

# Lehigh Valley Railroad

## FREIGHT TRAIN BOOK

NO. 1

\$9.00

IN EFFECT DECEMBER 1, 1939

### Condensed Westbound L.V. Schedule Through Trains

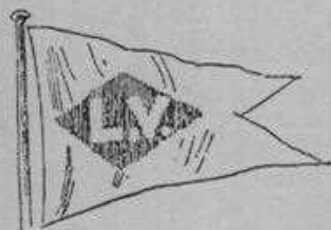
|                    | NYB-1<br>Ex. Sun. | JS-1<br>Ex. Sun. | MB-1<br>Ex. Mon. | JB-1<br>Daily | JK-1<br>Ex. Mon. | PM-1<br>Ex. Sun. |
|--------------------|-------------------|------------------|------------------|---------------|------------------|------------------|
| Oak Island .....   |                   |                  |                  |               |                  |                  |
| Easton .....       |                   |                  |                  |               |                  |                  |
| Bethlehem .....    |                   |                  |                  |               |                  |                  |
| E. Penn. Jct. .... |                   |                  |                  |               |                  |                  |
| Packerton .....    |                   |                  |                  |               |                  |                  |
| Packerton .....    |                   |                  |                  |               |                  |                  |
| Wilkes-Barre ..    |                   |                  |                  |               |                  |                  |
| Coxton .....       |                   |                  |                  |               |                  |                  |
| Coxton .....       |                   |                  |                  |               |                  |                  |
| Towanda .....      |                   |                  |                  |               |                  |                  |
| Sayre .....        |                   |                  |                  |               |                  |                  |
| Sayre .....        |                   |                  |                  |               |                  |                  |
| Manchester .....   |                   |                  |                  |               |                  |                  |
| Manchester .....   |                   |                  |                  |               |                  |                  |
| Rochester .....    |                   |                  |                  |               |                  |                  |
| Buffalo .....      |                   |                  |                  |               |                  |                  |
| Susp. Bridge ...   |                   |                  |                  |               |                  |                  |



|                      | YK-1<br>Ex. Sun. | ED-1<br>Ex. Mon. | KW-1<br>Ex. Mon. | KF-1<br>Daily | OF-1<br>Daily | OF-3<br>Daily |
|----------------------|------------------|------------------|------------------|---------------|---------------|---------------|
| Perth Amboy .....Lv. | 7.00P            |                  |                  |               |               |               |
| Easton .....Lv.      | 11.15P           | 1.15A            |                  |               |               |               |
| Bethlehem .....Lv.   |                  | 2.30A            |                  |               |               |               |

### FLOAT SCHEDULES New York Harbor

| PIERS                    | EASTBOUND               |                       | WESTBOUND            |                          |
|--------------------------|-------------------------|-----------------------|----------------------|--------------------------|
|                          | Leave<br>Jersey<br>City | Arrive<br>New<br>York | Leave<br>New<br>York | Arrive<br>Jersey<br>City |
| Pier 8, North River..... | 4.45A                   | 5.00A                 | 5.15P                | 5.30P                    |
|                          | 5.00A                   | 5.15A                 | 7.15P                | 7.30P                    |
|                          | 7.30A                   | 7.45A                 |                      |                          |



ED GARDNER  
Volume 15

# Lehigh Valley Railroad

## FREIGHT TRAIN BOOK

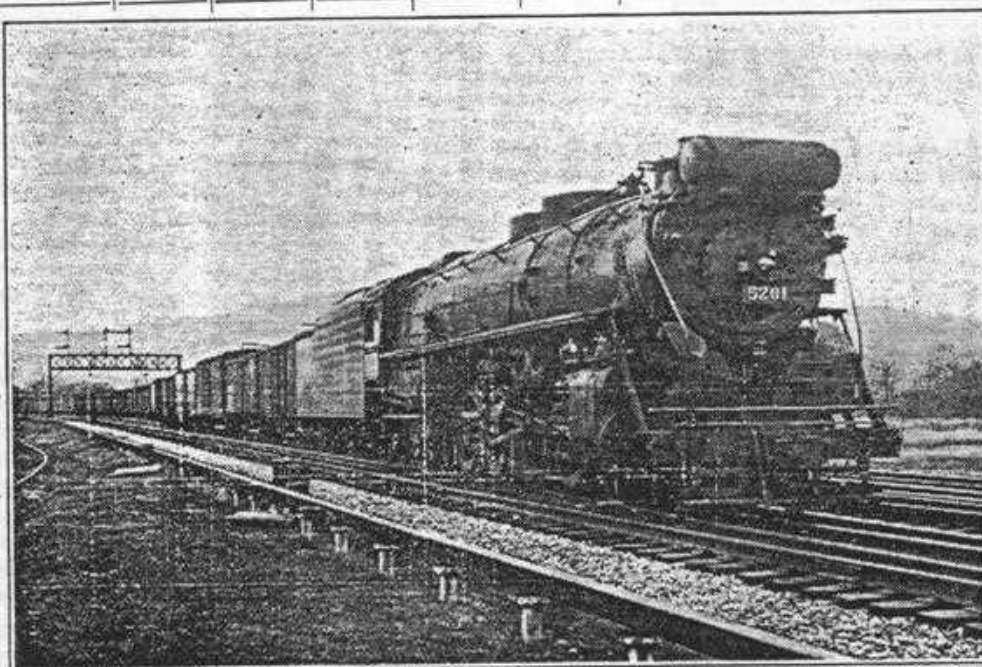
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### Condensed Westbound L.V. Schedule Through Trains

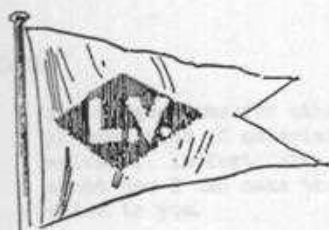
|                  | NYB-1<br>Ex.Sun. | JS-1<br>Ex.Sun. | MB-1<br>Ex.Mon. | JB-1<br>Daily | JK-1<br>Ex.Mon. | PM-1<br>Ex.Sun. |
|------------------|------------------|-----------------|-----------------|---------------|-----------------|-----------------|
| Oak Island ..... |                  |                 |                 |               |                 |                 |
| Easton .....     |                  |                 |                 |               |                 |                 |
| Bethlehem .....  |                  |                 |                 |               |                 |                 |
| E. Penn Jet..... |                  |                 |                 |               |                 |                 |
| Packerton .....  |                  |                 |                 |               |                 |                 |
| Packerton .....  |                  |                 |                 |               |                 |                 |
| Wilkes-Barre ..  |                  |                 |                 |               |                 |                 |
| Coxton .....     |                  |                 |                 |               |                 |                 |
| Coxton .....     |                  |                 |                 |               |                 |                 |
| Towanda .....    |                  |                 |                 |               |                 |                 |
| Sayre .....      |                  |                 |                 |               |                 |                 |
| Sayre .....      |                  |                 |                 |               |                 |                 |
| Manchester ..... |                  |                 |                 |               |                 |                 |
| Manchester ..... |                  |                 |                 |               |                 |                 |
| Rochester .....  |                  |                 |                 |               |                 |                 |
| Buffalo .....    |                  |                 |                 |               |                 |                 |
| Susp. Bridge ... |                  |                 |                 |               |                 |                 |



|                      | YK-1<br>Ex.Sun. | ED-1<br>Ex.Mon. | KW-1<br>Ex.Mon. | KF-1<br>Daily | OF-1<br>Daily | OF-3<br>Daily |
|----------------------|-----------------|-----------------|-----------------|---------------|---------------|---------------|
| Perth Amboy .....Lv. | 7.00P           | .....           | .....           | .....         | .....         | .....         |
| Easton .....Lv.      | 11.15P          | 1.15A           | .....           | .....         | .....         | .....         |
| Bethlehem .....Lv.   | .....           | 2.30A           | .....           | .....         | .....         | .....         |

### FLOAT SCHEDULES New York Harbor

| PIERS                    | EASTBOUND               |                         | WESTBOUND               |                          |
|--------------------------|-------------------------|-------------------------|-------------------------|--------------------------|
|                          | Leave<br>Jersey<br>City | Arrive<br>New<br>York   | Leave<br>New<br>York    | Arrive<br>Jersey<br>City |
| Pier 8, North River..... | 4.45A<br>5.00A<br>7.30A | 5.00A<br>5.15A<br>7.45A | 5.15P<br>7.15P<br>..... | 5.30P<br>7.30P<br>.....  |



ED GARDNER  
Volume 15

*Lehigh Valley  
Pier 8 North River  
foot of Rector St.  
N. Y.*



*Lehigh Valley  
Tug and Carfloat  
enroute to  
Jersey City*



## The Lehigh Valley's New York Harbor Facilities

The Lehigh Valley maintains the following freight stations in the New York Harbor district:

### MANHATTAN

- Pier 8, North River, at the foot of Rector Street, convenient to lower downtown.
- Pier 34, North River, at the foot of Canal Street, convenient to manufacturing and wholesale districts.
- Pier 66, North River, at the foot of West 27th Street, convenient to midtown wholesale, retail and manufacturing districts. Adjacent yards are equipped with team tracks for direct delivery from cars to trucks and vice versa.
- Pier 44, East River, at the foot of Jackson Street, convenient to lower Manhattan business districts.
- Pier 97, East River, at the foot of East 47th Street, serving the midtown retail and wholesale districts.
- East 124th Street Station, at East 124th Street and Harlem River, serving the uptown districts.
- Beach Street Station, an inland station on Beach Street between Greenwich and Hudson Streets.
- Washington Street Station, an inland station on Washington Street, between Watts and Canal Streets.

### BRONX TERMINAL

- Bronx Terminal, at East 149th Street and Harlem River, serving the Borough of the Bronx. This terminal has team tracks for direct loading from cars to trucks and vice versa.

### BROOKLYN

- Pier 5, Wallabout Basin, serving the Borough of Brooklyn, including the manufacturing and retail districts of the Williamsburg section.

Lehigh Valley freight also is handled by Bush Terminal; Atlantic, Baltic and Fulton Terminals of the New York Dock Company, Jay Street Terminal and Brooklyn Eastern District Terminal, serving all sections of Brooklyn; and Queensboro Terminal, Long Island City.

### JERSEY CITY

- Jersey City Terminal, consisting of nine piers (Piers A to I, inclusive) jutting into the Hudson River basin, opposite Wall Street.
- Claremont Terminal, the Lehigh Valley's new ocean freight terminal on New York Bay opposite lower Manhattan.
- National Docks Terminal, on New York Bay; Grand Street Station, Grand Street and Pacific Avenue; and Greenville and Warren Street Stations. In Bayonne, Constable Hook and 22nd Street Stations.

*(Float Schedules, Page 23)*

**November, 1991**

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# **Lehigh Valley Railroad Company**

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## **FREIGHT TRAIN BOOK NO. 1**

**IN EFFECT DECEMBER 1, 1939**

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**SUBJECT TO CHANGE WITHOUT NOTICE**

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The Lehigh Valley Railroad Company assumes no responsibility for the accuracy and maintenance of other lines' schedules, which are shown herein as information only.

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**C. L. GRIM,**  
Supt. Car Service

**Approved:**

**J. N. HAINES,**  
General Manager

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## LEHIGH VALLEY Service Centers

**L** EHIGH VALLEY maintains offices in many of the principal cities of the United States staffed by traffic representatives experienced in the handling of freight and passengers, and prepared to furnish information regarding rates, fares and routes.

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First revision 6-1-40

# EASTBOUND SCHEDULES

## Connecting Service

|                       | Road | Train | Time      | Train | Time      |
|-----------------------|------|-------|-----------|-------|-----------|
| Kansas City .....Lv.  | Wab  | 9S    | 8.20P Su  | 90    | 5.30A M   |
| St. Louis .....Lv.    | Wab  | 9S    | 9.30A M   | 96    | 4.30P M   |
| Chicago .....Lv.      | Wab  | 9S    | 7.30P M   | 96    | 9.00P M   |
| Detroit .....Lv.      | Wab  |       |           |       |           |
| Susp. Bridge .....Ar. | Wab  | 9S    | 8.30P Tu  | 96    | 1.00A W   |
| Deliver .....for      | LV   | SM-2  | 11.00P Tu | SJ-2  | 3.00A W   |
| St. Louis .....Lv.    | Wab  |       |           | 92    | 2.00A Tu  |
| Chicago .....Lv.      | Wab  |       |           | 92    | 7.00A Tu  |
| Detroit .....Lv.      | Wab  |       |           | 92    | 8.30P Tu  |
| Susp. Bridge .....Ar. | Wab  |       |           | 92    | 3.45A W   |
| Deliver .....for      | LV   |       |           | SJ-2  | 5.00A W   |
| Milwaukee .....Lv.    | PM   | MS-2  | 6.00A M   | MS-4  | 8.30P M   |
| Chicago .....Lv.      | PM   | CDF-6 | 10.00P M  |       |           |
| Detroit .....Lv.      | PM   |       |           |       |           |
| Susp. Bridge .....Ar. | PM   | CDF-6 | 7.45P Tu  | MS-4  | 12.15A W  |
| Deliver .....for      | LV   | SM-2  | 9.15P Tu  | SJ-2  | 1.45A W   |
| Detroit .....Lv.      | PM   |       |           | DB-4  | 6.30P Tu  |
| Susp. Bridge .....Ar. | PM   |       |           | DB-4  | 3.30A W   |
| Deliver .....for      | LV   |       |           | SJ-2  | 5.00A W   |
| Milwaukee .....Lv.    | CN   |       |           | 514   | 7.00P M   |
| Chicago .....Lv.      | CN   |       |           | 482   | 10.30P M  |
| Chicago .....Lv.      | CN   |       |           | 492   | 6.00A Tu  |
| Detroit .....Lv.      | CN   |       |           | 482   | 6.45P Tu  |
| Susp. Bridge .....Ar. | CN   |       |           | 482   | 1.45A W   |
| Deliver .....for      | LV   |       |           | SJ-2  | 3.15A W   |
| Chicago .....Lv.      | MC   |       |           | CD-4  | 5.00A Tu  |
| Detroit .....Lv.      | MC   |       |           | CD-4  | 10.30P Tu |
| Susp. Bridge .....Ar. | MC   |       |           | CD-4  | 4.55A W   |
| Deliver .....for      | LV   |       |           | SJ-2  | 5.00A W   |
| Susp. Bridge.....Lv.  | LV   | SM-2  | 2.30A W   | SJ-2  | 6.00A W   |

## From Western Points Via Susp. Bridge

| Train                                       | Time | Train   | Time     | Train   | Time     | Train   | Time     |         |
|---------------------------------------------|------|---------|----------|---------|----------|---------|----------|---------|
| TRAFFIC<br>RECEIVED<br>TOO LATE<br>FOR SJ-2 |      | S2      | 4.15P M  | S2      | 4.15P M  | S2      | 4.15P M  |         |
|                                             |      | S2      | 2.15A Tu | S2      | 2.15A Tu | S2      | 2.15A Tu |         |
|                                             |      | S2      | 1.00P Tu | S2      | 1.00P Tu | S2      | 1.00P Tu |         |
|                                             |      | S2      | 5.00A W  | S2      | 5.00A W  | S2      | 5.00A W  |         |
|                                             |      | S2      | 1.00P W  | S2      | 1.00P W  | S2      | 1.00P W  |         |
|                                             |      | SNY-2   | 3.00P W  | SNE-2   | 3.00P W  | SM-4    | 3.00P W  |         |
|                                             |      |         |          |         |          |         |          |         |
|                                             |      |         |          |         |          |         |          |         |
|                                             |      | CDF-2   | 8.45A Tu | CDF-2   | 8.45A Tu | CDF-2   | 8.45A Tu |         |
|                                             |      | CDF-2   | 4.00A W  | CDF-2   | 4.00A W  | CDF-2   | 4.00A W  |         |
|                                             |      | CDF-2   | 12.01P W | CDF-2   | 12.01P W | CDF-2   | 12.01P W |         |
|                                             |      | SNY-2   | 1.30P W  | SNE-2   | 1.30P W  | SM-4    | 1.30P W  |         |
|                                             |      |         |          |         |          |         |          |         |
|                                             |      |         |          |         |          |         |          |         |
|                                             |      | 526     | 8.30A Tu | 526     | 8.30A Tu | 526     | 8.30A Tu |         |
|                                             |      | 484     | 2.00P Tu | 484     | 2.00P Tu | 484     | 2.00P Tu |         |
|                                             |      | 490     | 6.00P Tu | 490     | 6.00P Tu | 490     | 6.00P Tu |         |
|                                             |      | 484     | 7.35A W  | 484     | 7.35A W  | 484     | 7.35A W  |         |
|                                             |      | 484     | 1.30P W  | 484     | 1.30P W  | 484     | 1.30P W  |         |
|                                             |      | SNY-2   | 3.00P W  | SNE-2   | 3.00P W  | SM-4    | 3.00P W  |         |
|                                             |      |         |          | JS-2    | 2.00P Tu | JS-2    | 2.00P Tu |         |
|                                             |      |         |          | JS-2    | 6.40A W  | JS-2    | 6.40A W  |         |
|                                             |      |         |          | JS-2    | 2.50P W  | JS-2    | 2.50P W  |         |
|                                             |      |         |          | SNE-2   | 4.00P W  | SM-4    | 4.00P W  |         |
|                                             | SJ-4 | 8.00A W | SNY-2    | 5.45P W | SNE-2    | 6.00P W | SM-4     | 9.00P W |

# CONDENSED EASTBOUND SCHEDULE TO LEHIGH VALLEY STATIONS

## Connecting Service

|                       | Road | Train  | Time      | Train | Time     |
|-----------------------|------|--------|-----------|-------|----------|
| St. Louis .....Lv.    | NKP  |        |           | KC-44 | 5.00P M  |
| Peoria .....Lv.       | NKP  |        |           | PB-6  | 7.30P M  |
| Chicago .....Lv.      | NKP  |        |           |       |          |
| Chicago .....Lv.      | NKP  |        |           |       |          |
| Buffalo .....Ar.      | NKP  |        |           | KC-44 | 12.30A W |
| Deliver .....for      | LV   |        |           | BM-2  | 3.00A W  |
| St. Louis .....Lv.    | NKP  |        |           | ST-96 | 2.00A Tu |
| Indianapolis .....Lv. | NKP  |        |           |       |          |
| Peoria .....Lv.       | NKP  |        |           | PB-12 | 2.00A Tu |
| Chicago .....Lv.      | NKP  | CB-2   | 10.30P M  | CB-12 | 7.00A Tu |
| Cleveland .....Lv.    | NKP  |        |           |       |          |
| Buffalo .....Ar.      | NKP  | CB-2   | 10.30P Tu | CB-12 | 4.00A W  |
| Deliver .....for      | LV   | BP-2   | 12.30A W  | BM-2  | 6.00A W  |
| St. Louis .....Lv.    | NYC  | BFNY-4 | 10.00A M  |       |          |
| Indianapolis .....Lv. | NYC  | BFNY-4 | 11.30P M  |       |          |
| Cincinnati .....Lv.   | NYC  |        |           |       |          |
| Columbus .....Lv.     | NYC  |        |           |       |          |
| Toledo .....Lv.       | NYC  |        |           |       |          |
| Chicago .....Lv.      | NYC  | XN-2   | 7.30P M   | NY-4  | 10.00P M |
| Buffalo .....Ar.      | NYC  | XN-2   | 7.45P Tu  | CB-2  | 2.30A W  |
| Deliver .....for      | LV   | BP-2   | 10.00P Tu | BM-2  | 4.00A W  |
| St. Louis .....Lv.    | NYC  | AdNY-6 | 6.50P M   |       |          |
| Cleveland .....Lv.    | NYC  |        |           |       |          |
| Buffalo .....Ar.      | NYC  | AdNY-6 | 10.45P Tu |       |          |
| Deliver .....for      | LV   | BP-2   | 12.30A W  |       |          |
| Buffalo .....Lv.      | LV   | BP-2   | 2.00A W   | BM-2  | 7.00A W  |

# From Western Points Via Buffalo

| Train | Time      | Train  | Time      | Train  | Time      | Train  | Time      |
|-------|-----------|--------|-----------|--------|-----------|--------|-----------|
|       |           | MB-98  | 10.30A Tu | MB-98  | 10.30A Tu | MB-98  | 10.30A Tu |
|       |           | KB-2   | 11.30A Tu | KB-2   | 11.30A Tu | KB-2   | 11.30A Tu |
|       |           | OB-2   | 12.30P Tu | OB-2   | 12.30P Tu | OB-2   | 12.30P Tu |
|       |           | 2dOB-2 | 6.00P Tu  | 2dOB-2 | 6.00P Tu  | 2dOB-2 | 6.00P Tu  |
|       |           | OB-2   | 3.30P W   | OB-2   | 3.30P W   | OB-2   | 3.30P W   |
|       |           | BNY-2  | 4.45P W   | BNE-2  | 6.00P W   | BJ-4   | 6.00P W   |
|       |           |        |           |        |           |        |           |
|       |           |        |           |        |           | IB-64  | 7.00P Tu  |
|       |           |        |           |        |           |        |           |
| CD-54 | 7.00P Tu  |        |           |        |           |        |           |
| CD-54 | 5.00A W   |        |           |        |           | IB-64  | 5.45P W   |
| BM-4  | 7.00A W   |        |           |        |           | BJ-4   | 8.15P W   |
|       |           |        |           |        |           |        |           |
| SLD-6 | 2.30A Tu  |        |           |        |           |        |           |
|       |           |        |           | ON-2   | 5.30P Tu  | ON-2   | 5.30P Tu  |
|       |           |        |           | ON-2   | 5.15P Tu  | ON-2   | 5.15P Tu  |
|       |           |        |           | CL-2   | 7.30P Tu  | CL-2   | 7.30P Tu  |
|       |           |        |           | CW-10  | 11.30P Tu | CW-10  | 11.30P Tu |
|       |           |        |           |        |           |        |           |
| SLD-6 | 6.55A W   |        |           | CW-10  | 3.00P W   | CW-10  | 3.00P W   |
| BM-4  | 7.00A W   |        |           | BNE-2  | 6.00P W   | BJ-4   | 6.00P W   |
|       |           |        |           |        |           |        |           |
| NY-6  | 6.50P M   |        |           |        |           |        |           |
| NY-6  | 10.45P Tu |        |           |        |           |        |           |
| NY-6  | 5.00A W   |        |           |        |           |        |           |
| BM-4  | 7.00A W   |        |           |        |           |        |           |
|       |           |        |           |        |           |        |           |
| BM-4  | 9.00A W   | BNY-2  | 6.25P W   | BNE-2  | 7.30P W   | BJ-4   | 11.15P W  |

# CONDENSED EASTBOUND SCHEDULE TO LEHIGH VALLEY R.R. POINTS

| Trains              | SM-2<br>BP-2                | SJ-2<br>BM-2 | SJ-4<br>BM-4 | SNE-2<br>BNE-2 | SM-4<br>BJ-4 |
|---------------------|-----------------------------|--------------|--------------|----------------|--------------|
| Lv. Susp. Bridge... | 2.30A W                     | 6.00A W      | 8.00A W      | 6.00P W        | 9.00P W      |
| Lv. Buffalo .....   | 2.00A W                     | 7.00A W      | 9.00A W      | 7.30P W        | 11.15P W     |
| Ar. Rochester ....  | 7.45A W                     | 5.00A Th     | 5.00A Th     | 5.00A Th       | 5.00A Th     |
| Ar. Geneva .....    | 9.45P W                     | 9.45P W      | 9.45P W      | 7.30A Th       | 7.30A Th     |
| Ar. Auburn .....    | 11.30A Th                   | 11.30A Th    | 11.30A Th    | 11.30A Th      | 11.30A Th    |
| Ar. Ithaca .....    | 11.00P W                    | 11.00P W     | 11.00P W     | 11.30A Th      | 11.30A Th    |
| Ar. Cortland .....  | 6.00A Th                    | 6.00A Th     | 6.00A Th     | 6.00A F        | 6.00A F      |
| Ar. Elmira .....    | 7.00A Th                    | 7.00A Th     | 7.00A Th     | 7.00A F        | 7.00A F      |
| Ar. Wilkes Barre .  | 2.45A Th                    | 2.45A Th     | 2.45A Th     | 8.00A Th       | 2.45A F      |
| Ar. Hazleton .....  | 5.30A Th                    | 5.30A Th     | 5.30A Th     | 5.30A F        | 5.30A F      |
| Ar. Mahanoy City.   | 8.00A Th                    | 8.00A Th     | 8.00A Th     | 8.00A F        | 8.00A F      |
| Ar. Shenandoah ..   | 8.00A Th                    | 8.00A Th     | 8.00A Th     | 8.00A F        | 8.00A F      |
| Ar. Lehighton ....  | 4.00A Th                    | 4.00A Th     | 4.00A Th     | 4.00A F        | 4.00A F      |
| Ar. Allentown ...   | 5.00A Th                    | 5.00A Th     | 5.00A Th     | 5.00A F        | 5.00A F      |
| Ar. Bethlehem ...   | 10.15P W                    | 2.45A Th     | 2.45A Th     | 10.15P Th      | 10.15P Th    |
| Ar. Easton .....    | 4.00A Th                    | 4.00A Th     | 7.00A Th     | 4.00A F        | 4.00A F      |
| Ar. Phillipsburg .. | 5.00A Th                    | 5.00A Th     | 8.00A Th     | 5.00A F        | 5.00A F      |
| Ar. Perth Amboy..   | 7.00A Th                    | 7.00A Th     | 7.00A F      | 7.00A F        | 7.00A F      |
| Ar. Newark .....    | 3.00A Th                    | 3.00A Th     | 8.00A Th     | 12.01A F       | 12.01A F     |
| Ar. Grand St. J. C. | 3.00A Th                    | 3.00A Th     | 8.00A Th     | 12.01A F       | 12.01A F     |
| Ar. New York ....   | See float schedule page 14. |              |              |                |              |

## Connecting Service

|                         | Road | Train  | Time      | Train   | Time      |
|-------------------------|------|--------|-----------|---------|-----------|
| Susp. Bridge.....Lv.    | LV   | SM-2   | 2.30A W   | SJ-2    | 6.00A W   |
| Buffalo .....Lv.        | LV   | BP-2   | 2.00A W   | BM-2    | 7.00A W   |
| Towanda                 |      |        |           |         |           |
| Deliver S&NY .....from  | LV   | Local  | 9.30A Th  | Local   | 9.30A Th  |
| Towanda .....Lv.        | S&NY | TW-2   | 9.30A Th  | TW-2    | 9.30A Th  |
| Philadelphia .....Ar.   | Rdg. | 2NP-6  | 4.00A F   | 2NP-6   | 4.00A F   |
| East Penn Jet.          |      |        |           |         |           |
| Deliver Rdg. ....from   | LV   | BP-2   | 10.00P W  | SJ-2    | 11.59P W  |
| East Penn Jet.....Lv.   | Rdg. | JL-1   | 1.20A Th  | JL-1    | 1.20A Th  |
| Reading .....Ar.        | Rdg. | JL-1   | 3.00A Th  | JL-1    | 3.00A Th  |
| Lancaster .....Ar.      | Rdg. | RLA-2  | 6.30A Th  | RLA-2   | 6.30A Th  |
| Deliver Rdg. ....from   | LV   | BP-2   | 10.00P W  | SJ-4    | 2.15A Th  |
| East Penn Jet.....Lv.   | Rdg. | AD-4   | 10.30P W  | AP-2    | 4.15A Th  |
| Chester .....Ar.        | Rdg. | AD-4   | 4.00A Th  | Pullout | 10.00A Th |
| Philadelphia .....Ar.   | Rdg. | AD-4   | 5.00A Th  | AP-2    | 8.30A Th  |
| Bethlehem               |      |        |           |         |           |
| Deliver Rdg. ....from   | LV   | BP-2   | 10.30P W  | SJ-2    | 11.00P W  |
| Bethlehem .....Lv.      | Rdg. | BP-2   | 12.01A Th | BP-2    | 12.01A Th |
| Philadelphia .....Ar.   | Rdg. | BP-2   | 3.01A Th  | BP-2    | 3.01A Th  |
| Deliver Rdg. ....from   | LV   | BP-2   | 10.30P W  | SJ-2    | 11.00P W  |
| Bethlehem .....Lv.      | Rdg. | BP-2   | 12.01A Th | BP-2    | 12.01A Th |
| Atlantic City .....Ar.  | PRSL | CA-297 | 1.01P Th  | CA-297  | 1.01P Th  |
| Wilkes-Barre            |      |        |           |         |           |
| Deliver CNJ.....from    | LV   | BP-2   | 5.00P W   | MC-2    | 9.00A Th  |
| Wilkes-Barre .....Lv.   | CNJ  | CJ-4   | 6.00P W   | CJ-2    | 10.10A Th |
| Somerville .....Ar.     | CNJ  | AJ-4   | 10.00A Th | AJ-4    | 10.00A F  |
| Plainfield .....Ar.     | CNJ  | CJ-4   | 4.00A Th  | CJ-2    | 11.00P Th |
| Elizabeth .....Ar.      | CNJ  | Drill  | 6.00A Th  | Drill   | 4.00A F   |
| Bayonne .....Ar.        | CNJ  | CJ-4   | 4.45A Th  | CJ-2    | 12.01A F  |
| Jersey City .....Ar.    | CNJ  | CJ-4   | 5.15A Th  | CJ-2    | 12.30A F  |
| Long Branch .....Ar.    | CNJ  | Extra  | 7.30A Th  | JQ-3    | 6.30A F   |
| Asbury Park .....Ar.    | CNJ  | Extra  | 7.50A Th  | JQ-3    | 7.00A F   |
| Bridgeton .....Ar.      | CNJ  | JS-1   | 7.00A F   | JS-1    | 7.00A Sa  |
| Phillipsburg (See Note) |      |        |           |         |           |
| Deliver CNJ.....from    | LV   | SJ-2   | 1.15A Th  | SJ-2    | 1.15A Th  |
| Phillipsburg .....Lv.   | CNJ  | NJ-4   | 1.45A Th  | NJ-4    | 1.45A Th  |
| Somerville .....Ar.     | CNJ  | AJ-4   | 10.00A Th | AJ-4    | 10.00A Th |
| Plainfield .....Ar.     | CNJ  | NJ-4   | 4.15A Th  | NJ-4    | 4.15A Th  |
| Elizabeth .....Ar.      | CNJ  | Drill  | 6.00A Th  | Drill   | 6.00A Th  |
| Bayonne .....Ar.        | CNJ  | NJ-4   | 5.10A Th  | NJ-4    | 5.40A Th  |
| Jersey City .....Ar.    | CNJ  | NJ-4   | 6.10A Th  | NJ-4    | 6.10A Th  |
| Long Branch .....Ar.    | CNJ  | Extra  | 7.30A Th  | Extra   | 7.30A Th  |
| Asbury Park .....Ar.    | CNJ  | Extra  | 7.50A Th  | Extra   | 7.50A Th  |
| Bridgeton .....Ar.      | CNJ  | JS-1   | 7.00A F   | JS-1    | 7.00A F   |

Note: Schedules via Phillipsburg apply only

# To Reading Co. and CNJ Points

| Train   | Time      | Train                                                                                         | Time    | Train  | Time      | Train  | Time      |
|---------|-----------|-----------------------------------------------------------------------------------------------|---------|--------|-----------|--------|-----------|
| SJ-4    | 8.00A W   | SNY-2                                                                                         | 5.45P W | SNE-2  | 6.00P W   | SM-4   | 9.00P W   |
| BM-4    | 9.00A W   | BNY-2                                                                                         | 6.25P W | BNE-2  | 7.30P W   | BJ-4   | 11.15P W  |
| Local   | 9.30A Th  | SNY-2 & BNY-2<br><br>HANDLE<br><br>NO FREIGHT<br><br>ROUTING<br><br>VIA CNJ OR<br>READING CO. |         | Local  | 9.30A Th  | BJ-4   | 1.30P Th  |
| TW-2    | 9.30A Th  |                                                                                               |         | TW-2   | 9.30A Th  | TW-4   | 2.00P Th  |
| 2NP-6   | 4.00A F   |                                                                                               |         | 2NP-6  | 4.00A F   | NP-10  | 11.30A F  |
| SJ-4    | 2.15A Th  |                                                                                               |         | BP-2   | 10.00P Th | BP-2   | 10.00P Th |
| AL-3    | 11.30A Th |                                                                                               |         | JL-1   | 1.20A F   | JL-1   | 1.20A F   |
| AL-3    | 1.15P Th  |                                                                                               |         | JL-1   | 3.00A F   | JL-1   | 3.00A F   |
| RLA-2   | 6.30A F   |                                                                                               |         | RLA-2  | 6.30A F   | RLA-2  | 6.30A F   |
| SJ-4    | 2.15A Th  |                                                                                               |         | BP-2   | 10.00P Th | BP-2   | 10.00P Th |
| AP-2    | 4.15A Th  |                                                                                               |         | AD-4   | 10.30P Th | AD-4   | 10.30P Th |
| Pullout | 10.00A Th |                                                                                               |         | AD-4   | 4.00A F   | AD-4   | 4.00A F   |
| AP-2    | 8.30A Th  |                                                                                               |         | AD-4   | 5.00A F   | AD-4   | 5.00A F   |
| SJ-4    | 2.45A Th  |                                                                                               |         | BP-2   | 10.30P Th | BP-2   | 10.30P Th |
| 2BP-4   | 3.45A Th  |                                                                                               |         | BP-2   | 12.01A F  | BP-2   | 12.01A F  |
| 2BP-4   | 6.45A Th  |                                                                                               |         | BP-2   | 3.01A F   | BP-2   | 3.01A F   |
| SJ-4    | 2.45A Th  |                                                                                               |         | BNE-2  | 1.15P Th  | BP-2   | 10.30P Th |
| 2BP-4   | 3.45A Th  |                                                                                               |         | 370    | 2.13P Th  | BP-2   | 12.01A F  |
| CA-289  | 5.30A F   |                                                                                               |         | CA-289 | 5.30A F   | CA-297 | 1.01P F   |
| MC-2    | 9.00A Th  |                                                                                               |         | BNE-2  | 9.00A Th  | BJ-4   | 5.00P Th  |
| CJ-2    | 10.10A Th |                                                                                               |         | CJ-2   | 10.10A Th | CJ-4   | 6.00P Th  |
| AJ-4    | 10.00A F  |                                                                                               |         | AJ-4   | 10.00A F  | AJ-4   | 10.00A F  |
| CJ-2    | 11.00P Th |                                                                                               |         | CJ-2   | 11.00P Th | CJ-4   | 4.00A F   |
| Drill   | 4.00A F   |                                                                                               |         | Drill  | 4.00A F   | Drill  | 6.00A F   |
| CJ-2    | 12.01A F  |                                                                                               |         | CJ-2   | 12.01A F  | CJ-4   | 4.45A F   |
| CJ-2    | 12.30A F  |                                                                                               |         | CJ-2   | 12.30A F  | CJ-4   | 5.15A F   |
| JQ-3    | 6.30A F   |                                                                                               |         | JQ-3   | 6.30A F   | Extra  | 7.30A F   |
| JQ-3    | 7.00A F   |                                                                                               |         | JQ-3   | 7.00A F   | Extra  | 7.50A F   |
| JS-1    | 7.00A Sa  |                                                                                               |         | JS-1   | 7.00A Sa  | JS-1   | 7.00A Sa  |
| SJ-4    | 12.30P Th |                                                                                               |         | BNE-2  | 12.30P Th | SJ-2   | 1.15A F   |
| AJ-6    | 1.50P Th  |                                                                                               |         | AJ-6   | 1.50P Th  | NJ-4   | 1.45A F   |
| AJ-6    | 4.00P Th  |                                                                                               |         | AJ-6   | 4.00P Th  | AJ-4   | 10.00A F  |
| AJ-6    | 4.45P Th  |                                                                                               |         | AJ-6   | 4.45P Th  | NJ-4   | 4.15A F   |
| Drill   | 7.00P Th  |                                                                                               |         | Drill  | 7.00P Th  | Drill  | 6.00A F   |
| AJ-6    | 6.30P Th  |                                                                                               |         | AJ-6   | 6.30P Th  | NJ-4   | 5.40A F   |
| AJ-6    | 7.00P Th  |                                                                                               |         | AJ-6   | 7.00P Th  | NJ-4   | 6.10A F   |
| JQ-3    | 6.30A F   |                                                                                               |         | JQ-3   | 6.30A F   | Extra  | 7.30A F   |
| JQ-3    | 7.00A F   |                                                                                               |         | JQ-3   | 7.00A F   | Extra  | 7.50A F   |
| JS-1    | 7.00A F   |                                                                                               |         | JS-1   | 7.00A F   | JS-1   | 7.00A Sa  |

to perishable freight requiring icing at Mahoning

# Connecting Service

|                       | Road | Train | Time      | Train | Time      |
|-----------------------|------|-------|-----------|-------|-----------|
| Susp. Bridge .....Lv. | LV   | SM-2  | 2.30A W   | SJ-2  | 6.00A W   |
| Buffalo .....Lv.      | LV   | BP-2  | 2.00A W   | BM-2  | 7.00A W   |
| Owego                 |      |       |           |       |           |
| Deliver D&H.....from  | LV   | FO-4  | 5.00P W   | FO-4  | 5.00P W   |
| Binghamton .....Lv.   | D&H  | BM-5  | 9.30P W   | BM-5  | 9.30P W   |
| Albany .....Ar.       | D&H  | HT-2  | 9.30A Th  | HT-2  | 9.30A Th  |
| Northampton .....Ar.  | B&M  | ES-2  | 2.30A F   | ES-2  | 2.30A F   |
| Worcester .....Ar.    | B&M  | MW-2  | 4.15A F   | MW-2  | 4.15A F   |
| Fitchburg .....Ar.    | B&M  | ML-2  | 1.45A F   | ML-2  | 1.45A F   |
| Lowell .....Ar.       | B&M  | ML-2  | 3.30A F   | ML-2  | 3.30A F   |
| Lawrence .....Ar.     | B&M  | ML-2  | 4.30A F   | ML-2  | 4.30A F   |
| Boston .....Ar.       | B&M  | RB-2  | 8.00P Th  | RB-2  | 8.00P Th  |
| Portland .....Ar.     | B&M  | MP-2  | 9.30P Th  | MP-2  | 9.30P Th  |
| Coxton (Sibley Jet.)  |      |       |           |       |           |
| Deliver NYO&W...from  | LV   | BP-2  | 6.40P W   | SJ-2  | 6.40P W   |
| Coxton .....Lv.       | O&W  | OB-2  | 6.40P W   | OB-2  | 6.40P W   |
| Bridgeport .....Ar.   | NH   | IE-1  | 2.45A F   | IE-1  | 2.45A F   |
| New Haven .....Ar.    | NH   | ON-2  | 12.10P Th | ON-2  | 12.10P Th |
| Waterbury .....Ar.    | NH   | OA-4  | 11.35P Th | OA-4  | 11.35P Th |
| Hartford .....Ar.     | NH   | OA-4  | 1.35A F   | OA-4  | 1.35A F   |
| Springfield .....Ar.  | NH   | NS-4  | 10.00P Th | NS-4  | 10.00P Th |
| Providence .....Ar.   | NH   | FGB-2 | 6.00P Th  | FGB-2 | 6.00P Th  |
| Boston .....Ar.       | NH   | FGB-2 | 8.00P Th  | FGB-2 | 8.00P Th  |
| Jersey City           |      |       |           |       |           |
| Deliver NYNH&H. from  | LV   | SJ-2  | 9.30A Th  | SJ-2  | 9.30A Th  |
| Oak Point .....Lv.    | NH   | GB-2  | 3.00P Th  | GB-2  | 3.00P Th  |
| Bridgeport .....Ar.   | NH   | GN-6  | 2.30A F   | GN-6  | 2.30A F   |
| New Haven .....Ar.    | NH   | GB-2  | 6.45P Th  | GB-2  | 6.45P Th  |
| Waterbury .....Ar.    | NH   | ND-2  | 6.00A F   | ND-2  | 6.00A F   |
| Hartford .....Ar.     | NH   | NS-2  | 3.30A F   | NS-2  | 3.30A F   |
| Springfield .....Ar.  | NH   | NS-2  | 4.45A F   | NS-2  | 4.45A F   |
| Providence .....Ar.   | NH   | GB-2  | 11.10P Th | GB-2  | 11.10P Th |
| Boston .....Ar.       | NH   | GB-2  | 11.55P Th | GB-2  | 11.55P Th |

## To Albany and New England

| Train | Time      | Train                                                                                                                                    | Time      | Train | Time      | Train | Time     |
|-------|-----------|------------------------------------------------------------------------------------------------------------------------------------------|-----------|-------|-----------|-------|----------|
| SJ-4  | 8.00A W   | SNY-2                                                                                                                                    | 5.45P W   | SNE-2 | 6.00P W   | SM-4  | 9.00P W  |
| BM-4  | 9.00A W   | BNY-2                                                                                                                                    | 6.25P W   | BNE-2 | 7.30P W   | BJ-4  | 11.15P W |
| FO-2  | 5.30A Th  | SNY-2 & BNY-2<br><br>HANDLE<br><br>NO FREIGHT<br><br>ROUTING<br><br>VIA<br><br>OWEGO D&H<br><br>OR<br><br>VIA<br><br>COXTON<br><br>NYO&W |           | FO-2  | 5.30A Th  | FO-4  | 5.00P Th |
| BM-3  | 8.00A Th  |                                                                                                                                          |           | BM-3  | 8.00A Th  | BM-5  | 9.30P Th |
| 315   | 5.00P Th  |                                                                                                                                          |           | 315   | 5.00P Th  | HT-2  | 9.30A F  |
| ES-2  | 2.30A F   |                                                                                                                                          |           | ES-2  | 2.30A F   | ES-2  | 2.30A Sa |
| MW-2  | 4.15A F   |                                                                                                                                          |           | MW-2  | 4.15A F   | MW-2  | 4.15A Sa |
| ML-2  | 1.45A F   |                                                                                                                                          |           | ML-2  | 1.45A F   | ML-2  | 1.45A Sa |
| ML-2  | 3.30A F   |                                                                                                                                          |           | ML-2  | 3.30A F   | ML-2  | 3.30A Sa |
| ML-2  | 4.30A F   |                                                                                                                                          |           | ML-2  | 4.30A F   | ML-2  | 4.30A Sa |
| MB-6  | 3.00A F   |                                                                                                                                          |           | MB-6  | 3.00A F   | RB-2  | 8.00P F  |
| MP-2  | 9.30P F   |                                                                                                                                          |           | MP-2  | 9.30P F   | MP-2  | 9.30P F  |
| MC-2  | 5.45A Th  |                                                                                                                                          |           | BNE-2 | 5.45A Th  | BP-2  | 6.40P Th |
| LB-4  | 5.45A Th  |                                                                                                                                          |           | LB-4  | 5.45A Th  | OB-2  | 6.40P Th |
| IE-1  | 2.45A F   |                                                                                                                                          |           | IE-1  | 2.45A F   | IE-1  | 2.45A Sa |
| OB-4  | 9.25P Th  |                                                                                                                                          |           | OB-4  | 9.25P Th  | GN-2  | 12.10P F |
| OA-4  | 11.35P Th |                                                                                                                                          |           | OA-4  | 11.35P Th | OA-4  | 11.35P F |
| OA-4  | 1.35A F   |                                                                                                                                          |           | OA-4  | 1.35A F   | OA-4  | 1.35A S  |
| NS-2  | 4.45A F   |                                                                                                                                          |           | NS-2  | 4.45A F   | NS-4  | 10.00P F |
| HB-4  | 2.45A F   |                                                                                                                                          |           | HB-4  | 2.45A F   | FGB-2 | 6.00P F  |
| OB-4  | 3.00A F   |                                                                                                                                          |           | OB-4  | 3.00A F   | FGB-2 | 8.00P F  |
| SJ-4  | 9.30A Th  | BNY-2                                                                                                                                    | 9.30A Th  | BNE-2 | *2.10P Th | BJ-4  | 1.30A F  |
| GB-2  | 3.00P Th  | GB-2                                                                                                                                     | 3.00P Th  | HB-4  | 8.00P Th  | FGB-2 | 9.45A F  |
| GN-6  | 2.30A F   | GN-6                                                                                                                                     | 2.30A F   | GN-6  | 2.30A F   | GN-6  | 2.30A Sa |
| GB-2  | 6.45P Th  | GB-2                                                                                                                                     | 6.45P Th  | HB-4  | 11.30P Th | FGB-2 | 12.15P F |
| ND-2  | 6.00A F   | ND-2                                                                                                                                     | 6.00A F   | ND-2  | 6.00A F   | ND-2  | 6.00A Sa |
| NS-2  | 3.30A F   | NS-2                                                                                                                                     | 3.30A F   | 2NS-2 | 5.30A F   | NS-2  | 3.30A Sa |
| NS-2  | 4.45A F   | NS-2                                                                                                                                     | 4.45A F   | 2NS-2 | 6.45A F   | NS-4  | 10.00P F |
| GB-2  | 11.10P Th | GB-2                                                                                                                                     | 11.10P Th | HB-4  | 2.45A F   | FGB-2 | 6.00P F  |
| GB-2  | 11.55P Th | GB-2                                                                                                                                     | 11.55P Th | HB-4  | 4.15A F   | FGB-2 | 8.00P F  |

-1.10P during Daylight Saving period to meet adjustment in NYNH&H schedules.

## Condensed Eastbound L.V. Schedule Through Trains

| Train No. from<br>Susp. Bridge | SM-2<br>Daily | SJ-2<br>Daily | SJ-4<br>Daily | SNY-2<br>Daily | SNE-2<br>Daily | SM-4<br>Daily |
|--------------------------------|---------------|---------------|---------------|----------------|----------------|---------------|
| Susp. Bridge .....Lv.          | 2.30A         | 6.00A         | 8.00A         | 5.45P          | 6.00P          | 9.00P         |
| Manchester .....Ar.            | 6.00A         | 9.00A         | 11.45A        | *              | 8.45P          | 2.00A         |
| Train No. from<br>Buffalo      | BP-2<br>Daily | BM-2<br>Daily | BM-4<br>Daily | BNY-2<br>Daily | BNE-2<br>Daily | BJ-4<br>Daily |
| Buffalo .....Lv.               | 2.00A         | 7.00A         | 9.00A         | 6.25P          | 7.30P          | 11.15P        |
| Manchester .....Ar.            | 5.00A         | 9.30A         | 12.30P        | .....          | 9.45P          | 3.30A         |
| Train No. from<br>Manchester   | BP-2          | SJ-2          | SJ-4          | BNY-2          | BNE-2          | BJ-4          |
| Manchester .....Lv.            | 8.45A         | 12.01P        | 3.00P         | 8.30P          | 11.30P         | 5.45A         |
| Sayre .....Ar.                 | 11.45A        | 2.50P         | 5.30P         | 10.25P         | 1.45A          | 9.00A         |
| Sayre .....Lv.                 | 12.30P        | 3.25P         | 6.15P         | 10.45P         | 2.30A          | 10.00A        |
| Towanda .....Ar.               | .....         | .....         | .....         | .....          | c9.30A         | 10.40A        |
| Coxton .....Ar.                | 2.45P         | 5.20P         | 8.15P         | 12.35A         | 4.30A          | 12.45P        |
| Coxton .....Lv.                | 3.30P         | 5.55P         | 9.15P         | 12.50A         | 5.30A          | 1.30P         |
| Packerton .....Ar.             | 7.00P         | 8.25P         | 11.55P        | 2.45A          | 8.00A          | 5.00P         |
| Packerton .....Lv.             | 8.00P         | 9.00P         | 12.40A        | 3.00A          | 8.30A          | 5.45P         |
| E. Penn Jet.....Ar.            | 9.15P         | .....         | 1.30A         | .....          | .....          | .....         |
| Bethlehem .....Ar.             | 10.15P        | 9.55P         | 2.45A         | .....          | .....          | .....         |
| Bethlehem .....Lv.             | .....         | 10.10P        | .....         | .....          | .....          | .....         |
| Oak Island .....Ar.            | .....         | 12.30A        | 4.45A         | 6.15A          | 12.01P         | 10.00P        |

\* SNY-2 connects with BNY-2 at Depew  
c Connecting local

## Miscellaneous Trains

|                      | CD-2<br>Ex. Sat. | DE-2<br>Ex. Sun. | MC-2<br>Daily    | MF-2<br>Ex. Sun. | FO-2<br>Daily    | FO-4<br>Daily |
|----------------------|------------------|------------------|------------------|------------------|------------------|---------------|
| Manchester .....Lv.  | .....            | .....            | 4.00P            | 9.00P            | .....            | .....         |
| Sayre .....Ar.       | .....            | .....            | 8.00P            | 1.45A            | .....            | .....         |
| Sayre .....Lv.       | .....            | .....            | 9.00P            | .....            | 4.30A            | 4.00P         |
| Owego .....Ar.       | .....            | .....            | .....            | .....            | 5.30A            | 5.00P         |
| Coxton .....Ar.      | .....            | .....            | 12.01A           | .....            | .....            | .....         |
| Coxton .....Lv.      | 11.15P           | .....            | .....            | .....            | .....            | .....         |
| Hazleton .....Ar.    | 5.30A            | 12.01A           | .....            | .....            | .....            | .....         |
| Delano .....Ar.      | 7.00A            | 10.15P           | PJ-2<br>Ex. Sun. | HJ-2<br>Ex. Sun. | KY-2<br>Ex. Sat. | .....         |
| Packerton .....Ar.   | .....            | 1.30A            | .....            | .....            | 11.45P           | .....         |
| Packerton .....Lv.   | .....            | 3.15A            | .....            | .....            | .....            | .....         |
| Catasauqua .....Lv.  | .....            | .....            | .....            | 11.00P           | .....            | .....         |
| Bethlehem .....Ar.   | .....            | 4.45A            | .....            | .....            | 12.45A           | .....         |
| Bethlehem .....Lv.   | .....            | 5.45A            | 11.45P           | .....            | 2.15A            | .....         |
| Easton .....Ar.      | .....            | 6.15A            | 12.01A           | 12.15A           | .....            | .....         |
| Perth Amboy .....Ar. | .....            | .....            | .....            | .....            | 7.00A            | .....         |
| Oak Island .....Ar.  | .....            | .....            | 5.00A            | 5.30A            | .....            | .....         |

# WESTBOUND

## SCHEDULES

### Connecting Service

|                            | Road | Train | Time      | Train | Time     |
|----------------------------|------|-------|-----------|-------|----------|
| Boston .....Lv.            | NH   | BO-3  | 7.30P M   | BO-3  | 7.30P M  |
| Providence .....Lv.        | NH   | BO-3  | 10.20P M  | BO-3  | 10.20P M |
| Springfield .....Lv.       | NH   | SN-3  | 11.40P M  | SN-3  | 11.40P M |
| Hartford .....Lv.          | NH   | SN-3  | 2.35A Tu  | SN-3  | 2.35A Tu |
| New Haven .....Lv.         | NH   | NG-1  | 6.30A Tu  | NG-1  | 6.30A Tu |
| Bridgeport .....Lv.        | NH   | NH-1  | 3.20A Tu  | NH-1  | 3.20A Tu |
| Oak Point .....Ar.         | NH   | NG-1  | 9.45A Tu  | NG-1  | 9.45A Tu |
| Waterbury .....Lv.         | NH   | DN-1  | 8.30P M   | DN-1  | 8.30P M  |
| Bridgeport .....Lv.        | NH   | EN-2  | 7.30P M   | EN-2  | 7.30P M  |
| Oak Point .....Ar.         | NH   | NG-5  | 4.05A Tu  | NG-5  | 4.05A Tu |
| Deliver .....for           | LV   | JS-1  | 2.35P Tu  | JB-1  | 2.35P Tu |
| Oak Island (J. City)...Lv. | LV   | JS-1  | 11.15P Tu | JB-1  | 12.30A W |
| Boston .....Lv.            | NH   | BO-1  | 6.45P M   |       |          |
| Providence .....Lv.        | NH   | BO-1  | 8.45P M   |       |          |
| Springfield .....Lv.       | NH   | SN-1  | 5.40P M   |       |          |
| Hartford .....Lv.          | NH   | AO-1  | 8.00P M   |       |          |
| Waterbury .....Lv.         | NH   | AO-1  | 10.30P M  |       |          |
| New Haven .....Lv.         | NH   | BO-1  | 1.25A Tu  |       |          |
| Bridgeport .....Lv.        | NH   | EI-2  | 9.30P M   |       |          |
| Coxton (Sibley Jet.)...Ar. | O&W  | BL-1  | 6.40P Tu  |       |          |
| Deliver .....for           | LV   | PM-1  | 6.40P Tu  |       |          |
| Coxton .....Lv.            | LV   | PM-1  | 5.00A W   |       |          |
| Boston .....Lv.            | B&M  | BM-3  | 6.30P M   |       |          |
| Lawrence .....Lv.          | B&M  | LM-1  | 5.00P M   |       |          |
| Lowell .....Lv.            | B&M  | LM-1  | 6.00P M   |       |          |
| Fitchburg .....Lv.         | B&M  | LM-1  | 7.45P M   |       |          |
| Worcester .....Lv.         | B&M  | WM-1  | 5.30P M   |       |          |
| Northampton .....Lv.       | B&M  | SU-1  | 7.30P M   |       |          |
| Binghamton .....Ar.        | D&H  | MB-4  | 1.00P Tu  |       |          |
| Portland .....Lv.          | B&M  | PM-1  | 11.00P Su |       |          |
| Albany .....Lv.            | D&H  | AH-1  | 10.30P M  |       |          |
| Schenectady .....Lv.       | D&H  | MB-2  | 3.35A Tu  |       |          |
| Binghamton .....Ar.        | D&H  | MB-2  | 9.50A Tu  |       |          |
| Deliver at Owego....for    | LV   | OF-3  | 8.00P Tu  |       |          |
| Owego .....Lv.             | LV   | OF-3  | 8.00P Tu  |       |          |
| Sayre .....Lv.             | LV   | Ex.   | 4.45A W   |       |          |
| Buffalo .....Ar.           | LV   | MB-1  | 7.00P W   | JB-1  | 9.15P W  |
| Susp. Bridge .....Ar.      | LV   | JS-1  | 6.00P W   | MS-1  | 9.15P W  |

## From Albany, Schenectady and New England

| Train | Time     | Train | Time     |  |  |  |  |
|-------|----------|-------|----------|--|--|--|--|
| BO-3  | 7.30P M  | BO-3  | 7.30P M  |  |  |  |  |
| BO-3  | 10.20P M | BO-3  | 10.20P M |  |  |  |  |
| SN-3  | 11.40P M | SN-3  | 11.40P M |  |  |  |  |
| SN-3  | 2.35A Tu | SN-3  | 2.35A Tu |  |  |  |  |
| NG-1  | 6.30A Tu | NG-1  | 6.30A Tu |  |  |  |  |
| NH-1  | 3.20A Tu | NH-1  | 3.20A Tu |  |  |  |  |
| NG-1  | 9.45A Tu | NG-1  | 9.45A Tu |  |  |  |  |
| DN-1  | 8.30P M  | DN-1  | 8.30P M  |  |  |  |  |
| EN-2  | 7.30P M  | EN-2  | 7.30P M  |  |  |  |  |
| NG-5  | 4.05A Tu | NG-5  | 4.05A Tu |  |  |  |  |
| NYB-1 | 2.35P Tu | JK-1  | 2.35P Tu |  |  |  |  |
| NYB-1 | 8.00P Tu | JK-1  | 2.00A W  |  |  |  |  |

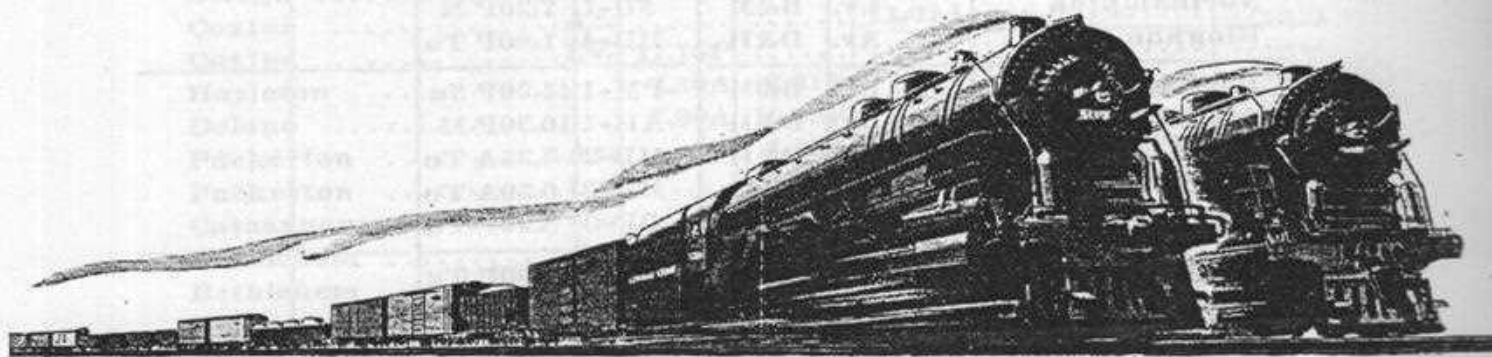
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First revision 6-1-40

TRAFFIC FOR LV POINTS ONLY

FOR LV SCHEDULE SEE PAGE 11

## LEHIGH VALLEY *Railroad*



## Connecting Service

|                       | Road | Train | Time      | Train | Time      |
|-----------------------|------|-------|-----------|-------|-----------|
| Philadelphia .....Lv. | Rdg. | PB-1  | 6.35P Tu  |       |           |
| Bethlehem .....Ar.    | Rdg. | PB-1  | 9.30P Tu  |       |           |
| Deliver .....for      | LV   | JS-1  | 9.30P Tu  |       |           |
| Philadelphia .....Lv. | Rdg. | PB-3  | 8.20P Tu  |       |           |
| Bethlehem .....Ar.    | Rdg. | PB-3  | 11.45P Tu |       |           |
| Deliver .....for      | LV   | JS-1  | 11.45P Tu |       |           |
| Bethlehem .....Lv.    | LV   | JS-1  | 2.00A W   |       |           |
| Philadelphia .....Lv. | Rdg. |       |           | PA-5  | 6.15P Tu  |
| East Penn Jet.....Ar. | Rdg. |       |           | PA-5  | 10.25P Tu |
| Deliver .....for      | LV   |       |           | JB-1  | 11.00P Tu |
| Chester .....Lv.      | Rdg. |       |           | DA-3  | 6.30P Tu  |
| East Penn Jet.....Ar. | Rdg. |       |           | DA-3  | 11.35P Tu |
| Deliver .....for      | LV   |       |           | JB-1  | 12.01A W  |
| Lancaster .....Lv.    | Rdg. |       |           | LAR-1 | 5.15P Tu  |
| Hershey .....Lv.      | Rdg. |       |           | HA-2  | 6.15P Tu  |
| East Penn Jet.....Ar. | Rdg. |       |           | HA-2  | 10.10P Tu |
| Deliver .....for      | LV   |       |           | JB-1  | 11.00P Tu |
| Reading .....Lv.      | Rdg. |       |           | RA-2  | 7.00P Tu  |
| East Penn Jet.....Ar. | Rdg. |       |           | RA-2  | 8.30P Tu  |
| Deliver .....for      | LV   |       |           | JB-1  | 9.30P Tu  |
| East Penn Jet.....Lv. | LV   |       |           | JB-1  | 3.35A W   |
| Philadelphia .....Lv. | Rdg. |       |           | PN-1  | 7.00P Tu  |
| Towanda .....Ar.      | S&NY |       |           | WT-1  | 11.10A W  |
| Deliver .....for      | LV   |       |           | JB-1  | 11.10A W  |
| Towanda .....Lv.      | LV   |       |           | JB-1  | 12.30P W  |
| Philadelphia .....Lv. | Rdg. | PN-5  | 11.50P M  |       |           |
| Towanda .....Ar.      | S&NY | WT-3  | 8.30P Tu  |       |           |
| Deliver .....for      | LV   | Ex.   | 8.30P Tu  |       |           |
| Towanda .....Lv.      | LV   | Ex.   | 2.15A W   |       |           |
| Jersey City .....Lv.  | CNJ  | JC-3  | 2.00A Tu  |       |           |
| Bayonne .....Lv.      | CNJ  | JC-3  | 3.15A Tu  |       |           |
| Wilkes-Barre .....Ar. | CNJ  | JC-3  | 3.20P Tu  |       |           |
| Deliver .....for      | LV   | PM-1  | 4.00P Tu  |       |           |
| Coxton .....Lv.       | LV   | PM-1  | 5.00A W   |       |           |
| Jersey City .....Lv.  | CNJ  |       |           | JC-5  | 6.55P Tu  |
| Wilkes-Barre .....Ar. | CNJ  |       |           | JC-5  | 3.55A W   |
| Deliver .....for      | LV   |       |           | JB-1  | 5.00A W   |
| Coxton .....Lv.       | LV   |       |           | JB-1  | 10.45A W  |
| Buffalo .....Ar.      | LV   | MB-1  | 7.00P W   | JB-1  | 9.15P W   |
| Susp. Bridge .....Ar. | LV   | JS-1  | 6.00P W   | MS-1  | 9.15P W   |

# From Reading Co. and CNJ Points

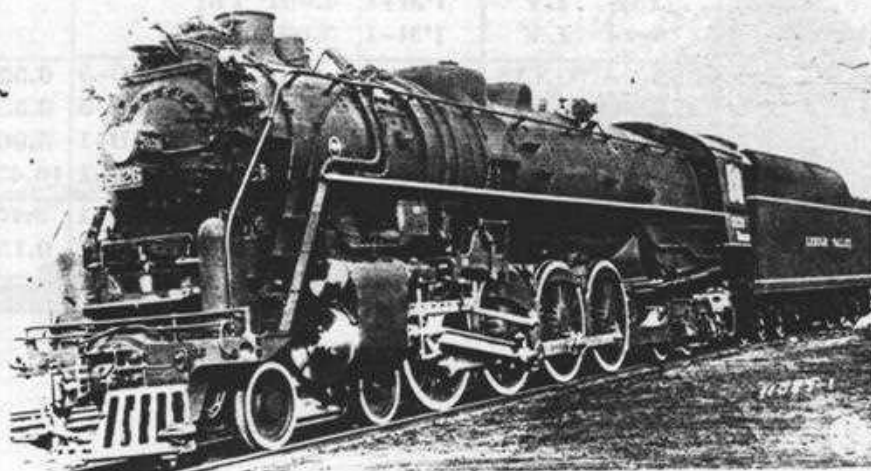
| Train | Time      | Train | Time      |  |  |  |  |
|-------|-----------|-------|-----------|--|--|--|--|
| PB-1  | 6.35P Tu  | PB-1  | 6.35P Tu  |  |  |  |  |
| PB-1  | 9.30P Tu  | PB-1  | 9.30P Tu  |  |  |  |  |
| NYB-1 | 9.30P Tu  | PM-1  | 9.30P Tu  |  |  |  |  |
|       |           |       |           |  |  |  |  |
|       |           |       |           |  |  |  |  |
|       |           |       |           |  |  |  |  |
| NYB-1 | 10.00P Tu | PM-1  | 11.45P Tu |  |  |  |  |
|       |           | PA-5  | 6.15P Tu  |  |  |  |  |
|       |           | PA-5  | 10.25P Tu |  |  |  |  |
|       |           | PM-1  | 11.00P Tu |  |  |  |  |
|       |           | DA-3  | 6.30P Tu  |  |  |  |  |
|       |           | DA-3  | 11.35P Tu |  |  |  |  |
|       |           | JB-1  | 12.01A W  |  |  |  |  |
|       |           | LAR-1 | 5.15P Tu  |  |  |  |  |
|       |           | HA-2  | 6.15P Tu  |  |  |  |  |
|       |           | HA-2  | 10.10P Tu |  |  |  |  |
|       |           | PM-1  | 11.00P Tu |  |  |  |  |
|       |           | RA-2  | 7.00P Tu  |  |  |  |  |
|       |           | RA-2  | 8.30P Tu  |  |  |  |  |
|       |           | PM-1  | 9.30P Tu  |  |  |  |  |
|       |           | PM-1  | 12.15A W  |  |  |  |  |

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TRAFFIC FOR LV POINTS ONLY

FOR LV SCHEDULE SEE PAGE 11



Engine 5126, 4-8-4 Class T-3

# CONDENSED WESTBOUND SCHEDULE TO LEHIGH VALLEY R.R. POINTS

| TRAINS                  | NYB-1                      | JS-1      | JB-1      | JK-1    | PM-1      |
|-------------------------|----------------------------|-----------|-----------|---------|-----------|
| Lv. New York .....      | See float schedule page 14 |           |           |         |           |
| Lv. Oak Island .....    | 8.00P Tu                   | 11.15P Tu | 12.30A W  | 2.00A W | .....     |
| (Jersey City).          |                            |           |           |         |           |
| Ar. Phillipsburg .....  |                            |           |           | 7.00A W | .....     |
| Ar. Easton .....        |                            |           |           | 5.00A W | .....     |
| Ar. Bethlehem .....     |                            |           | 2.45A W   | 6.00A W | .....     |
| Lv. Bethlehem .....     |                            |           | 3.05A W   |         | 11.45P Tu |
| Lv. East Penn Jet....   |                            |           | 3.35A W   |         | 12.15A W  |
| Ar. Allentown .....     |                            |           |           | 8.00A W | .....     |
| Ar. Hazleton .....      |                            |           | 8.00A W   |         | .....     |
| Ar. Mahanoy City....    |                            |           | 11.30A W  |         | .....     |
| Ar. Shenandoah .....    |                            |           | 11.30A W  |         | .....     |
| Ar. Wilkes-Barre ...    | 3.30A                      |           | 4.30P W   |         | 6.45A W   |
| Ar. Elmira .....        |                            |           | 7.00A Th  |         | .....     |
| Ar. Cortland .....      |                            |           | 6.00A Th  |         | .....     |
| Ar. Ithaca .....        |                            |           | 11.00P W  |         | .....     |
| Ar. Auburn .....        |                            |           | 10.00A Th |         | .....     |
| Ar. Geneva .....        |                            |           | 7.30A Th  |         | .....     |
| Ar. Manchester .....    | 5.20A W                    | 12.15P W  | 4.15P W   |         | 10.15A W  |
| Ar. Rochester .....     | 7.45A W                    | 7.45A Th  | 7.45A Th  |         | .....     |
| Ar. Tift Tml. Buffalo   | 9.15A W                    | 8.30P W   | 9.15P W   |         | .....     |
| Ar. Scott St. Buffalo.. | 9.30A W                    | 8.00A Th  | 8.00A Th  |         | .....     |
| Ar. Susp. Bridge ....   |                            | 6.00P W   | 9.15P W   |         | .....     |

# Connecting Service To Western Points Via Suspension Bridge

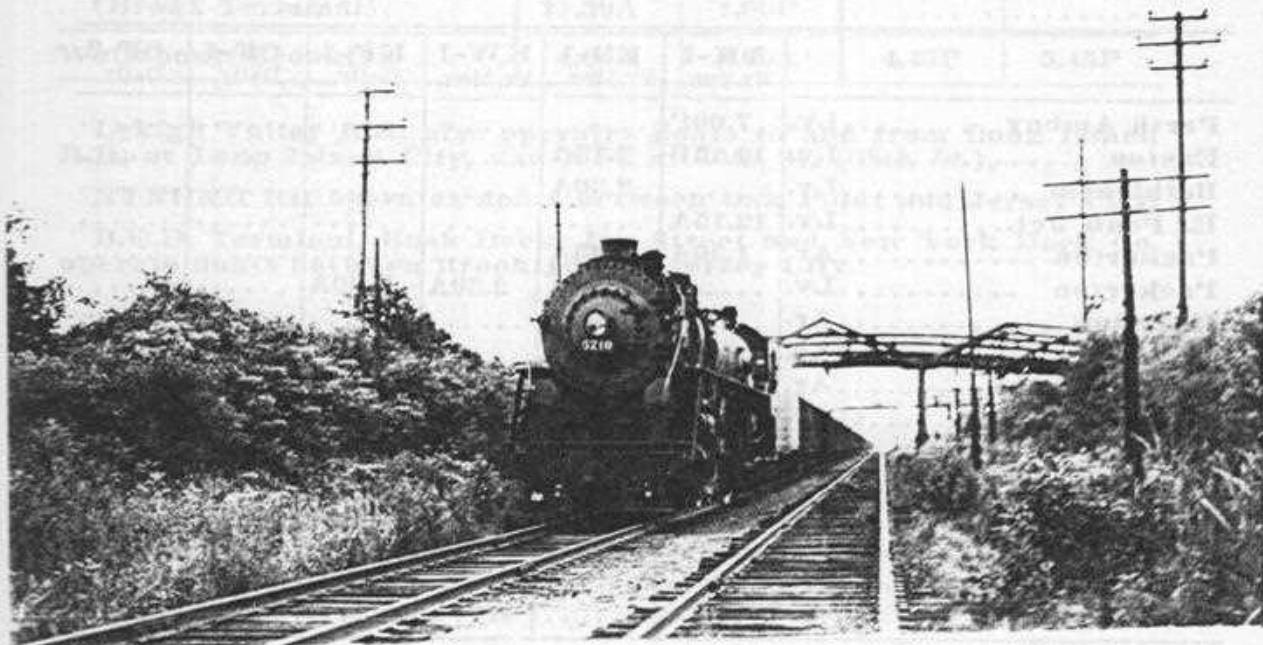
|                        | Road | Train | Time      | Train | Time      |
|------------------------|------|-------|-----------|-------|-----------|
| Susp. Bridge ..... Ar. | LV   | JS-1  | 6.00P W   | MS-1  | 9.15P W   |
| Deliver CN.....from    | LV   | JS-1  | 10.30P W  | JS-1  | 10.30P W  |
| from                   | LV   | MS-1  | 11.15P W  | MS-1  | 11.15P W  |
| Susp. Bridge .....Lv.  | CN   | 462   | 12.30A Th | 462   | 12.30A Th |
| Toronto .....Ar.       | CN   | 462   | 5.00A Th  | 462   | 5.00A Th  |
| Montreal .....Ar.      | CN   | 492   | 11.30P Th | 492   | 11.30P Th |
| Deliver CN.....from    | LV   | JS-1  | 11.59P W  | JS-1  | 11.59P W  |
| from                   | LV   | MS-1  | 11.59P W  | MS-1  | 11.59P W  |
| Susp. Bridge .....Lv.  | CN   | 485   | 2.00A Th  | 485   | 2.00A Th  |
| Detroit .....Ar.       | CN   | 485   | 3.30P Th  | 485   | 3.30P Th  |
| Chicago .....Ar.       | CN   | 485   | 11.00P Th | 485   | 11.00P Th |
| Milwaukee .....Ar.     | CN   | 513   | 6.30A F   | 513   | 6.30A F   |
| Deliver MC.....from    | LV   | JS-1  | 6.45P W   | MS-1  | 1.00A Th  |
| Susp. Bridge .....Lv.  | MC   | SD-3  | 8.15P W   | MC-1  | 2.45A Th  |
| Detroit .....Ar.       | MC   | SD-3  | 5.20A Th  | MC-1  | 10.20A Th |
| Chicago .....Ar.       | MC   | MC-1  | 1.30A F   | MC-1  | 1.30A F   |
| Deliver PM.....from    | LV   | JS-1  | 7.15P W   | MS-1  | 11.15P W  |
| Susp. Bridge .....Lv.  | PM   | BDC-1 | 9.30P W   | BDM-1 | 2.00A Th  |
| Detroit .....Ar.       | PM   | BDC-1 | 7.00A Th  | BDM-1 | 10.00A Th |
| Chicago .....Ar.       | PM   | BDC-1 | 2.00A F   | 41    | 3.00A F   |
| Milwaukee .....Ar.     | PM   | BDM-1 | 10.00A F  | BDM-1 | 10.00A F  |
| Deliver Wab .....from  | LV   | JS-1  | 9.15P W   | MS-1  | 11.15P W  |
| Susp. Bridge .....Lv.  | Wab  | 97    | 10.30P W  | 2d 91 | 1.30A Th  |
| Detroit .....Ar.       | Wab  | 97    | 6.30A Th  | 2d 91 | 9.30A Th  |
| Chicago .....Ar.       | Wab  | 91    | 11.55P Th | 91    | 11.55P Th |
| St. Louis .....Ar.     | Wab  | 91    | 5.05A F   | 91    | 5.05A F   |
| Kansas City.....Ar.    | Wab  | 91    | 7.00P F   | 91    | 7.00P F   |

## Connecting Service To Western Points Via Buffalo

|                       | Road | Train | Time      | Train | Time      |
|-----------------------|------|-------|-----------|-------|-----------|
| Buffalo .....Ar.      | LV   | MB-1  | 7.00P W   | JB-1  | 9.15P W   |
| Deliver NKP.....from  | LV   | MB-1  | 9.00P W   | JB-1  | 11.15P W  |
| Buffalo .....Lv.      | NKP  | NS-1  | 9.30P W   | NC-3  | 11.45P W  |
| Cleveland .....Ar.    | NKP  | ..... | .....     | NC-3  | 6.20A Th  |
| Toledo .....Ar.       | NKP  | ST-96 | 7.30P Th  | ST-96 | 7.30P Th  |
| Indianapolis .....Ar. | NKP  | S3    | 4.00A F   | S3    | 4.00A F   |
| Chicago .....Ar.      | NKP  | NC-3  | 11.00P Th | NC-3  | 11.00P Th |
| Peoria .....Ar.       | NKP  | 65    | 5.00A F   | 65    | 5.00A F   |
| St. Louis .....Ar.    | NKP  | NS-1  | 4.00A F   | NS-1  | 4.00A F   |
| Deliver NYC .....from | LV   | MB-1  | 9.00P W   | JB-1  | 3.00A Th  |
| Buffalo .....Lv.      | NYC  | BC-3  | 11.00P W  | BF-3  | 5.00A Th  |
| Cleveland .....Ar.    | NYC  | BC-3  | 5.30A Th  | BF-3  | 11.30A Th |
| Toledo .....Ar.       | NYC  | BC-1  | 11.30A Th | DLS-3 | 6.30A F   |
| Columbus .....Ar.     | B/4  | Local | 5.30P Th  | CL-7  | 6.50A F   |
| Cincinnati .....Ar.   | B/4  | BF-7  | 6.30P Th  | ON-1  | 5.30A F   |
| Indianapolis .....Ar. | B/4  | BF-1  | 5.30P Th  | ON-1  | 5.00A F   |
| Chicago .....Ar.      | NYC  | LS-1  | 11.00P Th | LS-1  | 11.00P F  |
| Peoria .....Ar.       | P&E  | PE-5  | 5.00A F   | PE-7  | 4.45P F   |
| St. Louis .....Ar.    | B/4  | BF-1  | 4.00A F   | ON-1  | 12.30P F  |

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First revision 6-1-40



No. 5210, 4-8-4, Class T-2, Westbound with empty hopper cars under Pierson Ave. Bridge, Metuchen, N.J., Perth Amboy Branch August 6, 1939

## Condensed Westbound L.V. Schedule Through Trains

|                       | NYB-1<br>Ex. Sun. | JS-1<br>Ex. Sun. | MB-1<br>Ex. Mon. | JB-1<br>Daily | JK-1<br>Ex. Mon. | PM-1<br>Ex. Sun. |
|-----------------------|-------------------|------------------|------------------|---------------|------------------|------------------|
| Oak Island .....Lv.   | 8.00P             | 11.15P           | .....            | *12.30A       | 2.00A            | .....            |
| Easton .....Lv.       | .....             | .....            | .....            | .....         | 5.30A            | .....            |
| Bethlehem .....Lv.    | 10.00P            | 2.00A            | .....            | 3.05A         | 7.30A            | 11.45P           |
| E. Penn Jct. ....Lv.  | .....             | .....            | .....            | 3.35A         | .....            | 12.15A           |
| Packerton .....Ar.    | 10.45P            | 3.15A            | .....            | 4.35A         | 10.00A           | 1.15A            |
| Packerton .....Lv.    | 11.00P            | 4.00A            | .....            | 5.50A         | .....            | 2.00A            |
| Wilkes-Barre .....Ar. | .....             | .....            | .....            | .....         | .....            | .....            |
| Coxton .....Ar.       | 1.00A             | 6.45A            | .....            | 8.35A         | .....            | 4.30A            |
| Coxton .....Lv.       | 1.15A             | 7.05A            | .....            | 10.45A        | .....            | 5.00A            |
| Towanda .....Lv.      | .....             | .....            | .....            | 12.45P        | .....            | .....            |
| Sayre .....Ar.        | 3.00A             | 9.15A            | .....            | 1.15P         | .....            | 7.00A            |
| Sayre .....Lv.        | 3.20A             | 10.00A           | .....            | 2.00P         | MS-1<br>Daily    | 7.45A            |
| Manchester .....Ar.   | 5.20A             | 12.15P           | .....            | 4.15P         | .....            | 10.15A           |
| Manchester .....Lv.   | 6.10A             | 2.45P            | 3.30P            | 6.15P         | 6.00P            | .....            |
| Rochester .....Ar.    | c7.45A            | .....            | .....            | .....         | .....            | .....            |
| Buffalo .....Ar.      | 9.15A             | .....            | 7.00P            | 9.15P         | .....            | .....            |
| Susp. Bridge .....Ar. | .....             | 6.00P            | .....            | .....         | 9.15P            | .....            |

\* JB-1 leaves Oak Island 9.00P Sunday only  
c Connecting local

## Miscellaneous Trains

|                       | YK-1<br>Ex. Sun. | ED-1<br>Ex. Mon. | KW-1<br>Ex. Mon. | KF-1<br>Daily | OF-1<br>Daily | OF-3<br>Daily |
|-----------------------|------------------|------------------|------------------|---------------|---------------|---------------|
| Perth Amboy .....Lv.  | 7.00P            | .....            | .....            | .....         | .....         | .....         |
| Easton .....Lv.       | 11.15P           | 1.15A            | .....            | .....         | .....         | .....         |
| Bethlehem .....Lv.    | .....            | 2.30A            | .....            | .....         | .....         | .....         |
| E. Penn Jct. ....Lv.  | 12.15A           | .....            | .....            | .....         | .....         | .....         |
| Packerton .....Ar.    | 1.30A            | 3.45A            | .....            | .....         | .....         | .....         |
| Packerton .....Lv.    | .....            | 6.00A            | 3.30A            | 8.00A         | .....         | .....         |
| Hazleton .....Ar.     | .....            | 8.00A            | .....            | .....         | .....         | .....         |
| Delano .....Ar.       | .....            | 9.30A            | .....            | .....         | .....         | .....         |
| Wilkes-Barre .....Ar. | .....            | .....            | 6.45A            | 11.00A        | .....         | .....         |
| Coxton .....Ar.       | .....            | .....            | .....            | 12.01P        | .....         | .....         |
| Coxton .....Lv.       | .....            | .....            | .....            | 3.30P         | .....         | .....         |
| Towanda .....Lv.      | .....            | .....            | .....            | .....         | .....         | .....         |
| Owego .....Lv.        | .....            | .....            | .....            | .....         | 1.00A         | 8.00P         |
| Sayre .....Ar.        | .....            | .....            | .....            | 7.00P         | 2.00A         | 9.00P         |
| Sayre .....Lv.        | .....            | .....            | .....            | .....         | .....         | .....         |
| Manchester .....Ar.   | .....            | .....            | .....            | .....         | .....         | .....         |

## FLOAT SCHEDULES

### New York Harbor

| PIERS                                          | EASTBOUND                                 |                                           | WESTBOUND                                 |                                           |
|------------------------------------------------|-------------------------------------------|-------------------------------------------|-------------------------------------------|-------------------------------------------|
|                                                | Leave<br>Jersey<br>City                   | Arrive<br>New<br>York                     | Leave<br>New<br>York                      | Arrive<br>Jersey<br>City                  |
| Pier 8, North River.....                       | 4.45A<br>5.00A<br>7.30A                   | 5.00A<br>5.15A<br>7.45A                   | 5.15P<br>7.15P<br>7.30P                   | 5.30P<br>7.30P<br>7.45P                   |
| Pier 38, North River.....                      | 2.00A<br>3.00A<br>3.30A<br>4.00A<br>7.00A | 2.30A<br>3.30A<br>4.00A<br>4.30A<br>7.45A | 5.30P<br>6.00P<br>.....<br>.....<br>..... | 6.00P<br>6.30P<br>.....<br>.....<br>..... |
| Pier 66, North River.....                      | 5.15A<br>8.15A                            | 6.00A<br>9.00A                            | 5.30P<br>.....                            | 6.15P<br>.....                            |
| West 27th St. Yard,<br>North River .....       | 6.00A<br>12.15P                           | 6.45A<br>1.00P                            | 5.00P<br>.....                            | 5.45P<br>.....                            |
| Pier 44, East River.....                       | 1.00A                                     | 2.00A                                     | 3.45P                                     | 4.45P                                     |
| Pier 97, East River.....                       | 4.00A<br>6.00A                            | 5.00A<br>7.00A                            | 4.00P<br>.....                            | 5.15P<br>.....                            |
| 124th St., East River.....                     | 3.30A                                     | 4.45A                                     | 3.30P                                     | 5.00P                                     |
| 140th St., East River.....<br>(Bronx Terminal) | 3.30A<br>11.30A                           | 5.00A<br>1.00P                            | 3.00P<br>.....                            | 5.00P<br>.....                            |
| Wallabout, Brooklyn .....                      | 4.00A                                     | 5.00A                                     | 4.45P                                     | 5.45P                                     |

Lehigh Valley R.R. also operates floats to and from Long Island R.R. at Long Island City, and NYC at 60th St. (68th St.).

NYNH&H RR operates floats between Oak Point and Jersey City.

B.E.D. Terminal, Bush Dock, Jay Street and New York Dock Co. operate floats between Brooklyn and Jersey City.

**SM-2**

Daily

**Suspension Bridge to Manchester**

|                   | Arrive | Leave | Connections                     |
|-------------------|--------|-------|---------------------------------|
| Cut-off Time .... | 12.30A | ..... | CN, MC, PM, Wab.                |
| Susp. Bridge .... | .....  | 2.30A |                                 |
| Rochester Jct...  | 5.00A  | 5.15A | To Rochester pick-up            |
| Manchester .....  | 6.30A  | ..... | To BP-2, SJ-2, SJ-4, MC-2, MF-2 |

**BP-2**

Daily

**Buffalo (Tifft Terminal) to Bethlehem**

|                   | Arrive | Leave  | Connections                                                                                                                  |
|-------------------|--------|--------|------------------------------------------------------------------------------------------------------------------------------|
| Cut-off Time .... | 12.30A | .....  | B&O, BC, NKP, NYC, PRR                                                                                                       |
| Tifft Terminal..  | .....  | 2.00A  |                                                                                                                              |
| Rochester Jct...  | 4.00A  | 4.15A  | To Rochester pick-up                                                                                                         |
| Manchester ....   | 5.45A  | 12.45A | From SNE-2, BNE-2, BJ-4, SM-4, SM-2                                                                                          |
|                   |        |        | To SJ-2, MC-2, MF-2                                                                                                          |
| Sayre .....       | 12.45P | 12.30P | To FO-4                                                                                                                      |
| Coxton .....      | 6.15P  | 7.00P  | To NYO&W 6.40P                                                                                                               |
|                   |        |        | To Wilkes-Barre local for delivery to                                                                                        |
|                   |        |        | CNJ 5.00P                                                                                                                    |
|                   |        |        | D&H 6.30P                                                                                                                    |
|                   |        |        | L&WV 10.00P                                                                                                                  |
| Packerton .....   | 10.30P | 11.30P | To Lehighton and Mauch Chunk drill, Pottsville Br. and Slatington local, Lizard Creek Jct. drill for delivery to L&NE 11.00P |
| East Penn Jct...  | 12.30A | 11.05A | To Rdg. Co. 10.00P 1.00A                                                                                                     |
| Bethlehem .....   | 11.30A | .....  | To Rdg. Co. 10.30P 2.00A                                                                                                     |
|                   |        |        | To PJ-2, KY-2, Easton and Allentown pull-outs                                                                                |

**SUSPENSION BRIDGE AND TIFFT TERMINAL**

**Take:** Rochester perishable  
 Manchester and East perishable  
 D&H via Owego  
 NYO&W via Sibley Jct.  
 CNJ via Wilkes-Barre  
 Rdg. Co via East Penn Jct.  
 Rdg. Co. via Bethlehem  
 Perth Amboy Branch  
**Fill-out:** Manchester and East

(Continued on back of page)

**BP-2**  
**Daily**

**MANCHESTER**

**Take:** D&H via Owego  
NYO&W via Sibley Jct.  
Wilkes-Barre connections perishable  
CNJ via Wilkes-Barre, except perishable billed for  
icing at Mahoning  
Mauch Chunk to Perth Amboy, except perishable for  
Easton, Phillipsburg and via  
Rdg. Co. via East Penn Jct.  
Rdg. Co. via Bethlehem  
Fill-out: Oak Island and via, except perishable mer-  
chandise and cars for New York and Brooklyn Piers  
Other Coxtan and via if additional tonnage required  
**Drop:** All other Manchester and East

**SAYRE**

**Take:** Freight of proper classification  
**Drop:** D&H via Owego

**COXTON**

**Take:** Freight of proper classification  
**Drop:** NYO&W via Sibley Jct., Wilkes-Barre and via

**PACKERTON**

**Take:** Freight of proper classification  
**Drop:** Packerton and via classification

**CLASSIFICATION FROM MANCHESTER**

Packerton and via  
Rdg. Co. East Penn Branch via East Penn Jct.  
Rdg. Co. Perkiomen Branch via East Penn Jct.  
Rdg. Co. via Bethlehem  
Bethlehem and via  
Oak Island and via  
{ Other Coxtan and via }  
{ NYO&W via Sibley Jct. }  
D&H, PRR, L&WV via Wilkes-Barre  
CNJ via Wilkes-Barre  
D&H via Owego

**BM-2****Daily****Buffalo (Tift Terminal) to Manchester**

|                     | Arrive | Leave | Connections               |
|---------------------|--------|-------|---------------------------|
| Cut-off Time ....   | 6.00A  | ..... | BC, B&O, NKP, NYC, PRR    |
| Tift Terminal. .... |        | 8.00A |                           |
| Manchester .....    | 11.30A | ..... | To SJ-2, SJ-4, MC-2, MF-2 |

**SJ-2****Daily****Suspension Bridge to Jersey City (Oak Island)**

|                   | Arrive | Leave  | Connections                                                                                                       |
|-------------------|--------|--------|-------------------------------------------------------------------------------------------------------------------|
| Cut-off Time .... | 5.00A  | .....  | CN, MC, PM, Wab.                                                                                                  |
| Susp. Bridge .... |        | 7.00A  |                                                                                                                   |
| Manchester ....   | 10.45A | 12.30P | From BP-2, SM-2, BM-2<br>To SJ-4, MC-2, MF-2                                                                      |
| Geneva .....      | 12.55P | 12.15P | From Cayuga drill                                                                                                 |
| Sayre .....       | 5.45P  | 6.30P  | To FO-4, SJ-4, MC-2, Waverly drill                                                                                |
| Coxton .....      | 9.00P  | 9.45P  | To O&W 6.40P                                                                                                      |
| Packerton .....   | 12.45A | 1.30A  |                                                                                                                   |
| Bethlehem .....   | 2.30A  | 12.45A | To Rdg.Co. Bethlehem 11.00P 3A<br>To East Penn Jct. pullout, for<br>for delivery to Rdg. Co.<br>11.59P<br>To KY-2 |
| Easton .....      | 10.05A | 10.20A | To CNJ Phillipsburg 1.15A                                                                                         |
| Oak Island .....  | 10.00A | .....  | To NYNH&H J. City 9.30A<br>To L.I.R.R. 6.00P                                                                      |

**SUSPENSION BRIDGE AND TIFFT TERMINAL**

**Take:** Manchester and east perishable

Oak Island and via, giving preference to merchandise  
and cars for New York and Brooklyn Piers

**Fill-out:** Manchester and east

(Continued on back of page)

## SJ-2

Daily

### MANCHESTER

Take: D&H via Owego  
NYO&W via Sibley Jct.  
East Penn Branch Rdg. Co.  
Rdg. Co. via Bethlehem  
Easton, Phillipsburg and CNJ points  
Phillipsburg and east  
Perth Amboy  
Oak Island and via, giving preference to perishable,  
merchandise, and cars for New York and Brooklyn  
Piers

Dairy Products  
Fish  
Live Stock  
Meat  
Produce

Drop: All other Manchester and east

### GENEVA

Take: Cayuga-Sayre and east feed

### SAYRE

Take: Perishable of proper classification

Drop: D&H via Owego  
Feed picked up at Geneva

### COXTON

Take: Perishable of proper classification  
CNJ Phillipsburg and east perishable arriving in BP-2  
too late to connect with CNJ CJ4, placing cars next to  
engine and holding on to them when setting out at  
Bethlehem

Drop: NYO&W via Sibley Jct.

### BETHLEHEM

Drop: Perishable via East Penn Jct and Bethlehem, Perth  
Amboy

### CLASSIFICATION FROM MANCHESTER

D&H via Owego  
Packerton and via\*  
Rdg. Co. via Bethlehem  
Rdg. Co. via East Penn Jct.  
Perth Amboy perishable  
Other Bethlehem and via\*  
Easton, Phillipsburg and CNJ points Phillipsburg and east  
Grand St. Jersey City meat and Packing House products—  
BEDT perishable  
Other Oak Island and via  
Coxton and via\*  
Hays Creek and via\*  
NYO&W via Sibley Jct. (Classify directly ahead of Packerton  
and via on Saturday only)

\* When used as fill-out particularly in 2nd SJ-2

**BM-4**

Daily

Buffalo (Tifft Terminal) to Manchester

|                   | Arrive | Leave | Connections                 |
|-------------------|--------|-------|-----------------------------|
| Cut-off Time .... | 7.00A  | ..... | From BC, B&O, NKP, NYC, PRR |
| Tifft Terminal..  | .....  | 9.00A |                             |
| Tifft Jct. ....   | 9.25A  | 9.40A | From DL&W and Erie          |
| Manchester ....   | 9.00P  | ..... | To SJ-4, MC-2, MF-2         |

**SJ-4**

Daily

Suspension Bridge to Jersey City (Oak Island)

|                   | Arrive | Leave  | Connections                                                                                                  |
|-------------------|--------|--------|--------------------------------------------------------------------------------------------------------------|
| Cut-off Time .... | 6.00A  | .....  |                                                                                                              |
| Susp. Bridge .... | .....  | 8.00A  | CN, MC, PM, Wab.                                                                                             |
| Manchester ....   | 12.15P | 4.30P  | From SJ-2, BM-2, BM-4<br>To MC-2, MF-2                                                                       |
| Sayre .....       | 7.30P  | 8.15P  | From SM-2, SJ-2, <i>Erie locally P.P.</i>                                                                    |
| Coxton .....      | 10.45P | 10.45P | From Wilkes-Barre local<br>To CD-2, Pittston drill and<br>Wilkes-Barre local, for de-<br>livery to PRR 1.30A |
| Packerton .....   | 12.45A | 4.30A  | To Lehigh and Mauch<br>Chunk drill, Pottsville Br.<br>and Slatinton local                                    |
| East Penn Jct...  | 4.20A  | 4.50A  | To Rdg. Co. 5A<br>To Bethlehem pull-out for<br>delivery to Rdg. Co. 8.00A                                    |
| Oak Island .....  | 8.00A  | .....  | To NYNH&H J. City 9.30A<br>To L.I.R.R. 6.00P                                                                 |

**SUSPENSION BRIDGE AND TIFFT TERMINAL**

Take: Manchester and east perishable

D&amp;H via Owego

Rdg. Co. via East Penn Jct.

Rdg. Co. via Bethlehem

Mauch Chunk to Perth Amboy

Oak Island and via, giving preference to merchandise  
and cars for New York and Brooklyn Piers

Fill-out: Other Manchester and east

(Continued on back of page)

## SJ-4

### Daily

#### MANCHESTER

Take: Pittston and Wilkes-Barre and via perishable  
Hays Creek and via  
Reading Co. via East Penn Jct.  
Reading Co. via Bethlehem  
Mauch Chunk to Perth Amboy except L&NE via Lizard  
Creek Jct.  
Oak Island and via, giving preference to perishable,  
merchandise and cars for New York and Brooklyn  
piers  
Drop: All other Manchester and east

#### SAYRE

Take: Freight of proper classification

#### COXTON

Take: Freight of proper classification  
Drop: Hays Creek and via  
Coxton and via except Bridgeton, N. J. and CNJ points  
billed to be iced at Mahoning

#### PACKERTON

Take: Freight of proper classification  
Drop: Packerton and via

#### EAST PENN JCT.

Drop: Rdg. Co. via East Penn Jct.  
Rdg. Co. via Bethlehem  
Bethlehem and via

#### CLASSIFICATION FROM MANCHESTER

Packerton and via  
Rdg. Co. via Bethlehem  
Bethlehem and via including Bridgeton, N. J. and CNJ  
freight to be iced at Mahoning

\*Rdg. Co. East Penn Branch via East Penn Jct.

\*Rdg. Co. Perkiomen Branch via East Penn Jct.

~~Weston Trucking Co. Jersey City~~ *grand St Jct city meat + Packing*  
*house products*

Jersey City and via, as follows:

N. Y. Piers, B.E.D. Terminal and NYNH&H perishable

Piers 8, 38, 27th St. Yard

New York City, no specified delivery

Ford Motor Co.

General Motors Corp. lighterage

Other Oak Island and via

Hays Creek and via *follow*

Coxton and via

\* On Saturdays, days preceding holidays, and days on which  
an advance section is operated, the Rdg. Co. via East Penn Jct.  
groups are to be placed ahead of Rdg. Co. via Bethlehem.

*Rdg Co via E Penn Jct groups will be placed ahead  
of Rdg co. via Bethlehem when handled in advance  
section, also in 2nd section on Saturday + day preceding gen  
Holidays*

**SNY-2**

Daily

**Suspension Bridge to Depew**

|                   | Arrive | Leave | Connections  |
|-------------------|--------|-------|--------------|
| Cut-off Time .... | 4.00P  | ..... | CN, PM, Wab. |
| Susp. Bridge .... | .....  | 5.45P |              |
| Depew .....       | 6.45P  | ..... | To BNY-2     |

**SUSPENSION BRIDGE**

**Take:** NYNH&H via Jersey City dairy products, fish, live stock, meat and produce

**BNY-2**

Daily

**Buffalo to Jersey City (Oak Island)**

|                   | Arrive | Leave  | Connections                                 |
|-------------------|--------|--------|---------------------------------------------|
| Cut-off Time .... | 4.45P  | .....  | NKP, Buffalo Lake Lines,<br>Scott St. drill |
| Buffalo .....     | .....  | 6.25P  |                                             |
| Depew .....       | 6.45P  | 7.00P  | From SNY-2                                  |
| Manchester .....  | .....  | 8.30P  |                                             |
| Sayre .....       | 10.25P | 10.45P | From Auburn local                           |
| Coxton .....      | 12.35A | 12.50A | To Wilkes-Barre local                       |
| Packerton .....   | 2.45A  | 3.00A  |                                             |
| Bethlehem .....   | 3.35A  | 3.50A  | From Allentown and Easton<br>pull-outs      |
| Oak Island .....  | 6.15A  | .....  | To NYNH&H J. City 9.30A                     |

**BUFFALO**

**Take:** Scott St.—Wilkes-Barre, Oak Island Transfer and New York Pier merchandise

Ex-Lake—Philadelphia, Newark and New York dairy products

NYNH&H via Jersey City dairy products, fish, live stock, meat and produce

**SAYRE**

**Take:** Auburn—New York Piers merchandise

Auburn—Boston via J. City NYNH&H rope

**BETHLEHEM**

**Take:** Allentown, Bethlehem and Easton—New York Pier merchandise

**SNE-2**

Daily

**Suspension Bridge to Manchester**

|                   | Arrive | Leave | Connections                         |
|-------------------|--------|-------|-------------------------------------|
| Cut-off Time .... | 4.00P  | ..... | CN, MC, PM, Wab.                    |
| Susp. Bridge ..   | .....  | 6.00P |                                     |
| Manchester ....   | 8.45P  | ..... | To BNE-2, BJ-4, BP-2, MC-2,<br>MF-2 |

**BNE-2**

Daily

**Buffalo (Tifft Terminal) to Jersey City (Oak Island)**

|                   | Arrive | Leave  | Connections                                                                                                                       |
|-------------------|--------|--------|-----------------------------------------------------------------------------------------------------------------------------------|
| Cut-off Time .... | 6.00P  | .....  | BC, B&O, NKP, NYC, PRR                                                                                                            |
| Tifft Terminal .  | .....  | 7.30P  |                                                                                                                                   |
| Manchester ....   | 9.45P  | 11.30P | From SNE-2<br>To BJ-4, BP-2, MC-2, MF-2                                                                                           |
| Sayre .....       | 1.45A  | 2.45A  | To FO-2, Towanda local for<br>delivery S&NY 9.30A                                                                                 |
| Coxton .....      | 5.00A  | 6.00A  | To NYO&W 5.45A<br>To Pittston drill, Bowmans<br>Creek Br.local and Wilkes-<br>Barre local for delivery to<br>CNJ 9.00A, D&H 9.30A |
| Packerton .....   | 9.45A  | 10.45A |                                                                                                                                   |
| Bethlehem .....   | 10.45A | 12.05P | To Rdg. Co. 1.15P                                                                                                                 |
| Easton .....      | 12.20A | 12.35A | To CNJ Pburg 2.30P                                                                                                                |
| Oak Island .....  | 4.00P  | .....  | Perishable:<br>To NYNH&H J. City 1.10P<br>To L.I.R.R. J. City 6.00P                                                               |

**SUSPENSION BRIDGE AND TIFFT TERMINAL****Take:** Manchester and east perishable

D&amp;H via Owego

S&amp;NY via Towanda

NYO&amp;W via Sibley Jct., except points on NYO&amp;W

NYNH&amp;H via Jersey City

LIRR via Jersey City

Fill-out: Manchester and east, giving preference to  
Oak Island and via

(Continued on back of page)

## **BNE-2**

**Daily**

### **MANCHESTER**

**Take:** D&H via Owego  
S&NY via Towanda  
Maybrook and beyond via Sibley Jct. NYO&W, NYNH&H  
Pittston perishable  
Wilkes-Barre and via perishable  
Manchester Tfr.—Wilkes-Barre, Pa. merchandise  
P-RSL points perishable via Rdg. Co. Bethlehem  
Bridgeton, N. J. perishable, CNJ delivery  
CNJ points billed to ice at Mahoning  
Newark, Jersey City and New York produce  
Grand St., Jersey City perishable  
Jersey City perishable via PRR Oak Island  
New York Dock Co. perishable  
Jay St. perishable  
NYNH&H via Jersey City  
LIRR via Jersey City  
Fill-out: Oak Island and via  
**Drop:** All other Manchester and East

### **SAYRE**

**Take:** Perishable of proper classification  
Dallas, Pa. feed  
NYNH&H via Jersey City feed  
Fill-out: Oak Island and via, Coxtan and via  
**Drop:** D&H via Owego  
S&NY via Towanda

### **COXTON**

**Take:** Perishable of proper classification  
Fill-out: Oak Island and via  
**Drop:** Coxtan and via, except Bridgeton, N. J., and CNJ  
points billed to be iced at Mahoning

### **PACKERTON**

**Take:** Perishable of proper classification  
Fill-out: Oak Island and via

### **EASTON**

**Drop:** Bridgeton, N. J., and CNJ freight iced at Mahoning

### **CLASSIFICATION FROM MANCHESTER**

NYO&W via Sibley Jct., NYNH&H Maybrook  
P-RSL points via Rdg. Co. Bethlehem  
Bridgeton, N. J., and CNJ points billed to ice at Mahoning  
NYNH&H and LIRR via J. City perishable  
Other Oak Island and via  
Pittston and Wilkes-Barre and via  
S&NY via Towanda  
D&H via Owego

### **NOTE**

At Sayre, Oak Island and via fill-out will be placed next to caboose

**SM-4**

Daily

**Suspension Bridge to Manchester**

|                   | Arrive | Leave | Connections               |
|-------------------|--------|-------|---------------------------|
| Cut-off Time .... | 7.00P  | ..... | CN, MC, PM, Wab.          |
| Susp. Bridge..... |        | 9.00P |                           |
| Manchester .....  | 2.00A  | ..... | To BJ-4, BP-2, MC-2, MF-2 |

**BJ-4**

Daily

**Buffalo (Tift Terminal) to Jersey City (Oak Island)**

|                   | Arrive | Leave  | Connections                                                                                                                                   |
|-------------------|--------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| Cut-off Time .... | 9.00P  | .....  | BC, B&O, NKP, NYC, PRR                                                                                                                        |
| Tift Terminal..   |        | 11.15P |                                                                                                                                               |
| Tift Jct. ....    | 11.45P | 12.05A | From Scott St., DL&W and Erie                                                                                                                 |
| Rochester Jct..   | 2.20A  | 2.50A  | From Rochester Local<br>To Rochester Local                                                                                                    |
| Manchester ....   | 3.45A  | 6.45A  | From SNE-2, BNE-2, SM-4<br>To BP-2, MC-2, MF-2                                                                                                |
| Sayre .....       | 10.00A | 11.05A | From Eric Waverly 3.00A<br>To FO-4                                                                                                            |
| Towanda .....     | 11.55A | 12.20P | To S&NY 1.30P                                                                                                                                 |
| Coxton .....      | 2.05P  | 3.00P  | To Wilkes-Barre local for<br>delivery to CNJ 5.00P                                                                                            |
| Packerton .....   | 6.45P  | 7.45P  | To Lehighon and Mauch<br>Chunk drill, Pottsville<br>Branch and Slatington<br>local, Lizard Creek Jct.<br>drill for delivery to L&NE<br>11.00P |
| Bethlehem .....   | 8.45P  | 9.15P  | To KY-2, Easton and Allen-<br>town pull-outs                                                                                                  |
| Oak Island .....  | 11.00A | .....  | To NYNH&H 1.30A<br>To L.I.R.R. 6.00P next day                                                                                                 |

(Continued on back of page)

## **BJ-4**

Daily

### **SUSPENSION BRIDGE AND TIFFT TERMINAL**

**Take:** Rochester Jct. and via  
Manchester and east perishable  
Geneva and via  
D&H via Owego  
S&NY via Towanda  
Oak Island and via, giving preference to merchandise,  
and cars for New York and Brooklyn Piers  
**Fill-out:** Other Manchester and east

### **TIFFT JUNCTION**

**Take:** Rochester Jct. and east

### **MANCHESTER**

**Take:** Seneca Falls Branch and Auburn to Fair Haven (Sunday only)  
D&H via Owego  
S&NY via Towanda  
CNJ via Wilkes-Barre  
Oak Island and via, giving preference to perishable,  
merchandise and cars for New York and Brooklyn Piers  
**Fill-out:** Mauch Chunk to Perth Amboy except Rdg.  
Co. East Penn Jct. and Bethlehem  
Coxton and via

**Drop:** All other Manchester and east

### **SAYRE**

**Take:** Coxton and east

### **COXTON**

**Take:** Freight of proper classification

**Drop:** Coxton and via

### **PACKERTON**

**Take:** Freight of proper classification

**Drop:** Coxton and via

### **BETHLEHEM**

**Drop:** Bethlehem and via

### **CLASSIFICATION FROM MANCHESTER**

Geneva and via (Sunday only)  
S&NY via Towanda  
Packerton and via  
Bethlehem and via  
Grand St. Jersey City meat and Packing House products  
NYNH&H-LIRR via Jersey City  
Fred Stock, Wilson Ave., Newark  
Oak Island and via  
CNJ via Wilkes-Barre  
Coxton and via  
D&H via Owego

## MC-2

### Daily

#### Manchester to Coxton

|                  | Arrive | Leave | Connections                                                         |
|------------------|--------|-------|---------------------------------------------------------------------|
| Manchester ..... |        | 4.00P | From all Suspension Bridge and Buffalo Trains                       |
| Sayre .....      | 8.00P  | 9.00P | To FO-2                                                             |
| Coxton .....     | 12.01A |       | To NYO&W 5.45A Pittston drill, W-Barre local for delivery CNJ 9.00A |

### MANCHESTER

**Take:** Ithaca perishable  
Elmira and Cortland Branches  
D&H via Owego  
NYO&W via Sibley Jct.  
Other Coxton and via not provided for in SJ-4  
**Fill-out:** Coxton and via empties or Oak Island and via when instructed

### SAYRE

**Take:** Freight of proper classification  
**Drop:** Ithaca, Elmira and Cortland Branches, D&H via Owego

### CLASSIFICATION

NYO&W via Sibley Jct., NYNH&H Maybrook  
Oak Island fill-out  
Coxton and via empty fill-out  
Coxton and via including other points on or via NYO&W Sibley Jct.  
Hays Creek and via (when not handled in SJ-4)  
Ithaca, Elmira and Cortland Branches  
D&H via Owego

## MF-2

Daily except Sunday  
Manchester to Sayre

|                  | Arrive | Leave  | Connections                                                               |
|------------------|--------|--------|---------------------------------------------------------------------------|
| Manchester ..... |        | 9.00P  | From all Susp. Bridge and Buffalo Trains                                  |
| Geneva .....     | 9.45P  | 10.10P | To Seneca Falls Branch, Naples Branch, Ithaca Branch and Main Line Locals |
| Sayre .....      | 1.45A  |        | To Elmira, Cortland, Auburn, Towanda and Coxton Locals                    |

### MANCHESTER

Take: Geneva and via  
Elmira and Cortland Branches  
Sayre and via  
Fill-out: Coxton and via empties

### CLASSIFICATION

Geneva and via  
Elmira and Cortland Branches  
Sayre and via  
Coxton and via empties

22



No. 5100, 4-8-4, Class T-1 on Perth Amboy Branch opposite Hillside Cemetery, Metuchen, N. J., July 2, 1939, backing up from South Plainfield to Perth Amboy to pick up empty hopper cars.

## FO-2

Daily

Sayre to Owego

|                           | Arrive | Leave | Connections                |
|---------------------------|--------|-------|----------------------------|
| Sayre .....               |        | 4.30A | From BNE-2, MC-2           |
| Owego .....               | 5.30A  |       | Through crew to Binghamton |
| Binghamton<br>(D&H) ..... | 6.30A  |       |                            |

## SAYRE

Take: D&H via Owego

## FO-4

Daily

Sayre to Owego

|                           | Arrive | Leave | Connections                |
|---------------------------|--------|-------|----------------------------|
| Sayre .....               |        | 4.00P | From BJ-4, BP-2, SJ-2      |
| Owego .....               | 5.00P  |       | Through crew to Binghamton |
| Binghamton<br>(D&H) ..... | 6.15P  |       |                            |

## SAYRE

Take: D&H via Owego

23



No. 3436, 0-6-0, G-14, doing switching work at Celotex Plant, Metuchen, N. J., on Perth Amboy Branch, April 21, 1939

## CD-2

Daily except Saturday

Coxton to Delano

|                | Arrive | Leave  | Connections                                             |
|----------------|--------|--------|---------------------------------------------------------|
| Coxton .....   |        | 11.15P | From SJ-4, Wilkes-Barre local                           |
| Hazleton ..... | 5.30A  | 6.00A  | To PRR                                                  |
| Delano .....   | 7.00A  |        | To Shenandoah, Mahanoy City, Quakake, Mt. Carmel locals |

### COXTON

Take: White Haven, Hays Creek Branch and via Hazleton Branch and via

### CLASSIFICATION

White Haven

Ashmore

Hudsondale

Hazleton and via perishable

Hazleton and via non-perishable

Delano and via perishable and Shenandoah malt

Delano and via non-perishable

24



No. 815, 2-8-0, Class M-36 (only one) doing local switching work at South Plainfield, N. J., August 24, 1939

## DE-2

Daily except Sunday

Delano to Easton

|                 | Arrive | Leave  | Connections                                         |
|-----------------|--------|--------|-----------------------------------------------------|
| Delano .....    |        | 10.15P | From Mt. Carmel, Shenandoah and Mahanoy City locals |
| Hazleton .....  | 11.30P | 12.01A | From PRR                                            |
| Packerton ..... | 1.30A  | 3.15A  |                                                     |
| Bethlehem ..... | 4.45A  | 5.45A  |                                                     |
| Easton .....    | 6.15A  |        | To E&N Branch, Oak Island locals                    |

### DELANO

Take: McAdoo, Audenried, Hazleton and east

### HAZLETON

Take: Weatherly, Mauch Chunk and east

Drop: Hazleton and via

### PACKERTON

Take: Bethlehem to Perth Amboy

Drop: Packerton to East Penn Jct. *except Allentown mdse.*  
Oak Island and via

### BETHLEHEM

Take: Easton to South Plainfield

Drop: Bethlehem and via  
Freemansburg

### CLASSIFICATION

McAdoo

Audenried

Hazleton and via

Weatherly

Packerton to East Penn Jct.—Oak Island and via

Bethlehem and via — *allentown merchandise*

Easton and via

## KY-2

Daily except Saturday  
Packerton to Perth Amboy

|                   | Arrive | Leave  | Connections                                       |
|-------------------|--------|--------|---------------------------------------------------|
| Packerton .....   |        | 11.45P |                                                   |
| Bethlehem .....   | 1.15A  | 2.15A  | From BJ-4, BP-2, SJ-2, East<br>Penn Jct. pull-out |
| So. Plainfield .. | 5.45A  | 6.30A  |                                                   |
| Perth Amboy ..    | 7.00A  |        |                                                   |

### PACKERTON

Take: Royce Valley to Perth Amboy

Fill-out: Perth Amboy coal

### BETHLEHEM

Take: Royce Valley to Perth Amboy

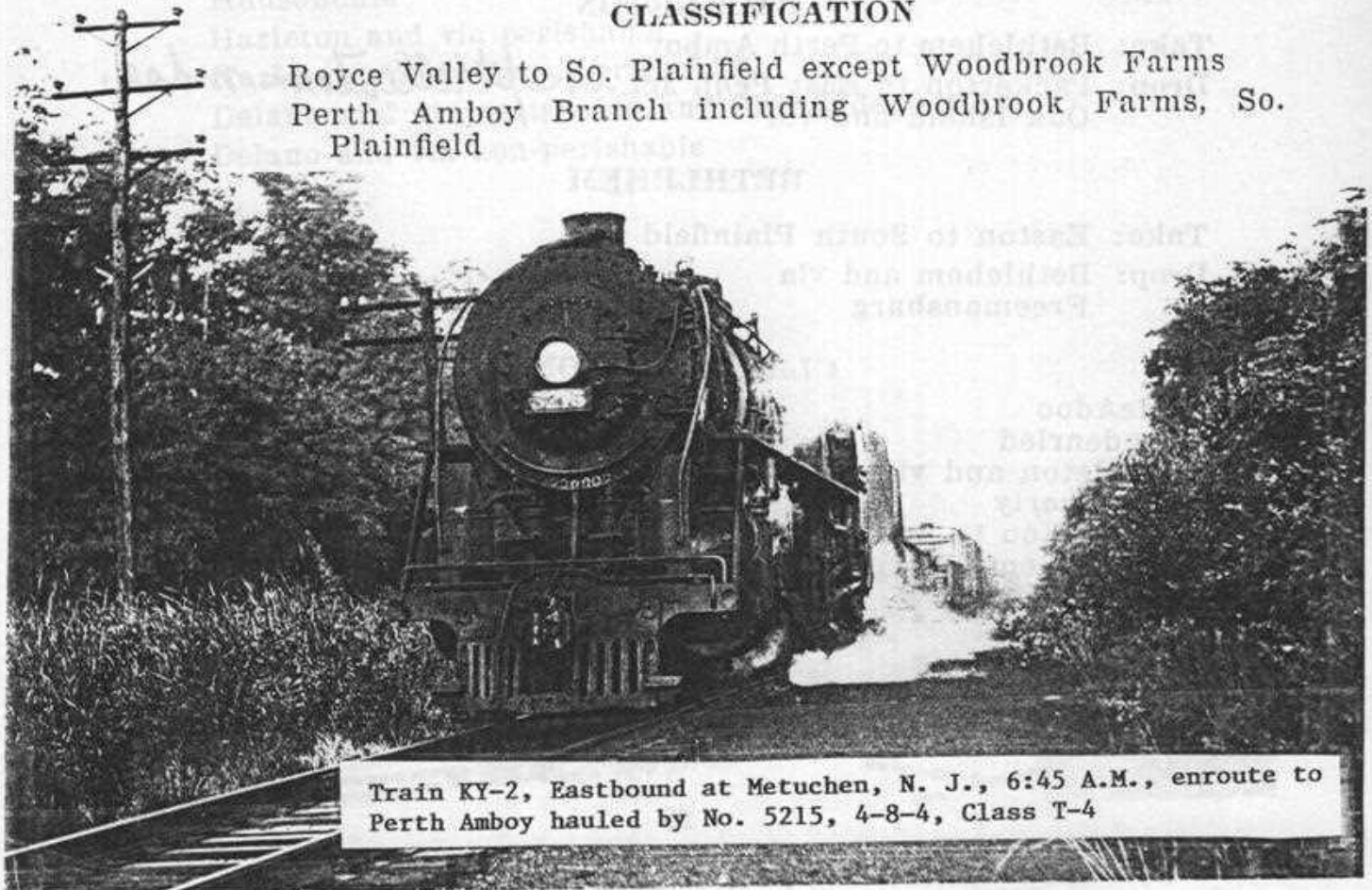
### SO. PLAINFIELD

Take: Perth Amboy Branch

Drop: Royce Valley to So. Plainfield

### CLASSIFICATION

Royce Valley to So. Plainfield except Woodbrook Farms  
Perth Amboy Branch including Woodbrook Farms, So.  
Plainfield



Train KY-2, Eastbound at Metuchen, N. J., 6:45 A.M., enroute to  
Perth Amboy hauled by No. 5215, 4-8-4, Class T-4

## HJ-2

Daily except Sunday

### Catasaqua to Jersey City (Oak Island)

|                   | Arrive | Leave  | Connections                                                               |
|-------------------|--------|--------|---------------------------------------------------------------------------|
| Catasaqua .....   |        | 11.00P | From Ironton RR, L&NE,<br>Rdg. Co., Cementon and<br>Fullerton drills      |
| Easton .....      | 12.15A | 2.00A  | To Oak Island local<br>CNJ 7.00A<br>DL&W 11.30A<br>L&H 6.00A<br>PRR 2.30A |
| So. Plainfield .. | 4.30A  | 4.45A  | To various locals                                                         |
| Oak Island .....  | 5.30A  |        | To W.S.R.R. National Jet.<br>7.00A<br>To NYNH&H Jersey City<br>2.10P      |

### CATASAUQUA

Take: Easton and east

### EASTON

Drop: Easton to Flagtown

### SO. PLAINFIELD

Drop: Royce Valley to Perth Amboy

### CLASSIFICATION

PRR via Phillipsburg

Easton to Flagtown

Royce Valley to Perth Amboy

West Shore via National Jet.

Other Oak Island and via

*NYNH&H via Jersey City*

**PJ-2**

Daily except Sunday

Bethlehem to Jersey City (Oak Island)

|                  | Arrive | Leave  | Connections                                                          |
|------------------|--------|--------|----------------------------------------------------------------------|
| Bethlehem .....  |        | 11.45P | From BP-2                                                            |
| Easton .....     | 12.01A | 12.45A | From E&N Branch local,<br>CNJ, DL&W, L&H, PRR                        |
| Manville .....   | 2.00A  | 2.45A  | To various drills and locals                                         |
| Oak Island ..... | 5.00A  |        | To W.S.R.R. National Jct.<br>7.00A<br>To NYNH&H Jersey City<br>2.10P |

**BETHLEHEM**

Take: Oak Island and via

**EASTON**

Take: Royce Valley to Perth Amboy  
Oak Island and via

**MANVILLE**

Take: Oak Island and via  
Drop: Royce Valley to Perth Amboy

**CLASSIFICATION**

Royce Valley to Perth Amboy  
West Shore via National Jct. cement  
Other Oak Island and via

## NYB-1

Daily except Sunday

Jersey City (Oak Island) to Buffalo (Tifft Terminal)

|                  | Arrive | Leave  | Connections                                                                                                                                                    |
|------------------|--------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Oak Island ..... |        | 8.00P  | From NYNH&H 2.35P                                                                                                                                              |
| Bethlehem .....  | 9.30P  | 10.00P | From Allentown pull-out.<br>Rdg. Co. Banana Special<br>9.00P, PB-1 9.30 P.<br>(9.00P during daylight<br>saving time), NYB-1 cars<br>to be grouped on head end. |
| Packerton .....  | 10.45P | 11.00P |                                                                                                                                                                |
| Coxton .....     | 1.00A  | 1.15A  | From Wilkes-Barre local<br>To Wilkes-Barre local                                                                                                               |
| Sayre .....      | 3.00A  | 3.20A  | From OF-1, OF-3                                                                                                                                                |
| Manchester ....  | 5.20A  | 6.10A  | To Banana Special, JS-1, MB-<br>1, MS-1, JB-1, Ithaca local                                                                                                    |
| Rochester Jct... | 6.35A  | 6.55A  | To Rochester local for ar-<br>rival Rochester 7.45A                                                                                                            |
| Tifft Jct. ....  | 8.35A  | 8.50A  | To Scott St. drill for arrival<br>9.30A                                                                                                                        |
| Tifft Terminal.. | 9.15A  |        |                                                                                                                                                                |

### OAK ISLAND

Take: Wilkes-Barre and via  
Ithaca perishable  
Geneva perishable  
Manchester Transfer merchandise  
Rochester  
Buffalo N. Y.  
Buffalo Lake Lines: C&BT Co., D&CN Co., G. L. T.  
Corp. M. A. T. Co.  
Fill-out: Other Manchester and west

### BETHLEHEM

Take: D&H via Wilkes-Barre perishable  
Ithaca and west perishable  
Manchester Transfer merchandise  
Rochester merchandise  
Buffalo, N. Y. merchandise

(Continued on back of page)

## **NYB-1**

Daily except Sunday

### **PACKERTON**

Take: Perishable of proper classification

### **COXTON**

Take: Geneva N. Y. perishable  
Manchester Transfer merchandise  
Wilkes-Barre, Pa.-Buffalo N. Y. merchandise  
Drop: Wilkes-Barre and via

### **SAYRE**

Take: Buffalo Lake Lines: C&BT Co., D&CN Co., G.L.T. Corp.,  
M.A.T. Co.

### **MANCHESTER**

Take: Rochester  
Buffalo, N. Y.  
Buffalo Lake Lines  
Perishable and special order cars via connections at  
Buffalo  
Drop: All other Manchester and west

### **CLASSIFICATION FROM OAK ISLAND**

Wilkes-Barre and via  
\*Ithaca-Geneva  
Rochester  
East Buffalo and via obligation and special order cars  
Tifft Terminal and via obligation and special order cars  
West of Manchester fill-out  
Manchester Transfer

### **CLASSIFICATION OF GROUP FROM BETHLEHEM**

(To be cut in behind Wilkes-Barre and via)

D&H via Wilkes-Barre  
Manchester Transfer  
Buffalo, N. Y.  
Rochester, N. Y.  
\*Ithaca - Geneva

(NOTE: These classifications are contingent on being made by arrival of NYB-1 at Bethlehem; otherwise only the Wilkes-Barre and via and Ithaca-Geneva groups need be maintained.)

### **CLASSIFICATION OF GROUP FROM COXTON**

(To be added to head end)

\*Geneva, N. Y.  
Buffalo, N. Y.  
Manchester Transfer

\* To be set out at Geneva only when connection cannot be effected with Ithaca Branch Pick-up from Manchester

## JS-1

Daily except Sunday

### Jersey City (Oak Island) to Suspension Bridge

|                  | Arrive | Leave  | Connections                      |
|------------------|--------|--------|----------------------------------|
| Oak Island ..... |        | 11.15P | From NYNH&H 2.35P                |
| Bethlehem .....  | 1.30A  | 2.00A  | From Rdg. Co. 11.45P             |
| Packerton .....  | 3.15A  | 4.00A  | From YK-1                        |
| Coxton .....     | 6.45A  | 7.05A  |                                  |
| Sayre .....      | 9.15A  | 10.00A |                                  |
| Manchester ....  | 12.15P | 2.45P  | From PM-1<br>To MB-1, MS-1, JB-1 |
| Susp. Bridge ... | 6.00P  |        | To CN, MC, PM, Wab.              |

### OAK ISLAND

Take: Suspension Bridge and via  
Tifft Terminal and via merchandise  
NYC via Buffalo  
Cleveland via NKP  
Fill-out: Other Manchester and west

### BETHLEHEM

Take: West of Manchester

### EAST PENN JCT.

Susp. Bridge and Tifft Terminal connections originating  
Nicetown, Pottstown and Hershey when received too  
late for PM-1 or that train annulled

### PACKERTON

Take: Suspension Bridge and via

### MANCHESTER

Take: Detroit via all Susp. Bridge connections  
Canadian Points via all Susp. Bridge connections  
Susp. Bridge connections Carloading Companies mer-  
chandise  
Fill-out: Other Susp. Bridge and via

(NOTE: Advance section will be operated from Oak Island  
when traffic warrants. See schedule on back of page.)

### CLASSIFICATION FROM OAK ISLAND

Manchester and west

### CLASSIFICATION FROM MANCHESTER

Niagara Falls N. Y.—Suspension Bridge (LV)  
Pere Marquette  
Wabash  
Canadian National  
Michigan Central

(Continued on back of page)

## Adv. JS-1

Daily except Monday

(Subject to suspension by special order)  
Jersey City (Oak Island) to Manchester

|                  | Arrive | Leave  | Connections               |
|------------------|--------|--------|---------------------------|
| Oak Island ..... |        | 10.15P | From NYNH&H 2.35P         |
| Packerton .....  | 1.45A  | 2.45A  | From YK-1                 |
| Coxton .....     | 5.30A  | 5.50A  |                           |
| Sayre .....      | 8.00A  | 8.45A  |                           |
| Manchester ...   | 11.00A |        | To JS-1, MB-1, MS-1, JB-1 |

### OAK ISLAND

Take: JS-1 obligation cars including International and Kelleher merchandise from Pier 38 and Newark

Fill-out: Other Manchester and west

### EAST PENN JCT.

Take: Manchester and west  
(Stops only when PM-1 annulled)

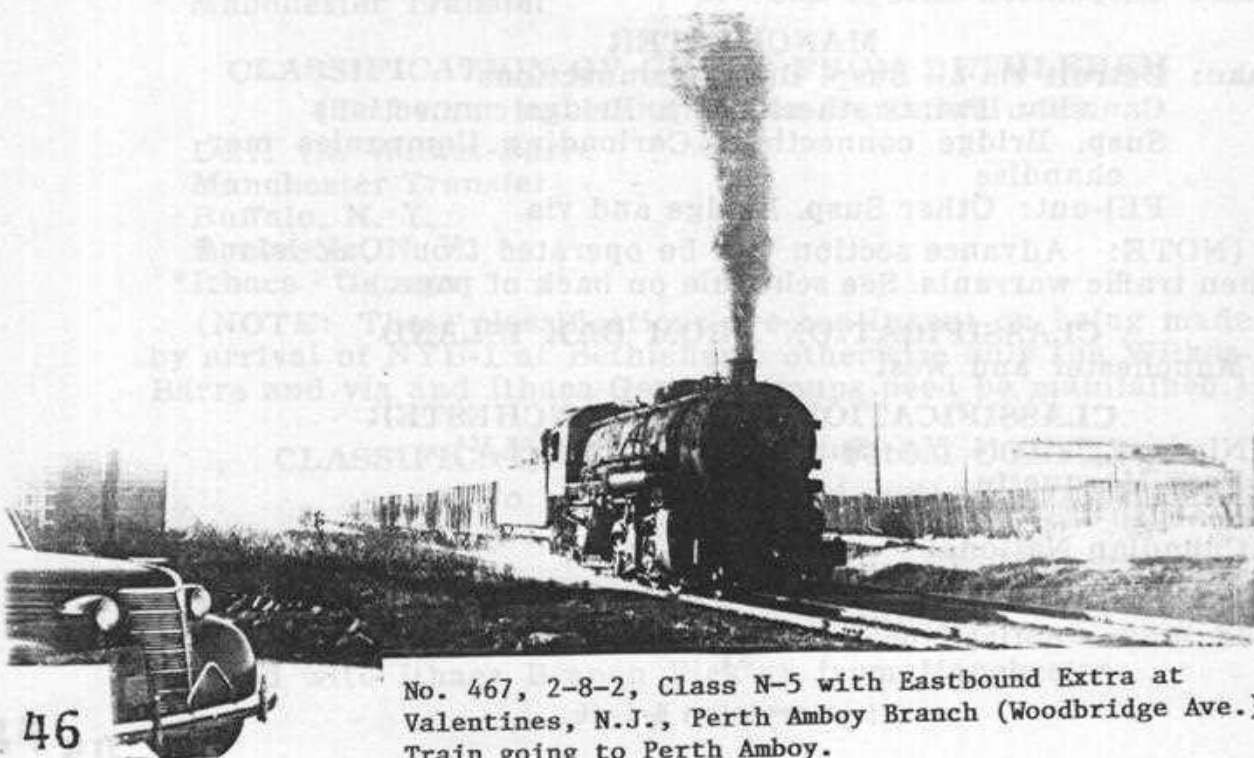
### PACKERTON

Take: West of Manchester

### CLASSIFICATION

Manchester and west

31-A



No. 467, 2-8-2, Class N-5 with Eastbound Extra at Valentines, N.J., Perth Amboy Branch (Woodbridge Ave.)  
Train going to Perth Amboy.

## MB-1

Daily except Monday

Manchester to Buffalo (Tifft Terminal)

|                  | Arrive | Leave | Connections                                                             |
|------------------|--------|-------|-------------------------------------------------------------------------|
| Manchester ..... |        | 3.30P | From PM-1, JS-1                                                         |
| Tifft Jct. ....  | 6.20P  | 6.35P | To East Buffalo drill for<br>Scott St. and delivery to<br>DL&W and Erie |
| Tifft Terminal.. | 7.00P  | ..... | To BC, B&O, PRR, NKP,<br>NYC                                            |

### MANCHESTER

Cleveland via all Tifft Terminal connections

Tifft Terminal connections Carloading Companies merchandise

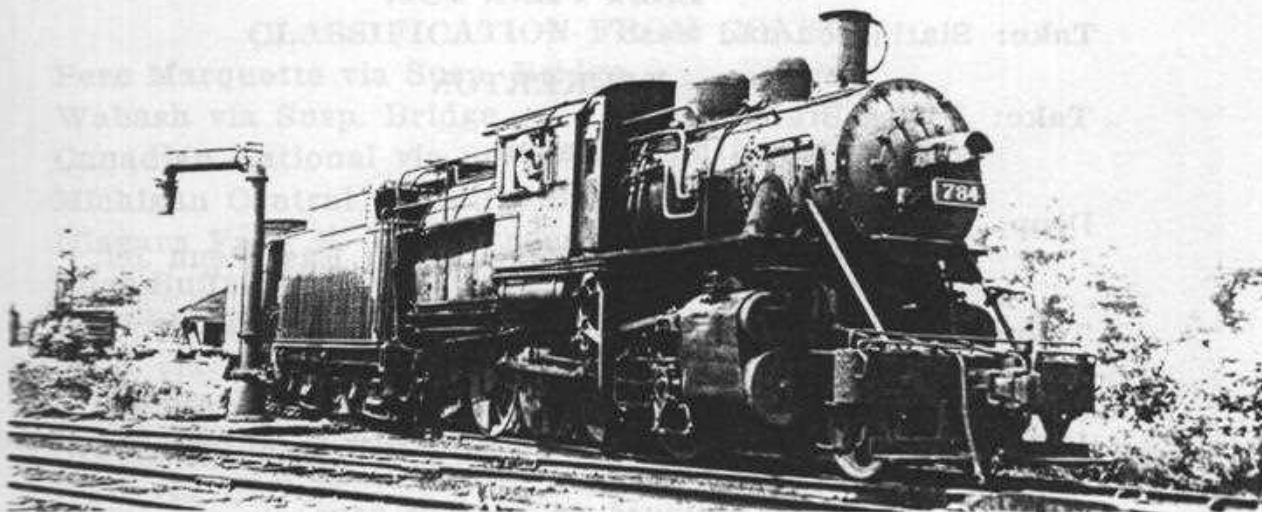
NYC via Buffalo

Fill-out: Other Buffalo and via

### CLASSIFICATION

East Buffalo and via - *B+O via Buffalo*  
NKP via Buffalo  
Other Tifft Terminal and via  
NYC via Buffalo

32



No. 784, 2-8-0, Class M-35, on Wye Track,  
South Plainfield, N. J., June 30, 1939

**JB-1****Daily****Jersey City (Oak Island) to Buffalo (Tifft Terminal)**

|                     | Arrive | Leave  | Connections                                                             |
|---------------------|--------|--------|-------------------------------------------------------------------------|
| Oak Island .....    |        | 12.30A | From NYNH&H 2.35P                                                       |
| Ex.Sun.&Hol. ....   |        | 9.00P  |                                                                         |
| Bethlehem .....     | 2.45A  | 3.05A  |                                                                         |
| East Penn Jct. .... | 3.15A  | 3.35A  | From Rdg. Co. 12.01A                                                    |
| Packerton .....     | 4.35A  | 5.50A  | From YK-1<br>To ED-1, KF-1                                              |
| Coxton .....        | 8.35A  | 10.45A | From Wilkes-Barre local<br>To KF-1, Wilkes-Barre local                  |
| Towanda .....       | 12.30P | 12.45P | From S&NY 11.10A                                                        |
| Sayre .....         | 1.15P  | 2.00P  | To Ithaca Branch local                                                  |
| Manchester ....     | 4.15P  | 6.15P  | From PM-1, JS-1<br>To MS-1                                              |
| Tifft Jct. ....     | 8.35P  | 8.50P  | To East Buffalo drill for<br>Scott St. and delivery to<br>DL&W and Erie |
| Tifft Terminal..    | 9.15P  |        | To BC, B&O, NKP, NYC,<br>PRR                                            |

**OAK ISLAND**

Take: Freemansburg and west

**EASTON**

Take: Manchester and west cement from E&amp;N Branch local

**BETHLEHEM**

Drop: Freemansburg to Treichler

**EAST PENN JCT.**

Take: Slatington and west

**PACKERTON**Take: Ithaca Branch  
Auburn and Ithaca Branch  
Manchester and westDrop: Packerton and via  
Wilkes-Barre and via picked up at East Penn Jct.**COXTON**Take: Ithaca Branch  
Auburn and Ithaca Branch  
Manchester and westDrop: Wilkes-Barre to Geneva, except Ithaca and Auburn and  
Ithaca Branches

(Continued on back of page)

**JB-1**

Daily

**TOWANDA**

Take: Susp. Bridge and Buffalo connections

**SAYRE**

Take: Manchester and west

Drop: Ithaca Branch

Auburn and Ithaca Branch

**MANCHESTER**

Take: Depew

Williamsville

North Tonawanda and via

Harriet

Cheektowaga

Buffalo and via

**CLASSIFICATION FROM OAK ISLAND**

Packerton and via

Bethlehem and via

Wilkes-Barre and west

(NOTE: Advance section will be operated from Bethlehem to Coxtan when traffic warrants picking up at Packerton in order to avoid overloading JB-1.)

**CLASSIFICATION OF GROUP FROM EAST PENN JCT.**

(To be cut in behind Packerton and via)

Packerton and via—Wilkes-Barre and via

Coxtan and west

**CLASSIFICATION FROM COXTON**

Pere Marquette via Susp. Bridge

Wabash via Susp. Bridge

Canadian National via Susp. Bridge

Michigan Central via Susp. Bridge

Niagara Falls N. Y.—Suspension Bridge (LV)

East Buffalo and via

B&O via Buffalo

NKP via Buffalo

Other Manchester and west

Other Tiff Terminal and via

NYC via Buffalo

Manchester and west cars billed for icing Manchester or all  
Icing Stations

## MS-1

Daily

### Manchester to Suspension Bridge

|                  | Arrive | Leave | Connections           |
|------------------|--------|-------|-----------------------|
| Manchester ..... |        | 6.00P | From PM-1, JS-1, JB-1 |
| Susp. Bridge.... | 9.15P  |       | To CN, MC, PM, Wab.   |

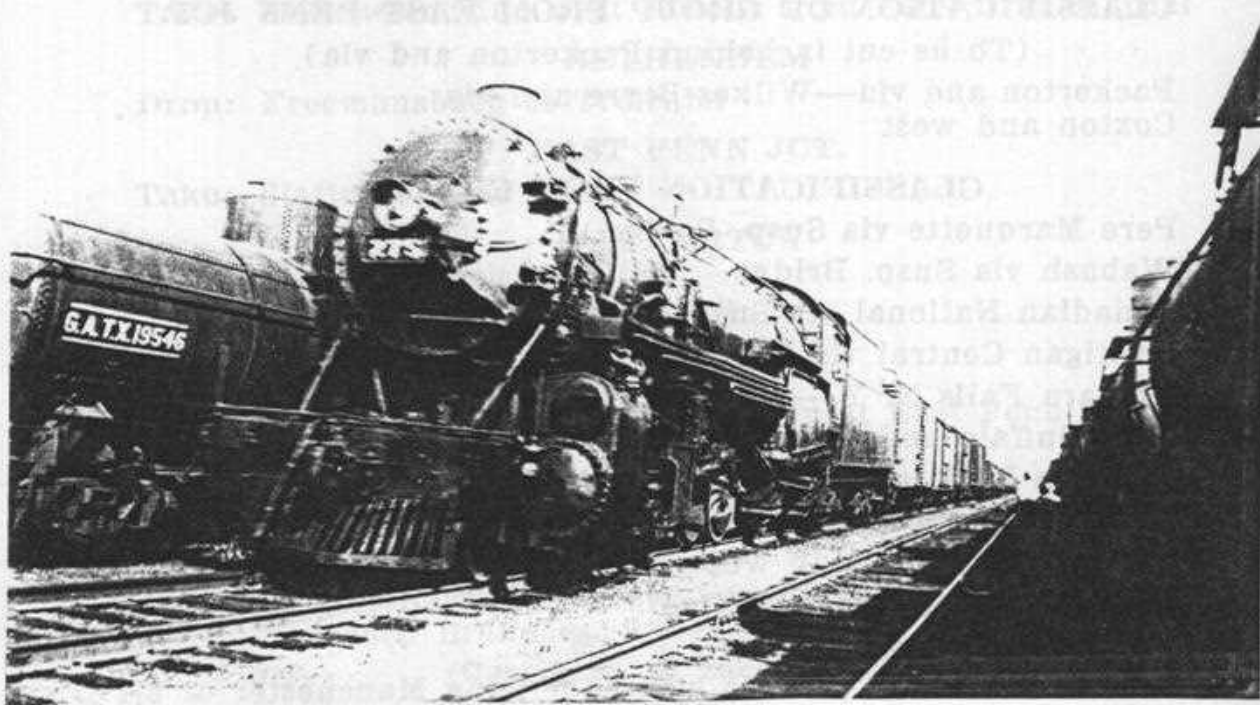
### MANCHESTER

Take: Niagara Falls  
Susp. Bridge and via

### CLASSIFICATION

Niagara Falls-Suspension Bridge (LV)  
Pere Marquette  
Wabash  
Canadian National  
Michigan Central

34



No. 275, 2-8-2, Class N-6, on KY-2 Eastbound near South Plainfield, N.J. on Perth Amboy Branch, July, 1938 about 6:30 A.M., heading to Perth Amboy.

# JK-1

Daily except Monday

Jersey City (Oak Island) to Packerton

|                  | Arrive | Leave | Connections                       |
|------------------|--------|-------|-----------------------------------|
| Oak Island ..... |        | 2.00A | From NYNH&H 2.35P                 |
| Easton .....     | 5.00A  | 5.30A | To E&N Branch local, DL&W,<br>PRR |
| Bethlehem .....  | 6.00A  | 7.30A | To Allentown pull-out             |
| Packerton .....  | 10.00A |       |                                   |

*Ldg Co via PT Rdg Jct.*  
Take: Phillipsburg to Treichler

Fill-out: Suitable empty cars

*drop Rdg Co via PT Rdg Jct.*  
EASTON

Drop: Phillipsburg and via  
Easton and via

## BETHLEHEM

Take: }  
Drop: } As instructed by train dispatcher

*Ldg Co via PT Rdg Jct.*  
CLASSIFICATION FROM OAK ISLAND  
Phillipsburg and via—Easton and via  
Bethlehem and via

## NOTE

Classification of empty fill-out will be governed by destination

# YK-1

## Daily except Sunday Perth Amboy to Packerton

|                  | Arrive | Leave  | Connections                                                                                                         |
|------------------|--------|--------|---------------------------------------------------------------------------------------------------------------------|
| Perth Amboy....  |        | 7.00P  |                                                                                                                     |
| Manville .....   | 8.15P  | 8.45P  | From Bound Brook drill                                                                                              |
| Easton .....     | 11.00P | 11.15P | To E&N Branch, DL&W,<br>PRR                                                                                         |
| East Penn Jct... | 12.01A | 12.15A | To Rdg. Co.                                                                                                         |
| Packerton .....  | 1.30A  |        | To KW-1, JS-1, JB-1, ED-1,<br>KF-1, Lehighton and<br>Mauch Chunk drill, Potts-<br>ville Br. and Slatington<br>local |

### PERTH AMBOY

Take: Phillipsburg and West

### MANVILLE

Take: Phillipsburg and west

### EASTON

Drop: Phillipsburg to Treichler except Rdg. Co. via East Penn Jct.

### EAST PENN JCT.

Drop: Rdg. Co.

(Continued on back of page)

## CLASSIFICATION FROM PERTH AMBOY

- Rdg. Co. via East Penn Jct.
- \*Phillipsburg and via
- \*Easton and via
- \*Bethlehem and via
- Suspension Bridge and via
- Packerton and west

## CLASSIFICATION OF GROUP FROM MANVILLE

- \*Bethlehem and via
- \*Easton and via
- \*Phillipsburg and via
- Rdg. Co. via East Penn Jct.
- Packerton and west
- Suspension Bridge and via

\* These groups are set out at Phillipsburg and group picked up at Manville cut in behind Bethlehem and via cars bringing East Penn Jct. cars together after setting out at Phillipsburg and Suspension Bridge cars to Packerton in one group for adding when possible to section of JS-1.



7:10 P. M., August 27, 1939, Train YK-1 Westbound at Phoenix, N. J., on Perth Amboy Branch, hauled by No. 5203, 4-8-4, Class T-2

## ED-1

Daily except Monday  
Easton to Delano

|                 | Arrive | Leave | Connections                                                                                                                |
|-----------------|--------|-------|----------------------------------------------------------------------------------------------------------------------------|
| Easton .....    |        | 1.15A | From CNJ, DL&W, L&H,<br>PRR, E&N Branch local                                                                              |
| Bethlehem ..... | 1.45A  | 2.30A | From Rdg. Co. 11.45P<br>To Rdg. Co., Allentown pull-<br>out                                                                |
| Packerton ..... | 3.45A  | 6.00A | From YK-1, <del>PA-1</del> , JB-1<br>To KF-1, Lehigh and<br>Mauch Chunk drill, Potts-<br>ville Br. and Slatington<br>local |
| Hazleton .....  | 8.00A  | 8.30A | To PRR 9.00A                                                                                                               |
| Delano .....    | 9.30A  |       | To Mt. Carmel, Shenandoah,<br>Mahanoy City, Quakake<br>locals                                                              |

### EASTON

Take: Freemansburg and west

### BETHLEHEM

Take: Slatington ~~to Geneva~~ and west  
Drop: Freemansburg to Treichler

### PACKERTON

Take: Hazleton Branch and via  
Drop: All other Slatington and west

### HAZLETON

Take: Delano and via  
Drop: Hazleton and via

### CLASSIFICATION FROM EASTON

Bethlehem and via  
Packerton and via  
Hazleton Branch and via

### CLASSIFICATION FROM PACKERTON

Hazleton and via  
Delano and via

## PM-1

Daily except Sunday

### Bethlehem to Manchester

|                  | Arrive | Leave  | Connections                           |
|------------------|--------|--------|---------------------------------------|
| Bethlehem .....  |        | 11.45P | From Rdg. Co. 9.30 P, Easton pull-out |
| East Penn Jct.   | 11.55P | 12.15A | From Rdg. Co. 11.00P                  |
| Packerton .....  | 1.15A  | 2.00A  | To KW-1                               |
| Coxton .....     | 4.30A  | 5.00A  | From NYO&W 6.40P, Wilkes-Barre local  |
| Sayre .....      | 7.00A  | 7.45A  |                                       |
| Manchester ..... | 10.15A |        | To JS-1, MB-1, MS-1, JB-1             |

### BETHLEHEM AND EAST PENN JCT.

Take: Wilkes-Barre and via  
Manchester Transfer merchandise  
Fill-out: Other Manchester and west

### PACKERTON

Take: Manchester and west  
Fill-out: Manchester and west empties when necessary  
Drop: Wilkes-Barre and via

### COXTON

Take: Manchester and west

### CLASSIFICATION FROM BETHLEHEM

Wilkes-Barre and via  
Manchester Transfer  
West of Manchester

### CLASSIFICATION OF GROUP FROM EAST PENN JCT.

(To be cut in behind Wilkes-Barre and via)

Wilkes-Barre and via  
West of Manchester  
Manchester Transfer

36-A

New page 6-1-40

## KW-1

Daily except Monday  
Packerton to Wilkes-Barre

|              | Arrive | Leave | Connections                                          |
|--------------|--------|-------|------------------------------------------------------|
| Packerton    | .....  | 3.30A | From PM-1, YK-1, holding for ED-1 when PM-1 annulled |
| Wilkes-Barre | 6.45A  | ..... | To D&H 8.45A                                         |

### PACKERTON

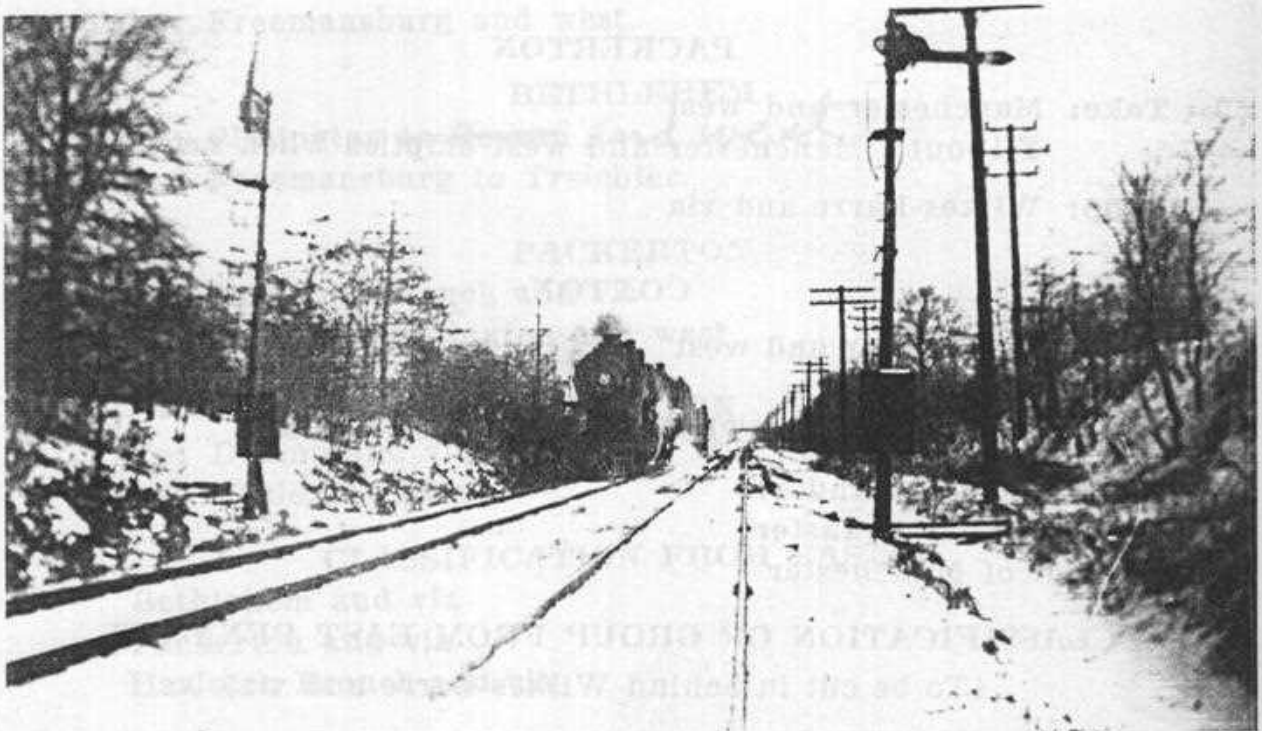
Take: Wilkes-Barre and via

### CLASSIFICATION

Wilkes-Barre and via

36-B

New page 6-1-40



No. 5206, 4-8-4, Class T-2 with Westbound Extra on Perth Amboy Branch alongside Hillside Cemetery, Metuchen, N. J. Jan. 20, 1939

**KF-1**

Daily

**Packerton to Sayre via Wilkes-Barre**

|                 | Arrive | Leave  | Connections                                                                      |
|-----------------|--------|--------|----------------------------------------------------------------------------------|
| Packerton ..... |        | 8.00A  | From YK-1, <del>JB-1</del> , JB-1, ED-1                                          |
| Wilkes-Barre .. | 11.00A | 11.15A | To D&H                                                                           |
| Coxton .....    | 12.01P | 3.30P  | From Wilkes-Barre local, JB-1 <i>KW-1</i>                                        |
| Sayre .....     | 7.00P  |        | To <del>CM-1, Kline</del> , Auburn, Elmira, Cortland Branch and Main Line locals |

**PACKERTON**

Take: Wilkes-Barre to Geneva

**COXTON**

Take: Athens to Geneva

**CLASSIFICATION FROM PACKERTON**

Wilkes-Barre and via  
Coxton and west

**CLASSIFICATION FROM COXTON**

Sayre and via  
Fill-out: Manchester and west, coal or empty fill-out

# OF-1

Daily

Owego to Sayre

|                           | Arrive | Leave  | Connections                        |
|---------------------------|--------|--------|------------------------------------|
| Binghamton<br>(D&H) ..... |        | 12.01A |                                    |
| Owego .....               |        | 1.00A  | Through crew from Binghamton       |
| Sayre .....               | 2.00A  |        | To <del>CM-1</del> nyB1, 4.45extra |

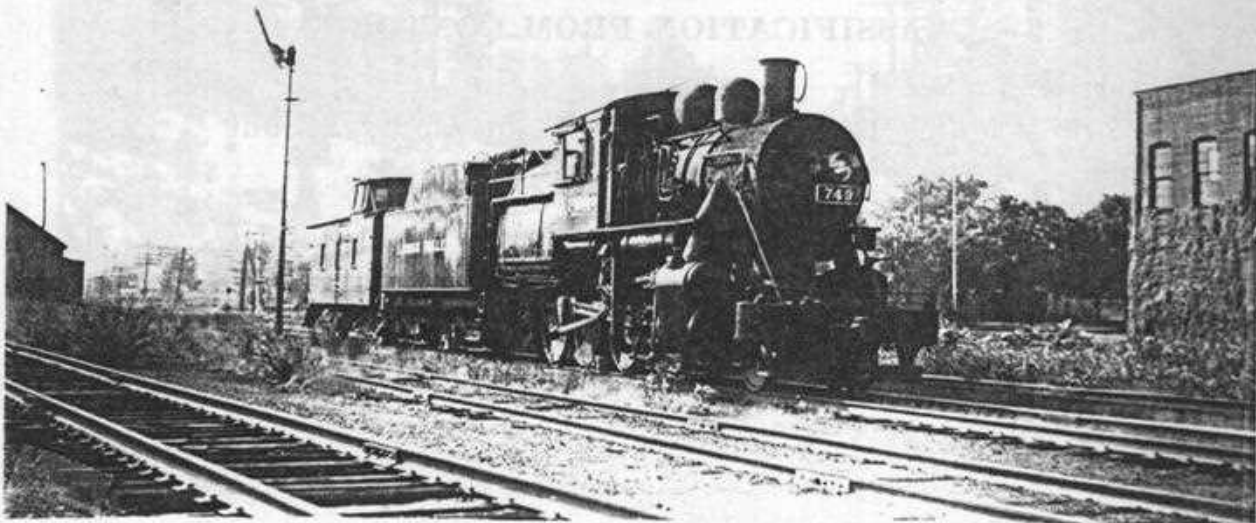
# OF-3

Daily

Owego to Sayre

|                           | Arrive | Leave | Connections                  |
|---------------------------|--------|-------|------------------------------|
| Binghamton<br>(D&H) ..... |        | 7.00P |                              |
| Owego .....               |        | 8.00P | Through crew from Binghamton |
| Sayre .....               | 9.00P  |       | To CM-1                      |

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No. 749, 2-8-0, Class M-35 enroute to South Plainfield on Perth Amboy Branch at Metuchen, N.J., September 1, 1939

# SUPPLEMENTAL INSTRUCTIONS

IN CONNECTION WITH

## FREIGHT TRAIN SCHEDULE BOOK

NO. 1

IN EFFECT DECEMBER 1, 1939



DOUBLEHEADER WEST ON OXBOW CURVE

## GENERAL INSTRUCTIONS

All freight, except coal, is on a scheduled basis from and to all points.

Waybills must be checked closely so that all freight will be dispatched in first train of proper classification.

When volume of freight warrants, trains will be operated in two or more sections.

Careful check must be maintained of traffic enroute from connections and other districts, so that sections may be handled properly and promptly.

Cars cut out in terminal yards for repairs must be forwarded with minimum delay in proper trains.

Cars cut out between terminals, when repaired, must be moved to next succeeding yard for forwarding in first proper train. Cars of livestock or perishable freight set out between terminals must be picked up by proper symbol trains, unless they can be moved to succeeding yards by other trains without delay.

Bureau of Explosives Regulations must be strictly observed in handling cars of explosives and other dangerous articles, which should be placed in train, whenever possible, so as to avoid reclassification in accordance with these instructions, after setting out other classifications.

Perishable freight billed "Weight at Coxton" will be dispatched in BJ-4 and other symbol trains handling perishable freight which is cut off at Coxton. Cars will be placed in Coxton and via Classification for prompt weighing and forwarding in first proper train. Other freight billed "Weigh at Coxton" will be dispatched in trains handling Coxton classification freight.

In applying these instructions the following commodities are to be considered perishable freight:

|                |                          |
|----------------|--------------------------|
| Almonds        | Live Stock               |
| Bananas        | Magazines                |
| Beer           | Meat (Other than canned) |
| Candy          | Milk (Canned)            |
| Corn (New)     | Oats (Sulphured)         |
| Dairy Products | Produce                  |
| Fish           | Walnuts                  |
| Ice (Dry)      | Whiskey                  |

Classifications mentioned following schedules of individual trains must be maintained when adding cars at intermediate terminal yards.

The detail of these classifications is as follows:

(Continued on back of page)

## **Eastbound**

### **MANCHESTER AND VIA**

Manchester and east

### **GENEVA AND VIA**

Main Line Geneva to Lockwood

Seneca Falls Branch

Naples Branch

824 Auburn Branch, Auburn to Fair Haven except on Sundays.  
when such cars arriving Manchester after departure of  
~~Ithaca Branch pickup~~ will be forwarded in Sayre and via  
classification.

### **SAYRE AND VIA**

Auburn Branch, Smithboro to Owasco Lake

State Line & Sullivan Branch.

Waverly and via, except Elmira Branch

East Waverly to Meshoppen

LaGrange

### **COXTON AND VIA**

Mehoopany to Mountain Top (including Branches) except  
LaGrange

### **HAYS CREEK AND VIA**

White Haven

Hays Creek and Hazleton Branches and via, except Hazleton  
Branch perishable requiring icing at Mahoning and all other  
Hazleton Branch perishable received after departure SJ-4  
Friday until SJ-4 Saturday

### **PACKERTON AND VIA**

Mauch Chunk to Slatington (including branches)

Hazleton Branch perishable requiring icing at Mahoning and all  
other Hazleton Branch perishable received after departure  
SJ-4 Friday until SJ-4 Saturday

### **BETHLEHEM AND VIA**

BJ-4—(Points east of Manchester):

Treichler to Perth Amboy (including Branches)

BJ-4—(Manchester) and other trains at all points:

Treichler to Perth Amboy (including branches) except Rdg.  
Co. via East Penn Jct. and Bethlehem

(Continued next page)

## **OAK ISLAND AND VIA**

Oak Tree and east

Nischwitz & Co.

Protane Corp.

Union Grain & Coal Co.

} So. Plainfield

## **Westbound**

### **EASTON AND VIA**

Easton, Phillipsburg and connections

Easton & Northern Branch

### **BETHLEHEM AND VIA**

Freemansburg to Treichler

### **PACKERTON AND VIA**

Slatington to Mountain Top (including Branches)

### **WILKES-BARRE AND VIA**

Wilkes-Barre and connections

### **COXTON AND VIA**

Olivers Mills to Milan, (including Branches) but excluding  
Wilkes-Barre in other than JB-1 at Oak Island

### **TOWANDA AND VIA**

Towanda

S&NY via Towanda

State Line & Sullivan Branch

### **SAYRE AND VIA**

Athens to Clifton Springs (including Branches)

### **GENEVA AND VIA**

Geneva

NYC via Geneva

Seneca Falls and Naples Branches

### **MANCHESTER AND VIA**

Manchester to Longwood (including Branches)

### **EAST BUFFALO AND VIA**

Buffalo, N. Y., DL&W, Erie, LV, PRR deliveries  
Buffalo, N. Y., Universal Carloading Co., cars NYC delivery  
Cheektowaga  
DL&W via Buffalo  
Erie via Buffalo  
Detroit & Cleveland Navigation Co.  
Cleveland & Buffalo Transportation Co.

### **TIFFT TERMINAL AND VIA**

Buffalo, N. Y., BC, B&O, NYC (except UCL&D cars) South Buffalo deliveries  
B&O via Buffalo  
NKP via Buffalo  
NYC via Buffalo  
PRR via Buffalo  
Great Lakes Transportation Corp.  
Minnesota & Atlantic Transportation Co.  
Depew  
Williamsville  
North Tonawanda and via  
Harriet

### **SUSPENSION BRIDGE AND VIA**

Niagara Falls, N. Y.  
Suspension Bridge, N. Y., LV delivery  
CN via Susp. Bridge  
MC via Susp. Bridge  
PM via Susp. Bridge  
Wab. via Susp. Bridge

**CONDITIONS NOT COVERED BY THESE INSTRUCTIONS  
MUST BE REPORTED TO OFFICE SUPT. CAR SERVICE  
FOR ADVICE.**

# EQUATED TONNAGE AND CAR LIMITS

## Eastbound

| SUSP. BRIDGE—TIFFT TERM. |                                                                  |       |       | MANCHESTER                |       |       |
|--------------------------|------------------------------------------------------------------|-------|-------|---------------------------|-------|-------|
| Class of Power           |                                                                  |       |       | Class of Power            |       |       |
| Train                    | N                                                                | S     | T     | N                         | S     | T     |
| BJ-4                     | 3450                                                             | 3450  | 3800  | 3100                      | 3100  | 3500  |
|                          | (From Tift Jct.)                                                 |       |       | (Single engine train)     |       |       |
| BJ-4                     | .....                                                            | ..... | ..... | 125 car limit*            |       |       |
|                          |                                                                  |       |       | (Double-header)           |       |       |
| BM-2                     | 2700                                                             | 2700  | 3000  | .....                     | ..... | ..... |
| BM-4                     | 3300                                                             | 3300  | 3500  | .....                     | ..... | ..... |
|                          | (From Tift Jct.)                                                 |       |       |                           |       |       |
| BNE-2                    | 2300                                                             | 2500  | 2700  | 2100                      | 2300  | 2600  |
| BP-2                     | 3000                                                             | 3000  | 3200  | 2800                      | 2800  | 3200  |
| BP-2                     | (Saturday regularly; other days if it will avoid second section) |       |       | 125 car limit             |       |       |
|                          |                                                                  |       |       | (Double-header)           |       |       |
| MC-2                     | .....                                                            | ..... | ..... | 3450                      | 3450  | 4000  |
| MF-2                     | (East of Geneva Jct.)                                            |       |       | 2700                      | 2700  | 3000  |
|                          |                                                                  |       |       | (75 cars 75 cars 90 cars) |       |       |
| SJ-2                     | 2600                                                             | 2600  | 2900  | 2600                      | 2600  | 3000  |
|                          |                                                                  |       |       | (East of Geneva Jct.)     |       |       |
| SJ-4                     | 2800                                                             | 2800  | 3100  | 2600                      | 2600  | 3000  |
| 2nd SJ-4                 | .....                                                            | ..... | ..... | 3200                      | 3200  | 3600  |
| SM-2                     | 2700                                                             | 2700  | 3000  | .....                     | ..... | ..... |
| SM-4                     | 2800                                                             | 2800  | 3100  | .....                     | ..... | ..... |
| SNE-2                    | 2200                                                             | 2400  | 2600  | .....                     | ..... | ..... |

\* On basis of 85 cars for east of Sayre, extending to 100 cars when insufficient Sayre fill-out available. This restriction does not apply to advance sections.

These limits may be exceeded east of Manchester when necessary to protect obligation freight. Coal may be added at Coxton when leaving on time to equalize tonnage for helper service, but not in excess of ability to maintain schedule including manipulation of retainers.

**Adv. BJ-4** may be cut down at Packerton to 100 cars east of Bethlehem, providing excess cars can be accommodated in **BJ-4** on same basis and regular train will leave less than one hour late.

**CD-2** will be confined to two-engine train from Coxton, eliminating empty fill-out on Sunday and Thursday, except when necessary to provide suitable tonnage for single engine train.

When **BP-2** will leave Coxton late fill-out must be curtailed, except on Saturday, to absorb up to one hour on schedule to Packerton, eliminating coal and empty fill-out at Packerton when leaving more than 30 minutes late.

When necessary to eliminate obligation cars from **SJ-2** and **BNE-2** at Manchester to keep within proper tonnage limit, the following cars will be cut out in order named:

(Continued on back of page)

### **SJ-2**

D&H via Owego non-perishable, except special order cars  
NYNH&H and LIRR via Jersey City perishable  
New York Harbor perishable  
Newark perishable except produce and cars consigned Fred Stock  
New York piers non-perishable, except special order cars

### **BNE-2**

D&H via Owego non-perishable, except points on D&H and special order cars.  
S&NY via Towanda non-perishable  
NYNH&H via Jersey City non-perishable, except special order cars

## **Westbound OAK ISLAND**

JB-1 1800 tons  
Empty fill-out should be excluded except on Sunday night to leave room for the pick-up at East Penn Jct.  
Adv.JS-1 50 cars using Manchester and West empties when necessary.  
JS-1 1800 tons  
NYB-1 All obligation freight curbing fill-out so as not to exceed 1000 tons from Bethlehem except for obligation freight.

## **PACKERTON**

JB-1 2800 tons  
Empty fill-out and Manchester Transfer merchandise must not be added at Packerton, Coxton and Sayre in excess of 1500 tons when train leaves Packerton one hour or more late.  
Adv.JS-1 2800 tons  
JS-1 2800 tons  
KW-1 All Wilkes-Barre and via; fill-out to be controlled by dispatcher at Wilkes-Barre consistent with helper service.  
NYB-1 1000 tons

These limits may be exceeded from above and other yards when necessary to protect obligation freight.

All other Eastbound and Westbound Symbol trains will generally handle full tonnage; however this must be controlled locally to insure schedules being maintained.

Proper cuts must also be applied locally consistent with weather and track conditions.

No. 447, 3-4-3, Class B-5 on local freight  
at South Plainfield, N. J., in May, 1918

## Special Cut-Off Times ~~for Eastbound Trains~~

| L. V. Train                                          | Connection  | Cut-Off Time |
|------------------------------------------------------|-------------|--------------|
| SJ-2                                                 | MC—CD-4     | 5.30A        |
| SJ-2                                                 | Wab.—92     | 5.30A        |
| BM-2                                                 | NKP—CB-12   | 6.30A        |
| SJ-4                                                 | Wab.—2nd 96 | 7.30A        |
| BM-4                                                 | NYC—SLD-6   | 8.30A        |
| BNY-2                                                | NKP—OB-2    | 5.00P        |
| (When obligation perishable is delivered at Elk St.) |             |              |
| SNE-2                                                | MC—JS-2     | 4.30P        |
| BNY-2                                                | NKP—OB-2    | 6.30P        |

The above are emergency times and must not be used when quoting regular cut-off times.

## Special Instructions on SNY-2 and BNY-2

These trains have been included in Schedule Book for traffic reasons; however schedules will be disregarded and traffic designated will continue to be handled in No. 18 and no special service provided on Saturday when No. 18 is not scheduled.

It will not be necessary to make special runs from Suspension Bridge and Tift Terminal to connect with No. 18 with perishable for following points via NYNH&H Jersey City:

All points west of New Haven Conn.

Brockton, Mass.

Meriden, Conn.

Montreal, Quebec.

Pawtucket, R. I.

Woonsocket, R. I.

*Holyoke, Mass*

*new Britain Conn*

*new London*

## Special Instructions on SJ-4

Train will be held Suspension Bridge on Monday and day after holiday for all cars released by Customs and on other days for following traffic:

All Manchester and east perishable

New York Maple Leaf flour

New York paper

Philadelphia paper

If only a few cars, SJ-4 should be dispatched on time and cars forwarded in No. 102 to Buffalo for connection with No. 18

(Continued on back of page)

## Special Instructions on SJ-2

When train is annulled at Suspension Bridge, the following traffic must be moved to Depew or Wende to connect with BM-2:

D&H via Owego

NYO&W via Sibley Jct.

East Penn Branch Rdg. Co.

Rdg. Co. via Bethlehem

Easton, Phillipsburg and CNJ points Phillipsburg and east

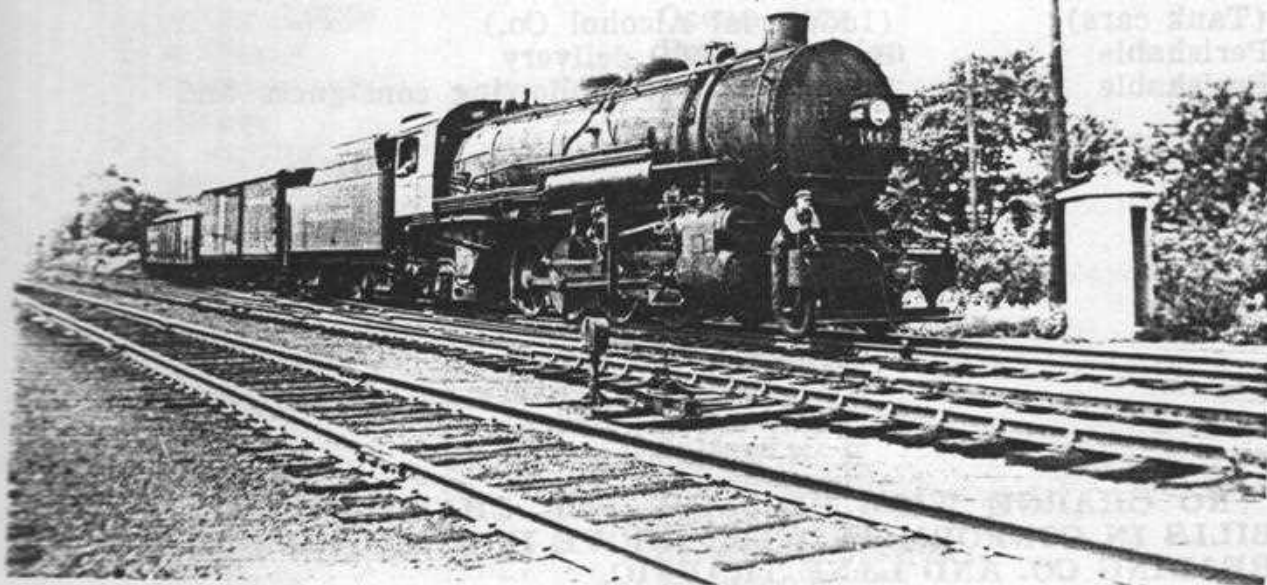
Perth Amboy,

Oak Island and via

Dairy Products  
Fish  
Livestock  
Meat  
Produce

Carloading Cos. merchandise for New York and Brooklyn Piers and Boston.

On Saturday, these instructions will apply only to perishable and Carloading Cos. merchandise via D&H Owego, NYO&W via Sibley Jct. and NYNH&H via Jersey City



No. 442, 2-8-2, Class N-5 on local freight  
at South Plainfield, N. J., in May, 1938

## Handling of Traffic Routed Via L&NE

Following traffic will be delivered L&NE at Lizard Creek, Jct.:

All freight from western connections destined to Lehigh and New England Terminal warehouse, Bethlehem.

Following traffic will be delivered to L&NE at Catasauqua:

Live stock from western connections destined Bath.

Malt from Milwaukee destined to Eagle Brewing Co., Catasauqua.

## Handling of Traffic Routed Via Reading Company

Following traffic will be delivered to Reading Co. at Bethlehem excepting when exceeding Perkasio Tunnel clearance:

| Commodity         | Destination                                                                                                   |
|-------------------|---------------------------------------------------------------------------------------------------------------|
| Perishable        | Atlantic City                                                                                                 |
|                   | Camden                                                                                                        |
|                   | Trenton                                                                                                       |
|                   | Nicetown                                                                                                      |
|                   | Philadelphia, Rdg. Co. delivery excepting consignees and deliveries in group below handled via East Penn Jct. |
| Cement            | Philadelphia                                                                                                  |
| (From E&N Branch) | Bridgeport - <i>wildwood</i>                                                                                  |
|                   | B&O Points                                                                                                    |

Following traffic will be delivered to the Reading Co. at East Penn Jct.:

| Commodity    | Destination                                           |
|--------------|-------------------------------------------------------|
| All Freight  | Miquon                                                |
| All Freight  | Norristown                                            |
| Caustic Soda | Baltimore                                             |
| (Tank cars)  | (Industrial Alcohol Co.)                              |
| Perishable   | Baltimore B&O delivery                                |
| Perishable   | Philadelphia for following consignees and deliveries: |
|              | Auction Delivery                                      |
|              | Auction Terminal                                      |
|              | Perishable Products Terminal                          |
|              | 31st & Girard Ave.                                    |
|              | 32nd & Masters Sts.                                   |
|              | American Stores Co.                                   |
|              | Hyman & Lieberman                                     |
|              | (when specific delivery not shown)                    |
|              | Risser & Rabinowitz                                   |
|              | R. N. Zimmerman                                       |

NO CHARGE WILL BE MADE FOR CHANGING WAY-BILLS IN CONFORMITY WITH ABOVE INSTRUCTIONS ON READING CO. AND L&NE TRAFFIC.

## READING CO., PERKIOMEN CLASSIFICATION

|                           |                              |
|---------------------------|------------------------------|
| Abrams                    | Greenmount                   |
| Amatol                    | Hammonton                    |
| Anselma                   | Hatboro                      |
| Arrolla                   | Hendricks                    |
| Atlantic City             | Hog Island                   |
| Auburn                    | Hosensack                    |
| Belmont                   | Ivy Rock                     |
| Blackwood N. J.           | Kalghns Point                |
| Bell Road                 | Kimberton                    |
| Bridgeport                | King of Prussia              |
| Bulsom St., Camden, N. J. | Kratz                        |
| Byers                     | Lafayette                    |
| Camden                    | Lester                       |
| Carney Point, N. J.       | Manayunk                     |
| (P-RSL Del'y)             | Marcus Hook                  |
| Cedar Hollow              | McLeans                      |
| Centreville               | Mount Pleasant               |
| Chester                   | Mill Road                    |
| Chester Springs           | Miquon                       |
| Chestnut Hill             | Mullica Hill                 |
| Collegeville              | New Centerville              |
| Conshohocken              | Nicetown                     |
| Corning                   | Nineteenth St. Jct., Phila.  |
| Curtis Bay                | Ninth & Masters Sts., Phila. |
| Darby Creek               | Norristown                   |
| Dillinger                 | North Essington              |
| Dorrington                | North Manayunk               |
| Dowington                 | Oaks                         |
| East Falls                | Oakland                      |
| East Greenville           | Ocean City                   |
| East Wicks                | Park Junction                |
| Eddystone                 | Pencoyd                      |
| Essington                 | Pennsburg                    |
| Egg Harbor                | Perkiomen Jct.               |
| Exton                     | Perkiomenville               |
| Ellwood Jct.              | Philadelphia                 |
| Fairhill Jct.             | Phoenixville                 |
| Falls                     | Pleasantville                |
| Flourtown                 | Port Kennedy                 |
| Germantown                | Port Richmond                |
| Gibsonpoint               | Rahns                        |
| Gladwyne                  | Red Hill                     |
| Gloucester                | Salford                      |
| Gratersford               | Schwenksville                |
| Grays Ferry               | Sea Isle City                |
| Grenloch, N. J.           | Sedgwick Station             |
| Green Lane                | Shawmont                     |

(Continued on back of page)

## READING CO., PERKIOMEN CLASSIFICATION (CONT'D)

Spring Mill  
Spring Mount  
Stenton  
Swedeland  
Tuckahoe  
Valley Forge  
Valley Stone  
Vera Cruz

Wayne Jct.  
Wissahickon  
Woodlane  
Wyndmore  
Yorkes  
Zieglersville  
Zionsville

All points via Park Jct.

All points in New Jersey except Carneys Point, Rdg. Co.  
delivery

## READING CO., BRANCH CLASSIFICATION

Akron  
Albany  
Alburtis  
Allentown  
Annville  
Arcola  
Avon  
Barnitz  
Barto  
Baruits  
Bechtelsville  
Bendersville  
Berne  
Best  
Bieglersville  
Birdsboro  
Birdell  
Blandon  
Boiling Springs  
Boston Run Jct.  
Bowers  
Bowmandale  
Boyd  
Boyertown  
Brandsville  
Branchdale  
Brandsmore  
Breinigsville  
Brinstons Bridge  
Brackats  
Broad Mountain  
Brookside

Brownstone  
Bruckharts  
Buck Mountain  
Bunker Hill  
Carlisle  
Carney Point (Rdg. Co. del'y)  
Catasauqua  
Chadds Ford Jct.  
Chapman  
Chickies  
Cleona  
Coatesville  
Cold Run  
Cold Springs  
Colebrookdale  
Columbia  
Connor  
Cornwall  
Cossart  
Cressona  
Craigshead Station  
Cumbola  
Dankel  
Dauberville  
Dauntin Jct.  
Dauphin  
Delongs  
Denver  
Derry Church  
Donaghmore  
Douglasville  
Dougamore

(Continued next page)

# READING CO., BRANCH CLASSIFICATION (CONT'D)

|                 |                 |
|-----------------|-----------------|
| Drehersville    | Kempton         |
| Dreibelbis      | Klines Corner   |
| East Penn Jct.  | Kruger          |
| East Petersburg | Kutztown        |
| Eagle Hill Jct. | Kulbe           |
| Elverson        | Lancaster       |
| Emmaus          | Landisville     |
| Embreesville    | Landingville    |
| Ephrata         | Laros           |
| Eshbach         | Laureldale      |
| Evansville      | Lebanon         |
| Fairfield       | Lees Crossroads |
| Ferndale        | Leesport        |
| Fleetwood       | Leidighs        |
| Frackville      | Lenhartsville   |
| Flounell        | Lenape          |
| Frush Valley    | Lickdale        |
| Gardners        | Lime Rock       |
| Gehman          | Linfield        |
| Geigertown      | Link Dale       |
| Gettysburg      | Lititz          |
| Gibraltar       | Locustdale      |
| Girardville     | Lock Ridge      |
| Glenhall        | Longdorf        |
| Glassgow Sta.   | Loraine         |
| Good Springs    | Lurgan          |
| Grantham        | Lykens          |
| Greenwald       | Lyons           |
| Guth            | Macungie        |
| Haines          | Maiden Creek    |
| Hamburg         | Manheim         |
| Hancock         | Marietta        |
| Harrisburg      | Maryd           |
| Hartzell        | Merkle          |
| Hayes Grove     | Mertztown       |
| Heckla          | Metamora        |
| Heilmandale     | Mickley         |
| Hemock          | Middletown      |
| Hershey         | Millers         |
| Hinterleiter    | Millmont        |
| Hummelstown     | Mill Park       |
| Hunters Run     | Millway         |
| Icedale         | Minersville     |
| Inwood          | Mingo           |
| Isabella        | Modena          |
| Jacksonville    | Mohrsville      |
| Joanna          | Moleno          |
| Jonestown       | Monocacy        |

(Continued on back of page)

# READING CO., BRANCH CLASSIFICATION (CONT'D)

|                     |                     |
|---------------------|---------------------|
| Montchanin          | Seiple              |
| Montello            | Seisholtzville      |
| Moors Mill          | Seyfert             |
| Mortonsville        | Sheridan            |
| Moselem             | Shippensburg        |
| Mount Holly Springs | Shoemakersville     |
| Mount Hope          | Sinking Springs     |
| Meyers              | South Mtn.          |
| Muhlenberg          | Spruce St., Reading |
| Myerstown           | Stanton             |
| Neversink           | Starners            |
| New Berlinsville    | Steelton            |
| New Ringgold        | Stevens             |
| North Brook         | Stony Creek         |
| Overbrook           | Stowe               |
| Palmyra             | Swatara             |
| Pacopson            | Table Rock          |
| Paxtang             | Temple              |
| Perry               | Topton              |
| Pine Grove          | Tower City          |
| Port Carbon         | Trap Rock           |
| Port Clinton        | Tremont             |
| Pottstown           | Trexlerstown        |
| Pottsville          | Tripoli             |
| Prescott            | Truppel Rock        |
| Rauschs             | Uniontown           |
| Reading             | Virginsville        |
| Reeders             | Vinemont            |
| Reinholds           | Wagontown           |
| Reynolds            | Walberts            |
| Robesonia           | Wallner             |
| Rittenhouse Gap     | Wanamaker           |
| Richland            | Wassaset            |
| Roeders             | Warwick             |
| Rothville           | Wernersville        |
| Rossinoe            | Webster             |
| Royersford          | Wetzel              |
| Rutherford          | White Hill          |
| Rutherford Tfr.     | White Oak           |
| St. Clair           | Williamstown        |
| St. Peters          | Wilmington          |
| Salisbury           | Wyomissing          |
| Sanatoga            | Womelsdorf          |
| Schuylkill Haven    | White Bear          |

All points in Delaware and Maryland

## SPECIAL INSTRUCTIONS ON LIVE STOCK

### AMOUNT OF FEED

**CATTLE**—Not less than 200 pounds of hay or its equivalent, per car.

**HORSES AND MULES**—Not less than 200 pounds of hay, or its equivalent, per car

**SHEEP OR GOATS**—Not less than 100 pounds of hay, or its equivalent, per deck

**SWINE**—Shelled corn or its equivalent in ear corn or other grain, as follows:

| Single Deck       |         | Double Deck      |         |
|-------------------|---------|------------------|---------|
| Weight in Pounds. | Bushels | Weight in Pounds | Bushels |
| 17000-18999       | 2       | 21000-22999      | 2½      |
| 19000-22999       | 2½      | 23000-27499      | 3       |
| 23000-27499       | 3       | 27500-30499      | 3½      |
| 27500-30499       | 3½      | 30500-33500      | 4       |
| 30500-33500       | 4       |                  |         |

**ANIMALS**—Shipped in lots less than carload should be fed a pro rata amount, based on the above figures.

### REVISED RULE N-18 BOOK OF INSTRUCTIONS FOR GOVERNMENT OF AGENTS AND OTHER EMPLOYEES

Second paragraph should read as follows:

Shipments of live stock will be considered to have sufficient opportunity to rest in cars under the following conditions:

Cattle so loaded as to allow 2½ lineal feet of floor space measured from end to end of car for each animal loaded.

Hogs when not loaded in excess of the minimum carload weight provided by the tariff.

Calves and other small stock when there is sufficient space in the car for all the animals to lie down at the same time.

In such cases, it will not be necessary to unload from cars for rest, provided the animals have proper feed and water.

### DRENCHING OF HOGS

General drenching instructions will not apply at Coxton on shipments moving in SJ-2 and SJ-4.

(Continued on back of page)

## HANDLING FROM ERIE AND NYC STOCK YARDS

In order to avoid unnecessary trips the Stock Yard people should be instructed to load stock for the following trains:

| Trains | Destinations                                                                                                                                                                                                                                |
|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| BNE-2  | D&H via Owego<br>NYO&W via Sibley Jct.<br>CNJ via Wilkes-Barre<br>CNJ via Phillipsburg<br>NYNH&H via Jersey City<br>LIRR via Jersey City                                                                                                    |
| BJ-4   | J. J. Felin, Philadelphia, <b>Friday only</b> to insure movement in BP-2 from Manchester                                                                                                                                                    |
| BP-2   | None                                                                                                                                                                                                                                        |
| BM-2   | CNJ via Wilkes-Barre<br>J. J. Felin, Philadelphia<br>CNJ via Phillipsburg<br>Hillside - <del>newark, following Hillside into NJ</del><br><del>John Englehorn &amp; Sons, Newark, Saturday only, holding up to one hour late departure</del> |
| BM-4   | All other points, excepting earlier trips will be made when necessary to insure proper movement of cars for Branch Line connections.                                                                                                        |

The above principle should be applied on hog shipments reported to us by the Erie Stock Yards although we have no obligation to move cars from the stock yards.



No. 1605, 4-6-0, Class J-55 $\frac{1}{2}$  at South Plainfield, N.J., 1939 with local freight.

# SPECIAL INSTRUCTIONS GOVERNING HANDLING OF VARIOUS TRAFFIC

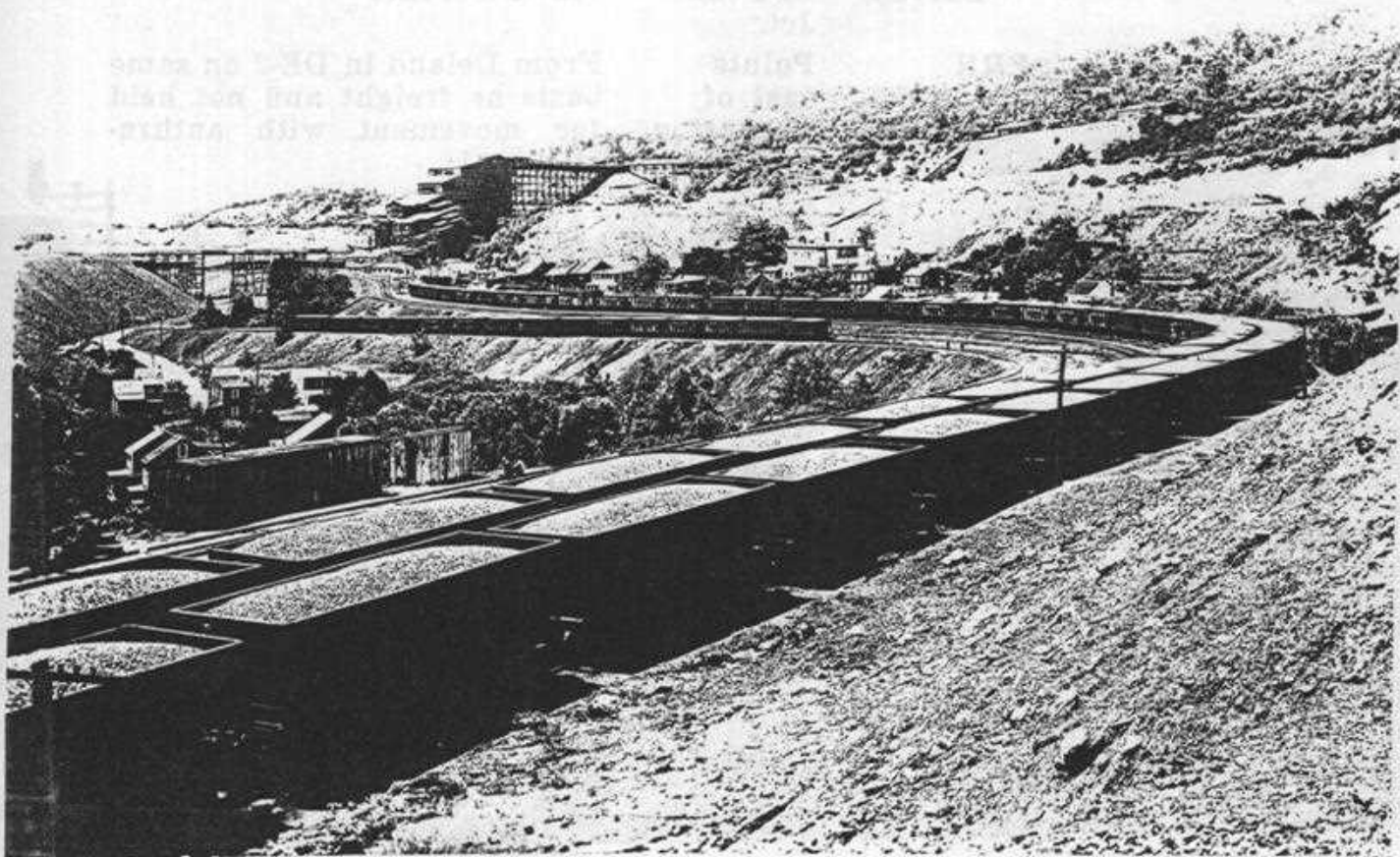
## EASTBOUND

| Com-<br>modity | From                                                      | To                                                                                                               | Will be Forwarded                                                                                                                                                                                     |
|----------------|-----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| All<br>Freight | Hecker-<br>Jones<br>Milling Co.<br>Buffalo                | Oak<br>Island<br>and<br>via                                                                                      | From Buffalo and Manchest-<br>er in first proper train after<br>receipt and not left over for<br>tonnage reasons                                                                                      |
| All<br>Freight | Certain-<br>teed<br>Products<br>Corp.<br>Niagara<br>Falls | NYO&W<br>via<br>Sibley<br>Jct.                                                                                   | In SNE-2 when switched to<br>us at noon by NYC                                                                                                                                                        |
| All<br>Freight | B&O<br>P&L Jct.                                           | NYNH&H<br>Points<br>via J. City                                                                                  | From P&L Jct. in BJ-4 when<br>received too late for pick-up                                                                                                                                           |
| All<br>Freight | BJ-4                                                      | S&NY<br>via<br>Towanda                                                                                           | To Towanda the following<br>morning when BJ-4 is late<br>and S&NY will not hold<br>TW-4 to protect                                                                                                    |
| All<br>Freight | All<br>Points                                             | Perth<br>Amboy<br>Branch                                                                                         | From Manchester in regular<br>BP-2 and not left over for lat-<br>er trains giving preference<br>when necessary over non-per-<br>ishable freight via East Penn<br>Jct.                                 |
| All<br>Freight | All<br>Points                                             | New<br>York<br>Harbor                                                                                            | In special Jersey City class-<br>ification when instructions<br>are received to give beef<br>symbol handling excepting<br>cars handled in BNE-2 will<br>be placed in the Oak Island<br>classification |
| All<br>Freight | All<br>Points                                             | Points<br>located<br>on or via<br>NYO&W<br>Sibley Jct.<br>except<br>those<br>routed<br>via<br>Maybrook<br>NYNH&H | From Coxton grouped on rear<br>of NYO&W OB-2 only and ex-<br>cluded from 2nd LB-4                                                                                                                     |

| Com-<br>modity       | From                                         | To                                                                               | Will be Forwarded                                                                                                                                                                                                                                                                                                                                         |
|----------------------|----------------------------------------------|----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Autos                | All<br>Frontier<br>Conns.                    | Packard-<br>Lacka-<br>wanna<br>Auto<br>Co.<br><br>Scranton<br>via D&H<br>W-Barre | In SNE-2 and BNE-2 when<br>received in time and continu-<br>ed through Manchester in<br>BNE-2 for prompt delivery<br>to D&H<br><br>Cars available for BM-4 and<br>SJ-4 must not be left over for<br>tonnage reasons and will be<br>handled from Manchester<br>with Coxton and via perish-<br>able for delivery to D&H by<br>4.00A for train leaving 4.15A |
| Autos<br>or<br>Parts | All<br>Frontier<br>Conns.                    | Ford<br>Motor<br>Co. Oak<br>Island<br>& East                                     | In first symbol train and<br>from Manchester in proper<br>connecting trains and not left<br>over for tonnage reasons. Cars<br>via L.I.R.R. must be delivered<br>on first float after arrival and<br>when handled in BNE-2 must<br>be placed in special Jersey<br>City classification.                                                                     |
| Autos<br>or<br>Parts | Hudson<br>Motor Car<br>Co.<br>Detroit        | New<br>York<br>Export                                                            | From Manchester in SJ-4<br>when available and not left<br>over for tonnage reasons                                                                                                                                                                                                                                                                        |
| Autos<br>or<br>Parts | All<br>Frontier<br>Conns.                    | General<br>Motors<br>Corp.<br>New<br>York<br>Harbor                              | Promptly and from Man-<br>chester in special Jersey<br>City classification of SJ-2<br>and SJ-4 and not left over<br>by either train for tonnage<br>reasons                                                                                                                                                                                                |
| Autos<br>or<br>Parts | Chevrolet<br>Motor &<br>Axle Div.<br>Harriet | Erie<br>via<br>Waverly                                                           | To Susp. Bridge in pick-up<br>for connection with SJ-4 and<br>at Manchester with MC-2 or<br>section of SJ-4 for delivery<br>to Erie by 11.00P                                                                                                                                                                                                             |
| Autos<br>or<br>Parts | Chrysler<br>Motor Co.<br>Detroit             | Bush<br>Dock                                                                     | From Suspension Bridge in<br>SNE-2 when received in time<br>and continued through Man-<br>chester in BNE-2 for connec-<br>tion with Bush Dock float the<br>following night                                                                                                                                                                                |

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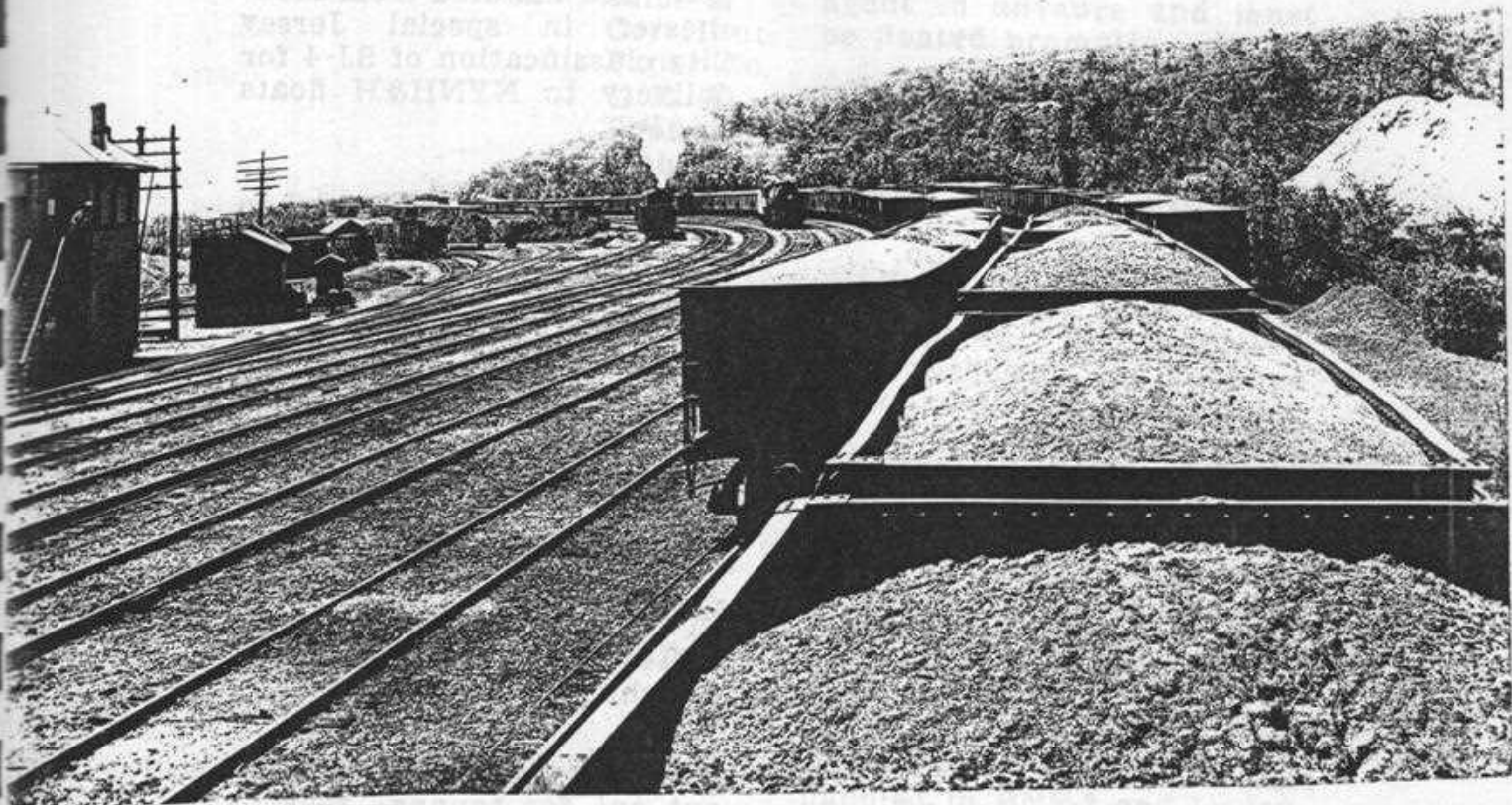
| Com-<br>modity | From                               | To                                                                                                                              | Will be Forwarded                                                                                                                                                                                                                                                                                                                                                                                                      |
|----------------|------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Auto<br>Parts  | American<br>Transp. Co.<br>Detroit | Pier 38<br>N. Y for<br>partial<br>unloading<br>by Mack<br>Internat-<br>ional<br>Truck Co.<br>Allentown<br>on Rdg. Co.<br>tracks | From Bethlehem in SJ-2 or<br>East Penn Jct. in SJ-4 when<br>trains set out at these points,<br>otherwise cars will be pro-<br>tected from Allentown or<br>Bethlehem in No. 18. How-<br>ever when No. 18 is restrict-<br>ed from handling freight,<br>cars must be protected from<br>East Penn Jct. or Bethlehem<br>in SJ-4 to insure floating to<br>Pier 38 the following morn-<br>ing after received from Rdg.<br>Co. |



| Commodity                                | From                               | To                                                                         | Will be Forwarded                                                                                                                                                                                                                                                          |
|------------------------------------------|------------------------------------|----------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Cement                                   | I.R.R. Co.<br>by 2.00P             | PRR via<br>P'burg                                                          | To Phillipsburg for delivery<br>to PRR 7.30P for BL-1 leav-<br>ing 9.00P                                                                                                                                                                                                   |
| Cement                                   | HJ-2<br>and<br>PJ-2                | Long<br>Island<br>Points                                                   | From Jersey City so as to<br>reach Long Island bridges by<br>12.01P in order to insure<br>prompt handling of floats                                                                                                                                                        |
| Corn                                     | Lewis<br>Grain<br>Corp.<br>Buffalo | Concord<br>and Epping<br>via<br>NYNH&H<br>J. City                          | In first symbol train after<br>received from BC and Man-<br>chester in special Jersey<br>City classification of proper<br>connecting train excluding<br>cars from Oak Island fill-out<br>in BP-2 and MC-2                                                                  |
| Coal                                     | D&H<br>via<br>W-Barre              | Rdg. Co.<br>via<br>E. Penn<br>Jct.                                         | From Wilkes-Barre and Cox-<br>ton on same basis as freight<br>via this route                                                                                                                                                                                               |
| Coke<br>and<br>Coal<br>(Bitum-<br>inous) | PRR<br>via<br>Mt.<br>Carmel        | Points<br>east of<br>Packerton<br>except<br>Beth-<br>lehem<br>Steel<br>Co. | From Delano in DE-2 on same<br>basis as freight and not held<br>for movement with anthra-<br>cite coal                                                                                                                                                                     |
| Feed                                     | Tifft<br>Term.<br>Conns.           | Mendon                                                                     | To Manchester for return<br>movement when necessary to<br>insure prompt movement                                                                                                                                                                                           |
| Flour                                    | Washburn<br>Crosby<br>Mills        | Long<br>Island<br>Points                                                   | In BNE-2 when available and<br>not cut out at Manchester<br>for tonnage reasons                                                                                                                                                                                            |
| Flour                                    | Washburn<br>Crosby<br>Mills        | George<br>Dudman<br>and<br>Star<br>Crescent<br>Milling<br>Co.<br>B.E.D.T.  | From Frontier in first sym-<br>bol after receipt and Man-<br>chester in proper connecting<br>train and not cut out for<br>tonnage reasons, delivering<br>cars on first BEDT float.<br>These instructions do not ap-<br>ply on cars billed "Hold<br>Jersey City for orders" |

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| Com-<br>modity    | From               | To                                        | Will be Forwarded                                                                                                                                                                                                                                                     |
|-------------------|--------------------|-------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Formal-<br>dehyde | Perth<br>Amboy     | Pittsfield<br>via NYC<br>National<br>Jct. | To National Junction for de-<br>livery at 7.00A                                                                                                                                                                                                                       |
| Flour             | Pillsbury<br>Mills | New York                                  | In first symbol train after re-<br>ceived from BC and Manches-<br>ter in proper connecting trains<br>excluding cars from Oak Is-<br>land fill-out in BP-2 and MC-2.<br>Cars must be placed in spec-<br>ial Jersey City classification<br>except when handled in BNE-2 |



| Com-<br>modity | From                              | To                                                          | Will be Forwarded                                                                                                                                                                                                                                                                                                              |
|----------------|-----------------------------------|-------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Furni-<br>ture | All<br>Frontier<br>Conns.         | Acme<br>Storage<br>& Trans-<br>fer Co.<br>Pier 66,<br>N. Y. | In first symbol after receipt<br>and Manchester in proper<br>connecting train and not cut<br>out for tonnage reasons                                                                                                                                                                                                           |
| Grain          | Buffalo                           | Seely<br>Mills<br>Spencer                                   | In time to connect with<br>MC-2 from Manchester plac-<br>ing cars in E&C classifica-<br>tion for return from Sayre in<br>Ithaca Branch local                                                                                                                                                                                   |
| Leather        | Ridgway<br>via<br>B&O P&L<br>Jct. | Boston<br>via<br>NYNH&H<br>J. City                          | From Manchester in first<br>proper train after arrival<br>and not cut out for tonnage<br>reasons. When received from<br>B&O for BM-4 or SJ-4 cars<br>must be picked up by either<br>train and handled from Man-<br>chester in special Jersey<br>City classification of SJ-4 for<br>delivery to NYNH&H floats<br>2.10P          |
| Mdse.          | All<br>Frontier<br>Conns.         | UCL&D<br>Co.<br>Phila.                                      | From Buffalo in No. 18 when<br>received too late for BM-4<br>and from Susp. Bridge in No.<br>102 to connect with No. 18<br>when received too late for<br>SJ-4. Cars received too late<br>for No. 102 will be included<br>in special trip when it is<br>made with NYNH&H perish-<br>able for connection with No.<br>18 at Depew |
| Mdse.          | Detroit<br>via MC                 | Phila.                                                      | In SJ-2 when received from<br>CD-4 until 5.30A same as<br>perishable                                                                                                                                                                                                                                                           |
| Malt           | PRR<br>via<br>Buffalo             | Pottsville<br>via<br>Rdg. Co.<br>Quakake                    | Not later than BM-4 and not<br>cut out for tonnage reasons                                                                                                                                                                                                                                                                     |

| Com-<br>modity | From                                     | To                                                                                                                                                                        | Will be Forwarded                                                                                                                                                                                                                                                                                                       |
|----------------|------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Paper          | Niagara<br>Falls<br>on Sat.              | Inter-<br>national<br>Paper Co.<br>Pier 44,<br>N. Y.                                                                                                                      | From Susp. Bridge and Man-<br>chester not later than SJ-2<br>on Sunday                                                                                                                                                                                                                                                  |
| Paper          | All<br>Susp.<br>Bridge<br>Conns.         | Ft.<br>Howard<br>Paper Co.<br>27th St.<br>N. Y.                                                                                                                           | In SJ-2 when received in<br>time and if train not operat-<br>ed from Susp. Bridge must<br>be moved with obligation<br>business to Depew for con-<br>solidation with train from<br>Tifft Terminal                                                                                                                        |
| Paper          | All<br>Frontier<br>Conns.                | Allied<br>Paper<br>Co. %<br>Sheridan<br>Duncan<br>Paper Co.<br>R. G. Benn-<br>edict &<br>Coy-Hunt<br>Paper Co.<br>% E. A.<br>Thompson<br>27th St. or<br>Pier 66,<br>N. Y. | In first symbol after receipt<br>and from Manchester in<br>proper connecting train and<br>not cut out for tonnage rea-<br>sons or included in Oak Is-<br>land fill-out of BP-2. Cars<br>are placed on order sheet by<br>agent in advance and must<br>be floated promptly                                                |
| Paper          | All<br>Frontier<br>Conns.                | Whitman<br>Publishing<br>Co. via<br>NYO&W<br>Sibley Jct.                                                                                                                  | In first symbol after receipt<br>and not cut out of BNE-2<br>at Manchester for tonnage<br>reasons and when available<br>for SJ-2 must be protected<br>with the NYO&W perishable                                                                                                                                         |
| Piling         | Youngs-<br>town<br>via<br>NYC<br>Buffalo | Raymond<br>Concrete<br>Piling<br>Co.<br>B.E.D.T.                                                                                                                          | In first symbol after receipt<br>and from Manchester in prop-<br>er connecting train and not<br>cut out for tonnage reasons<br>or included in Oak Island and<br>fill-out of BP-2. Cars must be<br>placed in special Jersey City<br>classification except when<br>handled in BNE-2 and loaded<br>to first B.E.D.T. float |

| Com-<br>modity   | From                      | To                                                                        | Will be Forwarded                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|------------------|---------------------------|---------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Playing<br>Cards | Norwood<br>via<br>NKP     | 149th St.<br>N. Y.                                                        | In first symbol after receipt<br>and from Manchester in prop-<br>er connecting train and not<br>cut out for tonnage reasons<br>or included in Oak Island fill-<br>out of BP-2. Cars must be<br>placed in special Jersey City<br>classification except when<br>handled in BNE-2 and those<br>cars arriving Oak Island in<br>BJ-4 and SJ-2 must be loaded<br>on first float and those in SJ-4<br>on second float when there<br>is one                                                                                                                                                                                                                                                                                                      |
| Perish-<br>able  | NKP                       | Ward<br>Packing<br>Co.<br>Newark                                          | In BNE-2 when received in<br>time and continued through<br>Manchester                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Perish-<br>able  | All<br>Frontier<br>Conns. | Rath Pack-<br>ing Co. %<br>Van-Cott<br>Trucking<br>B.E.D.T.               | In SNE-2 and BNE-2 when<br>received in time and con-<br>tinued through Manchester<br>in BNE-2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Perish-<br>able  | All<br>Frontier<br>Conns. | Rath<br>Packing<br>Co. for<br>partial<br>unload-<br>ing<br>Bound<br>Brook | From Manchester when<br>available as follows:<br>BNE-2—Oak Island classifi-<br>cation for return in L-5 and<br>placing 12.01A, using JB-1<br>when necessary on Sunday<br>BJ-4 — directly ahead of<br>Weston Trucking cars for<br>setting out at Bound Brook<br>SJ-2—directly ahead of East-<br>on and via for setting out<br>at Bethlehem or Easton and<br>movement in HJ-2 or PJ-2<br>for placing 5.00A<br>SJ-4—directly ahead Jersey<br>City and via for setting out<br>Bound Brook<br>On Saturday and day pre-<br>ceding general holiday cars<br>will be withheld from BJ-4<br>and SJ-2 and handled in Oak<br>Island classification of SJ-4<br>for return to Bound Brook<br>by 12.01A, protecting icing<br>in accordance with billing |

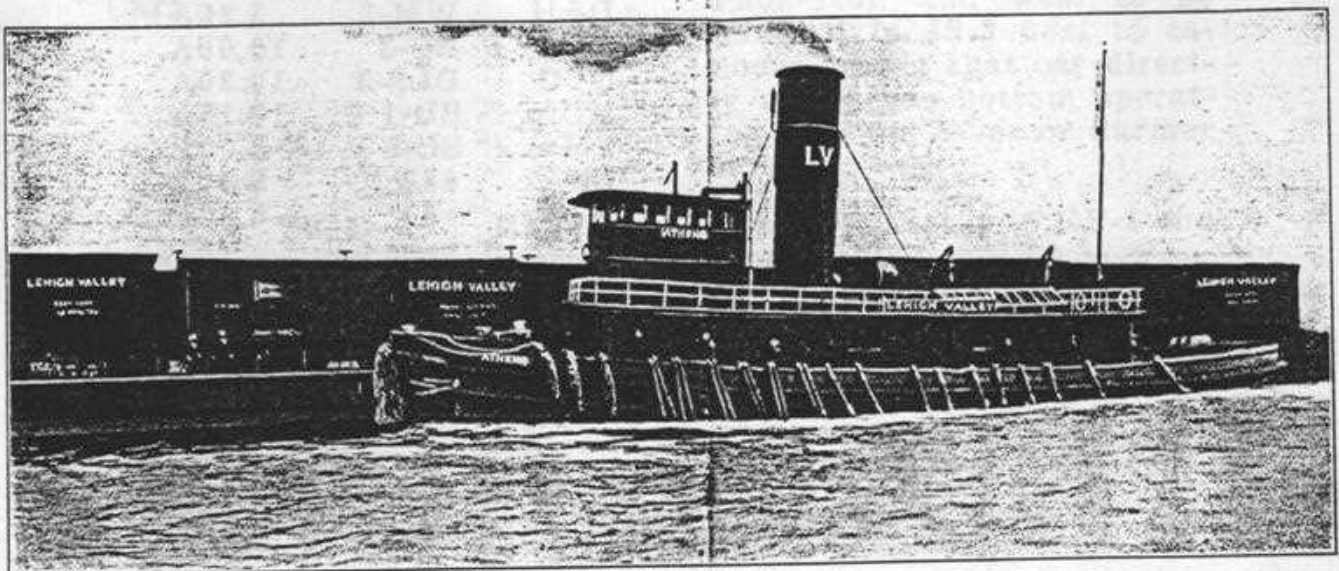
| Commodity  | From                                  | To                                                    | Will be Forwarded                                                                                                                                                                           |
|------------|---------------------------------------|-------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Perishable | Ithaca Branch and Seneca Lake Line    | Sayre & East                                          | To Manchester when picked up by westbound trains to insure earlier icing than when set out at Geneva for return movement to Sayre. Cars must be dispatched in BJ-4 and other proper symbols |
| Perishable | Sayre                                 | Coxton & East                                         | In first proper symbol train after arrival and excluded from extra trains                                                                                                                   |
| Perishable | Erie Waverly                          | Coxton & East                                         | To Sayre when received in time to connect with proper section of SJ-4 and MC-2                                                                                                              |
| Perishable | Various symbol trains arriving Coxton | Cudahy Packing Co. Scranton                           | To Wilkes-Barre for delivery to CNJ at 3.30A and connection with JC-5 at 3.55A when arriving in SJ-4 or MC-2, and at 8.00A for connection with AC-1 at 8.15A when arriving in BNE-2         |
| Perishable | BNE-2                                 | Swift & Co. W-Barre via L&WV                          | From Coxton for delivery to L&WV at 5.45A                                                                                                                                                   |
| Perishable | BNE-2                                 | Frantz Trucking Co. W-Barre                           | From Coxton for placing at 6.30A                                                                                                                                                            |
| Perishable | BNE-2                                 | NYNH&H Points via NYO&W Sibley Jct.                   | To Jersey City in BNE-2 for delivery to NYNH&H when NYO&W will not hold LB-4, making no charge for change in routing                                                                        |
| Perishable | Hygrade Food Products Corp. Buffalo   | B. J. Reilly P-Burg for partial unloading at W-Barre  | In BNE-2 when received from Erie by 6.30P, continuing through Manchester in that train for prompt placing at W-Barre. Cars to be returned to Coxton in 1.15P Local for connection with SJ-2 |
| Perishable | All Points                            | Swift & Co. Bethlehem for partial unloading Allentown | To Swift & Co. Bethlehem first and thence to Allentown in JK-1 using first westbound train when JK-1 not available                                                                          |

| Commodity  | From                                                           | To                                                | Will be Forwarded                                                                                                                                                                                            |
|------------|----------------------------------------------------------------|---------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Rope       | Auburn                                                         | N. Y. Piers<br>N. Y. Harbor                       | From Sayre in SJ-2 when BJ-4 not operated and excluded from Oak Island fill-out added to BP-2                                                                                                                |
| Rope       | Auburn                                                         | Roebling Sons Co.<br>Trenton via<br>PRR<br>P-Burg | From Sayre in BJ-4 and Bethlehem in PJ-2 for delivery to PRR at 2.30A for connection with N-31 at 3.30A. When BJ-4 not operated cars will be forwarded from Sayre in BP-2 and switched at Bethlehem for PJ-2 |
| Salt       | G&W P&L Jct.                                                   | Grasselli via CNJ<br>W-Barre                      | In BJ-4 when received from G&W too late for pick-up                                                                                                                                                          |
| Steel      | B&O via<br>Buffalo                                             | Brewer Titchener Corp.<br>Cortland                | In BNE-2 through to Sayre. When received too late for BM-4 except Saturday and day preceding general holiday for connection with Cortland pick-up same morning                                               |
| Steel      | All Frontier Conns.                                            | General Motors Corp.<br>Clark                     | In first symbol after receipt and from Manchester in proper connecting train and not cut out for tonnage reasons and excluded from Oak Island fill-out in BP-2                                               |
| Zinc Oxide | New Jersey Zinc Co.<br>Palmerton via L&NE<br>Lizard Creek Jct. | Oak Island & East                                 | From Packerton in SJ-4 when received from L&NE until 10.00P                                                                                                                                                  |

# SPECIAL INSTRUCTIONS GOVERNING HANDLING OF VARIOUS TRAFFIC WESTBOUND

| Com-<br>modity                                              | From                                  | To                | Will be Forwarded                                                           |
|-------------------------------------------------------------|---------------------------------------|-------------------|-----------------------------------------------------------------------------|
| All Freight which should not be humped including explosives | Oak Island Bethlehem Packerton        | Manchester & West | In section of JS-1 if at all possible, to eliminate delay to JB-1 at Coxton |
| All Freight                                                 | Hazleton and Delano Sat.              | W-Barre & West    | In DE-2 to Packerton for connection with proper west-bound symbol trains    |
| Auto Bodies                                                 | Nicetown via Rdg. Co., East Penn Jct. | Detroit           | In section of JS-1 when received until 1.00A                                |

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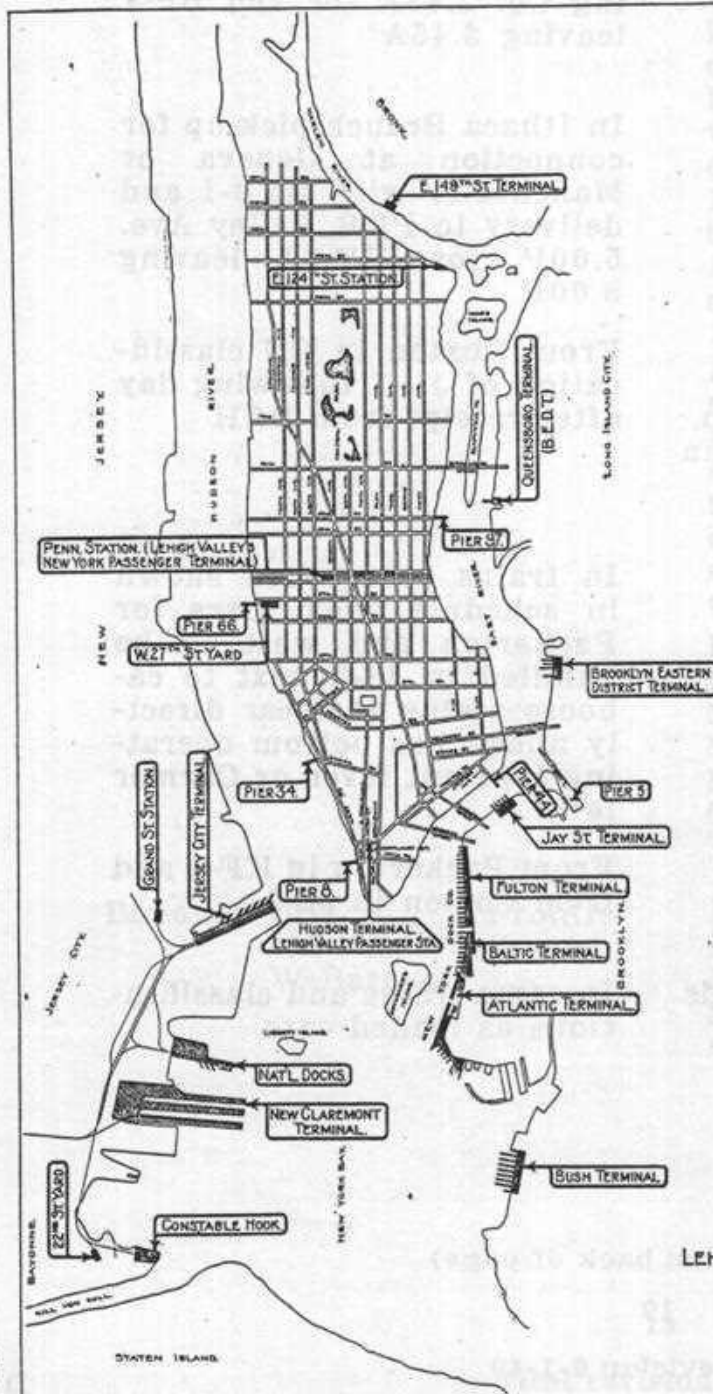
*The Athens—latest addition to the Lehigh Valley's New York Harbor fleet. The Athens is constructed entirely of steel and is 109 feet long over all, with a beam of 28 feet 1 inch, and a depth of 14 feet 6 inches. This new tug has a towing capacity of 10,000 tons. A feature of the equipment is a fire pump with a capacity of 1000 gallons per minute.*

| Com-<br>modity | From                              | To                                               | Will be Forwarded                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|----------------|-----------------------------------|--------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Bananas        | Rdg. Co.<br>via<br>Beth-<br>lehem | D&H<br>via<br>W-Barre<br>and<br>Ithaca<br>& West | In NYB-1 when received un-<br>til 10.00P. When five or more<br>for Manchester and west are<br>received after 10.00P and un-<br>til 11.00P PM-1 will be an-<br>nulled and 2nd NYB-1 operat-<br>ed, protecting D&H and Ithaca<br>and west bananas and Man-<br>chester Tfr. mdse, filling out<br>with Manchester and west<br>loads and empties to single<br>or two engine train from<br>Packerton, consistent with<br>volume of bananas as it is<br>desirable to have at least<br>1000 tons west of Coxton af-<br>ter dropping D&H bananas.<br>Less than five cars received<br>after 10.00P or any cars after<br>11.00P will be protected in<br>PM-1 or JS-1 dependent on re-<br>ceipt. When 2nd NYB-1 is<br>operated, the regular train will<br>stop at Bethlehem only to pro-<br>tect Acme mdse. for Rochest-<br>er and Buffalo. Special deliv-<br>eries must be effected for<br>trains leaving as follows: |
|                |                                   |                                                  | D&H WM-3 5.25A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                |                                   |                                                  | NKP BC-3 10.00A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                |                                   |                                                  | NYC DLS-3 10.30A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                |                                   |                                                  | MC SD-1 10.15A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                |                                   |                                                  | PM SC-5 3.00P                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                |                                   |                                                  | CN 483 6.00P                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                |                                   |                                                  | Wab. 91 6.35P                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Bananas        | CNJ<br>via<br>W-Barre             | Frontier<br>Conns.                               | From Coxton in JS-1 when<br>received from CNJ until<br>5.00A continuing through<br>Manchester in JS-1 and<br>MB-1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

| Commodity                                                 | From                              | To                                             | Will be Forwarded                                                                                                                                                                                 |
|-----------------------------------------------------------|-----------------------------------|------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Beer                                                      | Newark and Irvington              | Buffalo via Erie Waverly                       | From Oak Island in JS-1 next to caboose for delivery to Erie between 12.01P and 2.00P                                                                                                             |
| Cement                                                    | Hercules Cement Corp.             | PRR via P'burg                                 | To Phillipsburg for delivery to PRR 7.30P for BL-1 leaving 9.00P                                                                                                                                  |
| Cement                                                    | E&N Branch                        | Rdg. Co. via Bethlehem                         | In ED-1 for delivery to Reading Co. 2.45A for 2nd BP-4 leaving 3.45A                                                                                                                              |
| Cement                                                    | Portland Point                    | Olean via PRR Buffalo                          | In Ithaca Branch pick-up for connection at Geneva or Manchester with NYB-1 and delivery to PRR Bailey Ave. 5.00P for BF-20 leaving 8.00P                                                          |
| Coal                                                      | D&H via W-Barre                   | F. P. Weaver Coal Co. Canadian Points via C.N. | From Coxton in CN classification of JB-1 following day after receipt from D&H                                                                                                                     |
| Empty Express Cars                                        | All Points                        | All Points                                     | In trains other than shown in schedule book. Cars for Packerton and west to be handled in JS-3 next to caboose seeing that car directly ahead has bottom operating type cut lever or Carmer lever |
| Empty Tank Cars                                           | YK-1                              | Manchester & West                              | From Packerton in KF-1 and from Coxton in JS-3                                                                                                                                                    |
| Empty Stock Cars<br>MSCX<br>(1750-1753)<br>HLX<br>(1-101) | Phila via Rdg. Co. East Penn Jct. | St. Louis via NKP                              | In same trains and classifications as loaded cars                                                                                                                                                 |

(Continued on back of page)

| Com-<br>modity         | From           | To                                                | Will be Forwarded                                                                |
|------------------------|----------------|---------------------------------------------------|----------------------------------------------------------------------------------|
| Empty<br>Wine<br>Tanks | Jersey<br>City | Frontier<br>Conns.                                | From Oak Island in JB-1 and<br>continued thru Coxton in<br>proper classification |
| Empty<br>Cars          | Clare-<br>mont | Stude-<br>baker<br>Corp.<br>South<br>Bend<br>Ind. | From Oak Island in JB-1 and<br>continued thru Coxton in<br>proper classification |



THE CONVENIENT LOCATIONS OF ITS FREIGHT TERMINALS IN NEW YORK HARBOR ENABLE THE LEHIGH VALLEY RAILROAD TO PROVIDE EXCELLENT SERVICE TO AND FROM ALL PARTS OF NEW YORK CITY, BROOKLYN AND JERSEY CITY

Regular and dependable freight schedules are maintained by the Lehigh Valley Railroad between its terminals in the Metropolitan District and all the principal Western cities.

Daily traffic reports on file at all Lehigh Agencies enable our patrons to obtain immediate and complete advice regarding their shipments.

Full information will gladly be furnished by any Freight Traffic representative named on Page 19. In New York inquire of

**M. J. ORMOND**  
General Eastern Freight Agent  
Room 331, 143 Liberty Street  
Telephone Rector 6500

MAP OF NEW YORK CITY & HARBOR  
SHOWING  
LEHIGH VALLEY FREIGHT TERMINAL FACILITIES.

| Commodity     | From                                               | To                                        | Will be Forwarded                                                                                                                                                  |
|---------------|----------------------------------------------------|-------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Empty Cars    | Ford Motor Co. Chester via Rdg. Co. East Penn Jct. | Detroit                                   | In same trains and classifications as loaded cars                                                                                                                  |
| Mdse.         | Phila. via Rdg. Co. Bethlehem                      | Acme Forwarding Co. Rochester and Buffalo | In NYB-1 when received until <del>10.00 P</del> <i>9.45 P</i> extending to 10.00 P on Friday only!                                                                 |
| Mdse.         | New York and Phila.                                | Acme Forwarding Co. Rochester and Buffalo | From Terminal yards in NYB-1 when drilled out of NYB-1 and unable to repair for JB-1 or drilled out of JS-1 and JB-1                                               |
| Mdse.         | Boston via D&H Owego                               | Acme Forwarding Co. Rochester and Buffalo | From Sayre in NYB-1 when received in time, and when NYB-1 not operated, in <del>CM-1</del> through to Rochester Jct. for movement in return of No. 10's connection |
| Mdse.         | Allentown                                          | Manchester Tfr.                           | <i>extra trains</i><br>From Bethlehem in JS-1 instead of NYB-1 when containing explosives                                                                          |
| Oyster Shells | PRR Hazleton                                       | Coxton & West                             | On head end of trains from Hazleton to avoid being set out at Tannery for tonnage reasons                                                                          |
| Perishable    | Rdg. Co. PA-1                                      | Rochester and Buffalo                     | To Bethlehem or Packerton for NYB-1                                                                                                                                |
| Perishable    | Rdg. Co. East Penn Jct.                            | Canadian Points via CN                    | <i>section of</i><br>In <del>regular</del> JS-1 when advance section not operated or received too late                                                             |



## *The "Manchester"* A NEW HARBOR "EXPRESS WAGON"



BEING equipped with its own power of propulsion, the steam lighter "MANCHESTER" is well adapted to the rapid handling of cargoes consigned to destinations in the Harbor, as, for instance, to steamship lines. The attention of exporters through the port of New York is particularly called to this facility.

The "MANCHESTER" has an all-steel hull with a superstructure completely enclosing the deck and protecting perishable freight. It is 120 feet long, 32 feet beam, and has a carrying capacity of 582 tons. Loaded it will make ten miles per hour.

It is the latest addition to the excellent terminal facilities maintained by the Lehigh Valley Railroad in New York Harbor.

You will get the quickest and best service to New York by routing your freight "via Lehigh Valley." Ask any freight agent named on page 24 for more information.