

MONTCLAIR, GLADSTONE AND MORRISTOWN BRANCHES.

WEEK-DAY TRAINS—WESTWARD.

TIME TABLE
No. 15-A.
Taking Effect
SUNDAY, JUNE 23, 1907.

FIRST-CLASS.

| Distance from Hoboken | STATIONS | 301 | 101 | 351 | 353 | 303 | 105* | 305* | 107* | 253 | 201* | 109* | 111 | 255* | 203 | 403 | 307 | 309 | 113 | 311 | 115* | 355 | 257 | 313 | 291 | 117 | 259 | 261 | 119 | 207 | 263 | 121 | 293 | 359 | 315 | 31 | |
|-----------------------|-------------------------------------|------------|------------|------------|-------------|------------|------------|------------|------------|-------------|--------------|------------|------------|---------------|--------------|------------|------------|------------|------------|------------|------------|------------|---------------|------------|--------------|--------------|-------------|-------------|------------|--------------|-------------|------------|--------------|--------------|------------|----------------|---------|
| | | Summit | Montclair | Dover | Port Morris | Gladstone | Montclair | Chat-ham | Montclair | Morris-town | South Orange | Montclair | Montclair | Morris Plains | South Orange | Easton | Gladstone | Summit | Montclair | Summit | Montclair | Dover | Morris Plains | Gladstone | South Orange | Montclair | Morris-town | Morris-town | Montclair | South Orange | Morris-town | Montclair | South Orange | Branch-ville | Gladstone | Summit | |
| | | Ex Su & Mo | Ex. Sunday | Ex Su & Mo | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Satur'y Only | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Satur'y Only | Ex. Sunday | Ex. Sat. & Sun | Ex. Sun |
| | HOBOKEN | 12.15 | 12.15 | 12.45 | 4.45 | ..... | 6.00 | 6.15 | 6.20 | 6.30 | 6.45 | 6.50 | 7.15 | ..... | 7.20 | 7.30 | ..... | 8.07 | 8.20 | 8.25 | 8.30 | 9.07 | 9.23 | 9.30 | 9.35 | 9.45 | 10.30 | 10.45 | 11.00 | 11.30 | 11.45 | 11.50 | 12.15 | ..... | 12.30 | | |
| 2.2 | N.Y.S.&W. CROSSING | 12.21 | 12.23 | 12.51 | 4.51 | ..... | 6.06 | 6.21 | 6.26 | 6.36 | 6.51 | 6.56 | 7.21 | ..... | 7.26 | 7.36 | ..... | 8.13 | 8.26 | 8.31 | 8.36 | 9.13 | 9.29 | 9.36 | 9.41 | 9.51 | 10.36 | 10.51 | 11.06 | 11.36 | 11.51 | 11.56 | 12.21 | ..... | 12.36 | | |
| 7.1 | HARRISON..... | ..... | ..... | 12.58 | ..... | ..... | 6.12 | 6.29 | ..... | 6.43 | 7.00 | ..... | ..... | ..... | 7.33 | ..... | ..... | 8.19 | ..... | 8.40 | ..... | ..... | ..... | 9.50 | ..... | 10.45 | 11.00 | ..... | 11.45 | 11.58 | ..... | ..... | ..... | ..... | ..... |  |  |
| 7.8 | NEWARK | 12.29 | 12.31 | 1.02 | 5.10 | ..... | 6.15 | 6.32 | 6.37 | 6.46 | 7.03 | 7.08 | 7.30 | ..... | 7.36 | 7.47 | ..... | 8.22 | 8.35 | 8.43 | 8.45 | 9.20 | 9.37 | 9.45 | 9.53 | 10.03 | 10.48 | 11.03 | 11.15 | 11.48 | 12.01 | 12.05 | 12.34 | ..... | 12.49 | | |
| 9.0 | ROSEVILLE AVENUE | 12.33 | 12.35 | 1.06 | 5.15 | ..... | 6.20 | 6.37 | 6.42 | 6.51 | 7.08 | 7.12 | 7.35 | ..... | 7.40 | 7.51 | ..... | 8.27 | 8.40 | 8.48 | 8.50 | 9.24 | 9.40 | 9.50 | 9.58 | 10.08 | 10.53 | 11.08 | 11.20 | 11.53 | 12.05 | 12.10 | 12.39 | ..... | 12.54 | | |
| 9.6 | AMPERE..... | ..... | 12.37 | ..... | ..... | ..... | 6.22 | ..... | 6.45 | ..... | ..... | 7.14 | 7.38 | ..... | ..... | ..... | ..... | 8.29 | ..... | 8.50 | ..... | ..... | ..... | 10.00 | ..... | 11.10 | ..... | ..... | 12.07 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| 10.9 | WATSESSING..... | ..... | 12.40 | ..... | ..... | ..... | 6.25 | ..... | 6.48 | ..... | ..... | 7.17 | 7.42 | ..... | ..... | ..... | ..... | 8.32 | ..... | 8.53 | ..... | ..... | ..... | 10.03 | ..... | 11.13 | ..... | ..... | 12.10 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| 11.6 | BLOOMFIELD..... | ..... | 12.43 | ..... | ..... | ..... | 6.28 | ..... | 6.50 | ..... | ..... | 7.19 | 7.50 | ..... | ..... | ..... | ..... | 8.34 | ..... | 8.55 | ..... | ..... | ..... | 10.05 | ..... | 11.15 | ..... | ..... | 12.13 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| 12.2 | GLEN RIDGE..... | ..... | 12.46 | ..... | ..... | ..... | 6.31 | ..... | 6.52 | ..... | ..... | 7.21 | ..... | ..... | ..... | ..... | ..... | 8.36 | ..... | 8.57 | ..... | ..... | ..... | 10.07 | ..... | 11.17 | ..... | ..... | 12.16 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| 13.1 | MONTCLAIR..... | ..... | 12.50 | ..... | ..... | ..... | 6.34 | ..... | 6.54 | ..... | ..... | 7.24 | 7.55 | ..... | ..... | ..... | ..... | 8.39 | ..... | 9.00 | ..... | ..... | ..... | 10.10 | ..... | 11.20 | ..... | ..... | 12.20 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| 9.6 | GROVE STREET | 12.36 | ..... | 1.08 | 5.17 | ..... | 6.39 | ..... | 6.54 | 7.10 | ..... | ..... | ..... | ..... | 7.42 | ..... | ..... | ..... | 8.42 | ..... | ..... | ..... | 9.52 | ..... | 10.10 | 10.55 | ..... | 11.22 | 11.55 | ..... | 12.12 | ..... | ..... | ..... | ..... | ..... |  |
| 10.0 | EAST ORANGE | 12.38 | ..... | 1.10 | 5.19 | ..... | 6.41 | ..... | 6.56 | 7.12 | ..... | ..... | ..... | ..... | 7.44 | 7.53 | ..... | ..... | 8.44 | ..... | 8.53 | ..... | 9.54 | ..... | 10.12 | 10.57 | ..... | 11.24 | 11.57 | ..... | 12.14 | ..... | ..... | ..... | ..... | ..... |  |
| 10.6 | BRICK CHURCH | 12.40 | ..... | 1.13 | 5.21 | ..... | 6.43 | ..... | 6.59 | 7.14 | ..... | ..... | ..... | ..... | 7.46 | ..... | ..... | ..... | 8.46 | ..... | 8.55 | ..... | 9.56 | ..... | 10.14 | 10.59 | ..... | 11.26 | 11.59 | ..... | 12.16 | ..... | ..... | ..... | ..... | ..... |  |
| 11.3 | ORANGE | 12.43 | ..... | 1.16 | 5.29 | ..... | 6.46 | ..... | 7.02 | 7.17 | ..... | ..... | ..... | ..... | 7.49 | 7.57 | ..... | ..... | 8.49 | ..... | 8.58 | 9.28 | 9.43 | 9.59 | ..... | 10.17 | 11.02 | ..... | 11.29 | 12.02 | ..... | 12.19 | 12.45 | ..... | ..... | ..... |  |
| 12.2 | HIGHLAND AVENUE | 12.46 | ..... | 1.19 | ..... | ..... | 7.07 | 7.20 | ..... | ..... | ..... | ..... | ..... | ..... | 7.52 | ..... | ..... | ..... | 8.52 | ..... | ..... | ..... | 10.02 | ..... | 10.20 | 11.05 | ..... | 11.32 | 12.05 | ..... | 12.22 | ..... | ..... | ..... | ..... | ..... |  |
| 13.1 | MOUNTAIN STATION | 12.49 | ..... | 1.22 | ..... | ..... | 7.10 | 7.22 | ..... | ..... | ..... | ..... | ..... | ..... | 7.55 | ..... | ..... | ..... | 8.56 | ..... | ..... | ..... | 10.05 | ..... | 10.23 | 11.08 | ..... | 11.35 | 12.08 | ..... | 12.25 | ..... | ..... | ..... | ..... | ..... |  |
| 13.8 | SOUTH ORANGE | 12.51 | ..... | 1.25 | 5.35 | ..... | 6.52 | ..... | 7.13 | 7.25 | ..... | ..... | ..... | ..... | 7.58 | 8.02 | 8.15 | ..... | 8.59 | ..... | 9.04 | 9.32 | 9.46 | 10.08 | ..... | 10.26 | 11.11 | ..... | 11.38 | 12.11 | ..... | 12.28 | 12.49 | ..... | ..... | ..... |  |
| 15.1 | MAPLEWOOD | 12.55 | ..... | 1.29 | ..... | ..... | 7.17 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.03 | ..... | ..... | ..... | ..... | ..... | 10.30 | 11.15 | ..... | 12.14 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 16.3 | WYOMING | 12.58 | ..... | 1.33 | ..... | ..... | 7.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.33 | 11.18 | ..... | 12.17 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 17.0 | MILBURN | 1.00 | ..... | 1.36 | 5.40 | ..... | 6.59 | ..... | 7.23 | ..... | ..... | ..... | ..... | ..... | 8.09 | ..... | 8.26 | ..... | 9.07 | ..... | 9.12 | 9.36 | ..... | ..... | 10.35 | 11.20 | ..... | 12.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 17.8 | SHORT HILLS | 1.02 | ..... | 1.39 | ..... | ..... | 7.26 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.10 | ..... | ..... | ..... | ..... | ..... | 10.37 | 11.22 | ..... | 12.23 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 20.1 | SUMMIT | 1.07 | ..... | 1.45 | 5.54 | 6.00 | 7.08 | ..... | 7.34 | ..... | ..... | ..... | ..... | ..... | 8.17 | 8.25 | 8.35 | ..... | 9.15 | ..... | 9.19 | 9.41 | 9.57 | ..... | 10.45 | 11.30 | ..... | 12.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 21.0 | P. & D. JUNCTION..... | ..... | ..... | 1.47 | 5.56 | 6.01 | 7.10 | ..... | 7.36 | ..... | ..... | ..... | ..... | ..... | 8.19 | 8.27 | ..... | ..... | ..... | ..... | 9.21 | 9.43 | 9.59 | ..... | 10.47 | 11.32 | ..... | 12.32 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 21.8 | WEST SUMMIT | | | | | 6.03 | | | | | | | | | | | | 8.29 | | | | | | 10.01 | | | | | | | | | | | | | |
| 23.3 | MURRAY HILL | | | | | 6.06 | | | | | | | | | | | | 8.36 | | | | | | 10.05 | | | | | | | | | | | | | |
| 25.7 | BERKELEY HEIGHTS | | | | | 6.10 | | | | | | | | | | | | 8.40 | | | | | | 10.09 | | | | | | | | | | | | | |
| 27.1 | GILLETTE | | | | | 6.12 | | | | | | | | | | | | 8.43 | | | | | | 10.12 | | | | | | | | | | | | | |
| 28.5 | STIRLING | | | | | 6.15 | | | | | | | | | | | | 8.47 | | | | | | 10.15 | | | | | | | | | | | | | |
| 30.1 | MILLINGTON | | | | | 6.18 | | | | | | | | | | | | 8.51 | | | | | | 10.18 | | | | | | | | | | | | | |
| 31.7 | LYONS | | | | | 6.21 | | | | | | | | | | | | 8.55 | | | | | | 10.22 | | | | | | | | | | | | | |
| 33.6 | BASKING RIDGE | | | | | 6.25 | | | | | | | | | | | | 9.00 | | | | | | 10.26 | | | | | | | | | | | | | |
| 34.8 | BERNARDSVILLE | | | | | 6.28 | | | | | | | | | | | | 9.03 | | | | | | 10.29 | | | | | | | | | | | | | |
| 37.4 | MINE BROOK | | | | | 6.33 | | | | | | | | | | | | 9.09 | | | | | | 10.35 | | | | | | | | | | | | | |
| 38.9 | FAR HILLS | | | | | 6.38 | | | | | | | | | | | | 9.17 | | | | | | 10.39 | | | | | | | | | | | | | |
| 41.2 | PEAPACK | | | | | 6.46 | | | | | | | | | | | | 9.22 | | | | | | 10.44 | | | | | | | | | | | | | |
| 42.2 | GLADSTONE | | | | | 6.48 | | | | | | | | | | | | 9.24 | | | | | | 10.46 | | | | | | | | | | | | | |
| 23.4 | CHATHAM..... | ..... | ..... | 1.54 | 6.00 | ..... | 7.14 | ..... | 7.41 | ..... | ..... | ..... | ..... | ..... | 8.23 | ..... | ..... | ..... | ..... | ..... | 9.26 | 9.50 | ..... | ..... | 10.51 | 11.39 | ..... | 12.39 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 25.6 | MADISON..... | ..... | ..... | 2.00 | 6.05 | ..... | 7.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8.28 | ..... | ..... | ..... | ..... | ..... | 9.31 | 9.55 | ..... | ..... | 10.56 | 11.45 | ..... | 12.44 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 27.7 | CONVENT..... | ..... | ..... | 2.05 | ..... | ..... | 7.55 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8.33 | ..... | ..... | ..... | ..... | ..... | 9.35 | 10.00 | ..... | ..... | 11.01 | 11.51 | ..... | 12.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 29.8 | MORRISTOWN..... | ..... | ..... | 2.10 | 6.15 | ..... | ..... | ..... | ..... | 8.00 | ..... | ..... | ..... | ..... | 8.38 | ..... | ..... | ..... | ..... | ..... | 9.40 | 10.05 | ..... | ..... | 11.05 | 11.55 | ..... | 12.55 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 32.1 | MORRIS PLAINS..... | ..... | ..... | 2.22 | 6.25 | ..... | ..... | ..... | ..... | 8.07 | ..... |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

STOWN BRANCHES.

D.

| 355 | 257 | 313 | 291 | 117 | 259 | 261 | 119 | 207 | 263 | 121 | 293 | 359 | 315 | 317 | 319 | 321 | 123 |
|------------|---------------|------------|--------------|------------|-------------|-------------|------------|--------------|-------------|------------|--------------|-------------|----------------|------------|--------------|--------------|------------|
| Dover | Morris Plains | Gladstone | South Orange | Montclair | Morris-town | Morris-town | Montclair | South Orange | Morris-town | Montclair | South Orange | Branchville | Gladstone | Summit | Gladstone | Gladstone | Montclair |
| Ex. Sunday | Ex. Sunday | Ex. Sunday | Satur'y Only | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Satur'y Only | Ex. Sunday | Ex. Sat. & Sun | Ex. Sunday | Satur'y Only | Satur'y Only | Ex. Sunday |
| AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | PM | PM | PM | PM | PM | PM |
| 8.30 | 9.07 | 9.23 | 9.30 | 9.35 | 9.45 | 10.30 | 10.45 | 11.00 | 11.30 | 11.45 | 11.50 | 12.15 | PM | 12.25 | PM | 12.45 | PM |
| 8.36 | 9.13 | 9.29 | 9.36 | 9.41 | 9.51 | 10.36 | 10.51 | 11.06 | 11.36 | 11.51 | 11.56 | 12.21 | PM | 12.31 | PM | 12.51 | PM |
| | | | | 9.50 | | 10.45 | 11.00 | | 11.45 | 11.58 | | | | | | | 12.59 |
| 8.45 | 9.20 | 9.37 | 9.45 | 9.53 | 10.03 | 10.48 | 11.03 | 11.15 | 11.48 | 12.01 | 12.05 | 12.34 | | 12.41 | 1.00 | | 1.03 |
| 8.50 | 9.24 | 9.40 | 9.50 | 9.58 | 10.08 | 10.53 | 11.08 | 11.20 | 11.53 | 12.05 | 12.10 | 12.39 | | 12.46 | 1.04 | | 1.08 |
| | | | | 10.00 | | | 11.10 | | | 12.07 | | | | | | | 1.10 |
| | | | | 10.03 | | | 11.13 | | | 12.10 | | | | | | | 1.13 |
| | | | | 10.05 | | | 11.15 | | | 12.13 | | | | | | | 1.16 |
| | | | | 10.07 | | | 11.17 | | | 12.16 | | | | | | | 1.18 |
| | | | | 10.10 | | | 11.20 | | | 12.20 | | | | | | | 1.21 |
| | | | | 9.52 | 10.10 | 10.55 | | 11.22 | 11.55 | | 12.12 | | | 12.48 | | | |
| 8.58 | | | 9.54 | 10.12 | 10.57 | | 11.24 | 11.57 | | 12.14 | | | | 12.50 | | | |
| 8.55 | | | 9.56 | 10.14 | 10.59 | | 11.26 | 11.59 | | 12.16 | | | | 12.52 | | | |
| 8.58 | 9.28 | 9.43 | 9.59 | 10.17 | 11.02 | | 11.29 | 12.02 | | 12.19 | 12.45 | | | 12.55 | 1.09 | | |
| | | | 10.02 | 10.20 | 11.05 | | 11.32 | 12.05 | | 12.22 | | | | 12.58 | | | |
| | | | 10.05 | 10.23 | 11.08 | | 11.35 | 12.08 | | 12.25 | | | | 1.01 | | | |
| 9.04 | 9.32 | 9.46 | 10.08 | 10.26 | 11.11 | | 11.38 | 12.11 | | 12.28 | 12.49 | | | 1.03 | 1.18 | | |
| | | | | 10.30 | 11.15 | | | 12.14 | | | | | | 1.06 | | | |
| | | | | 10.33 | 11.18 | | | 12.17 | | | | | | 1.09 | | | |
| 9.12 | 9.36 | | | 10.35 | 11.20 | | | 12.20 | | | 12.54 | | | 1.11 | 1.17 | | |
| | | | | 10.37 | 11.22 | | | 12.23 | | | 12.56 | | | 1.15 | | | |
| 9.19 | 9.41 | 9.57 | | 10.45 | 11.30 | | | 12.30 | | | 1.04 | 1.07 | 1.20 | 1.22 | 1.25 | | |
| 9.21 | 9.43 | 9.59 | | 10.47 | 11.32 | | | 12.32 | | | 1.06 | 1.09 | | 1.24 | 1.27 | | |
| | | | 10.01 | | | | | | | | | | 1.11 | | 1.29 | | |
| | | | 10.05 | | | | | | | | | | 1.14 | | 1.28 | 1.33 | |
| | | | 10.09 | | | | | | | | | | 1.19 | | 1.32 | 1.38 | |
| | | | 10.12 | | | | | | | | | | 1.22 | | 1.41 | | |
| | | | 10.15 | | | | | | | | | | 1.25 | | 1.36 | 1.44 | |
| | | | 10.18 | | | | | | | | | | 1.28 | | 1.43 | 1.48 | |
| | | | 10.22 | | | | | | | | | | 1.31 | | 1.52 | | |
| | | | 10.26 | | | | | | | | | | 1.35 | | 1.43 | 1.56 | |
| | | | 10.29 | | | | | | | | | | 1.38 | | 1.46 | 2.00 | |
| | | | 10.35 | | | | | | | | | | 1.44 | | 1.51 | 2.06 | |
| | | | 10.39 | | | | | | | | | | 1.48 | | 1.54 | 2.10 | |
| | | | 10.44 | | | | | | | | | | 1.54 | | 1.59 | 2.16 | |
| | | | 10.46 | | | | | | | | | | 1.57 | | 2.02 | 2.18 | |
| 9.26 | 9.50 | | | 10.51 | 11.39 | | | 12.39 | | | 1.10 | | | | | | |
| 9.31 | 9.55 | | | 10.56 | 11.45 | | | 12.44 | | | 1.16 | | | | | | |
| 9.35 | 10.00 | | | 11.01 | 11.51 | | | 12.50 | | | 1.20 | | | | | | |
| 9.40 | 10.05 | | | 11.05 | 11.55 | | | 12.55 | | | 1.25 | | | | | | |
| 9.45 | 10.10 | | | | | | | | | | 1.30 | | | | | | |
| 9.52 | | | | | | | | | | | 1.37 | | | | | | |
| 9.56 | | | | | | | | | | | 1.41 | | | | | | |
| 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM |
| Ex. Sunday | Ex. Sunday | Ex. Sunday | Satur'y Only | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Satur'y Only | Ex. Sunday | Ex. Sat. & Sun | Ex. Sunday | Satur'y Only | Satur'y Only | Ex. Sunday |
| 355 | 257 | 313 | 291 | 117 | 259 | 261 | 119 | 207 | 263 | 121 | 293 | 359 | 315 | 317 | 319 | 321 | 123 |

MONTCLAIR, GLADSTONE

WEEK-DAY

TIME TABLE No. 15-A.
Taking Effect
SUNDAY, JUNE 23, 1907.

| Distance to Hoboken | STATIONS | 100 | 300 | 302 | 200 | 104 | 202* | 350 | 106* | 250 | 108 | 252 | 204 | 254* | 110 |
|---------------------|------------------------|------------|------------|------------|--------------|------------|--------------|-------------|------------|-------------|------------|-------------|--------------|-------------|------------|
| | | Montclair | Summit | Gladstone | South Orange | Montclair | South Orange | Port Morris | Montclair | Morris-town | Montclair | Morris-town | South Orange | Morris-town | Montclair |
| | | Ex. Sunday | Ex Su & Mo | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday |
| | HOBOKEN | 1.33 | 2.12 | | 6.18 | 6.38 | 6.48 | 7.06 | 7.14 | 7.17 | 7.35 | 7.40 | 7.50 | 7.58 | 8.01 |
| 2.2 | N. Y. S. & W. CROSSING | 1.27 | 2.06 | | 6.12 | 6.32 | 6.42 | 7.00 | 7.08 | 7.11 | 7.29 | 7.34 | 7.44 | 7.52 | 7.55 |
| 7.1 | HARRISON | | | | 6.08 | | 6.34 | 6.52 | | 7.04 | | | | 7.36 | |
| 7.8 | NEWARK | 1.15 | 1.57 | | 6.01 | 6.23 | 6.31 | 6.49 | 7.00 | 7.02 | 7.20 | 7.25 | 7.33 | 7.43 | 7.46 |
| 9.0 | ROSEVILLE AVENUE | 1.10 | 1.53 | | 5.56 | 6.19 | 6.27 | 6.45 | 6.56 | 6.58 | 7.15 | 7.20 | 7.29 | 7.39 | 7.42 |
| 9.6 | AMPERE | 1.08 | | | | | 6.17 | | 6.54 | | 7.13 | | | | 7.40 |
| 10.9 | WATSESSING | 1.06 | | | | | 6.14 | | 6.51 | | 7.09 | | | | 7.37 |
| 11.6 | BLOOMFIELD | 1.04 | | | | | 6.12 | | 6.49 | | 7.07 | | | | 7.34 |
| 12.4 | GLEN RIDGE | 1.02 | | | | | 6.10 | | 6.47 | | 7.05 | | | | 7.32 |
| 13.1 | MONTCLAIR | 1.00 | | | | | 6.08 | | 6.45 | | 7.03 | | | | 7.30 |
| 9.6 | GROVE STREET | | 1.51 | | 5.54 | | 6.25 | 6.43 | | 6.56 | | 7.18 | | | 7.38 |
| 10.0 | EAST ORANGE | | 1.49 | | 5.52 | | 6.23 | 6.41 | | 6.54 | | 7.16 | 7.26 | | |
| 10.6 | BRICK CHURCH | | 1.47 | | 5.50 | | 6.21 | 6.39 | | 6.52 | | 7.13 | 7.24 | | |
| 11.3 | ORANGE | | 1.44 | | 5.47 | | 6.18 | 6.36 | | 6.49 | | 7.10 | 7.21 | 7.34 | |
| 12.2 | HIGHLAND AVENUE | | 1.41 | | 5.43 | | 6.15 | 6.32 | | 6.46 | | | 7.18 | | |
| 13.1 | MOUNTAIN STATION | | 1.38 | | 5.40 | | 6.12 | 6.29 | | | | | 7.15 | | |
| 13.8 | SOUTH ORANGE | | 1.36 | | 5.38 | | 6.10 | 6.27 | | 6.41 | | 7.05 | 7.12 | 7.30 | |
| 15.1 | MAPLEWOOD | | 1.32 | | | | | 6.00 | | 6.31 | | 7.02 | | 7.26 | |
| 16.3 | WYOMING | | 1.29 | | | | | 5.57 | | 6.28 | | | | 7.23 | |
| 17.0 | MILBURN | | 1.27 | | | | | 5.55 | | 6.26 | | 6.58 | | 7.21 | |
| 17.8 | SHORT HILLS | | 1.24 | | | | | 5.52 | | 6.26 | | | | 7.18 | |
| 20.1 | SUMMIT | | 1.20 | | 5.44 | | | 5.46 | | 6.20 | | 6.53 | | 7.13 | |
| 21.0 | P. & D. JUNCTION | | | | 5.42 | | | 5.44 | | 6.18 | | 6.51 | | 7.11 | |
| 21.8 | WEST SUMMIT | | | | 5.40 | | | | | | | | | | |
| 23.3 | MURRAY HILL | | | | 5.37 | | | | | | | | | | |
| 25.7 | BERKELEY HEIGHTS | | | | 5.33 | | | | | | | | | | |
| 27.1 | GILLETTE | | | | 5.30 | | | | | | | | | | |
| 28.5 | STIRLING | | | | 5.27 | | | | | | | | | | |
| 30.1 | MILLINGTON | | | | 5.24 | | | | | | | | | | |
| 31.7 | LYONS | | | | 5.21 | | | | | | | | | | |
| 33.6 | BASKING RIDGE | | | | 5.17 | | | | | | | | | | |
| 34.8 | BERNARDSVILLE | | | | 5.15 | | | | | | | | | | |
| 37.4 | MINE BROOK | | | | 5.09 | | | | | | | | | | |
| 38.9 | FAR HILLS | | | | 5.06 | | | | | | | | | | |
| 41.2 | PEAPACK | | | | 5.02 | | | | | | | | | | |
| 42.2 | GLADSTONE | | | | 5.00 | | | | | | | | | | |
| 23.4 | CHATHAM | | | | | | | 5.36 | | 6.14 | | 6.45 | | 7.05 | |
| 25.6 | MADISON | | | | | | | 5.30 | | 6.09 | | 6.40 | | 7.00 | |
| 27.7 | CONVENT | | | | | | | | | 6.34 | | | 6.55 | | |
| 29.8 | MORRISTOWN | | | | | | | | | | | | | | |

MONTCLAIR. GLADSTONE AND MORRISTOWN BRANCHES.

WEEK-DAY TRAINS—EASTWARD.

TIME TABLE
No. 15-A.
Taking Effect

DAY, JUNE 23, 1907.

| STATIONS | FIRST-CLASS. | | | | | | | | | | | | | | | | | | | | | | | | THIRD-CLASS. | | | |
|---|--------------------------|---------------------------|--------------------------|-----------------------------|----------------------------|----------------------------|--------------------------|---------------------------|--------------------------|----------------------------|----------------------------|--------------------------|---------------------|--------------------------|---------------------------|--------------------------|--------------------------|---------------------|----------------------------|--------------------------|---------------------------|--------------------------|--------------------------|---------------------|--------------------------|---------------------------|---------------------------|--|
| | 142* | 276 | 332 | 278* | 230* | 232* | 144 | 280 | 146* | 234 | 364 | 148 | 366 | 336 | 282 | 150 | 338 | 368 | 236 | 152 | 286 | 154 | 340 | 374 | 156 | 290 | 76 | |
| | Mont-clair Ex. Sunday | Morris-town Ex. Sunday | Glad-stone Ex. Sunday | Morris Plains Ex. Sunday | South Orange Ex. Sunday | South Orange Ex. Sunday | Mont-clair Ex. Sunday | Morris-town Ex. Sunday | Mont-clair Ex. Sunday | South Orange Ex. Sunday | Branch-ville Ex. Sunday | Mont-clair Ex. Sunday | Dover Ex. Sunday | Glad-stone Ex. Sunday | Morris-town Ex. Sunday | Mont-clair Ex. Sunday | Glad-stone Ex. Sunday | Dover Ex. Sunday | South Orange Ex. Sunday | Mont-clair Ex. Sunday | Morris-town Ex. Sunday | Mont-clair Ex. Sunday | Glad-stone Ex. Sunday | Dover Ex. Sunday | Mont-clair Ex. Sunday | Morris-town Ex. Sunday | Way Freight Ex. Monday | |
| ROKEN 2.2 | 6.17 | 6.27 | | | 6.47 | 7.05 | 7.07 | 7.18 | 7.32 | 7.42 | 8.10 | 8.25 | 8.34 | 8.56 | 9.13 | 9.27 | 9.41 | 9.57 | 10.17 | 10.26 | 10.43 | 11.28 | | 11.43 | 12.26 | 12.28 | 5.00 | |
| S. & W. CROSSING 4.9 | 6.11 | 6.21 | | | 6.41 | 6.59 | 7.01 | 7.12 | 7.26 | 7.36 | 8.04 | 8.19 | 8.28 | 8.50 | 9.07 | 9.21 | 9.35 | 9.51 | 10.12 | 10.20 | 10.37 | 11.22 | | 11.37 | 12.20 | 12.23 | 4.50 | |
| TRISON 0.7 | 6.03 | | | | 6.34 | | 6.52 | | | | | 8.19 | | 9.00 | | | | | | | | 11.12 | | | | 12.17 | | |
| PARK 1.2 | 6.00 | 6.12 | | | 6.31 | 6.48 | 6.50 | 7.03 | 7.15 | 7.28 | 7.50 | 8.10 | 8.17 | 8.41 | 8.57 | 9.12 | 9.25 | 9.42 | 10.04 | 10.10 | 10.28 | 11.10 | | 11.28 | 12.10 | 12.15 | 4.30 | |
| EVILLE AVENUE. 0.6 | 5.56 | 6.07 | | | 6.27 | 6.43 | 6.45 | 6.58 | 7.10 | 7.23 | 7.43 | 8.08 | 8.11 | 8.35 | 8.53 | 9.07 | 9.19 | 9.38 | 10.00 | 10.05 | 10.23 | 11.05 | | 11.23 | 12.05 | 12.11 | 4.15 | |
| ERE 1.3 | 5.54 | | | | | | 6.42 | | 7.07 | | | 8.04 | | | 9.05 | | | | 10.03 | | 11.03 | | | | 12.03 | | | |
| ESSING. 0.7 | 5.50 | | | | | | 6.37 | | 7.03 | | | 8.01 | | | 9.02 | | | | 10.01 | | 11.01 | | | | 12.01 | | | |
| OMFIELD 0.6 | 5.44 | | | | | | 6.34 | | 7.00 | | | 7.59 | | | 9.00 | | | | 9.59 | | 10.59 | | | | 11.59 | | | |
| N RIDGE 0.9 | 5.42 | | | | | | 6.32 | | 6.58 | | | 7.57 | | | 8.58 | | | | 9.57 | | 10.57 | | | | 11.57 | | | |
| TCLAIR 0.6 | 5.40 | | | | | | 6.30 | | 6.55 | | | 7.55 | | | 8.55 | | | | 9.55 | | 10.55 | | | | 11.55 | | | |
| VE STREET 0.4 | 6.05 | | | | 6.25 | 6.41 | | 6.56 | | 7.21 | 7.41 | | 8.09 | 8.33 | 8.51 | | 9.17 | 9.36 | | | 10.21 | | | 11.21 | | 12.09 | | |
| T ORANGE 0.6 | 6.03 | | | | 6.23 | 6.39 | | 6.54 | | 7.19 | 7.39 | | 8.07 | 8.31 | 8.49 | | 9.15 | 9.34 | 9.56 | | 10.19 | | | 11.19 | | 12.07 | | |
| OK CHURCH. 0.7 | 6.01 | | | | 6.21 | 6.36 | | 6.52 | | 7.17 | 7.36 | | 8.04 | 8.29 | 8.47 | | 9.13 | 9.31 | 9.53 | | 10.17 | | | 11.17 | | 12.05 | | |
| NGE. 0.9 | 5.58 | | | | 6.18 | 6.34 | | 6.49 | | 7.14 | 7.33 | | 8.01 | 8.26 | 8.44 | | 9.10 | 9.28 | 9.50 | | 10.14 | | | 11.14 | | 12.03 | 8.45 | |
| ILAND AVENUE. 0.9 | 5.55 | | | | 6.15 | 6.31 | | 6.46 | | 7.11 | | | 7.58 | 8.23 | 8.40 | | | 9.25 | | | 10.11 | | | 11.11 | | 12.00 | | |
| NTAIN STATION 0.7 | 5.51 | | | | 6.12 | 6.29 | | 6.43 | | 7.08 | 7.29 | | | 8.20 | 8.37 | | | 9.22 | | | 10.08 | | | 11.08 | | 11.57 | | |
| H ORANGE 1.3 | 5.47 | | | | 6.10 | 6.27 | | 6.41 | | 7.05 | 7.26 | | | 7.55 | 8.17 | 8.35 | | 9.06 | 9.19 | 9.45 | | | 10.05 | | 11.05 | 11.54 | 3.00 | |
| LEWOOD. 1.2 | 5.47 | | | | | | 6.37 | | | | | | 8.13 | 8.32 | | | | | | | 10.01 | | | 11.01 | | 11.50 | | |
| MING. 0.7 | 5.44 | | | | | | 6.34 | | | | | | 8.09 | 8.30 | | | | | | | 9.58 | | | 10.58 | | 11.47 | | |
| BURN 0.8 | 5.42 | | | | | | 6.32 | | | 7.21 | | 7.50 | | 8.28 | | 9.00 | 9.13 | | | | 9.56 | | | 10.56 | | 11.45 | 2.00 | |
| T HILLS 2.5 | 5.39 | | | | | | 6.30 | | | 7.18 | | 7.50 | | 8.05 | 8.25 | | | | | | 9.53 | | | 10.53 | | 11.42 | | |
| MIT 0.9 | 5.32 | 5.29 | | | | | 6.26 | | | 7.13 | | 7.45 | 8.00 | 8.21 | | 8.55 | 9.08 | | | | 9.48 | 10.45 | 10.48 | | 11.38 | 1.45 | | |
| JUNCTION 0.8 | 5.29 | 5.27 | | | | | 6.24 | | | 7.10 | | 7.43 | 7.57 | 8.19 | | 8.52 | 9.06 | | | | 9.46 | 10.43 | 10.46 | | 11.36 | 1.15 | | |
| T SUMMIT. 1.5 | 5.24 | | | | | | | | | | | | 7.54 | | 8.50 | | | | | | | 10.40 | | | | | | |
| RAY HILL 2.4 | 5.21 | | | | | | | | | | | | 7.50 | | 8.46 | | | | | | | 10.35 | | | | | | |
| KELEY HEIGHTS 1.4 | 5.18 | | | | | | | | | | | | 7.44 | | 8.40 | | | | | | | 10.29 | | | | | | |
| ETTE. 1.4 | 5.12 | | | | | | | | | | | | 7.40 | | 8.37 | | | | | | | 10.25 | | | | | | |
| LING 1.6 | 5.09 | | | | | | | | | | | | 7.36 | | 8.34 | | | | | | | 10.21 | | | | | | |
| LINGTON. 1.6 | 5.06 | | | | | | | | | | | | 7.32 | | 8.30 | | | | | | | 10.17 | | | | | | |
| TS 1.9 | 5.02 | | | | | | | | | | | | 7.27 | | 8.26 | | | | | | | 10.13 | | | | | | |
| ING RIDGE 1.2 | 4.57 | | | | | | | | | | | | 7.20 | | 8.21 | | | | | | | 10.08 | | | | | | |
| NARDSVILLE 2.6 | 4.52 | | | | | | | | | | | | 7.17 | | 8.19 | | | | | | | 10.06 | | | | | | |
| E BROOK 1.5 | 4.46 | | | | | | | | | | | | 7.11 | | 8.11 | | | | | | | 10.00 | | | | | | |
| HILLS 2.3 | 4.42 | | | | | | | | | | | | 7.07 | | 8.07 | | | | | | | 9.57 | | | | | | |
| ACK 1.0 | 4.37 | | | | | | | | | | | | 7.02 | | 8.02 | | | | | | | 9.52 | | | | | | |
| OSTONE 2.4 | 4.35 | | | | | | | | | | | | 7.00 | | 8.00 | | | | | | | 9.50 | | | | | | |
| HAM 2.2 | 5.24 | | | | | | 6.19 | | | 7.05 | | 7.37 | | 8.14 | | | 9.01 | | | | 9.40 | | | 10.40 | | 11.32 | 1.00 | |
| ISON 2.1 | 5.19 | | | | | | 6.14 | | | 7.00 | | 7.32 | | 8.09 | | | 8.56 | | | | 9.35 | | | 10.35 | | 11.28 | 12.40 | |
| ENT 2.1 | 5.15 | | | | | | 6.09 | | | 6.55 | | 7.27 | | 8.04 | | | 8.51 | | | | 9.30 | | | 10.30 | | 11.24 | | |
| RISTOWN 2.3 | 5.10 | | | 5.20 | | | 6.05 | | | 6.50 | | 7.22 | | 8.00 | | | 8.46 | | | | 9.25 | | | 10.25 | | 11.20 | 12.10 | |
| RIS PLAINS 3.6 | | | | 5.12 | | | | | | 6.45 | | 7.17 | | | | | 8.40 | | | | | | | 10.20 | | 11.25 | 11.40 | |
| NT TABOR 0.6 | | | | | | | | | | 6.39 | | 7.11 | | | | | 8.33 | | | | | | | 10.13 | | 11.05 | | |
| VILLE 1.0 | | | | | | | | | | 6.36 | | 7.08 | | | | | 8.30 | | | | | | | 10.10 | | 11.00 | | |
| ation of Tracks as per cial Instruction 5. n ille Ave. and Newark n rn and Highland Ave. | 1 | 1 | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | PM | PM | | | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | |
| | Ex. Sunday | Ex. Sunday | | | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | |

MONTCLAIR, GLADSTONE AND MORRISTOWN BRANCHES.

SUNDAY TRAINS—WESTWARD.

TIME TABLE
No. 15-A.

Taking Effect
SUNDAY, JUNE 23, 1907.

FIRST-CLASS.

| Distance from Hoboken | STATIONS | 701 | 703 | 705 | 351 | 353 | 797 | 707 | 709 | 713 | 715 | 717 | 719 | 721 | 723 | 725 | 799 | 727 | 729 | 731 | 733 | 735 | 5 | 737 | 739 | 741 | 743 | 745 | 747 | 749 | 751 | 753 | 755 | 757 | 759 | 761 |
|---|------------------------|--------|-----------|-----------|--------|-------------|------------|--------|-------------|-----------|-----------|---------------|-----------|------------|-----------|--------------|--------------|------------|--------|-----------|------------|-----------|---------|-----------|--------|--------------|--------------|-----------|--------------|--------------|------------|------------|-----------|------------|------------|------------|
| | | Summit | Montclair | Gladstone | Dover | Port Morris | Morristown | Summit | Branchville | Gladstone | Gladstone | Cranbury Lake | Montclair | Morristown | Montclair | South Orange | South Orange | Morristown | Dover | Montclair | Morristown | Montclair | Buffalo | Roseville | Newton | South Orange | South Orange | Montclair | South Orange | Phillipsburg | Morristown | Morristown | Montclair | Morristown | Morristown | Morristown |
| | | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday |
| | HOBOKEN.....Lv | 12.15 | 12.15 | | 12.45 | 4.45 | 7.45 | 8.20 | 8.45 | | 9.15 | 9.30 | 9.30 | 9.45 | 10.45 | 11.00 | 11.30 | 11.45 | 12.15 | 12.45 | 1.15 | 1.30 | 2.00 | 2.05 | 2.15 | 3.00 | 3.15 | 4.00 | 4.15 | 4.30 | 5.00 | 5.15 | 5.45 | 6.00 | 6.30 | |
| 2.2 | N. Y. S. & W. CROSSING | 12.21 | 12.21 | | 12.51 | 4.51 | 7.51 | 8.26 | 8.51 | | 9.21 | 9.36 | 9.38 | 9.51 | 10.51 | 11.06 | 11.36 | 11.51 | 12.21 | 12.51 | 1.21 | 1.36 | 2.06 | 2.11 | 2.21 | 3.06 | 3.21 | 4.06 | 4.21 | 4.36 | 5.06 | 5.21 | 5.51 | 6.06 | 6.36 | |
| 7.1 | HARRISON..... | | | | 12.58 | | | 8.33 | | | | | 9.45 | | 11.00 | | | 12.02 | 12.31 | 1.00 | | 1.44 | | 2.18 | | 3.30 | 4.15 | | | 5.12 | | | | | | |
| 7.8 | NEWARK..... | 12.29 | 12.30 | | 1.02 | 5.18 | 8.00 | 8.36 | 9.00 | | 9.30 | 9.45 | 9.48 | 10.03 | 11.03 | 11.18 | 11.45 | 12.03 | 12.34 | 1.03 | 1.32 | 1.47 | 2.15 | 2.21 | 2.32 | 3.15 | 3.33 | 4.18 | 4.30 | 4.45 | 5.15 | 5.30 | 6.01 | 6.15 | 6.47 | |
| 9.0 | ROSEVILLE AVENUE | 12.33 | 12.35 | | 1.06 | 5.23 | 8.05 | 8.41 | 9.04 | | 9.34 | 9.49 | 9.52 | 10.08 | 11.08 | 11.20 | 11.50 | 12.08 | 12.39 | 1.08 | 1.37 | 1.52 | 2.20 | 2.25 | 2.37 | 3.20 | 3.38 | 4.23 | 4.35 | 4.48 | 5.20 | 5.34 | 6.06 | 6.19 | 6.51 | |
| 9.6 | AMPERE..... | | 12.37 | | | | | | | | | | 9.54 | | 11.10 | | | | 1.10 | | 1.54 | | | | | | 4.25 | | | | | | 6.08 | | | |
| 10.9 | WATSESSING..... | | 12.40 | | | | | | | | | | 9.57 | | 11.13 | | | | 1.13 | | 1.57 | | | | | | 4.28 | | | | | | 6.11 | | | |
| 11.6 | BLOOMFIELD..... | | 12.43 | | | | | | | | | | 9.59 | | 11.15 | | | | 1.16 | | 2.00 | | | | | | 4.31 | | | | | | 6.13 | | | |
| 12.2 | GLEN RIDGE..... | | 12.46 | | | | | | | | | | 10.02 | | 11.17 | | | | 1.18 | | 2.02 | | | | | | 4.34 | | | | | | 6.16 | | | |
| 13.1 | MONTCLAIR..... | | 12.50 | | | | | | | | | | 10.05 | | 11.20 | | | | 1.21 | | 2.05 | | | | | | 4.37 | | | | | | 6.20 | | | |
| 9.6 | GROVE STREET..... | 12.36 | | | 1.08 | 5.26 | | 8.48 | | | | | 10.10 | | 11.22 | 11.52 | 12.10 | 12.41 | | 1.39 | | | | | 2.39 | 3.22 | 3.40 | | 4.37 | | 5.22 | | | 6.21 | 6.53 | |
| 10.0 | EAST ORANGE..... | 12.38 | | | 1.10 | 5.29 | 8.08 | 8.45 | | | | | 10.12 | | 11.24 | 11.54 | 12.12 | 12.43 | | 1.41 | | | | | 2.41 | 3.24 | 3.42 | | 4.39 | | 5.24 | 5.37 | | 6.23 | 6.55 | |
| 10.6 | BRICK CHURCH..... | 12.40 | | | 1.13 | 5.32 | 8.11 | 8.47 | | | | | 10.14 | | 11.27 | 11.56 | 12.14 | 12.45 | | 1.43 | | | | | 2.43 | 3.26 | 3.44 | | 4.42 | | 5.27 | 5.40 | | 6.25 | 6.57 | |
| 11.3 | ORANGE..... | 12.43 | | | 1.16 | 5.36 | 8.14 | 8.50 | 9.08 | | 9.38 | 9.53 | 10.17 | | 11.30 | 11.59 | 12.17 | 12.48 | | 1.46 | | | 2.24 | | 2.46 | 3.29 | 3.47 | | 4.45 | 4.52 | 5.30 | 5.43 | | 6.28 | 7.00 | |
| 12.2 | HIGHLAND AVENUE | 12.46 | | | 1.19 | 5.39 | 8.17 | 8.53 | | | | | 10.20 | | 11.33 | 12.02 | 12.20 | 12.50 | | 1.48 | | | | | 2.49 | 3.32 | 3.50 | | 4.48 | | 5.33 | | | 6.31 | 7.03 | |
| 13.1 | MOUNTAIN STATION | 12.49 | | | 1.22 | 5.42 | 8.21 | 8.56 | | | | | 10.23 | | 11.36 | 12.05 | 12.23 | 12.52 | | 1.51 | | | | | 2.52 | 3.35 | 3.53 | | 4.51 | | 5.36 | | | 6.34 | 7.06 | |
| 13.8 | SOUTH ORANGE..... | 12.51 | | | 1.25 | 5.45 | 8.21 | 8.59 | 9.12 | | 9.41 | 9.57 | 10.26 | | 11.39 | 12.08 | 12.27 | 12.55 | | 1.54 | | | 2.28 | | 2.55 | 3.38 | 3.56 | | 4.53 | 4.56 | 5.39 | 5.47 | | 6.35 | 7.09 | |
| 15.1 | MAPLEWOOD..... | 12.55 | | | 1.29 | 5.49 | 8.25 | 9.03 | | | | | 10.30 | | 11.43 | 12.12 | 12.31 | 12.58 | | 1.57 | | | | | 2.59 | | 3.42 | | 5.00 | 5.43 | 5.51 | | | 6.39 | 7.12 | |
| 16.3 | WYOMING..... | 12.58 | | | 1.33 | 5.53 | 8.29 | 9.06 | | | | | 10.33 | | 11.46 | 12.15 | 12.34 | 1.00 | | 2.00 | | | | | 3.02 | | 3.45 | | 5.03 | 5.46 | 5.55 | | | 6.42 | 7.15 | |
| 17.0 | MILBURN..... | 1.00 | | | 1.36 | 5.56 | 8.31 | 9.09 | 9.17 | | 9.46 | 10.02 | 10.35 | | 11.49 | 12.18 | 12.37 | 1.02 | | 2.03 | | | 2.33 | | 3.04 | | 5.05 | 5.48 | 5.58 | | | 6.44 | 7.17 | | | |
| 17.8 | SHORT HILLS..... | 1.02 | | | 1.39 | 5.59 | 8.34 | 9.12 | 9.20 | | 9.48 | 10.04 | 10.37 | | 11.52 | 12.21 | 12.40 | 1.04 | | 2.05 | | | | 3.07 | | 5.08 | 5.51 | 6.01 | | | 6.47 | 7.20 | | | | |
| 20.1 | SUMMIT..... | 1.07 | | 1.07 | 1.45 | 5.56 | 8.40 | 9.20 | 9.25 | 9.30 | 9.55 | 10.08 | 10.45 | | 11.55 | 12.24 | 12.47 | 1.12 | | 2.13 | | 2.40 | | 3.15 | | 5.15 | 5.54 | 6.08 | | | 6.54 | 7.26 | | | | |
| 21.0 | P. & D. JUNCTION | | | 1.09 | 1.47 | 5.58 | 8.42 | 9.27 | 9.32 | 9.57 | 10.10 | 10.47 | 10.84 | | 11.58 | 12.27 | 12.49 | 1.14 | | 2.15 | | 2.41 | | 3.17 | | 5.17 | 5.56 | 6.10 | | | 6.56 | 7.28 | | | | |
| 21.8 | WEST SUMMIT..... | | | 1.11 | | | | | | | | | 9.33 | | | | | | | | | | | | | | | | | | | | | | | |
| 23.3 | MURRAY HILL..... | | | 1.14 | | | | | | | | | 9.37 | 10.01 | | | | | | | | | | | | | | | | | | | | | | |
| 25.7 | BERKELEY HEIGHTS | | | 1.19 | | | | | | | | | 9.42 | 10.05 | | | | | | | | | | | | | | | | | | | | | | |
| 27.1 | GILLETTE..... | | | 1.22 | | | | | | | | | 9.45 | | | | | | | | | | | | | | | | | | | | | | | |
| 28.5 | STIRLING..... | | | 1.25 | | | | | | | | | 9.48 | 10.09 | | | | | | | | | | | | | | | | | | | | | | |
| 30.1 | MILLINGTON..... | | | 1.29 | | | | | | | | | 9.52 | 10.12 | | | | | | | | | | | | | | | | | | | | | | |
| 31.7 | LYONS..... | | | 1.33 | | | | | | | | | 9.56 | | | | | | | | | | | | | | | | | | | | | | | |
| 33.6 | BASKING RIDGE..... | | | 1.37 | | | | | | | | | 10.00 | 10.18 | | | | | | | | | | | | | | | | | | | | | | |
| 34.8 | BERNARDSVILLE | | | 1.40 | | | | | | | | | 10.03 | 10.21 | | | | | | | | | | | | | | | | | | | | | | |
| 37.4 | MINE BROOK..... | | | 1.45 | | | | | | | | | 10.09 | 10.27 | | | | | | | | | | | | | | | | | | | | | | |
| 38.9 | FAR HILLS..... | | | 1.48 | | | | | | | | | 10.12 | 10.30 | | | | | | | | | | | | | | | | | | | | | | |
| 41.2 | PEAPACK..... | | | 1.53 | | | | | | | | | 10.18 | 10.35 | | | | | | | | | | | | | | | | | | | | | | |
| 42.2 | GLADSTONE..... | | | 1.55 | | | | | | | | | 10.20 | 10.37 | | | | | | | | | | | | | | | | | | | | | | |
| 23.4 | CHATHAM..... | | | 1.54 | 6.02 | 8.46 | | 9.32 | | | | 10.14 | 10.51 | | | | 12.54 | 1.18 | | 2.21 | | | 2.44 | | 3.22 | | 5.23 | 6.01 | 6.14 | | | 7.01 | 7.33 | | | |
| 25.6 | MADISON..... | | | 2.00 | 6.07 | 8.50 | | 9.37 | | | | 10.18 | 10.56 | | | | 12.59 | 1.24 | | 2.27 | | | 2.47 | | 3.28 | | 5.28 | 6.06 | 6.18 | | | 7.06 | 7.38 | | | |
| 27.7 | CONVENT..... | | | 2.05 | 6.12 | 8.55 | | 9.42 | | | | 10.22 | 11.01 | | | | 1.04 | 1.29 | | 2.34 | | | 2.50 | | 3.33 | | 5.33 | 6.11 | 6.23 | | | 7.11 | 7.43 | | | |
| 29.8 | MORRISTOWN..... | | | 2.10 | 6.17 | 9.00 | | 9.48 | | | | 10.26 | 11.05 | | | | 1.09 | 1.36 | | 2.40 | | | 2.54 | | 3.39 | | 5.38 | 6.15 | 6.28 | | | 7.15 | 7.48 | | | |
| 32.1 | MORRIS PLAINS..... | | | 2.22 | 6.25 | | | 9.53 | | | | 10.31 | | | | | | 1.41 | | | | | 2.59 | | 3.45 | | 5.43 | | | | | | | | | |
| 35.7 | MOUNT TABOR..... | | | 2.29 | 6.32 | | | 10.00 | | | | 10.38 | | | | | | 1.49 | | | | | 3.05 | | 3.58 | | 5.48 | | | | | | | | | |
| 36.3 | DENVILLE..... | | | 2.32 | 6.36 | | | 10.04 | | | | 10.38 | | | | | | 1.53 | | | | | 3.07 | | 3.57 | | 5.52 | | | | | | | | | |
| Designation of Tracks as per Special Instruction 5. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Between Newark and Roseville Ave. | | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | |
| Between Highland Ave. and Milburn | | 3 | | | 3 | 3 | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | |
| | | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | |
| | | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | |
| | | 701 | 703 | 705 | 351 | 353 | 797 | 707 | 709 | 713 | 715 | 717 | 719 | 721 | 723 | 725 | 799 | 727 | 729 | 731 | 733 | 735 | 5 | 737 | 739 | 741 | 743 | 745 | 747 | 749 | 751 | 753 | 755 | 757 | 759 | |

SEE NOTE PAGE 2.

MORRISTOWN BRANCHES.

WESTWARD.

SS.

| 731 | 733 | 735 | 5 | 737 | 739 | 741 | 743 | 745 | 747 | 749 | 751 | 753 | 755 | 757 | 759 | 761 | 7 | 763 | 765 |
|----------------------|---------------------------|--------------------------|-------------------|---------------------|------------------|---------------------------|---------------------------|--------------------------|---------------------------|-----------------------------|---------------------------|---------------------------|--------------------------|---------------------------|---------------------------|---------------------------|-----------------------------|--------------------------|---------------------------|
| Mont-clair Sunday | Morris- town Sunday | Mont- clair Sunday | Buffalo Sunday | Roseville Sunday | Newton Sunday | South Orange Sunday | South Orange Sunday | Mont- clair Sunday | South Orange Sunday | Phillips- burg Sunday | Morris- town Sunday | Morris- town Sunday | Mont- clair Sunday | Morris- town Sunday | Morris- town Sunday | Morris- town Sunday | Thro' Pass'ger Sunday | Mont- clair Sunday | South Orange Sunday |
| PM 2.45 | PM 1.15 | PM 1.30 | PM 2.00 | PM 2.05 | PM 2.15 | PM 3.00 | PM 3.15 | PM 4.00 | PM 4.15 | PM 4.30 | PM 5.00 | PM 5.15 | PM 5.45 | PM 6.00 | PM 6.30 | PM 6.45 | PM 6.55 | PM 7.00 | PM 7.30 |
| 2.51 | 1.21 | 1.36 | 2.06 | 2.11 | 2.21 | 3.06 | 3.21 | 4.06 | 4.21 | 4.36 | 5.06 | 5.21 | 5.51 | 6.06 | 6.36 | 6.51 | 7.01 | 7.07 | 7.36 |
| 1.00 | 1.32 | 1.47 | 2.15 | 2.21 | 2.32 | 3.15 | 3.33 | 4.18 | 4.30 | 4.45 | 5.15 | 5.30 | 6.01 | 6.15 | 6.47 | 7.02 | 7.12 | 7.18 | 7.46 |
| 1.08 | 1.37 | 1.52 | 2.20 | 2.25 | 2.37 | 3.20 | 3.38 | 4.23 | 4.35 | 4.48 | 5.20 | 5.34 | 6.06 | 6.19 | 6.51 | 7.06 | 7.16 | 7.23 | 7.50 |
| 1.10 | 1.54 | | | | | | | 4.25 | | | | | 6.08 | | | | | 7.25 | |
| 1.13 | 1.57 | | | | | | | 4.28 | | | | | 6.11 | | | | | 7.28 | |
| 1.16 | 2.00 | | | | | | | 4.31 | | | | | 6.13 | | | | | 7.30 | |
| 1.18 | 2.02 | | | | | | | 4.34 | | | | | 6.16 | | | | | 7.32 | |
| 1.21 | 2.05 | | | | | | | 4.37 | | | | | 6.20 | | | | | 7.35 | |
| 1.39 | | | | | 2.39 | 3.22 | 3.40 | 4.37 | | | 5.22 | | 6.21 | 6.53 | 7.08 | | | 7.52 | |
| 1.41 | | | | | 2.41 | 3.24 | 3.42 | 4.39 | | | 5.24 | 5.37 | 6.23 | 6.55 | 7.10 | | | 7.54 | |
| 1.43 | | | | | 2.43 | 3.26 | 3.44 | 4.42 | | | 5.27 | 5.40 | 6.25 | 6.57 | 7.13 | | | 7.56 | |
| 1.46 | 2.24 | | | | 2.46 | 3.29 | 3.47 | 4.45 | 4.52 | 5.30 | 5.43 | | 6.28 | 7.00 | 7.16 | 7.21 | | 7.59 | |
| 1.48 | | | | | 2.49 | 3.32 | 3.50 | 4.48 | | | 5.33 | | 6.31 | 7.03 | 7.19 | 7.23 | | 8.02 | |
| 1.51 | | | | | 2.52 | 3.35 | 3.53 | 4.51 | | | 5.36 | | 6.34 | 7.06 | 7.22 | | | 8.05 | |
| 1.54 | 2.28 | | | | 2.55 | 3.38 | 3.56 | 4.53 | 4.56 | 5.39 | 5.47 | | 6.35 | 7.09 | 7.25 | 7.26 | | 8.08 | |
| 1.57 | | | | | 2.59 | | | 5.00 | 5.43 | 5.51 | | | 6.39 | 7.12 | 7.29 | | | | |
| 2.00 | | | | | 3.02 | | | 5.03 | 5.46 | 5.55 | | | 6.42 | 7.15 | 7.32 | | | | |
| 2.03 | 2.33 | | | | 3.04 | | | 5.05 | | 5.58 | | | 6.44 | 7.17 | 7.34 | 7.31 | | | |
| 2.05 | | | | | 3.07 | | | 5.08 | | 6.01 | | | 6.47 | 7.20 | 7.37 | | | | |
| 2.13 | 2.40 | | | | 3.15 | | | 5.15 | 5.54 | 6.08 | | | 6.54 | 7.26 | 7.44 | 7.38 | | | |
| 2.15 | 2.41 | | | | 3.17 | | | 5.17 | 5.56 | 6.10 | | | 6.56 | 7.28 | 7.46 | 7.39 | | | |
| 2.21 | 2.44 | | | | 3.22 | | | 5.23 | 6.01 | 6.14 | | | 7.01 | 7.33 | 7.51 | 7.43 | | | |
| 2.27 | 2.47 | | | | 3.28 | | | 5.28 | 6.06 | 6.18 | | | 7.06 | 7.38 | 7.56 | 7.46 | | | |
| 2.34 | 2.50 | | | | 3.33 | | | 5.33 | 6.11 | 6.23 | | | 7.11 | 7.43 | 8.01 | 7.50 | | | |
| 2.40 | 2.54 | | | | 3.39 | | | 5.38 | 6.15 | 6.28 | | | 7.15 | 7.48 | 8.06 | 7.54 | | | |
| | 2.59 | | | | 3.45 | | | 5.43 | | | | | | | | 7.58 | | | |
| | 3.05 | | | | 3.53 | | | 5.48 | | | | | | | | | | | |
| | 3.07 | | | | 3.57 | | | 5.52 | | | | | | | | 8.06 | | | |
| 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| PM 3 | PM 3 | PM 3 | PM 2 | PM 3 | PM 3 | PM 3 | PM 3 | PM 3 | PM 3 | PM 3 | PM 3 | PM 3 | PM 3 | PM 3 | PM 3 | PM 2 | PM 3 | PM 3 | PM 3 |
| Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday | Sunday |
| 731 | 733 | 735 | 5 | 737 | 739 | 741 | 743 | 745 | 747 | 749 | 751 | 753 | 755 | 757 | 759 | 761 | 7 | 763 | 765 |

MONTCLAIR, GLADSTONE AND MORRISTOWN BRANCH

TIME TABLE
No. 15-A.
Taking Effect
SUNDAY, JUNE 23, 1907.

SUNDAY TRAINS—WESTWARD.
FIRST-CLASS.

| Distance from Hoboken | STATIONS | 767 | 769 | 771 | 773 | 775 | 777 | 779 | 781 | 783 | 785 | 787 | 789 |
|---|------------------------|---------------------|-------------------|--------------|---------------------|-------------------|-------------------|--------------------|---------------------|---------------|---------------------|-------------------|--------------------|
| | | South Orange Sunday | Mont-clair Sunday | Dover Sunday | South Orange Sunday | Glad-stone Sunday | Mont-clair Sunday | Morris-town Sunday | South Orange Sunday | Summit Sunday | South Orange Sunday | Mont-clair Sunday | Morris-town Sunday |
| | HOBOKEN.....Lv | PM 8.00 | PM 8.15 | PM 8.15 | PM 8.30 | PM 8.45 | PM 9.15 | PM 9.30 | PM 10.00 | PM 10.30 | PM 11.00 | PM 11.15 | PM 11.45 |
| 2.2 | N. Y. S. & W. CROSSING | 8.06 | 8.21 | 8.23 | 8.36 | 8.51 | 9.21 | 9.36 | 10.06 | 10.36 | 11.06 | 11.21 | 11.51 |
| 7.1 | HARRISON..... | | | | 8.42 | | 9.27 | | 10.12 | 10.44 | | 11.27 | 11.57 |
| 7.8 | NEWARK..... | 8.15 | 8.30 | 8.32 | 8.45 | 9.02 | 9.30 | 9.47 | 10.15 | 10.47 | 11.15 | 11.30 | 12.00 |
| 9.0 | ROSEVILLE AVENUE | 8.20 | 8.35 | 8.37 | 8.50 | 9.07 | 9.35 | 9.52 | 10.20 | 10.52 | 11.20 | 11.35 | 12.05 |
| 9.6 | AMPERE..... | | 8.37 | | | | 9.37 | | | | | 11.37 | |
| 10.9 | WATSESSING..... | | 8.40 | | | | 9.40 | | | | | 11.40 | |
| 11.6 | BLOOMFIELD..... | | 8.43 | | | | 9.43 | | | | | 11.43 | |
| 12.2 | GLEN RIDGE..... | | 8.45 | | | | 9.45 | | | | | 11.45 | |
| 13.1 | MONTCLAIR..... | | 8.48 | | | | 9.49 | | | | | 11.48 | |
| 9.6 | GROVE STREET..... | 8.22 | | 8.39 | 8.52 | 9.09 | | 9.54 | 10.22 | 10.54 | 11.22 | | 12.07 |
| 10.0 | EAST ORANGE..... | 8.24 | | 8.41 | 8.54 | 9.11 | | 9.55 | 10.24 | 10.56 | 11.24 | | 12.09 |
| 10.6 | BRICK CHURCH..... | 8.26 | | 8.43 | 8.56 | 9.13 | | 9.57 | 10.26 | 10.58 | 11.27 | | 12.12 |
| 11.3 | ORANGE..... | 8.29 | | 8.46 | 8.59 | 9.16 | | 10.00 | 10.29 | 11.01 | 11.30 | | 12.15 |
| 12.2 | HIGHLAND AVENUE..... | 8.32 | | 8.49 | 9.02 | 9.19 | | 10.03 | 10.32 | 11.04 | 11.33 | | 12.18 |
| 13.1 | MOUNTAIN STATION..... | 8.35 | | 8.52 | 9.05 | 9.22 | | 10.06 | 10.35 | 11.07 | 11.36 | | 12.21 |
| 13.8 | SOUTH ORANGE..... | 8.38 | | 8.55 | 9.08 | 9.25 | | 10.10 | 10.38 | 11.10 | 11.39 | | 12.24 |
| 15.1 | MAPLEWOOD..... | | 8.58 | | | 9.29 | | 10.14 | | 11.14 | | | 12.28 |
| 16.3 | WYOMING..... | | | | | 9.32 | | 10.16 | | 11.17 | | | 12.31 |
| 17.0 | MILBURN..... | | | | | 9.34 | | 10.18 | | 11.19 | | | 12.33 |
| 17.8 | SHORT HILLS..... | | | | | 9.36 | | 10.20 | | 11.21 | | | 12.35 |
| 20.1 | SUMMIT..... | | | 9.10 | | 9.42 | | 10.27 | | 11.26 | | | 12.42 |
| 21.0 | P. & D. JUNCTION..... | | | 9.12 | | 9.44 | | 10.29 | | | | | 12.44 |
| 21.8 | WEST SUMMIT..... | | | | | 9.46 | | | | | | | |
| 23.3 | MURRAY HILL..... | | | | | 9.50 | | | | | | | |
| 25.7 | BERKELEY HEIGHTS..... | | | | | 9.55 | | | | | | | |
| 27.1 | GILLETTE..... | | | | | 9.58 | | | | | | | |
| 28.5 | STIRLING..... | | | | | 10.02 | | | | | | | |
| 30.1 | MILLINGTON..... | | | | | 10.06 | | | | | | | |
| 31.7 | LYONS..... | | | | | 10.09 | | | | | | | |
| 33.6 | BASKING RIDGE..... | | | | | 10.14 | | | | | | | |
| 34.8 | BERNARDSVILLE..... | | | | | 10.17 | | | | | | | |
| 37.4 | MINE BROOK..... | | | | | 10.23 | | | | | | | |
| 38.9 | FAR HILLS..... | | | | | 10.27 | | | | | | | |
| 41.2 | PEAPACK..... | | | | | 10.33 | | | | | | | |
| 42.2 | GLADSTONE..... | | | | | 10.35 | | | | | | | |
| 23.4 | CHATHAM..... | | | 9.17 | | | | 10.34 | | | | | 12.50 |
| 25.6 | MADISON..... | | | 9.22 | | | | 10.41 | | | | | 12.55 |
| 27.7 | CONVENT..... | | | 9.26 | | | | 10.46 | | | | | 1.00 |
| 29.8 | MORRISTOWN..... | | | 9.30 | | | | 10.51 | | | | | 1.05 |
| 32.1 | MORRIS PLAINS..... | | | 9.35 | | | | | | | | | |
| 35.7 | MOUNT TABOR..... | | | 9.42 | | | | | | | | | |
| 6.3 | DENVILLE..... | | | 9.45 | | | | | | | | | |
| Designation of Tracks as per Special Instruction 5. | | | | | | | | | | | | | |
| Between Newark and Roseville Ave. | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Between Highland Ave. and Milburn | | 3 | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | | 3 |
| | | PM Sunday | PM Sunday | PM Sunday | PM Sunday | PM Sunday | PM Sunday | PM Sunday | PM Sunday | PM Sunday | PM Sunday | PM Sunday | PM Sunday |
| | | 767 | 769 | 771 | 773 | 775 | 777 | 779 | 781 | 783 | 785 | 787 | 789 |

SUSSEX BRANCH.

| Passing Tracks, Car Capacity in addition to Engine and Caboose | | WESTWARD. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|------------------------|--------------------------------------|------------|-------|------------|------------|------------|--------------|------------|----------------|------------|------------|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------------|------------|-------|----------------|----------------|--|--|
| | | FIRST-CLASS. | | | | | | | | | | | | | | | | | | | | | | | | SECOND-CLASS. | | | |
| | | TIME TABLE No. 15-A. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Taking Effect SUNDAY, JUNE 23, 1907. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Distance from Hoboken | STATIONS | 601 | 603 | 605 | 607 | 609 | 359 | 379 | 615 | 375 | 363 | 619 | 633 | 709 | 717 | 621 | 623 | 625 | 739 | 627 | 629 | 631 | 635 | 637 | 643 | 645 | | | |
| | | Pass'ger | Mixed | Mixed | Pass'ger | Pass'ger | Pass'ger | Pass'ger | Mixed | Pass'ger | Pass'ger | Mixed | Mixed | Pass'ger | Pass'ger | Pass'ger | Pass'ger | Pass'ger | Pass'ger | Pass'ger | Milk | Pass'ger | Pass'ger | Mixed | Mixed | L. & H. No. 32 | L. & H. No. 30 | | |
| | | Ex. Sunday | Ex. Sunday | Daily | Ex. Sunday | Ex. Sunday | Ex. Sunday | Satur'y Only | Ex. Sunday | Ex. Sat. & Sun | Ex. Sunday | Ex. Sunday | Ex. Sunday | Sunday Only | Sunday Only | Sunday Only | Sunday Only | Sunday Only | Sunday Only | Sunday Only | Sunday Only | Sunday Only | Ex. Sunday | Ex. Sunday | Daily | Daily | | | |
| 46.6 | PORT MORRIS | AM | AM | AM | AM | AM | PM | PM | PM | PM | PM | PM | PM | AM | AM | AM | PM | PM | PM | PM | PM | PM | PM | PM | AM | AM | | | |
| 48.0 | NETCOG | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.4 | STONE QUARRY | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52.8 | CRANBERRY LAKE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.2 | ANDOVER | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.9 | ANDOVER JUNCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.0 | LIMESTONE SWITCH | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.1 | NEWTON | 6.20 | 6.55 | 8.45 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 63.4 | BRANCHVILLE JUNC. | 6.27 | 7.04 | 9.20 | 10.35 | 10.35 | 3.00 | 4.13 | 4.20 | | | | | 11.16 | | | | | | | | | | | | | | | |
| 64.7 | LAFAYETTE | 6.30 | | 9.25 | 10.40 | | 3.04 | 4.16 | | | | | | 11.20 | | | | | | | | | | | | | | | |
| 66.7 | STRADERS | | | | | | | 4.23 | | | | | | | | | | | | | | | | | | | | | |
| 67.8 | AUGUSTA | 6.38 | | 9.40 | 10.50 | | 3.10 | 4.27 | | | | | | 11.27 | | | | | | | | | | | | | | | |
| 69.5 | BRANCHVILLE | 6.40 | | 9.50 | 10.55 | | 3.15 | 4.31 | | | | | | 11.31 | | | | | | | | | | | | | | | |
| 63.9 | N. Y. S. & W. CROSSING | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 66.4 | ACKERSON | | 7.14 | | 10.42 | | | 4.30 | | | | | | | | | | | | | | | | 1.42 | | | | | |
| 69.2 | MONROE | | 7.22 | | 10.50 | | | 4.40 | | | | | | | | | | | | | | | | 1.54 | | | | | |
| 71.7 | L. & H. CROSSING | | 7.38 | | 10.57 | | | 4.48 | | | | | | | | | | | | | | | | 2.04 | | | | | |
| 72.0 | N. Y. S. & W. JUNCTION | | 7.34 | | 10.58 | | | 4.49 | | | | | | | | | | | | | | | | 2.06 | | | | | |
| 72.4 | FRANKLIN FURNACE | | 7.36 | | 11.00 | | | 4.50 | | | | | | | | | | | | | | | | 2.08 | | | | | |
| | | AM | AM | AM | AM | AM | PM | PM | PM | PM | PM | PM | PM | AM | AM | AM | PM | PM | PM | PM | PM | PM | PM | PM | AM | AM | | | |
| | | Ex. Sunday | Ex. Sunday | Daily | Ex. Sunday | Ex. Sunday | Ex. Sunday | Satur'y Only | Ex. Sunday | Ex. Sat. & Sun | Ex. Sunday | Ex. Sunday | Ex. Sunday | Sunday Only | Sunday Only | Sunday Only | Sunday Only | Sunday Only | Sunday Only | Sunday Only | Sunday Only | Sunday Only | Ex. Sunday | Ex. Sunday | Daily | Daily | | | |
| | | 601 | 603 | 605 | 607 | 609 | 359 | 379 | 615 | 375 | 363 | 619 | 633 | 709 | 717 | 621 | 623 | 625 | 739 | 627 | 629 | 631 | 635 | 637 | 643 | 645 | | | |

Nos. 601, 603, 605, 606, 618, 612 and 364 respectively.
 No. 623 has right over No. 626.
 No. 605 has right over No. 622.
 Nos. 636, 638, 643 and 645 will hold main track at points where other trains are met.
 No. 375 has right over all trains between Port Morris and Newton.

CHESTER BRANCH.

| WESTWARD. | | | TIME TABLE No. 15-A. | | EASTWARD. | | | |
|--------------|------------|------------|--------------------------------------|--------------------------------|---------------------------|------------|------------|------------|
| FIRST-CLASS. | | | Taking Effect SUNDAY, JUNE 23, 1907. | | FIRST-CLASS. | | | |
| | 505 | 501 | 503 | Distance from Chester Junction | STATIONS | 504 | 506 | 502 |
| | Pass'ger | Mixed | Pass'ger | | | Pass'ger | Pass'ger | Mixed |
| | Ex. Sunday | Ex. Sunday | Ex. Sunday | | | Ex. Sunday | Ex. Sunday | Ex. Sunday |
| | PM | PM | AM | | Lv ... CHESTER JCT ... Ar | AM | PM | PM |
| | 5.48 | 2.30 | 10.13 | | 2.1 | 7.42 | 12.42 | 4.45 |
| | 5.54 | 2.40 | 10.17 | 2.1 | KENVIL | 7.38 | 12.38 | 4.30 |
| | 5.58 | 2.45 | 10.20 | 3.3 | SUCCASUNNA | 7.35 | 12.35 | 4.25 |
| | 6.03 | 2.55 | 10.24 | 5.5 | IRONIA | 7.30 | 12.30 | 4.15 |
| | 6.06 | 3.00 | 10.29 | 7.0 | HORTON | 7.27 | 12.27 | 4.10 |
| | 6.11 | 3.15 | 10.35 | 9.9 | CHESTER | 7.21 | 12.20 | 4.00 |
| | PM | PM | AM | | | AM | PM | PM |
| | Ex. Sunday | Ex. Sunday | Ex. Sunday | | | Ex. Sunday | Ex. Sunday | Ex. Sunday |
| | 505 | 501 | 503 | | | 504 | 506 | 502 |

Nos. 503 and 501 have right over Nos. 506 and 502 respectively.

CH.

| SECOND-CLASS. | | | | | | | |
|---------------|-------------|-------------|-------------|------------|------------|----------------------|----------------------|
| 629 | 627 | 629 | 631 | 635 | 637 | 643 | 645 |
| Pass'ger | Milk | Pass'ger | Pass'ger | Mixed | Mixed | L. & H. No. 32 Daily | L. & H. No. 30 Daily |
| Sunday Only | Sunday Only | Sunday Only | Sunday Only | Ex. Sunday | Ex. Sunday | Daily | Daily |
| 4.24 PM | 6.25 PM | 8.29 PM | 12.01 PM | 3.03 PM | 7.45 AM | 5.00 AM | |
| 4.28 PM | 6.29 PM | 8.33 PM | 12.05 PM | 3.08 PM | 7.50 AM | 5.10 AM | |
| 4.33 PM | 6.34 PM | 8.38 PM | 12.12 PM | 3.13 PM | 8.00 AM | 5.20 AM | |
| 4.38 PM | 6.38 PM | 8.43 PM | 12.20 PM | 3.19 PM | 8.10 AM | 5.30 AM | |
| 4.43 PM | 6.45 PM | 8.48 PM | 12.30 PM | 3.22 PM | 8.20 AM | 5.40 AM | |
| 4.44 PM | 6.49 PM | 8.50 PM | 12.38 PM | 3.25 PM | 8.25 AM | 5.45 AM | |
| | 6.55 PM | | 12.40 PM | | | | |
| 4.55 PM | 7.05 PM | 9.00 PM | 1.00 PM | 3.40 PM | 4.15 AM | | |
| | 4.30 PM | | 1.30 PM | 4.30 PM | 4.35 AM | | |
| 4.34 PM | | | | 4.40 PM | | | |
| 4.41 PM | | | | 4.50 PM | | | |
| 4.45 PM | | | | 4.55 PM | | | |
| | | | | 1.42 PM | | | |
| | | | | 1.54 PM | | | |
| | | | | 2.04 PM | | | |
| | | | | 2.06 PM | | | |
| | | | | 2.08 PM | | | |
| PM | PM | PM | PM | PM | PM | AM | AM |
| Sunday Only | Sunday Only | Sunday Only | Sunday Only | Ex. Sunday | Ex. Sunday | Daily | Daily |
| 629 | 627 | 629 | 631 | 635 | 637 | 643 | 645 |

CH.

| EASTWARD. | | | |
|--------------|------------|------------|--|
| FIRST-CLASS. | | | |
| 504 | 506 | 502 | |
| Pass'ger | Pass'ger | Mixed | |
| Ex. Sunday | Ex. Sunday | Ex. Sunday | |
| 7.42 AM | 12.42 PM | 4.45 PM | |
| 7.38 AM | 12.38 PM | 4.30 PM | |
| 7.35 AM | 12.35 PM | 4.25 PM | |
| 7.30 AM | 12.30 PM | 4.15 PM | |
| 7.27 AM | 12.27 PM | 4.10 PM | |
| 7.21 AM | 12.20 PM | 4.00 PM | |
| Ex. Sunday | Ex. Sunday | Ex. Sunday | |
| 504 | 506 | 502 | |

and 502 respectively.

**TIME TABLE
No. 15-A.**

Taking Effect
SUNDAY, JUNE 23, 1907.

EASTWARD.

| FIRST-CLASS. | | | | | | | | | | | | | | |
|-----------------------------|------------|------------|------------|----------|--------------|------------|------------|------------|--------------|-----------------|------------|-------------|-------------|-------------|
| STATIONS | 354 | 372 | 604 | 358 | 606 | 608 | 610 | 364 | 612 | 614 | 618 | 620 | 622 | 624 |
| | Pass'ger | Pass'ger | Pass'ger | Pass'ger | Light Engine | Mixed | Pass'ger | Pass'ger | Pass'ger | Pass'ger & Milk | Pass'ger | Pass'ger | Pass'ger | Pass'ger |
| | Ex. Sunday | Ex. Sunday | Ex. Sunday | Daily | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Satur'y Only | Daily | Ex. Sunday | Sunday Only | Sunday Only | Sunday Only |
| 22.9 PORT MORRIS.....Ar | 7.08 AM | 7.40 AM | 9.28 AM | 9.32 AM | | | 2.12 PM | 5.44 PM | | 7.35 PM | | 7.35 PM | 10.57 PM | 1.30 PM |
| 21.5 NETCONG.....D | 7.05 AM | 7.38 AM | 9.25 AM | 9.28 AM | | | 2.10 PM | 5.37 PM | | 7.30 PM | | 7.30 PM | 10.53 PM | 1.24 PM |
| 19.1 STONE QUARRY.....D | 7.00 AM | 7.33 AM | 9.19 AM | | | | 2.08 PM | 5.30 PM | | 7.20 PM | | 7.23 PM | 10.47 PM | 1.20 PM |
| 16.7 CRANBERRY LAKE...f | 6.54 AM | 7.28 AM | 9.15 AM | | | | 1.58 PM | 5.24 PM | | 7.12 PM | | 7.18 PM | 10.43 PM | 1.16 PM |
| 14.3 ANDOVER.....D | 6.50 AM | 7.24 AM | 9.11 AM | | | | 1.53 PM | 5.18 PM | | 7.00 PM | | 7.11 PM | 10.39 PM | 1.12 PM |
| 13.6 ANDOVER JUNCTION | 6.49 AM | 7.22 AM | 9.09 AM | | | | 1.51 PM | 5.11 PM | | 6.56 PM | | 7.09 PM | 10.37 PM | 1.10 PM |
| 13.5 LIMESTONE SWITCH. | | | 9.08 AM | | | | 1.50 PM | 5.10 PM | | 6.55 PM | | 7.08 PM | | 1.09 PM |
| 9.4 NEWTON.....D | 6.40 AM | 7.14 AM | 9.00 AM | | | | 1.40 PM | 5.00 PM | 5.21 PM | 6.45 PM | 7.15 PM | 7.00 PM | 10.28 PM | 1.00 PM |
| 6.1 BRANCHVILLE JUNC. | 7.04 AM | 8.50 AM | | | 10.25 AM | 12.35 PM | 1.30 PM | 4.35 PM | 5.14 PM | 6.16 PM | 7.08 PM | | 10.20 PM | 12.53 PM |
| 4.8 LAFAYETTE.....D | 7.01 AM | | | | 10.18 AM | | 1.20 PM | 4.30 PM | 5.11 PM | 6.05 PM | 7.05 PM | | 10.15 PM | 12.50 PM |
| 2.8 STRADERS.....D | | | | | | | | 4.23 PM | | | | | | |
| 1.7 AUGUSTA.....D | 6.54 AM | | | | 10.10 AM | | 1.18 PM | 4.20 PM | 5.04 PM | 5.55 PM | 6.59 PM | | 10.08 PM | 12.44 PM |
| 0. BRANCHVILLE.....D | 8.50 AM | | | | 10.05 AM | | 1.10 PM | 4.15 PM | 5.00 PM | 5.45 PM | 6.55 PM | | 10.05 PM | 12.40 PM |
| 8.5 N. Y. S. & W. CROSSING. | | | 8.48 AM | | | 12.33 PM | | | | | | | | |
| 6.0 ACKERSON.....f | | | 8.41 AM | | | 12.25 PM | | | | | | | | |
| 3.2 MONROE.....f | | | 8.34 AM | | | 12.15 PM | | | | | | | | |
| 0.7 L. & H. CROSSING.....f | | | 8.28 AM | | | 12.04 PM | | | | | | | | |
| 0.4 N. Y. S. & W. JUNCTION. | | | 8.27 AM | | | 12.03 PM | | | | | | | | |
| 0. FRANKLIN FURNACE.....D | | | 8.25 AM | | | 12.01 PM | | | | | | | | |
| | AM | AM | AM | AM | AM | AM | PM | PM | PM | PM | PM | AM | AM | PM |
| | Ex. Sunday | Ex. Sunday | Ex. Sunday | Daily | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Sat'day Only | Daily | Ex. Sunday | Sunday Only | Sunday Only | Sunday Only |
| | 354 | 372 | 604 | 358 | 606 | 608 | 610 | 364 | 612 | 614 | 618 | 620 | 622 | 624 |

No. 632 is mixed train Franklin Furnace to Newton, and will not carry passengers between Newton and Port Morris.

WESTWARD.

FIRST-CLASS.

| 657 | 653 |
|------------|------------|
| Mixed | Mixed |
| Ex. Sunday | Ex. Sunday |
| 2.55 PM | 10.28 AM |
| 3.02 PM | 10.38 AM |
| 3.10 PM | 10.44 AM |
| Ex. Sunday | Ex. Sunday |
| 657 | 653 |

Nos. 658 and 657 have right over Nos. 652 and 654

SUSSEX BRANCH.

EASTWARD.

| | | FIRST-CLASS. | | | | | | | | | | | | | | | | SECOND-CLASS. | | | | | | | |
|------------|------------|--------------|------------|------------|------------|--------------|------------|--------------|------------|--------------|-----------------|------------|-------------|-------------|-------------|-----------------|-------------|---------------|-------------|-------------|------------|------------|------------|----------------|----------------|
| | | 354 | 372 | 604 | 358 | 606 | 608 | 610 | 364 | 612 | 614 | 618 | 620 | 622 | 624 | 626 | 628 | 768 | 770 | 780 | 630 | 632 | 634 | 636 | 638 |
| | | Pass'ger | Pass'ger | Pass'ger | Pass'ger | Light Engine | Mixed | Pass'ger | Pass'ger | Pass'ger | Pass'ger & Milk | Pass'ger | Pass'ger | Pass'ger | Pass'ger | Pass'ger & Milk | Pass'ger | Pass'ger | Pass'ger | Pass'ger | Mixed | See Note | Mixed | L. & H. No. 31 | L. & H. No. 33 |
| | | Ex. Sunday | Ex. Sunday | Ex. Sunday | Daily | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Sat'day Only | Daily | Ex. Sunday | Sunday Only | Sunday Only | Sunday Only | Sunday Only | Sunday Only | Sunday Only | Sunday Only | Sunday Only | Ex. Sunday | Ex. Sunday | Ex. Sunday | Daily | Daily |
| Ar | s | 7.08 | 7.40 | 9.28 | 9.32 | | | 2.12 | 5.44 | | 7.35 | 7.35 | 10.57 | 1.30 | | 6.00 | 6.32 | 7.14 | 8.18 | 11.00 | 5.35 | | 3.00 | 7.00 | |
| D | s | 7.05 | 7.38 | 9.25 | 9.28 | | | 2.10 | 5.37 | | 7.30 | 7.30 | 10.53 | 1.24 | | 5.55 | 6.29 | 7.11 | 8.15 | 10.50 | 5.30 | | 2.50 | 6.56 | |
| | | 7.00 | 7.33 | 9.19 | | | | 2.08 | 5.30 | | 7.20 | 7.28 | 10.47 | 1.20 | | 5.49 | 6.24 | 7.05 | 8.10 | 10.40 | 5.20 | | 2.40 | 6.48 | |
| f | | 6.54 | 7.28 | 9.15 | | | | 1.58 | 5.24 | | 7.12 | 7.18 | 10.43 | 1.16 | | 5.45 | 6.20 | 7.00 | 8.05 | 10.25 | 5.10 | | 2.30 | 6.38 | |
| D | s | 6.50 | 7.24 | 9.11 | | | | 1.53 | 5.18 | | 7.00 | 7.11 | 10.39 | 1.12 | | 5.41 | 6.11 | | 7.58 | 10.13 | 4.55 | | 2.00 | 6.15 | |
| ON | s | 6.49 | 7.22 | 9.09 | | | | 1.51 | 5.11 | | 6.56 | 7.09 | 10.37 | 1.10 | | 5.39 | 6.09 | | 7.56 | 9.45 | 4.53 | | 1.55 | 6.12 | |
| HL | | | | 9.08 | | | | 1.50 | 5.10 | | 6.55 | 7.08 | | 1.09 | | 5.38 | | | 7.53 | 9.40 | 4.52 | | | | |
| D | s | 6.40 | 7.14 | 9.00 | | | 12.50 | 1.40 | 5.00 | 5.21 | 6.45 | 7.15 | 10.28 | 1.00 | | 5.30 | 6.00 | | 7.45 | 9.30 | 4.40 | 6.46 | | | |
| D | s | 7.04 | 8.50 | | 10.25 | 12.35 | 1.30 | 4.35 | 5.14 | 6.33 | 7.08 | 10.20 | 12.53 | 4.28 | 5.20 | | | | | | 4.30 | 6.38 | | | |
| | | | | | | | | | | 6.16 | | | | | | | | | | | | | | | |
| | | 7.01 | | | 10.18 | | 1.20 | 4.30 | 5.11 | 6.05 | 7.05 | 10.15 | 12.50 | | 5.15 | | | | | | | | | | |
| | | | | | | | 4.23 | | | | | | | | | | | | | | | | | | |
| | | 6.54 | | | 10.10 | | 1.13 | 4.20 | 5.04 | 5.55 | 6.59 | 10.08 | 12.44 | | 5.05 | | | | | | | | | | |
| | | 6.50 | | | 10.05 | | 1.10 | 4.15 | 5.00 | 5.45 | 6.55 | 10.05 | 12.40 | | 5.00 | | | | | | | | | | |
| | | | | 8.49 | | | 12.33 | | | | | | | | 4.25 | | | | | | | | | | |
| | f | 8.41 | | | 12.25 | | | | | | | | | 4.10 | | | | | | | 4.10 | 6.20 | | | |
| | f | 8.34 | | | 12.15 | | | | | | | | | 4.04 | | | | | | | 4.00 | 6.15 | | | |
| | | 8.28 | | | 12.04 | | | | | | | | | 3.58 | | | | | | | 3.49 | 6.08 | | | |
| | | 8.27 | | | 12.03 | | | | | | | | | 3.56 | | | | | | | 3.47 | 6.07 | | | |
| | | 8.25 | | | 12.01 | | | | | | | | | 3.55 | | | | | | | 3.45 | 6.05 | | | |
| AM | AM | AM | AM | AM | AM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | AM | PM | PM | PM | PM |
| Ex. Sunday | Ex. Sunday | Ex. Sunday | Daily | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Sat'day Only | Daily | Ex. Sunday | AM | AM | AM | PM | PM | PM | PM | PM | PM | Ex. Sunday | Ex. Sunday | Ex. Sunday | Daily | Daily | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |

LOCAL SURGEONS.

MORRIS AND ESSEX DIVISION.

| NAME | LOCATION | OFFICE | TELEPHONE NO. |
|------------------|--------------------|---------------------|-----------------------------------|
| R. T. Bang..... | New York..... | 139 W. 11th St.... | 1998 Chelsea. |
| W. Steadman.... | Hoboken, N. J. ... | 706 Bloomfield St. | 95 Hoboken. |
| C. H. Scribner.. | Paterson, N. J.... | 79 Ward St..... | 8972 Paterson. |
| J. Fewsmith.... | Newark, N. J.... | 47 Central Ave. ... | 300 Newark. |
| J. W. Gray..... | Summit, N. J.... | 10 Highland Ave.. | 26B Summit. |
| H. A. Henriques. | Morristown, N. J. | 112 South St..... | 9 Morristown. |
| R. L. Cook..... | Dover, N. J..... | 40 W. Blackw'll St. | 73 Dover. |
| H. W. Thayer... | Netcong, N. J.... | Netcong..... | 1-L. |
| C. B. Smith.... | Washington, N. J. | 136 W. Wash. St.. | { 26 Wash'ton. { 202 Long Dis. |

train Franklin Furnace to Newton, and will not carry passengers between Newton and Port Morris.

HAMPTON BRANCH.

| WESTWARD. | | | | | TIME TABLE No. 15-A. Taking Effect SUNDAY, JUNE 23, 1907. | | | EASTWARD. | | | | | | | | | |
|--------------|--|--|--|------------|--|-------------------------------|----------|--------------------|-----|--|--|------------|------------|-------|-------|--|--|
| FIRST-CLASS. | | | | | | | | FIRST-CLASS. | | | | | | | | | |
| | | | | 657 | 653 | Distance from Wash'gton | STATIONS | | | | | 652 | 654 | | | | |
| | | | | Mixed | Mixed | | | | | | | | | Mixed | Mixed | | |
| | | | | Ex. Sunday | Ex. Sunday | | | | | | | Ex. Sunday | Ex. Sunday | | | | |
| | | | | PM | AM | | | Lv. WASHINGTON | N | | | AM | PM | | | | |
| | | | | 2.55 | 10.25 | | | Ar | Ar | | | 11.40 | 3.55 | | | | |
| | | | | 3.02 | 10.35 | 2.2 | | CHANGEWATER | | | | 11.30 | 3.50 | | | | |
| | | | | 3.10 | 10.45 | 5.1 | | Ar. HAMPTON JUNC'N | N | | | 11.10 | 3.35 | | | | |
| | | | | PM | AM | | | Lv. | Lv. | | | AM | PM | | | | |
| | | | | Ex. Sunday | Ex. Sunday | | | | | | | Ex. Sunday | Ex. Sunday | | | | |
| | | | | 657 | 653 | | | | | | | 652 | 654 | | | | |

Nos. 653 and 657 have right over Nos. 652 and 654 respectively.

SPECIAL INSTRUCTIONS, MORRIS & ESSEX DIVISION.

REGISTER STATIONS.

Phillipsburg, all trains.
 Washington, Passenger Station, for Phillipsburg, Hampton Branch, and through passenger trains.
 Washington, West Tower, all except passenger trains.
 Newton, all trains.
 Branchville Junction, all trains.
 Andover Junction, all trains. Passenger trains by card.
 Port Morris, East End Tower—
 All Eastward trains. Passenger trains by card.
 All Westward trains terminating at Port Morris.
 Port Morris, West End Tower—
 Sussex Branch: All trains—Eastward first-class trains by card. No. 375 by card.
 Main Line: All Eastward trains terminating at Port Morris.
 All Westward trains starting from Port Morris.
 Chester Junction—Extra trains moving to and from the Chester Branch via Chester Jct., will leave register ticket with Towerman at Chester Jct.
 Dover Passenger Station, all trains terminating at Dover, trains to and from the Rockaway Branch, and trains to and from the Chester Branch.
 Morristown Passenger Station, all trains terminating at Morristown.
 Summit—East Tower, for Gladstone Branch trains and trains terminating at that point—Nos. 333, 306 and 312 by card.
 South Orange Tower, all trains starting from or terminating at that point.
 Gladstone.
 Montclair.
 Hoboken Yard Office, all second and third-class, and extra trains.
 Hoboken Passenger Station, all passenger trains.
 Bloomfield, all trains.
 Secaucus, West Tower, all trains starting from or terminating at Secaucus.
 A Train Register is maintained at the west end of station at Denville.
 All trains running via Rockaway will register at this point. Nos. 14, 1 and 26 by card.

BULLETIN STATIONS.

Secaucus Yard Office, West Tower and Round House.
 Kingsland Round House.
 Paterson Junction Tower.
 Boonton Telegraph Office.
 Dover Telegraph Office.
 Port Morris Yard Office.
 Port Morris Round House.
 Newton Telegraph Office.
 Hackettstown Telegraph Office.
 Newark Telegraph Office.
 Montclair Telegraph Office.
 South Orange Tower and Round House.
 Summit East Tower.
 Chatham Telegraph Office.
 Morristown Telegraph Office and Round House.
 Gladstone Telegraph Office.
 Hoboken Passenger Station.
 Hoboken Yard Office.
 Hoboken Round House.
 Washington Telegraph Office and Tower.
 Phillipsburg, Freight Office.

Conductors, Flagmen and Enginemen will not be required to examine bulletin books except at initial and terminal point of run, or initial point on any division over which train may run.

SPEED SCHEDULE.

| SPEED PER HOUR. | DISTANCE IN MILES. | | | | | | | | | | | | | | | |
|-----------------|--------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| | 1 | | | 2 | | | 3 | | | 4 | | | 5 | | | |
| | H. | M. | S. | H. | M. | S. | H. | M. | S. | H. | M. | S. | H. | M. | S. | |
| 1 | 1 | | | 2 | | | 3 | | | 4 | | | 5 | | | |
| 2 | | 30 | | 1 | | | 1 | 30 | | 2 | | | 2 | 30 | | |
| 3 | | 20 | | | 40 | | | 1 | 30 | | 1 | 20 | | 1 | 40 | |
| 4 | | 15 | | | 30 | | | | 45 | | 1 | | | 1 | 15 | |
| 5 | | 12 | | | 24 | | | | 36 | | | 48 | | 1 | | |
| 6 | | 10 | | | 20 | | | | 30 | | | 40 | | | 50 | |
| 7 | | 8 | 34 | | 17 | 8 | | | 25 | 42 | | 34 | 17 | | 42 | 51 |
| 8 | | 7 | 30 | | 15 | | | | 22 | 30 | | 30 | | | 37 | 30 |
| 9 | | 6 | 40 | | 13 | 20 | | | 20 | | | 26 | 40 | | 33 | 20 |
| 10 | | 6 | | | 12 | | | | 18 | | | 24 | | | 30 | |
| 11 | | 5 | 27 | | 10 | 54 | | | 16 | 21 | | 21 | 49 | | 27 | 16 |
| 12 | | 5 | | | 10 | | | | 15 | | | 20 | | | 25 | |
| 13 | | 4 | 36 | | 9 | 13 | | | 13 | 15 | | 18 | 27 | | 23 | 4 |
| 14 | | 4 | 17 | | 8 | 34 | | | 12 | 51 | | 17 | 8 | | 21 | 25 |
| 15 | | 4 | | | 8 | | | | 12 | | | 16 | | | 20 | |
| 16 | | 3 | 45 | | 7 | 30 | | | 11 | 15 | | 15 | | | 18 | 45 |
| 17 | | 3 | 31 | | 7 | 3 | | | 10 | 35 | | 14 | 7 | | 17 | 38 |
| 18 | | 3 | 20 | | 6 | 40 | | | 10 | | | 13 | 20 | | 16 | 40 |
| 19 | | 3 | 9 | | 6 | 18 | | | 9 | 28 | | 12 | 37 | | 15 | 47 |
| 20 | | 3 | | | 6 | | | | 9 | | | 12 | | | 15 | |
| 21 | | 2 | 51 | | 5 | 42 | | | 8 | 34 | | 11 | 25 | | 14 | 17 |
| 22 | | 2 | 43 | | 5 | 27 | | | 8 | 10 | | 10 | 54 | | 13 | 38 |
| 23 | | 2 | 36 | | 5 | 13 | | | 7 | 49 | | 10 | 26 | | 13 | 2 |
| 24 | | 2 | 30 | | 5 | | | | 7 | 30 | | 10 | | | 12 | 30 |
| 25 | | 2 | 24 | | 4 | 48 | | | 7 | 12 | | 9 | 36 | | 12 | |
| 26 | | 2 | 18 | | 4 | 36 | | | 6 | 55 | | 9 | 13 | | 11 | 32 |
| 27 | | 2 | 13 | | 4 | 26 | | | 6 | 40 | | 8 | 53 | | 11 | 6 |
| 28 | | 2 | 8 | | 4 | 17 | | | 6 | 25 | | 8 | 34 | | 10 | 42 |
| 29 | | 2 | 4 | | 4 | 8 | | | 6 | 12 | | 8 | 16 | | 10 | 20 |
| 30 | | 2 | | | 4 | | | | 6 | | | 8 | | | 10 | |
| 31 | | 1 | 56 | | 3 | 52 | | | 5 | 48 | | 7 | 44 | | 9 | 40 |
| 32 | | 1 | 52 | | 3 | 45 | | | 5 | 37 | | 7 | 30 | | 9 | 22 |
| 33 | | 1 | 49 | | 3 | 38 | | | 5 | 27 | | 7 | 16 | | 9 | 5 |
| 34 | | 1 | 45 | | 3 | 31 | | | 5 | 17 | | 7 | 3 | | 8 | 49 |
| 35 | | 1 | 42 | | 3 | 25 | | | 5 | 8 | | 6 | 51 | | 8 | 34 |
| 36 | | 1 | 40 | | 3 | 20 | | | 5 | | | 6 | 40 | | 8 | 20 |
| 37 | | 1 | 37 | | 3 | 14 | | | 4 | 51 | | 6 | 29 | | 8 | 6 |
| 38 | | 1 | 34 | | 3 | 9 | | | 4 | 44 | | 6 | 18 | | 7 | 53 |
| 39 | | 1 | 32 | | 3 | 4 | | | 4 | 36 | | 6 | 9 | | 7 | 41 |
| 40 | | 1 | 30 | | 3 | | | | 4 | 30 | | 6 | | | 7 | 30 |
| 41 | | 1 | 27 | | 2 | 55 | | | 4 | 23 | | 5 | 51 | | 7 | 19 |
| 42 | | 1 | 25 | | 2 | 51 | | | 4 | 17 | | 5 | 42 | | 7 | 8 |
| 43 | | 1 | 23 | | 2 | 47 | | | 4 | 11 | | 5 | 34 | | 6 | 58 |
| 44 | | 1 | 21 | | 2 | 43 | | | 4 | 5 | | 5 | 27 | | 6 | 49 |
| 45 | | 1 | 20 | | 2 | 40 | | | 4 | | | 5 | 20 | | 6 | 40 |
| 46 | | 1 | 18 | | 2 | 36 | | | 3 | 54 | | 5 | 13 | | 6 | 31 |
| 47 | | 1 | 16 | | 2 | 33 | | | 3 | 49 | | 5 | 6 | | 6 | 22 |
| 48 | | 1 | 15 | | 2 | 30 | | | 3 | 45 | | 5 | | | 6 | 15 |
| 49 | | 1 | 13 | | 2 | 26 | | | 3 | 40 | | 4 | 53 | | 6 | 7 |
| 50 | | 1 | 12 | | 2 | 24 | | | 3 | 36 | | 4 | 48 | | 6 | |
| 51 | | 1 | 10 | | 2 | 21 | | | 3 | 31 | | 4 | 42 | | 5 | 52 |
| 52 | | 1 | 9 | | 2 | 18 | | | 3 | 27 | | 4 | 36 | | 5 | 46 |
| 53 | | 1 | 7 | | 2 | 15 | | | 3 | 23 | | 4 | 31 | | 5 | 39 |
| 54 | | 1 | 6 | | 2 | 13 | | | 3 | 20 | | 4 | 26 | | 5 | 33 |
| 55 | | 1 | 5 | | 2 | 10 | | | 3 | 16 | | 4 | 21 | | 5 | 27 |
| 56 | | 1 | 4 | | 2 | 8 | | | 3 | 12 | | 4 | 17 | | 5 | 21 |
| 57 | | 1 | 3 | | 2 | 6 | | | 3 | 9 | | 4 | 12 | | 5 | 15 |
| 58 | | 1 | 2 | | 2 | 4 | | | 3 | 6 | | 4 | 8 | | 5 | 10 |
| 59 | | 1 | 1 | | 2 | 2 | | | 3 | 3 | | 4 | 4 | | 5 | 5 |
| 60 | | 1 | | | 2 | | | | 3 | | | 4 | | | 5 | |

STANDARD CLOCKS.

Washington.
 Newton.
 Dover.
 South Orange Tower.
 Morristown.
 " Round House.
 Summit.
 Hoboken—Dispatchers Office.
 " Yard Office.
 " Passenger Station.
 Hoboken Round House.
 Port Morris Yard Office.
 " Round House.
 Secaucus Yard Office.
 " Y. M. C. A. Building.
 Gladstone.

TELEPHONE STATIONS.

Telephone booths are located at the following points:
 Little Falls Siding. Sanford's Crossing.
 East Boonton "
 Waterloo "
 Rockport "

The following interlocking towers are equipped with telephones:
 Secaucus.
 Paterson Junc.
 Mountain View.
 Denville.
 East Dover Junc.
 Dover.
 Wharton.
 Port Morris—East.
 Port Morris—West.
 Washington—West.
 Washington—East.
 Kearney Junction.
 Harrison.
 Newark.
 Roseville.
 Morristown.

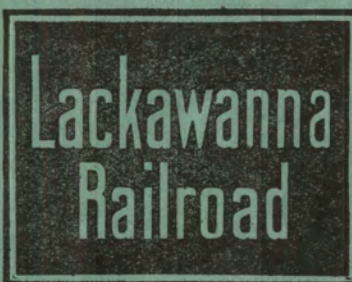
"Daily," "Except Sunday," Etc., at the head or foot of a schedule, indicate the days on which the train shall depart and arrive. * Indicates train will not run on holidays designated in Special Instruction 18, page 21.

"O" Water. "•" Fuel. "Y" Wye. "X" Turn Table. "¿" Scales. "D" Day Telegraph Office. "N" Day and Night Telegraph Office.

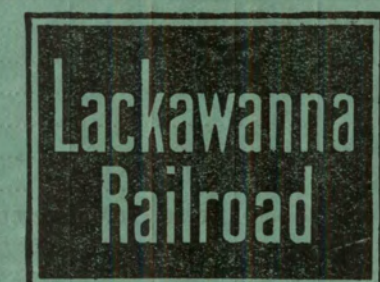
J. L. Davis

Delaware, Lackawanna & Western R. R.

MORRIS & ESSEX DIVISION AND BRANCHES.



TIME TABLE No. 15-A.



Superseding Time Table No. 15, dated May 26, 1907.

Taking Effect at 12.01 a. m., Sunday, June 23, 1907

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

READ CAREFULLY—IMPORTANT CHANGES HAVE BEEN MADE.

[FOR TRAINS WHICH START ON SUNDAY, RUNNING OVER MONTCLAIR, GLADSTONE AND MORRISTOWN BRANCHES, SEE PAGES 12, 13, 14 AND 15.]

DESTROY PREVIOUS TIME TABLES.

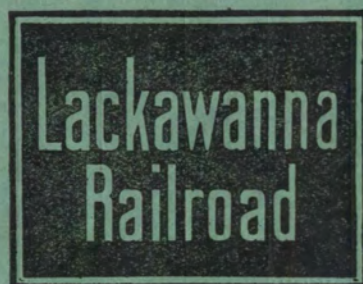
T. E. CLARKE,
GENERAL SUPERINTENDENT,
SCRANTON, PA.

C. H. KETCHAM,
SUPERINTENDENT,
HOBOKEN, N. J.

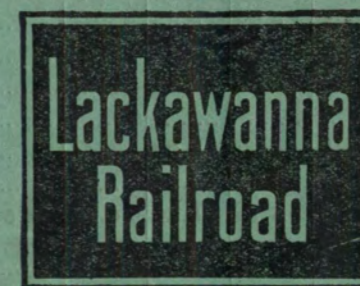
John B. ...

Delaware, Lackawanna & Western R. R.

MORRIS & ESSEX DIVISION AND BRANCHES.



TIME TABLE No. 15-A.



Superseding Time Table No. 15, dated May 26, 1907.

Taking Effect at 12.01 a. m., Sunday, June 23, 1907.

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[FOR TRAINS WHICH START ON SUNDAY, RUNNING OVER MONTCLAIR, GLADSTONE AND MORRISTOWN BRANCHES, SEE PAGES 12, 13, 14 AND 15.]

DESTROY PREVIOUS TIME TABLES.

CLARKE,
GENERAL SUPERINTENDENT,
SCRANTON, PA.

C. H. KETCHAM,
SUPERINTENDENT,
HOBOKEN, N. J.

RATING OF LOCOMOTIVES IN M'S.

| Rating Class | ENGINE NUMBERS | Washington to Hackettstown | Hackettstown to Port Morris | Phillipsburg to New Village | Morristown to Convent | Chatham to Summit | New Village to Phillipsburg | Lincoln Park to Port Morris | | South Orange to Summit | Madison to Convent | Morristown to Denville | MANIFEST TRAIN-RATING | |
|--------------|--|----------------------------|-----------------------------|-----------------------------|-----------------------|-------------------|-----------------------------|-----------------------------|---------|------------------------|--------------------|------------------------|-----------------------|-----------------------|
| | | | | | | | | Loads | Empties | | | | Washington to Hoboken | Hoboken to Washington |
| 1 | 821 to 854 | 3200 | 2550 | 2220 | 2220 | 1510 | 2350 | 2120 | 1905 | 1420 | 1600 | 2120 | | |
| 2 | 801 to 820 | 2850 | 2300 | 2000 | 2000 | 1350 | 2120 | 1910 | 1720 | 1280 | 1450 | 1910 | | |
| 3 | 301 to 322-740 to 779-855 to 899 | 2800 | 2160 | 1870 | 1870 | 1250 | 1910 | 1720 | 1545 | 1170 | 1330 | 1720 | 2150 | 1800 |
| 3 A | 550 to 562-570 to 587-1008 to 1012 | 2400 | 1950 | 1570 | 1570 | 1060 | 1670 | 1500 | 1350 | 980 | 1110 | 1500 | 1850 | 1650 |
| 4 | 685 & 686-1001 to 1007 | 2300 | 1450 | 1320 | 1320 | 870 | 1400 | 1240 | 1115 | 800 | 930 | 1240 | 1750 | 1450 |
| 5 | 690-691-692-693-699-701 to 713-716 to 731-735-737 | 1800 | 1320 | 1200 | 1200 | 820 | 1275 | 1140 | 1025 | 750 | 880 | 1140 | 1600 | 1150 |
| 6 | 202-206-209-210-212-215-217-221-392-404-408-409-512-513-515-520-521-522-525-526-530 to 534-536 to 540-601 to 667-671 to 677-695-697-944 to 999 | 1660 | 1160 | 1000 | 1000 | 670 | 1075 | 960 | 865 | 620 | 710 | 960 | 1450 | 1000 |
| 7 | 201-205-207-208-216-219-222-224-225-226-229-231-233 to 236-238-239-242-243-254-259-267-403-668-669-914-920 | 1610 | 1080 | 950 | 950 | 640 | 1030 | 910 | 820 | 590 | 670 | 910 | 1350 | 900 |
| 8 | 211-213-218-227-228-230-240-243-249-252-256-257-258-261 to 264-270-273-274-285-289-292-346-348-413-426-427-516-517-518-519-901 to 912-915 to 919 | 1520 | 1000 | 890 | 890 | 600 | 950 | 850 | 765 | 550 | 630 | 850 | 1200 | 850 |
| 9 | 160-162-163-253-268-272-342-362-364-402-405-411-428-435 to 437-443-455-458-490-494 to 498 | 1400 | 900 | 830 | 830 | 550 | 890 | 800 | 720 | 500 | 580 | 800 | | |

Rating for manifest trains includes rating of helper engines on grades.

Following reductions from loaded ratings will be made where no special rating is provided:

15 per cent. when train consists of more than 3/4 empty cars.

10 per cent. when train consists of 1/3 to 3/4 empty cars.

No reduction when train consists of less than 1/3 empty cars.

When two engines are coupled, combined ratings of both engines will be used.

No reduction will be made for pusher engines.

During unfavorable weather conditions, on authority of Superintendent, a reduction from regular rating may be made.

1. The Rules of the Transportation Department are issued in book form. Every employe whose duties are in any way prescribed by these rules must have a copy at hand while on duty.

Employes must not be absent from duty without permission; they will be required to reside wherever the business of the Company demands; they will be held responsible for the proper use and protection of property intrusted to their care, and on leaving the service must surrender it to the proper officer. They must yield a cheerful, willing obedience to the orders and instructions of persons appointed over them, and a strict performance of duty.

Employes on duty in connection with train service; also towermen; switch tenders; railroad and street crossing flagmen and gatemen, are prohibited from reading, engaging in unnecessary conversation, or having their mind or attention diverted from their duties in any manner whatsoever.

2. Instructions governing the use of Automatic Block and Interlocking Signals, are issued in book form, dated December 16, 1900. Each conductor, trainman, engineman, fireman, yard master, drillmaster, drillman and towerman must have a copy.

3. Employes whose duties are in any way connected with the Train Service or affected thereby, must have a copy of the current time table and supplements thereto while on duty.

4. ON SINGLE TRACK EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF SAME CLASS, EXCEPT TRAINS NAMED BELOW, AND TRAINS DESIGNATED IN FOOT NOTES ON PAGES 16 AND 17.

Following westward trains have right over designated eastward trains:

| | | |
|------------------|------------------|------------------|
| No. 101 over 100 | No. 129 over 134 | No. 339 over 336 |
| " 105 " 106 | " 131 " 136 | " 343 " 338 |
| " 107 " 110 | " 133 " 138 | " 703 " 700 |
| " 109 " 114 | " 135 " 140 | " 719 " 720 |
| " 111 " 118 | " 137 " 142 | " 723 " 722 |
| " 113 " 120 | " 143 " 144 | " 745 " 748 |
| " 115 " 122 | " 145 " 146 | " 755 " 758 |
| " 117 " 124 | " 149 " 148 | " 763 " 764 |
| " 119 " 126 | " 153 " 150 | " 777 " 782 |
| " 121 " 128 | " 155 " 152 | " 303 " 310 |
| " 123 " 130 | " 157 " 154 | " 347 " 340 |
| " 127 " 132 | " 159 " 156 | |

No. 333 has right over all trains between Summit and Gladstone.

No. 1 has right over all trains between Denville and East Dover Junction on Rockaway Branch.

No. 375 has right over all trains between Port Morris and Newton.

5. The three main tracks between Newark (Broad Street) and Roseville Avenue and between Highland Avenue and Milburn tower are numbered beginning with south track and will be used as follows:

Track No. 1—Eastward Track.

Track No. 2 (middle track)—Additional Eastward Track from 2 o'clock A. M. until 12 noon (ten hours). Additional Westward Track from 12 noon until 2 o'clock A. M. (fourteen hours).

Track No. 3—Westward Track. Extension of this track from Roseville Avenue to 14th Street, near Grove Street Station, will be used in accordance with these rules. Junction switch at west end of this extension of track 3 is controlled by interlocking plant established at that point.

Trains using track No. 2 must be clear of that track at the hour when current of traffic changes or protected as per Rule 99.

Regular trains will use tracks as designated by Time Table. In case of obstruction, Eastward trains scheduled for track No. 2, may use track No. 1, and Westward trains scheduled for track No. 2 may use track No. 3.

When track No. 1 or track No. 3 is obstructed other trains may use track No. 2, but only with current of traffic.

Extra or third class trains may use track No. 2 with current of traffic when it can be done without delay to passenger trains.

An Eastward train by night running on track No. 2 will display a green light on side next to track No. 1, and a red light on opposite side.

A Westward train by night running on track No. 2 will display a green light on side next to track No. 3, and a red light on opposite side.

Such green light must be turned to show red to the rear when leaving track No. 2.

6. The track north of westward main, extending from Kearney Junction tower to Harrison tower, through Harrison Yard, is known as track No. 1, and will be used as westward running track for other than first class trains.

Track No. 2, extending from Kearney Junction tower to east end of Harrison Yard, is an additional westward track for trains destined Harrison Yard.

Track No. 3, extending from Kearney Junction tower to east end of Harrison Yard, will be an eastward running track for trains leaving Harrison Yard for Kearney Junction, Hoboken or Secaucus.

Track No. 21, in Harrison Yard, will be used as a rounding track for eastward movements only, in connection with track No. 3.

Engines or trains using yard tracks Nos. 1, 2, 3, or 21, must be protected when required, in accordance with Rule 99.

Trains using yard tracks Nos. 2 and 3, will not exceed 15 miles per hour.

7 (a). The track south of eastward main extending from Hackensack Bridge to Bergen Junction through Secaucus Yard, is known as "Track No. 1," and will be used as an additional eastward running track from its entrance near Hackensack Bridge to its outlet at N. Y. S. & W. Crossing. This track will be used by all trains having cars to set out at Secaucus; also by tunnel runs and other trains from Secaucus to Hoboken or Newark.

When directed by Yard Master, eastward trains may cross from No. 1 track to eastward main at first crossover east of Secaucus Station. In case it is necessary to cross from eastward main to track No. 1 at Erie Bridge, trains must protect themselves to the "Y" connection, in addition to securing signal east of Erie Bridge governing movement on track No. 1.

A train by night running on track No. 1 will display a green light on side next to the Eastward main track, and a red light on opposite side.

Such green light must be turned to show red to the rear when leaving track No. 1.

No train will be permitted to move from track No. 1 to eastward main at N. Y. S. & W. Crossing unless route is clear through Bergen Tunnel. The "Y" must not be used as a passing siding.

Trains from Newark to Secaucus will use that portion of track No. 1 between connection with "Y" and first crossover west of Erie Bridge against current of traffic, when dwarf signal at end of the "Y" is clear.

7 (b). The track north of westward main extending from crossover west of N. Y. S. & W. Crossing, Boonton Branch, to the interlocking plant at east end of Secaucus Yard will be known as track No. 4, and will be used as additional running track for Tunnel Runs and other trains or engines destined Secaucus, including those moving from Newark to Secaucus. Switch-tenders will handle the switch at east end of track 4 and the crossover switches located at that point, and will govern movement of trains to track 4 as directed by towerman at west end of tunnel or at N. Y. S. & W. Crossing.

Train crews will protect as per Rule 99.

A train by night running on track 4 will display a green light on side next to westward main track, and a red light on opposite side.

8. Between Hoboken and Washington extra trains may run on double track without train orders.

Extra trains will, without orders, pass and run ahead of third class trains when overtaken.

Helper Engines may, without orders, precede second and third class trains from Port Morris to Hackettstown.

9. Operator at Denville will not permit extra trains to move from Boonton Branch to Morristown Branch, or vice versa, without permission of train dispatcher to whose district train is moving.

10. All trains (including light engines) must procure clearance card or train order at initial point of run on this division when an operator is on duty. Exceptions to this are all trains starting from Hoboken passenger station, tunnel runs and passenger trains not designated to stop at Washington.

11. When two or more trains are scheduled to leave Hoboken terminal at the same time, the train having the earlier time at N. Y. S. & W. Crossing will take precedence in regular order.

12. A helper engine waiting for a train it is to help must remain on siding until such train stops.

13. On double track, work extras will protect against other extras in direction of traffic.

14. An engine must not be coupled to rear of any train on descending grade.

A car must not be handled behind caboose unless so ordered by Superintendent.

Dead engines must not be handled in any train on heavy ascending grades except when such train is provided with a pusher.

15. In further compliance with Rules 470 and 622, and as an additional precautionary measure to insure safety, trainmen of freight trains must apply a sufficient number of hand brakes immediately upon starting on descending grade, changing brakes as often as necessary to prevent damage to wheels.

16. A train must never stand partly on main track and partly on another track, nor stand on a railroad crossing when possible to avoid it.

17. Trainmen must be on top of train going in and out of yards, nearing railroad crossings at grade, draw-bridges, water stations, and on descending grades where, if air brakes fail, the engineman may not be able to control the train. Upon heavy ascending

grades trainmen must be careful to prevent detached portion from running back, in case of train parting, by prompt application of hand brakes.

18. Notices of annulment of trains will be sent to bulletins at division and district terminals and junctions; and by train order to inferior trains on road.

Trains whose schedule numbers are marked * will not run on the following legal holidays: May 30, July 4 and September 2, 1907.

19. Where fixed signals are not used in accordance with rule 221, a red flag or a red lamp must be used when trains are to be stopped for train orders.

20. Where automatic block signals are in use torpedoes must not be used except in foggy or stormy weather, and when used must be placed not less than 12 feet from rail joint. Operators must report sudden unfavorable weather changes to Superintendent.

21. Where block signals are not provided operators will display the train order signal in "stop" position for five minutes immediately after departure of each train. A following train will not be cleared until this period has elapsed. Any engineman who observes the signal in stop position must not proceed without clearance card, Form A, whether signal be cleared before he reaches it or not.

22. When current of traffic is temporarily reversed, or when from any other cause trains may be running upon other than their regular track, those which should collect United States Mail pouches from mail cranes will stop at such points to exchange mail. Conductors will notify mail clerks promptly when occasion requires in order that necessary preparation may be made in advance.

23. Track between Denville and East Dover Junction via Rockaway is known as the Rockaway Branch, and trains using this track will be governed by Rule 81.

No regular trains will run via Rockaway Branch except those showing schedule time at Rockaway.

Westward Rockaway Branch trains stopping at Denville will back around the west leg of "Y" to station, except No. 479, which will back around west leg of "Y" from Denville to Rockaway.

Eastward Rockaway Branch trains stopping at Denville will use west leg of "Y" to reach Denville station.

24. Hoboken and Secaucus yard limits extend from Hoboken Passenger and Freight Terminals to yard limit board west of Lyndhurst station.

Hoboken and Newark yard limits extend from Hoboken to yard limit board near Grove Street station on Morristown Branch, and to end of double track at Bloomfield on Montclair Branch.

Other yard limits are defined by boards at following stations: South Orange, Summit, Chatham, Morristown, Dover, Port Morris, Boonton, Paterson, Washington, Phillipsburg, Newton, Franklin Furnace.

At Washington, yard tracks 1 and 2 must be kept clear for eastward trains. Westward trains finding necessity for using these tracks must proceed under protection. Track 8 may be used in either direction under protection.

Trains will approach Branchville expecting to find cars on main track at Creamery or at station.

Yard engines, and road trains and engines within yard limits will run without orders, in accordance with double track rules, avoiding regular trains, and protecting themselves while occupying main track, as per Rule 99.

25. When a train is behind time speed may be quickened, if conditions of track, weather, etc., warrant doing so with safety, except as follows: No train shall exceed speed of thirty miles per hour between Harrison and Newark, nor shall trains exceed schedule speed between West Summit and Berkeley Heights. Speed of second-class trains must not exceed thirty-five miles per hour, and of other freight trains twenty miles per hour.

Between points specified below maximum speed of trains, except passenger trains, will be as follows:

| From | Second-class Trains. | Other Freight Trains. |
|-----------------------------|-------------------------|--------------------------|
| Pt. Morris to E. Dover Jct. | 25 miles per hr. | 15 miles per hr. |
| Boonton to Towaco | " | " |
| Paterson to High Bridge | " | " |
| Port Morris to Waterloo | " | " |
| Summit to Madison | " | " |
| Summit to Wyoming | " | " |

Speed of pusher and helping engines running light, or engines with caboose only, on descending grades must not exceed twenty-five miles per hour.

26. So far as relates to passing of trains at Basking Ridge, siding known as Gravel Switch will be considered Basking Ridge.

So far as relates to passing of trains at Lyons, siding at the Stone Crusher will be considered Lyons. Spur track at Lyons station must not be used as passing point.

So far as relates to passing of trains at Cranberry Lake, siding 1500 feet west of Cranberry Lake station, designated by board, will be considered Cranberry Lake.

27. Green fuses only will be used where automatic block signals are in operation. Red and green fuses will be used elsewhere, as prescribed in Rules.

28. When necessary, red fuses must be used in addition to other stop signals to ensure stoppage of a train.

29. On account of limited clearance trainmen are positively forbidden to stand on top of box or stock cars while passing through or under the following overhead structures :

Henderson Street Bridge, Jersey City, approach to coal piers.
Bergen Tunnel.
Tonnele Avenue Bridge, west of Bergen Tunnel.
Hackensack Bridge, Morristown Branch.
Passaic River Bridge (lower deck), Newark.
All Bridges over depressed tracks between Canal Street and 15th Street, Roseville, and at Summit.
Maple Avenue Bridge, west of Grove Street.
Ridgedale Avenue Bridge, west of Madison.
Bridge west of Morris Plains.
Bridge west of Denville.
Bridge east of Rockaway.
Bridge, Prospect street, Dover.
C. R. R. of N. J. Bridge, Wharton.
First bridge west of Hackettstown.
Second bridge west of Hackettstown.
Third bridge west of Hackettstown.
Bridge at Port Murray.
Bridge at Port Colden.
Buttermilk Bridge, east of Broadway
Bridge west of New Village.
Canal Bridge, Stewartville.
Main Street Bridge, Phillipsburg.

BOONTON BRANCH.

Tunnel at Kingsland.
Ridge Road Bridge, west of Kingsland.
Bridge west of West Paterson.
Main Street Bridge, Boonton.—Needle beam under middle of this bridge will not clear a man on side of car between tracks. Trainmen on top of cars are cautioned against sitting with feet hanging over.
Bridge in Boonton freight yard.

PATERSON BRANCH.

Hazle Street Bridge, city of Paterson.

MONTCLAIR BRANCH.

Bridge at Glen Ridge.
All Bridges between Roseville Avenue and Ampere.

HOPATCONG R. R.

Bridge over canal.

PASSAIC AND DELAWARE BRANCH.

Bridge at Lyons.
Bridge at Bernardsville.

DRAW-BRIDGE SIGNALS.

30. Semaphore Interlocking Signals in use at Hackensack and Passaic Bridges on Morristown Branch, and Hackensack, Passaic, Pompton and Dover Bridges on Boonton Branch, are under the control of bridge tenders. All trains must approach at reduced speed prepared to stop should any of the signals be set at danger. Enginemen must know that draw is closed and safe for passage of train before crossing. In absence of signals or when obscured by fog or storm, day or night, enginemen must stop, ascertain cause, and know that bridge is safe before proceeding.

31. Great care is enjoined on all in approaching and passing drawbridges, to prevent accidents. Trains must not stand on draw span under any circumstances. Bridge tenders will report violations of this rule.

Enginemen and firemen must be particular to close ash pans of engines while crossing bridges and trestles, and at stations where tracks are planked between rails. Section Foremen, Foremen of Bridge and Building Department, Bridge Watchmen, Station Masters and Agents must observe whether this rule is obeyed, and promptly report to Superintendent any violation.

JUNCTIONS, CROSSINGS AND SIGNALS.

32. Semaphore interlocking signals are in service at following points: Hoboken Passenger Terminal; Grove street, Hoboken; east end of tunnel; Boonton Branch Junction, at west end of tunnel; Susquehanna Crossing and Bergen Junction; Kearney Junction; Harrison Yard; Newark Passenger Station; Montclair Branch Junction, at Roseville; Erie Crossing at Watsessing; Highland Avenue; South Orange Passenger Yard; Milburn; Summit; West Summit Yard; Morristown; Secaucus Yard, east and west ends; Paterson Branch Junction; Erie Crossing, Mountain View; Rockaway Branch Junction, Den-

ville; Morristown Branch Junction, Denville; East Dover Junction; Dover; Wharton; Chester Branch Junction; Port Morris Yard, east and west ends; Washington Yard, east and west ends. These signals must be observed as provided in book of rules governing use of automatic block and interlocking signals.

33. Westward home interlocking signal at west end of Bergen Tunnel is located on left side of track it governs. Two eastward home signals are provided on Boonton Branch at this junction. When length of train necessitates passing rear home signal to clear New York, Susquehanna & Western Railroad crossing, enginemen will so indicate by one long blast of the whistle. When this rear home signal is clear, a train may approach within 100 feet of advance home signal, but must not proceed further until advance home signal indicates clear unless engineman is given clearance card by towerman.

34. At Grove Street, Hoboken, high signals are provided for freight track movement, where, according to rules, dwarf signals should be employed.

35. Trains approaching Bergen Tunnel, in either direction, may pass home signals governing movement through the tunnel if at danger, provided a clearance card is issued to engineman by towerman. Clearance card will be issued only when block is unoccupied and signals cannot be operated. Clearance cards must be forwarded to Superintendent at end of each trip.

36. Automatic block signals are numbered; Interlocking home signals are not numbered.

SUSSEX BRANCH.

JUNCTIONS AND R. R. CROSSINGS.

37. Disc signals are in use on Lehigh & Hudson R. R. at Andover Junction, and L. & N. E. R. R. at Augusta. Semaphore signals are in use at N. Y., S. & W. R. R. crossings on Franklin Furnace line and on Branchville line west of Branchville Junction, and at Lehigh & Hudson R. R. crossing south of Franklin Furnace. All trains must stop at stopping posts, and not proceed until proper signals are given, and way known to be clear. In absence of signal trains will cross only under protection of flag. At junction of Sussex R. R. and N. Y., S. & W. R. R., south of Franklin Furnace, trains will be governed by switch tender, and must be prepared to stop in case switches are not right. Normal position of switch at Branchville Junction is for the Franklin Furnace line.

SPECIAL PROTECTION OF TRAINS, BRIDGES AND TRACK.

38. The protection of trains from accident during storms, and the track and bridges from being endangered by sudden and heavy rains, rise in streams, and land-slides is of the greatest importance, and all employes in the operating department must familiarize themselves with following instructions:

39. Whenever there is a severe storm, high wind, or sudden rise of streams in the vicinity of a station either in the night or day time, agents, telegraph operators and watchmen must report at once to Roadmaster and Superintendent; they will also see that track foremen are on hand with their men to examine and protect track.

40. Agents and track foremen at stations where there is no telegraph office, must obey this strictly, sending report of any actual or threatened damage to nearest telegraph station by a trackman or other reliable person.

41. Station employes must carefully examine main track and sidings, switches and cars at their stations during storms and high wind, both in the day and night time and will remain on duty until excused.

42. Trains overtaken between stations by such storms or indications of damage from high water will proceed with the greatest caution and under such control that they can readily stop after coming in sight of any obstruction or washout, in time to prevent accident. Stop and examine bridges and culverts, and other places liable to be injured by high water in streams or heavy rain-falls, until arrival at a telegraph station, where they will report and receive instructions before proceeding.

43. Track foremen will, in all such cases, get their men immediately and proceed over their sections, carefully examining all bridges, culverts and openings, and track exposed to damage by high water, and if any place is found unsafe, or liable to become so, will leave men to stop approaching trains; reporting conditions as found from nearest telegraph station.

44. Train dispatchers, on receiving reports of such storms, etc., must hold trains approaching the danger, until track is known to be safe; and notify heads of departments concerned, giving full information.

45. Bridgemen will make prompt inquiry in such cases without waiting to be called, and ascertain where their service are needed.

Special Rules Governing Movement of Trains between Hoboken and Hackensack Bridge, on Morristown Branch, and Pen Horn Bridge on Boonton Branch.

46. Movement of trains through Bergen Tunnel on reverse track, when necessary, will be handled by the towerman at west end of Tunnel. Instructions issued by him to directors or levermen at Hoboken Terminal and Grove street towers, and to operators at east end of Tunnel, and at N. Y. S. & W. crossing tower, will be transmitted by them to conductors and engine-men, who will obey the same.

When necessary to operate trains in Bergen Tunnel on reversed track, a light engine must be sent through tunnel before making the movement, and run not to exceed five (5) miles per hour, notifying employes in tunnel that such movement is to be made; also notifying towerman at each end of tunnel that employes have been so advised. Towerman must not permit trains to enter tunnel until so advised. When track is ready for normal movement, a light engine will be sent through tunnel and run not to exceed five (5) miles per hour, advising employes in tunnel to this effect; also notifying towerman at each end of tunnel.

47. Westward trains must reduce speed to ten miles per hour at white marker light 600 feet from west end of tunnel. Eastward trains must reduce speed to ten miles per hour at white marker light 600 feet from east end of tunnel.

48. Trains in either direction must approach signals at the tunnel at low speed.

49. Engine bell must be rung while trains are passing through tunnel in either direction, and a sharp lookout kept for danger signals.

50. Two or more red lights must be displayed on rear end of rear car of every train, night and day, between Hoboken and Hackensack Bridge, on Morristown Branch and Pen Horn Bridge on Boonton Branch, and passenger cars must be lighted while going through tunnel.

Train baggagemen must have a red light ready for instant service, in case of emergency, when passing through Bergen Tunnel.

Head trainman on freight trains must have a red light ready for instant service on engine when passing through Bergen Tunnel.

51. Should a train be disabled in tunnel, conductor must immediately send a man back, with torpedoes, fusees and other stop signals, to warn any following train and notify towerman at end of tunnel. If opposite track is obstructed, conductor must send baggageman or head trainman forward, with such signal (every train passing through tunnel must be prepared with these for immediate use) to stop approaching trains, notifying operator at end of tunnel of the cause of detention. Trains so stopped will use every possible precaution until such obstruction is removed.

J. G. SICKLES, Train Master.

F. CIZEK, Asst. Train Master.

W. H. BAILEY, Asst. Train Master.

F. M. BENNING, Chief Train Dispatcher.

M. J. McCOWAN, Asst. Chief Train Dispatcher.

HOBOKEN TO EASTON.

WESTWARD.

FIRST-CLASS.

TIME TABLE No. 15-A.

Taking Effect

SUNDAY, JUNE 23, 1907.

| Distance from Hoboken | STATIONS | 351 | 15 | 43 | 45 | 47 | 353 | 475 | 471 | 453 | 479 | 409 | 403 | 1 | 355 | 503 | 709 | 711 | 717 | 3 | 457 | 791 | 459 | 359 | 729 | 23 | 501 | 411 | 477 | 5 | 379 | 361 | 739 | 407 | 405 | 25 | | |
|-----------------------|------------------------|------------|----------|-------|-------|-------|-------------|------------|------------|------------|------------|---------------|------------|-------------|------------|------------|--------------|---------------|--------------|------------|------------|-------------|---------------|--------------|-------------|------------|------------|---------------|--------------|---------------|--------------|------------|-------------|---------------|------------|------------|------|----|
| | | Dover | Pass'ger | Milk | Milk | Milk | Port Morris | Dover | Shop | Dover | Rock-away | Phillips-burg | Easton | Bing-hamton | Dover | Chester | Branch-ville | Phillips-burg | Cran'ry Lake | Limited | Dover | Dover | Paterson | Branch-ville | Dover | Toby-hanna | Mixed | Phillips-burg | Paterson | Thro Pass'ger | Branch-ville | Dover | Newton | Phillips-burg | Easton | Plym'ut | | |
| | | Ex. Monday | Daily | Daily | Daily | Daily | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Daily | Ex. Sunday | Sunday Only | Ex. Sat & Sun | Ex. Sunday | Sunday Only | See Note | Ex. Sunday | Ex. Sunday | Satur'y Only | Daily | Sat'day Only | Ex. Sunday | Sunday Only | Daily | Ex. Sunday | Ex. Sunday | | |
| | HOBOKEN | N | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM |
| 2.2 | N. Y. S. & W. CROSSING | N | 2.25 | 3.30 | 3.40 | 3.50 | | | 6.50 | 7.00 | | | | 8.15 | | | | 9.00 | | 10.15 | 10.35 | 12.01 | 12.35 | | | 1.00 | 1.20 | 1.45 | | 2.15 | | | | | | | | |
| 3.7 | SECAUCUS | N | 2.31 | 3.36 | 3.46 | 3.56 | | | 6.58 | 7.06 | | | | 8.21 | | | | 9.06 | | 10.21 | 10.41 | 12.07 | 12.41 | | | 1.05 | 1.26 | 1.53 | | 2.23 | | | | | | | | |
| 7.5 | KINGSLAND | D | 2.34 | 3.40 | 3.50 | 4.00 | | | 7.02 | 7.09 | | | | 8.24 | | | | 9.09 | | 10.24 | 10.44 | 12.10 | 12.44 | | | 1.08 | 1.29 | 1.56 | | 2.26 | | | | | | | | |
| 8.2 | LYNDEHURST | N | 2.39 | 3.48 | 3.58 | 4.08 | | | 7.08 | 7.15 | | | | 8.29 | | | | 9.15 | | 10.28 | 10.52 | 12.16 | 12.51 | | | 1.13 | 1.34 | 2.03 | | 2.31 | | | | | | | | |
| 9.3 | DELAWANNA | N | | | | | | | 7.18 | | | | | 8.31 | | | | 9.18 | | 10.54 | 12.19 | 12.54 | | | | | | 2.06 | | | | | | | | | | |
| 10.6 | PASSAIC | N | | | | | | | 7.22 | | | | | 8.38 | | | | 9.25 | | 10.33 | 11.00 | 12.25 | 1.00 | | | 1.19 | 1.40 | 2.13 | | 2.36 | | | | | | | | |
| 12.2 | ATHENIA | N | 2.44 | 3.57 | 4.07 | 4.17 | | | | 7.26 | | | | 8.36 | | | | 9.25 | | 10.33 | 11.00 | 12.25 | 1.00 | | | 1.19 | 1.40 | 2.13 | | 2.36 | | | | | | | | |
| 14.7 | PATERSON | N | 2.49 | 4.08 | 4.18 | 4.28 | | | | 7.34 | | | | 8.44 | | | | 9.29 | | 11.03 | 12.28 | 1.02 | | | | | | 2.15 | | | | | | | | | | |
| 15.1 | MILL STREET | N | 2.49 | 4.08 | 4.18 | 4.28 | | | | 7.44 | | | | 8.44 | | | | 9.36 | | 10.38 | 11.08 | 12.33 | 1.08 | | | 1.24 | 1.48 | 2.20 | | 2.40 | | | | | | | | |
| 18.2 | LITTLE FALLS | D | | | | | | | | 7.46 | | | | 8.46 | | | | 9.36 | | 10.38 | 11.08 | 12.33 | 1.08 | | | 1.24 | 1.48 | 2.20 | | 2.40 | | | | | | | | |
| 20.8 | MOUNTAIN VIEW | D | 2.54 | 4.19 | 4.29 | 4.39 | | | | 7.51 | | | | 8.50 | | | | 9.42 | | 10.43 | 11.18 | 12.43 | | | | 1.29 | 1.55 | | 2.45 | | | | | | | | | |
| 22.9 | LINCOLN PARK | N | 2.59 | 4.29 | 4.39 | 4.49 | | | | 8.01 | | | | 8.55 | | | | 9.52 | | 10.48 | 11.30 | 12.55 | | | | 1.35 | 2.04 | | 2.50 | | | | | | | | | |
| 25.2 | TOWACO | N | | | | | | | | 8.06 | | | | 9.02 | | | | 9.57 | | 10.48 | 11.30 | 12.55 | | | | 1.35 | 2.04 | | 2.50 | | | | | | | | | |
| 27.7 | MONTVILLE | N | | | | | | | | 8.12 | | | | 9.02 | | | | 10.03 | | 10.53 | 11.40 | 1.05 | | | | 1.45 | 2.16 | | 3.01 | | | | | | | | | |
| 29.8 | BOONTON | N | 3.08 | 4.50 | 5.00 | 5.10 | | | | 8.20 | | | | 9.06 | | | | 10.09 | | 10.55 | 11.45 | 1.10 | | | | 1.45 | 2.16 | | 3.01 | | | | | | | | | |
| 33.9 | DENVILLE | N | 3.23 | 5.00 | 5.10 | 5.20 | 6.36 | 6.58 | | 8.30 | 8.50 | 8.38 | | 9.14 | 9.56 | | 10.04 | 10.21 | 10.38 | 11.01 | 11.59 | 1.24 | | 1.41 | 1.53 | 1.53 | 2.29 | 3.07 | 3.10 | 3.30 | 3.57 | | 4.57 | | 5.16 | | | |
| 35.6 | ROCKAWAY | D | | | | | | | | 8.38 | | | | 9.18 | | | | 10.26 | | 11.01 | 11.59 | 1.24 | | 1.41 | 1.53 | 1.53 | 2.29 | 3.07 | 3.10 | 3.30 | 3.57 | | 4.57 | | 5.16 | | | |
| 36.8 | EAST DOVER JUNCT. | N | 2.37 | 3.18 | 5.06 | 5.16 | 5.26 | 6.41 | 7.02 | | 8.55 | | | 9.01 | 9.22 | 10.01 | | 10.09 | 10.31 | 10.43 | 11.04 | 12.07 | 1.31 | | 1.46 | 1.58 | 1.58 | 2.38 | 3.11 | 3.13 | 3.35 | 4.02 | | 5.02 | | 5.2 | | |
| 38.1 | DOVER | N | 2.40 | 3.20 | 5.12 | 5.22 | 5.32 | 6.50 | 7.04 | | 8.58 | | | 9.05 | 9.27 | 10.03 | 10.05 | 10.13 | 10.35 | 10.45 | 11.06 | 12.10 | 1.34 | | 1.50 | 2.00 | 2.00 | 2.20 | 2.41 | 3.13 | 3.15 | 3.38 | 4.05 | | 5.06 | | 5.24 | |
| 40.1 | WHARTON | D | | | 5.18 | 5.28 | 5.38 | 6.53 | | | | | | 9.09 | 9.31 | | 10.10 | 10.18 | 10.40 | 10.47 | 11.09 | | | | 1.55 | 2.03 | 2.25 | 2.45 | 3.16 | 3.18 | | 4.10 | | 5.10 | | 5.31 | | |
| 41.8 | CHESTER JUNCTION | N | | | 5.23 | 5.33 | 5.43 | 6.56 | | | | | | 9.12 | 9.33 | | 10.13 | 10.21 | 10.43 | 10.49 | 11.11 | | | | 1.58 | 2.06 | 2.30 | 2.49 | 3.18 | 3.21 | | 4.13 | | 5.12 | | 5.34 | | |
| 43.0 | MT. ARLINGTON | D | 3.27 | 5.30 | 5.40 | 5.50 | 7.00 | | | | | | | 9.17 | 9.37 | | 10.26 | 10.47 | 10.52 | 11.14 | | | | 2.01 | 2.09 | 2.31 | 2.55 | 3.21 | 3.26 | | 4.16 | | 5.16 | | 5.39 | | | |
| 45.5 | LAKE HOPATCONG | D | | | 5.45 | 5.55 | 7.06 | | | | | | | 9.22 | 9.42 | | 10.32 | 10.53 | | | | | | 2.08 | | 2.30 | 3.00 | | 3.32 | | 4.22 | | 5.22 | | 5.44 | | | |
| 46.6 | PORT MORRIS | N | 3.32 | 5.42 | 5.52 | 6.02 | 7.10 | | | | | | | 9.25 | 9.44 | | 10.36 | 10.56 | 11.00 | 11.19 | | | | 2.12 | 2.16 | 2.38 | 3.03 | 3.27 | 3.34 | | 4.24 | | 5.24 | | 5.46 | | | |
| 48.0 | NETCOG | D | | | 5.45 | 5.55 | 6.05 | | | | | | | 9.28 | 9.47 | | 10.59 | | | | | | | 2.12 | 2.16 | 2.38 | 3.03 | 3.27 | 3.34 | | 4.24 | | 5.24 | | 5.46 | | | |
| 51.2 | WATERLOO | N | 3.39 | 5.52 | 6.07 | 6.17 | | | | | | | | 9.35 | 9.54 | | 11.07 | | | | | | | 2.24 | 2.28 | 2.50 | 3.07 | 3.30 | | 4.28 | | 5.28 | | 5.48 | | | | |
| 56.8 | HACKETTSTOWN | N | 3.46 | 6.05 | 6.20 | 6.30 | | | | | | | | 9.47 | 10.04 | | 11.18 | | | | | | | 2.24 | 2.28 | 2.50 | 3.07 | 3.30 | | 4.28 | | 5.28 | | 5.48 | | | | |
| 60.7 | ROCKPORT SIDING | D | 3.50 | 6.12 | 6.27 | 6.37 | | | | | | | | 9.53 | 10.10 | | 11.24 | | | | | | | 2.28 | 2.32 | 2.54 | 3.11 | 3.34 | | 4.31 | | 5.31 | | 5.51 | | | | |
| 63.1 | PORT MURRAY | N | | | 6.18 | 6.33 | 6.43 | | | | | | | 9.58 | 10.15 | | 11.29 | | | | | | | 2.32 | 2.36 | 2.58 | 3.15 | 3.38 | | 4.35 | | 5.35 | | 5.55 | | | | |
| 66.6 | WASHINGTON | N | 3.58 | 6.25 | 6.40 | 6.50 | | | | | | | | 7.10 | 10.08 | 10.25 | 10.21 | | | | | | | 2.36 | 2.40 | 2.62 | 3.19 | 3.42 | | 4.39 | | 5.39 | | 5.59 | | 6.13 | | |
| 71.4 | BROADWAY | D | | | | | | | | | | | | 7.20 | 10.35 | | 11.55 | | | | | | | 2.40 | 2.44 | 2.66 | 3.23 | 3.46 | | 4.43 | | 5.43 | | 6.03 | | | | |
| 72.9 | NEW VILLAGE | N | | | | | | | | | | | | 7.25 | 10.39 | | 11.58 | | | | | | | 2.44 | 2.48 | 2.70 | 3.27 | 3.50 | | 4.47 | | 5.47 | | 6.07 | | | | |
| 75.6 | STEWARTSVILLE | D | | | | | | | | | | | | 7.31 | 10.44 | | 12.04 | | | | | | | 2.48 | 2.52 | 2.74 | 3.31 | 3.54 | | 4.51 | | 5.51 | | 6.11 | | | | |
| 80.3 | PHILLIPSBURG | D | | | | | | | | | | | | 7.42 | 10.56 | | 12.15 | | | | | | | 2.52 | 2.56 | 2.78 | 3.35 | 3.58 | | 4.55 | | 5.55 | | 6.15 | | | | |
| 80.9 | EASTON | Ar | | | | | | | | | | | | 8.10 | 10.59 | | 12.15 | | | | | | | 2.56 | 3.00 | 2.82 | 3.39 | 4.02 | | 4.59 | | 5.59 | | 6.19 | | | | |
| | | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM |
| | | Ex. Monday | Daily | Daily | Daily | Daily | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | See Note | Ex. Sunday | Ex. Sunday | Satur'y Only | Daily | Sat'day Only | Ex. Sunday | Sunday Only | Daily | Ex. Sunday | Ex. Sunday | | |
| | | 351 | 15 | 43 | 45 | 47 | 353 | 475 | 471 | 453 | 479 | 409 | 403 | 1 | 355 | 503 | 709 | 711 | 717 | 3 | 457 | 791 | 459 | 359 | 729 | 23 | 501 | 411 | 477 | 5 | 379 | 361 | 739 | 407 | 405 | 25 | | |

EASTON TO HOBOKEN.

EASTWARD.

FIRST-CLASS.

| | 10 | 350 | 8 | 452 | 454 | 12 | 400 | 474 | 352 | 370 | 456 | 354 | 504 | 372 | 356 | 22 | 478 | 402 | 714 | 14 | 408 | 358 | 26 | 360 | 728 | 506 | 362 | 464 | 2 | 476 | 462 | 466 | 404 | 744 | 4 | 406 | 502 | 364 | | | |
|----------|------------|-------------|---------|------------|------------|---------|------------|------------|------------|--------------|------------|------------|------------|-------------|------------|-----------|------------|------------|-------------|---------|------------|---------|------------|------------|-------------|------------|------------|-----------------|---------|--------------|-------|------------|------------|-------------|------------|-------------|------------|-------------|------------|------------|----|
| | Express | Port Morris | Buffalo | Paterson | Dover | Buffalo | Washington | Denville | Dover | Hackettstown | Dover | Newton | Chester | Branchville | Dover | Tobyhanna | Denville | Easton | Easton | Buffalo | Mixed | Netcong | Plym'uth | Dover | Dover | Chester | Dover | Paterson | Buffalo | Paterson | Dover | Dover | Easton | Dover | Oswego | Washington | Mixed | Branchville | | | |
| | Ex. Sunday | Ex. Sunday | Daily | Ex. Sunday | Ex. Sunday | Daily | Daily | Ex. Sunday | Ex. Sunday | Ex. Sunday | Daily | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | See Note | Ex. Sunday | Ex. Sunday | Sunday Only | Daily | Ex. Sunday | Daily | Ex. Sunday | Ex. Sunday | Sunday Only | Ex. Sunday | Ex. Sunday | Ex. Sat. & Sun. | Daily | Satur'y Only | Daily | Ex. Sunday | Ex. Sunday | Sunday Only | Ex. Sunday | Sunday Only | Ex. Sunday | Sunday Only | Ex. Sunday | Ex. Sunday | |
| | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM |
| Ar | 5.30 | | 6.25 | 6.36 | 7.24 | 7.27 | | | | 8.07 | 8.58 | | | 8.50 | | 9.18 | | | | 10.35 | | | 12.15 | | | | 2.15 | | 3.05 | 3.25 | 4.21 | | | | 4.48 | | | | | | |
| CROSSING | 5.24 | | 6.19 | 6.30 | 7.18 | 7.21 | | | | 8.01 | 8.53 | | | 8.45 | | 9.13 | | | | 10.29 | | | 12.09 | | | | 2.09 | | 3.00 | 3.19 | 4.15 | | | | 4.42 | | | | | | |
| | 5.21 | | 6.16 | 6.27 | 7.15 | 7.18 | | | | 7.58 | 8.50 | | | 8.43 | | 9.11 | | | | 10.26 | | | 12.06 | | | | 2.06 | | 2.58 | 3.15 | 4.12 | | | | 4.39 | | | | | | |
| | 5.16 | | 6.11 | 6.21 | 7.07 | 7.12 | | | | 7.53 | 8.43 | | | 8.38 | | 9.06 | | | | 10.20 | | | 12.02 | | | | 2.00 | | 2.53 | 3.09 | 4.06 | | | | 4.34 | | | | | | |
| | | | 6.19 | 7.05 | | | | | | 7.51 | 8.40 | | | | | | | | | | | | PM | | | | 1.56 | | 3.07 | 4.03 | | | | | | | | | | | |
| | 5.13 | | 6.16 | 7.02 | | | | | | 8.37 | | | | | | | | | | | | | | | | | 1.52 | | 2.50 | 3.04 | 4.00 | | | | | | | | | | |
| | 5.11 | | 6.06 | 6.18 | 6.59 | 7.07 | | | | 7.47 | 8.33 | | | 8.33 | | 9.01 | | | | 10.14 | | | 11.58 | | | | 1.48 | | 2.47 | 3.00 | 3.56 | | | | 4.28 | | | | | | |
| | | | 6.10 | 6.56 | | | | | | 8.25 | | | | | | | | | | | | | | | | 1.48 | | 2.45 | 2.56 | 3.50 | | | | | | | | | | | |
| | 5.06 | | 6.00 | 6.05 | 6.51 | 7.02 | | | | 7.42 | 8.20 | | | 8.29 | | 8.56 | | | | 10.07 | | | 11.53 | | | | 1.38 | | 2.30 | 2.51 | 3.44 | | | | 4.23 | | | | | | |
| | | | 6.08 | 6.48 | | | | | | 8.16 | | | | | | | | | | | | | | | | | | | 2.47 | 3.39 | | | | | | | | | | | |
| | 5.01 | | 5.50 | 6.43 | 6.56 | | | | | 7.38 | 8.12 | | | 8.24 | | 8.51 | | | | 10.00 | | | 11.48 | | | | | | 2.48 | 3.33 | | | | | 4.17 | | | | | | |
| NEW | | | | 6.38 | | | | | | 8.07 | | | | | | | | | | | | | | | | | | | 2.38 | 3.27 | | | | | | | | | | | |
| K | 4.56 | | 5.43 | 6.34 | 6.50 | | | | | 7.31 | 8.03 | | | 8.19 | | 8.46 | | | | 9.54 | | | 11.43 | | | | | 2.33 | 3.22 | | | | | 4.10 | | | | | | | |
| | | | | 6.30 | | | | | | 7.59 | | | | | | | | | | | | | | | | | | 2.29 | 3.17 | | | | | | | | | | | | |
| | | | 5.36 | 6.26 | | | | | | 7.54 | | | | | | | | | | | | | | | | | | 2.24 | 3.12 | | | | | | | | | | | | |
| | 4.47 | | 5.34 | 6.22 | 6.40 | | | | | 7.22 | 7.50 | | | 8.11 | | 8.37 | | | | 9.44 | | | 11.34 | | | | | 2.20 | 3.08 | | | | | | | | | | | | |
| | 4.40 | f 4.54 | 5.28 | 6.11 | 6.33 | | | 6.55 | 6.56 | 7.13 | 7.35 | 7.35 | | 8.04 | 8.18 | 8.30 | 8.45 | 8.48 | 8.48 | 9.35 | | | 9.57 | 11.25 | 11.29 | 11.29 | 12.59 | 1.56 | 2.08 | 2.56 | 2.56 | 2.57 | 3.52 | | | | 6.36 | | | | |
| | | | | 6.06 | | | | 6.50 | | 7.27 | | | | | | 8.40 | | | | 9.31 | | | 11.21 | | | | | 2.03 | 2.51 | | | | | | | | | | | | |
| JUNC. | 4.36 | 4.46 | 5.23 | 6.02 | 6.28 | | | 6.41 | 6.51 | 7.08 | 7.23 | 7.30 | | 8.00 | 8.13 | 8.26 | | 8.43 | 8.43 | 9.27 | | | 9.52 | 11.17 | 11.24 | 11.24 | 12.54 | 1.52 | 1.58 | 2.47 | 2.50 | 2.51 | 3.47 | | | | 6.32 | | | | |
| | 4.34 | 4.43 | 5.20 | 6.00 | 6.25 | | | 6.38 | 6.48 | 7.05 | 7.20 | 7.27 | 7.50 | 7.58 | 8.10 | 8.24 | | 8.40 | 8.40 | 9.24 | | | 9.49 | 11.14 | 11.20 | 11.20 | 12.50 | 1.49 | 1.55 | 2.42 | 2.47 | 2.47 | 3.45 | | | 5.00 | 6.30 | | | | |
| | 4.30 | f 4.38 | 5.16 | 6.21 | | | | 7.01 | | 7.23 | 7.45 | 7.53 | | 8.21 | | 8.35 | 8.35 | 9.19 | | 9.46 | 11.09 | | | | | 12.45 | 1.43 | | | 2.42 | | | 3.39 | | | 4.50 | 6.05 | | | | |
| CTION. | 4.27 | 4.35 | 5.14 | 6.19 | | | | 6.58 | | 7.20 | 7.42 | 7.51 | | 8.19 | | 8.32 | 8.32 | 9.17 | | 9.43 | 11.07 | | | | | 12.42 | 1.41 | | | 2.39 | | | 3.37 | | | 4.45 | 6.00 | | | | |
| DN. | 4.25 | f 4.30 | 5.12 | 6.16 | | | | 6.56 | | 7.17 | | 7.48 | | 8.17 | | 8.27 | 8.27 | 9.14 | | 9.40 | 11.04 | | | | | | f 1.38 | | | 2.34 | | | 3.35 | | | | 5.56 | | | | |
| ONG. | | f 4.23 | | | | | | 6.51 | | 7.11 | | 7.42 | | 8.16 | | 8.20 | 8.20 | 9.08 | | 9.34 | 10.59 | | | | | | 1.33 | | | 2.28 | | | | | | | 5.50 | | | | |
| | 4.20 | 4.20 | 5.07 | 6.11 | | | | 6.49 | | 7.08 | | 7.40 | | 8.12 | | 8.18 | 8.18 | 9.08 | | 9.32 | 10.57 | | | | | | 1.30 | | | 2.26 | | | 3.29 | | | | | 5.44 | | | |
| | 4.18 | | 5.05 | 6.09 | | | | 6.47 | | | | | | 8.10 | | 8.14 | 8.14 | 9.06 | | | 10.55 | | | | | | 1.27 | | | 2.18 | | | 3.27 | | | | | | | | |
| | 4.12 | | 4.59 | 6.03 | | | | f 6.40 | | | | | | 8.04 | | 8.07 | 8.07 | 9.00 | | | 10.48 | | | | | | 1.21 | | | f 2.08 | | | 3.22 | | | | | | | | |
| WN. | 4.04 | | 4.51 | 5.55 | | | | 6.30 | | | | | | 7.55 | | 7.57 | 7.57 | 8.51 | | | 10.39 | | | | | | 1.12 | | | 1.57 | | | 3.13 | | | | | | | | |
| DING. | 3.59 | | 4.45 | 5.50 | | | | | | | | | | 7.49 | | 7.49 | 7.49 | 8.44 | | | 10.32 | | | | | | 1.04 | | | 1.49 | | | 3.07 | | | | | | | | |
| Y. | | | 4.40 | 5.46 | | | | | | | | | | 7.44 | | 7.45 | 8.40 | | | 10.28 | | | | | | | 1.00 | | | 1.44 | | | | | | | | | | | |
| | 3.50 | | 4.35 | 5.41 | 6.57 | | | | | | | | | 7.42 | | 7.38 | 7.38 | 8.35 | | | 10.22 | | | | | | 12.55 | | | 1.37 | | | 2.58 | 4.57 | | | | | | | |
| | | | | 6.48 | | | | | | | | | | 7.29 | | 7.29 | 9.30 | | | | | | | | | | | | 1.27 | | | 4.48 | | | | | | | | | |
| | | | | 6.44 | | | | | | | | | | f 7.23 | | 7.25 | 9.25 | | | | | | | | | | | | | | | | | | | | | | | | |
| ELLE. | | | | 6.38 | | | | | | | | | | 7.19 | | 7.19 | 9.15 | | | | | | | | | | | | | | | | | | | | | | | | |
| G. | | | | 6.30 | | | | | | | | | | 7.10 | | 7.10 | 9.00 | | | | | | | | | | | | | | | | | | | | | | | | |
| LV. | | | | | | | | | | | | | | 7.05 | | 7.05 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM |
| | Ex. Sunday | Ex. Sunday | Daily | Ex. Sunday | Ex. Sunday | Daily | Daily | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | See Note | Ex. Sunday | Ex. Sunday | Sunday Only | Daily | Ex. Sunday | Daily | Ex. Sunday | Ex. Sunday | Sunday Only | Ex. Sunday | Ex. Sunday | Ex. Sat. & Sun. | Daily | Satur'y Only | Daily | Ex. Sunday | Ex. Sunday | Sunday Only | Ex. Sunday | Sunday Only | Ex. Sunday | Ex. Sunday | | | |

and 3 will stop at Passaic to discharge passengers from points west of Washington.
 will stop on signal at Mount Arlington for New York passengers.
 will stop on signal at Lake Hopatcong and Mount Arlington for New York passengers, and will stop at Netcong
 Passaic to discharge passengers from points west of Washington, and on Saturdays will stop at Passaic to
 ve passengers.
 as which start on Sunday, running over Montclair, Gladstone and Morristown Branches, see pages 12, 13, 14 and 15.
 track at Phillipsburg extends one mile east of station. All trains will use the RIGHT HAND track between this
 and Phillipsburg. The switches at the ends of double track will be left set for eastward trains.
 and 78 meet at end of double track, Phillipsburg.
 l stop at Morristown, Summit and Brick Church to discharge passengers from Scranton and points west.
 is mixed train Port Morris to South Orange.
 will run Mondays only, commencing Monday, June 24.

EASTON TO HOBOKEN.

EASTWARD.

TIME TABLE
No. 15-A.

Taking Effect
SUNDAY, JUNE 23, 1907.

FIRST-CLASS.

SECOND-CLASS.

THIRD-CLASS.

| STATIONS. | FIRST-CLASS. | | | | | | | | | | | | | | SECOND-CLASS. | | | THIRD-CLASS. | | | | | | |
|------------------------|--------------|---------|---------------|---------------|-------------|------------|---------------|-------|------------|-------------|----------|----------|------------|------------|---------------|--------------|--------------|--------------|------------|------------|---------------|--------------|------------|--|
| | 472 | 6 | 792 | 410 | 768 | 366 | 770 | 42 | 368 | 780 | 44 | 46 | 24 | 374 | 52 | 54 | 56 | 66 | 74 | 78 | 62 | 76 | | |
| | Shop | Buffalo | Hack-ettstown | Phillips-burg | Newton | Dover | Cranb'ry Lake | Milk | Dover | Newton | Milk | Milk | Toby-hanna | Dover | Fast Frt | Fast Frt | Fast Frt | Way Frt | Freight | Freight | Thro' Freight | Way Frt | | |
| | Ex. Sunday | Daily | Sunday Only | Daily | Sunday Only | Ex. Sunday | Sunday Only | Daily | Ex. Sunday | Sunday Only | Daily | Daily | See Note | Ex. Sunday | Daily | Daily | Daily | Ex. Monday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | | |
| HOBOKEN | Ar. 6.20 | PM 7.15 | PM 7.40 | PM 8.13 | PM | PM | PM 9.33 | PM | PM | PM 10.22 | PM 10.38 | PM 10.13 | PM | PM | AM 5.05 | AM 6.55 | PM 9.30 | AM 6.00 | PM | PM | PM 11.55 | PM | | |
| N. Y., S. & W. CROS'G. | 6.13 | 7.10 | 7.34 | 8.07 | | | 9.27 | | | 10.16 | 10.30 | 10.09 | | | 4.57 | 6.45 | 9.20 | 5.50 | | | 11.45 | | | |
| SECAUCUS | 6.08 | 7.07 | 7.30 | 8.03 | | | 9.23 | | | 10.12 | 10.25 | 10.06 | | | 4.49 | 6.35 6.00 | 9.05 | 5.30 | | | 11.35 | | | |
| KINGSLAND | 6.00 | 7.02 | 7.24 | 7.58 | | | 9.17 | | | 10.04 | 10.17 | 10.00 | | | 4.37 | 5.48 | 8.45 | 5.20 | | | 11.20 | | | |
| LYNDHURST | | | | 7.56 | | | | | | | | | | | | | | | | | | | | |
| DELAWANNA | | | | 7.53 | | | | | | | | | | | | | | 5.13 | | | | | | |
| PASSAIC | | 6.58 | 7.19 | 7.50 | | | 9.10 | | | 9.54 | 10.08 | 9.54 | | | 4.23 | 5.40 | 8.35 | 4.55 | | | 11.05 | | | |
| ATHENIA | | | | 7.45 | | | | | | | | | | | | | | | | | | | | |
| PATERSON | | 6.54 | 7.13 | 7.40 | | | 8.58 | | | 9.42 | 10.00 | 9.50 | | | 4.12 | 5.30 | 8.25 | 4.30 | | | 10.53 | | | |
| MILL STREET | | | | | | | | | | | | | | | | | | | | | | | | |
| LITTLE FALLS | | 6.49 | 7.05 | 7.32 | | | 8.48 | | | 9.32 | 9.50 | 9.45 | | | 4.00 | 5.20 | 8.10 | 4.00 | | | 10.39 | | | |
| MOUNTAIN VIEW | | | f 7.27 | | | | | | | | | | | | | | | | | | | | | |
| LINCOLN PARK | | 6.44 | 7.00 | f 7.22 | | | 8.35 | | | 9.23 | 9.44 | 9.40 | | | 3.43 | 5.07 | 7.58 | 3.10 | | | 10.24 | | | |
| TOWACO | | | f 7.17 | | | | | | | | | | | | | | | | | | | | | |
| MONTVILLE | | | | 7.12 | | | 8.26 | | | 9.13 | 9.33 | 9.33 | | | 3.27 | 4.50 | 7.42 | | | | | | | |
| BOONTON | | 6.36 | 6.50 | 7.08 | | | 8.23 | | | 9.10 | 9.20 | 9.31 | | | 3.21 | 4.47 | 7.38 | 2.30 | | | 10.02 | | | |
| DENVILLE | | 6.30 | 6.41 | 6.56 | 7.03 | 7.08 | 7.35 | 8.14 | 8.30 | 8.46 | 9.01 | 9.11 | 9.25 | 10.10 | 3.07 | 4.25 | 7.25 | 2.00 | | | 9.48 | 11.00 | | |
| ROCKAWAY | | | | 6.50 | | | | | | | | | | | | | | 1.50 | | | | | | |
| EAST DOVER JUNC. | | 6.27 | 6.37 | 6.46 | 6.58 | 7.03 | 7.30 | 8.09 | 8.25 | 8.41 | 8.56 | 9.06 | 9.21 | 10.05 | 2.57 | 4.19 | 7.18 | 1.35 | | | 9.40 | 10.40 | | |
| DOVER | | 6.25 | 6.35 | 6.43 | 6.55 | 7.00 | 7.23 | 8.06 | 8.22 | 8.38 | 8.52 | 9.02 | 9.19 | 10.03 | 2.50 | 4.16 | 7.15 | 1.30 | | | 9.34 | 10.30 | | |
| HEARTON | | 6.21 | 6.31 | 6.39 | 6.50 | | 7.25 | 8.02 | | 8.33 | 8.48 | 8.58 | 9.16 | | 2.40 | 4.11 | 7.09 | 1.05 | | | 9.29 | 10.00 | | |
| CHESTER JUNCTION | | 6.19 | 6.29 | 6.36 | 6.46 | | 7.23 | 8.00 | | 8.30 | 8.46 | 8.56 | 9.14 | | 2.36 | 4.08 | 7.05 | 12.55 | | | 9.25 | 9.45 | | |
| MT. ARLINGTON | | 6.17 | 6.26 | 6.33 | 6.43 | | 7.20 | 7.57 | | 8.27 | 8.43 | 8.53 | 9.12 | | 2.30 | 4.04 | 7.00 | 12.50 | | | 9.20 | 9.40 | | |
| LAKE HOPATCONG | | | 6.21 | 6.29 | 6.37 | | 7.52 | | | 8.21 | | | | | | | | | | | | | | |
| PORT MORRIS | | 6.13 | 6.19 | 6.27 | 6.35 | | 7.14 | 7.50 | | 8.18 | 8.35 | 8.45 | 9.07 | | 2.20 | 3.55 | 6.45 6.00 | 12.40 | 12.01 | | 10.20 | 9.07 8.05 | 9.30 | |
| NETCONG | | 6.11 | 6.17 | 6.25 | | | 7.40 | | | 8.29 | 8.39 | 9.05 | | | 2.12 | 3.45 | 5.50 | | 11.40 | | 10.10 | | | |
| WATERLOO | | 6.05 | 6.09 | 6.19 | | | 7.33 | | | 8.22 | 8.32 | 8.59 | | | 2.02 | 3.32 | 5.40 | | 11.15 | | 9.45 | 7.33 | | |
| HACKETTSTOWN | | 5.53 | 6.00 | 6.04 | | | 7.10 | | | 8.08 | 8.18 | 8.50 | | | 1.45 | 3.12 | 5.25 | | | | 10.45 8.45 | 7.12 | | |
| ROCKPORT SIDING | | 5.53 | | 5.58 | | | 7.04 | | | 7.58 | 8.08 | 8.45 | | | 1.34 | 3.00 | 5.16 | | 10.00 | | 8.35 | 7.00 | | |
| PORT MURRAY | | | | 5.53 | | | | | | 7.53 | 8.03 | | | | 1.26 | 2.52 | 5.10 | | | | 8.20 | 6.52 | | |
| WASHINGTON | | 5.45 | | 5.46 | | | 6.55 | | | 7.45 | 7.55 | 8.37 | | | 1.15 | 2.40 | 5.00 | | | | 8.05 7.45 | 6.40 | | |
| BROADWAY | | | | 5.33 | | | | | | | | | | | | | | | 8.40 | | | 7.30 | | |
| NEW VILLAGE | | | | 5.29 | | | | | | | | | | | | | | | | 8.30 | | 7.10 | | |
| STEWARTSVILLE | | | | 5.26 | | | | | | | | | | | | | | | | 8.20 | | 7.00 | | |
| PHILLIPSBURG | | | | 5.15 | | | | | | | | | | | | | | | | 8.00 | | 6.45 | | |
| EASTON | Lv. | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | AM | AM | PM | AM | AM | | PM | PM | PM | |
| | Ex. Sunday | Daily | Sunday Only | Daily | Sunday Only | Ex. Sunday | Sunday Only | Daily | Ex. Sunday | Sunday Only | Daily | Daily | See Note | Ex. Sunday | Daily | Daily | Daily | Ex. Monday | Ex. Sunday | | Ex. Sunday | Daily | Ex. Sunday | |
| | 472 | 6 | 792 | 410 | 768 | 366 | 770 | 42 | 368 | 780 | 44 | 46 | 24 | 374 | 52 | 54 | 56 | 66 | 74 | | 78 | 62 | 76 | |

which start on Sunday, running over Montclair, Gladstone and Morristown Branches, see pages 12, 13, 14 and 15.
 Stop at Lake Hopatcong on Sundays.
 Stop at Montville, Towaco, Lincoln Park, Mountain View, Little Falls, Delawanna, Kingsland and Secaucus
 78.
 at Phillipsburg extends one mile east of station. All trains will use the RIGHT HAND track between this
 Phillipsburg. The switches at the ends of double track will be left set for eastward trains.
 78 meet at end of double track, Phillipsburg.
 on Fridays and Sundays only, commencing Sunday, June 23.