorne—Beaver Lake		750
Beaver Lake—Hainesburg Jct.		1400

EDGEWATER BRANCH

EASTBOUND		
Little Ferry Jct.—Edgewater		1400

WESTBOUND		
Edgewater—Little Ferry Jct.		2500

TONNAGE RATING FOR G.M.-GP/18 1800 H.P. DIESELS.

EASTBOUND		
From	To	Tons
Hainesburg Jct.—Sparta Jct.		2260
Sparta Jct.—No. Hawthorne		1860
No. Hawthorne—Passaic Jct.		3060
Passaic Jct.—Little Ferry Jct.		3660
Little Ferry Jct.—Marion Interchange		4160
Marion Interchange—Croxton		3060

WESTBOUND		
From	To	Tons
Croxton—Little Ferry Jct.		3740
Little Ferry Jct.—Passaic Jct.		2340
Passaic Jct.—No. Hawthorne		1740
No. Hawthorne—Beaver Lake		1390
Beaver Lake—Hainesburg Jct.		2040

EDGEWATER BRANCH

EASTBOUND		
Little Ferry Jct.—Edgewater		2160

WESTBOUND		
Edgewater—Little Ferry Jct.		3140

**Terminal Trainmaster**

**H. H. Kiel**

**Trainmaster - Road Foreman of Engines**

**P. L. Lentz**

**Assistant Trainmaster**

**P. R. Flynn**

**Chief Train Dispatcher**

**I. B. Brands**