

Lehigh Valley Railroad.

FREIGHT TRAIN BOOK No. 1.

(SUCCEEDING FREIGHT TRAIN SYMBOL BOOK No. 21,
AND ORDER NO. 27.)

TO TAKE EFFECT SUNDAY,
June 9, 1907.

**FOR THE INFORMATION OF ALL
CONCERNED.**

(SUBJECT TO CHANGE BY SPECIAL NOTICE.)

W. M. MATCHETT, Asst. to Gen'l Mgr.

LEHIGH VALLEY RAILROAD

W. M. MATCHETT, Asst. to Gen'l Mgr.

FREIGHT TRAIN BOOK, No. 1.

(Superseding Freight Train Symbol Book No. 21, and
Order No. 27.)

*TO TAKE EFFECT SUNDAY,
June 9, 1907.*

CONTAINING

A List of all Symbol Freight Trains, with
explanations showing the proper manner
of making up and handling in yards
and at junction points.

ALSO

Instructions Governing Card Waybilling, Move-
ment and Reporting Time Freight and
Tracing Carload Shipments.

FOR THE INFORMATION OF ALL CONCERNED.

SUBJECT TO CHANGE BY SPECIAL NOTICE.

1. Commodities enumerated below will be known as Time Freight and will be forwarded on red card way-bill Form CR 24, showing full information thereon as called for.

Commodities other than those enumerated must not be forwarded on red card way-bills without special permission from this office.

2. List of Time Freight commodities:

GENERAL:

High class perishable freight.

Mixed cars with LCL high class merchandise.

Quartermaster's Supplies.

SPECIAL COMMODITIES:

Alcohol.	Dairy Products.
Automobiles.	Dry Goods.
Books.	Drugs.
Baking Powder.	Explosives.
Brattice Cloth.	Fish (all kinds).
Bicycles.	Fruit (green, fresh or dried).
Brass Goods.	Fire Works.
Biscuits.	Groceries.
Blacking.	Gum Pontianac.
Bottled Goods.	Glass (Window and Plate).
Boots and Shoes.	Glassware.
Cork Sheets.	Hides (green and salted).
Cork Insulation.	Household Goods.
Coffee.	Leather Goods.
Crackers.	Liquors.
Citron (dry or in brine).	Live Stock.
Clock.	Linoleum.
Cotton Piece Goods.	Malted Milk.
Cash Registers.	Musical Instruments.
Chocolate.	Magazines.
Condensed Milk.	Nuts (Edible).
Confectionery.	

Oleo Oil.	Sheep Pelts.
Olives.	Sewing Machines.
Oil Cloth.	Sodium.
Oil (in box cars).	Spirits.
Packing House Products.	Sugar of Milk.
Paper (all kinds except waste paper).	Syrups.
Picture Frames.	Trunks.
Pickles.	Trees, Shrubbery, etc.
Printed Matter.	Tobacco.
Piano Plates.	Tea.
Rubber Goods.	Toys.
Sausage Casings.	Water (Mineral).
Seeds.	Whiskey.
	Wines (High).

3. Cars containing Time or Continuous Movement Freight must be put in proper symbol trains when moving from one division terminal to another.

Cars containing Time or Continuous Movement Freight to go forward from intermediate points where symbol trains do not stop, must be moved ahead of the symbol train to the division terminal or junction point as designated in the schedule.

Cars containing Time or Continuous Movement freight cut out of symbol trains at division terminals or junction points, not entitled to further symbol train movement, must be forwarded to destination promptly.

Time or Continuous Movement Freight originating at a local point on one division destined to a local point on an adjoining division must be forwarded on first available train and handled promptly at junction points and through yards.

4. Commodities enumerated below will be known as "Continuous Movement Freight," and will be forwarded on green card way-bill, Form T 382.

CONTINUOUS MOVEMENT COMMODITIES:

Agricultural Imple-	Hardware.
ments.	Hops.
Ale.	Ink.
Asbestos and Magnesite	Iron Castings.
Pipe Covering.	Iron and Steel (Manufactured Articles).
Axles.	Lamps and Fixtures.
Babbitt Metal.	Lead.
Bags and Bagging.	Leather.
Bark Extract.	Lumber (Mahogany) or woods of value.
Bath Tubs and Sanitary Supplies.	Macaroni.
Beds (Metallic).	Machinery.
Beer.	Malt.
Bleaching Powder or Liquid.	Mill Work.
Borax.	Oakum.
Bovine.	Oil Cake.
Breakfast Foods.	Paints.
Burlaps.	Pig Tin.
Canned Goods.	Peruna.
Cardboard.	Plumbago.
Catsup.	Preservatives.
Cider.	Printing Presses.
Cocoanuts.	Refrigerators.
Copper.	Rope.
Copper Rods.	Roofing Material.
Cordage.	Rubber (Crude).
Chair Stock.	Sizing.
Crucibles.	Slate.
Electrical Supplies.	Soap.
Enameled Ware.	Soda (Caustic).
Furniture.	Solder.
Gambier.	Spices.
Glucose.	Springs (Wagon).
Glue.	Starch.
Glycerine.	Stoves (Oil and Gas).
Grain Products.	Strawboard.
Gum (all kinds).	Sugar.

Tin Foil.
Tin Plate.
Tinware.
Twine.
Varnish.
Vehicles.
Vinegar.

Wall Finish.
Whiting.
Wire.
Wire Cloth.
Wire Rods.
Wire Rope or Cable.
Wringers.

5. Commodities other than those enumerated must not be forwarded on green card way-bills without special permission from this office.

6. When cars containing Time Freight are received from connections or arrive at any Division Terminal or Symbol Billing Station on common card way-bill, original card way-bill must be suppressed and red card way-bill, Form CR 24 substituted.

7. Time Freight loaded on open cars should be forwarded on red card way-bill under cipher reference and may be put in trains JB-7, BJ-8, VS-7, or SV-8, but not in other symbol trains except on special instructions from this office.

8. When explosives in earload lots are offered for movement, not more than one car should be handled in any symbol train.

9. Revenue way-bills covering Time or Continuous Movement Freight must be issued and forwarded in time to reach destination or the proper junction point with or in advance of the freight.

10. The following points have been designated as Symbol Billing Stations:

Jersey City,
Oak Island,
Newark,
Perth Amboy,
Bound Brook,
Phillipsburg,
Easton,

South Bethlehem,
Allentown,
Lehighton,
Packerton,
Penn Haven Junction,
Weatherly,
Hazleton,

Mt. Carmel,
Wilkes-Barre,
Coxton,
Towanda,
Sayre,
Waverly,
Owego,
Cortland,
Manchester,
Auburn,
Ithaca,
Elmira,

Seneca Falls,
Waterloo,
Geneva,
Rochester,
East Buffalo,
Scott Street, Buffalo,
Buffalo Lake,
Niagara Falls,
Suspension Bridge,
East Buffalo Stock
Yards.

11. Each symbol billing station will number its red card way-bills commencing with No. 1 each day. These numbers must be shown in upper right hand corner of the card way-bills, and reported so as to designate the date and the station from which forwarded. To that end the telegraph call for each symbol station will be used, preceded by the date on which card way-bill is made, and followed by the number of the card way-bill. For example, the first card waybill from Jersey City on April 1st, would read "1 JR 1," the tenth card way-bill from Suspension Bridge on April 15th, would read "15 SB 10."

12. Each symbol billing station will forward telegraph report on Form CR 67 immediately after the departure of Time Freight cars which are placed under cipher reference at their station, giving such information as called for thereon, except that it will only be necessary to give name of consignees covering cars of live stock, live and dressed poultry, fresh fish, dressed or fresh beef, and other high class perishable shipments, when destined to Jersey City, all New York and Brooklyn deliveries, and to connections via Jersey City. Symbol stations will use abbreviation for reporting destination and route, thus:

J. C.	for	Jersey City.
J. C. Exp.	"	Jersey City for export.
N. Y. 2	"	Pier 2, New York.
N. Y. 44	"	Pier 44, New York.
N. Y. 56	"	Pier 56, New York.
N. Y. 43	"	43rd St., East River, N. Y.
N. Y. 149	"	149th Street, New York.
B. E. D. T.	"	Brooklyn Eastern District Terminal.
N. Y. D.	"	New York Dock Co.—Fulton Terminal; Atlantic Terminal; Baltic Street.
BUSH.	"	Bush Dock, Brooklyn.
N. H.	"	via Jersey City-Harlem River.
L. I.	"	" Long Island Railroad.
L. S.	"	" L. S. & M. S., Buffalo.
N. P.	"	" N. Y. C. & St. L., Buffalo.
G. T.	"	" Grand Trunk Railroad, Suspension Bridge.
M. C.	"	" M. C. R. R., Suspension Bridge.
P. M.	"	" Pere Marquette R. R., Suspension Bridge.
WAB.	"	" Wabash Railroad, Suspension Bridge.

13. Time Freight originating at or received from connection at a non-symbol billing station must be forwarded on red card way-bill Form CR 24, showing the necessary information to handle car to destination, leaving blank the space provided for cipher reference, which must be filled in at the first terminal symbol billing station.

14. Agents at non-symbol billing stations will send by mail on first train a report on Form T 385 to this office, showing cars forwarded on red card way-bills, giving such information as called for thereon in order

to give us a check on the movement the car receives up to the time it is placed under cipher reference.

15. Agents or Yard Masters at division terminals or intermediate stations will report by telegraph on Form CR 68 all cars forwarded (other than those originating at or received from connections at such points) which bear the above described cipher references on the card way-bills, reporting separately the cipher references beginning with the different dates and letters, being careful to report on the same line only the lowest and the highest consecutive number reference covering cars from the same point and on the same date. For example, if Jersey City billed ten cars under cipher reference for movement in train J. S. 1 on April 1st, and the fourth car was crippled while being made up in train, the CR 68 report covering J. S. 1 would read:

Column H	Column J
1 JR 1	1 JR 3
1 JR 5	1 JR 10

16. Agents will also give us report by wire on Form CR 68 of arrival and delivery to connecting line of cars received on red card way-bills.

17. When there are two or more cars of live stock from Buffalo or Suspension Bridge for the same consignee and destination, it is not necessary to report departure on Form CR 67 by car numbers and initials, but may be reported by showing in column "C" the total number of cars for each separate consignee and destination, following in the proper columns the consignee, destination, route, and the cipher references from the lowest to the highest consecutive number for each separate lot.

18. Agent or Yard Master at Suspension Bridge and East Buffalo will make report on Form CR 67 to Agent at Jersey City of the forwarding of cars loaded

with live stock, live and dressed poultry, fresh fish, dressed or fresh beef, and other high class perishable freight destined to Jersey City, all New York and Brooklyn deliveries, and to connections via Jersey City, giving such information as called for thereon except time car is ready for movement. Yard Masters at Copton and Mahoning will report to Agent at Jersey City on Form CR 68 all such cars forwarded from their yards.

19. When a car moving on a red or green card way-bill is set out short of its destination, a report must be immediately made by telegraph on Form T 141 by Agent, Yard Master or Conductor to the Superintendent and this office, stating cause and giving cipher or file reference when card way-bill shows same.

When such cars are set out account of being disabled, the Superintendent will as soon as possible report by telegraph to this office when the repairs or transfer will be completed, and in what train cars will be forwarded from the point where they were cut out, and in case the property is transferred the report must show car number and initial to which transferred.

20. The destination of cars containing merchandise for distribution by local freight destined beyond the division on which they originate, should be shown on Form CR 67 as the last division terminal reached before distribution begins.

21. Any car received from connections or arriving at a division terminal or symbol billing station on red card way-bill not entitled to symbol train movement, the red card waybill will be suppressed and common card way-bill substituted therefor and report made promptly to this office in each instance.

22. Conductors will report to their Superintendent, giving car number, point of origin, destination and lading, all cases of cars which move from a symbol billing station on red card way-bills that do not bear the proper symbol letters and numbers.

23. When cars containing Time or Continuous Movement Freight are received from connections or arrive at any Division Terminal on common card way-bill, original card way-bill must be suppressed and proper card way-bill substituted.

24. Cars other than those entitled to continuous movement and those bearing file reference (see paragraphs 4, 5 and 28) moving on green card way-bill must be reported promptly to this office. No change should be made in card or movement, however, except upon special instructions.

25. Cars moving or to be moved on green card way-bills will be reported only as provided for herein.

26. All requests upon officers or agents of this Company to trace or give special movement to carload shipments must be referred by them to this office. A tracer should not be started for a car entitled to move on red or green card way-bill (see paragraphs 1, 2, 4, 5 and 28) as our system provides for special movement. A tracer should not be started for a shipment which has not had time to reach destination. Requests for special movement of cars or inquiries concerning the movement of time freight should specify the lading, destination and full routing.

27. In emergency cases where General, Division Freight and Soliciting Agents secure shipments which are not entitled to be forwarded on red or green card way-bills, but to which it is necessary to give special movement, the matter should be taken up with this office sufficiently in advance to enable us to place the authority for forwarding car on green card way-bill.

28. Upon authority from this office, a green card way-bill Form T 382 will be used for movement of cars being specially traced. Each car so traced will be given a file number to give distinctive character and furnish a ready reference for all concerned.

29. When necessary to trace by wire, a message on Form T 381 will be sent to the Agent or Yard Master

at originating station, junction point or where car was last reported, requesting that the original card way-bill be suppressed, and that car be forwarded on green card bill Form T 382, showing thereon in space provided, our file number, and advising us immediately by wire when he has done so as follows: "New billing applied. File No....." In case the car has passed beyond the jurisdiction of the receiver, the message must be relayed immediately to the Yard Master at next division terminal, giving the information shown in lines A, B and F on Form T 381, showing in line J the departure of car from the point from which the message is being relayed, and a report must be made on Form T 383, at 7.00 A.M. and 2.00 P.M. daily showing all such messages relayed.

30. When a car which is being traced is not received in the train as reported by the preceding station, a message must be immediately sent to the Superintendent on whose division the car was switched with full particulars so that instructions may be given to the Agent at the point where the car was cut out to arrange for proper card bill.

31. When cars are received at division terminals on green card way-bills, or are rebilled at such points, arrangements must be made to have such cars switched out at once, lined up for forwarding in proper train or given preference as a fillout in any symbol train over empty cars or cars traveling on common card way-bills.

32. When cars moving on green card way-bills are ready for forwarding from intermediate points, Agents will make prompt report to their Superintendent, who will have the cars picked up by first available train.

33. Division Terminals will make report by wire to this office at 7.00 A.M. and 2.00 P.M. daily on Form T 384, of all cars departing from their station traveling on green card way-bills with file number. When "Nothing to report," a report to that effect should be

sent at above hours. Agents will make prompt report by wire on Form T 384, giving time of arrival, or delivery to connecting lines, of cars accompanied by green card way-bills bearing a file number.

34. Cars moving on green card way-bill upon special authority under file reference number must not be confused with cars on regular green card way-bills with "Continuous Movement Freight."

EXPLANATION OF TRAIN SYMBOLS.

Each train mentioned herein is designated by a "Symbol." Trains so designated are known as "Symbol Trains" in distinction from all other trains.

The Symbol is a combination of letters and numbers so arranged as to indicate, in a general way, where the train is from and where destined, and is designed to preserve the identity of the train.

The first letter of symbol indicates the starting point, or point where most of the freight is taken on; the second letter indicates the destination, or point to which the train runs.

LIST AND EXPLANATION OF LETTERS USED IN SYMBOLS.

B. signifies Buffalo.	P. signifies Packerton.
G. " Mahoning.	R. " Wilkes-Barre.
H. " Hazleton.	S. " Susp'n Bridge.
J. " Jersey City.	W. " Sayre.
K. " Mt. Carmel.	V. " Manchester.

Odd numbers used in symbols indicate west-bound trains; even numbers, east-bound trains; thus, J. B. 3 is a west-bound train from Jersey City to Buffalo, and B. J. 4 is an east-bound train from Buffalo to Jersey City.

RULES FOR THE MOVEMENT OF SYMBOL TRAINS.

1. In using symbols, both the letters and numbers must be used in all cases, to avoid confusion.

2. Symbol trains must be run exactly as set forth, as to character, as well as taking on, or setting out cars.

3. These trains must at all times be designated by their proper symbols, and Superintendents must see that Yard Masters and Conductors concerned in the handling of Symbol Trains, have a copy of this book, and are thoroughly acquainted with the symbol identity of the trains handled.

4. Yard Masters must see that all proper cars are forwarded in symbol trains; as these trains are handled under special arrangements to do certain and particular work, it is very essential that this class of freight be handled in symbol trains so as to make proper connections.

5. Each Yard Master must be familiar with these trains which enter or leave his yard, and must preserve their identity, not allowing them to become mixed with other trains or freight in yard. When these trains deliver cars in his yard he must see that the cars going beyond make the specified connections.

6. Yard Masters must inform each freight train Conductor of the proper symbol for the train given him, and the Conductor must ascertain this before starting on his trip.

7. Freight train Conductors must also use the train symbols on their car reports, Form C.R. 11.

8. The maximum weight of each train must be determined by the Superintendent over whose division the train runs. Great care should be exercised not to overload the trains in order that the running time can be made.

9. If there is not enough Time Freight on hand to fill out these trains to a proper limit, less important freight must be added (Green Ticket preferred); such additions, however, to be cut out at succeeding stopping point if necessary, to make room for cars of time freight to be added.

10. Symbol trains must not be annulled short of destination except in cases where a symbol train is delayed so as to be overtaken by the next symbol train following, when the two may be consolidated if conditions permit.

11. Superintendents will give advance notice to succeeding divisions of the probable time of delivery to the next division of each symbol train, giving in such notice a synopsis of the number of cars in the train. If symbol train is running on some regular schedule as per time-table, this fact must be mentioned in the advance notice.

12. When on any day it becomes necessary, on account of the volume of business to be moved, to run a second train, identical in character with one of these symbol trains, this second train should be called a second section of the symbol train; *i. e.*, if it is necessary to run two trains of the same character as "J. S. 1," the second train would be known as "2nd J. S. 1."

13. Time of the Symbol trains published in this book does not confer any time-table or other running rights,

but the trains will be moved in all cases as directed by Superintendents.

In columns headed "Arrive" and "Leave,"

LIGHT-FACED FIGURES [12.01] DENOTE A.M.

FULL-FACED FIGURES [12.01] DENOTE P.M.

T. H. PINDELL,
Superintendent of
Transportation.

J. F. MAGUIRE,
Asst. Superintendent of
Transportation.

M. B. CUTTER,
General Manager.

FULL-FACED FIGURES [12.01] DENOTE **P.M.**

LIGHT-FACED FIGURES [12.01] DENOTE **A.M.**

INDEX OF EAST-BOUND TRAINS.

SYMBOL	FROM	TO	LEAVING TIME	ARRIVING TIME	THROUGH TIME	PAGE
S. J. 2.	Suspension Bridge	Jersey City	4.30	9.30	29 hrs. 00 min.	28
B. J. 2.	Buffalo	Jersey City	8.45	11.45	27 " 00 "	29
B. J. 4.	Buffalo	Jersey City	8.08	11.10	27 " 02 "	31
B. J. 6.	Buffalo	Jersey City	10.50	5.00	30 " 10 "	33
B. J. 8.	Buffalo	Jersey City	2.00	3.30	37 " 30 "	34
R. G. 2	Wilkes-Barre	Mahoning	6.30	9.25	2 " 55 "	36
S. V. 2.	Suspension Bridge	Manchester	6.30	12.20	5 " 50 "	30
S. V. 4.	Suspension Bridge	Manchester	4.00	10.30	6 " 30 "	32
S. V. 8.	Suspension Bridge	Manchester	11.45	7.45	8 " 00 "	35

FULL-FACED FIGURES [12.01] DENOTE **P.M.**

LIGHT-FACED FIGURES [12.01] DENOTE **A.M.**

INDEX OF WEST-BOUND TRAINS.

SYMBOL	FROM	TO	LEAVING TIME	ARRIVING TIME	THROUGH TIME	PAGE
J. S. 1.	Jersey City	Suspension Bridge	6.50	5.15	22 hrs. 25 min.	20
J. B. 1.	Jersey City	Buffalo	6.55	4.15	21 " 20 "	21
J. B. 3.	Jersey City	Buffalo	7.50	12.01	28 " 11 "	22
J. P. 1.	Jersey City	Packerton	9.00	2.00	5 " 00 "	23
J. B. 7.	Jersey City	Buffalo	1.00	1.30	36 " 30 "	24
V. S. 7.	Manchester	Suspension Bridge	7.30	3.30	8 " 00 "	24
G. R. 1.	Packerton	Wilkes-Barre	2.00	5.00	3 " 00 "	25
P. K. 1.	Packerton	Mt. Carmel	2.30	6.30	4 " 00 "	26
P. H. 1	Packerton	Hazleton	2.40	5.20	2 " 40 "	27

J. S. I.

Run.—Jersey City to Suspension Bridge. (Daily except Sunday.)
Through Time.—22 hours, 25 minutes.

Character.—Merchandise Train from Jersey City for Canadian and Western points via Suspension Bridge.

	ARRIVE	LEAVE	CONNECTIONS.	REF. NO.
Jersey City.....		6.50		1
Easton.....	9.45	9.50		
South Bethlehem	10.55	11.15		2
Packerton.....	12.50	1.05		3
Manch Chunk....		1.15		
Coxton.....	3.45	4.10		4
Ransom.....		4.25		
Sayre.....	7.25	8.00		5
Manchester.....	11.30	12.01	J. R. I. (Grand Trunk Ry.) Mich. Cent. R. R. Wabash R. R. (Pere Marq. R.R.)	6 7
Susp. Bridge.....	5.15			

1. **Jersey City.**—Takes all cars of Merchandise and Time Freight destined to points in Canada and the West via Suspension Bridge. Fills out to proper limit with cars of Merchandise and Time Freight destined to Western points via Buffalo, **All Rail**, belonging to J. B. 1. The cars routing via Buffalo must be kept together.

2. **South Bethlehem.**—Takes on cars in accordance with **character** of train.

3. **Packerton.**—Takes on cars in accordance with **character** of train.

4. **Coxton.**—Takes on cars in accordance with **character** of train.

5. **Sayre.**—Takes on cars in accordance with **character** of train.

6. **Manchester.**—Drops cars belonging to J. B. 1 destined to Western points via Buffalo, **All Rail**.

7. **Suspension Bridge.**—To Grand Trunk Ry. for train leaving Niagara Falls, Ont., at 9.00 p.m., Eastern Time. To Michigan Central R.R. for train leaving at 12.01 a.m., Eastern Time. To Wabash R.R. for train leaving Niagara Falls, Ont., 8.00 p.m., Eastern Time. To Pere Marquette R. R. for train leaving Suspension Bridge, N.Y., 11.00 p.m., Eastern Time.

J. B. 1.

Run.—Jersey City to Buffalo. (Daily except Sunday.)
Through Time.—21 hours, 20 minutes.

Character.—Merchandise train from Jersey City for Western points via Buffalo, **All Rail**; also taking Merchandise cars for intermediate points as specified.

	ARRIVE	LEAVE	CONNECTIONS.	REF. NO.
Jersey City.....		6.55		1
Easton.....	9.50	9.55		
South Bethlehem	11.05	11.30		2
Packerton.....	1.00	1.15		
Manch Chunk....		1.25		
Coxton.....	4.15	5.00		3
Ransom.....		5.15		
Sayre.....	8.00	8.45	L. & N. Y. Br.	4
Geneva.....	11.30			5
Manchester.....	12.15	12.55	J. S. I.	6
Rochester Jct....	1.40	1.45	Branch No. 669.	7
Rochester.....	2.15			
Buffalo.....	4.15		(L. S. & M. S. Ry. (N.Y.C. & St. L.R.R.)	8

1. **Jersey City.**—Takes all cars of Merchandise and Time Freight destined to Western points via Buffalo, **All Rail**; also Merchandise Cars for Rochester and the daily Merchandise Cars from Pier 2 for Sayre, Auburn, Ithaca, Geneva, and E. & C. Branch points via Van Etten.

2. **South Bethlehem.**—Takes on cars in accordance with **character** of train; also Merchandise Cars from Philadelphia for Rochester, Geneva and Auburn.

3. **Coxton.**—Cars for Sayre, Auburn, Ithaca and E. & C. Branch points must be shifted together on rear end of train. Cars for Rochester must be shifted together.

4. **Sayre.**—Drops cars for Sayre, Auburn, Ithaca and E. & C. Branch. Auburn cars must go forward in L. & N. Y. train No. 806 at 8.10 a.m., arriving at Auburn at 12.50 p.m. Takes on cars in accordance with **character** of train.

5. **Geneva.**—Drops cars for station.

6. **Manchester.**—Takes cars dropped by J.S. 1 routed to points west of Buffalo, **All Rail**.

7. **Rochester Junction.**—Drops cars for Rochester which must go forward in Branch train No. 669 at 1.40 p.m. Takes on cars in accordance with **character** of train.

8. **Buffalo.**—End of run.
 To N. Y. C. & St. L. R.R. for train leaving 8.30 p.m., Eastern Time.
 To L. S. & M. S. Ry. for train leaving 12.25 a.m., Eastern Time.

J. B. 3.**Run.**—Jersey City to Buffalo. (Daily except Sunday.)**Through Time.**—28 hours, 11 minutes.**Character.**—Buffalo Merchandise Train, to be filled out with other important through business left over from previous Symbol Trains.

	ARRIVE.	LEAVE.	CONNECTIONS.	REF. NO.
Jersey City.....		7.50		1
Easton.....		11.10		
So. Bethlehem...	11.40	11.50	P. & R. Ry.	2
Packerton.....	1.10	1.45		3
Mauch Chunk...		1.55		
Coxton.....	4.30	5.30		4
Ransom.....		5.45		
Tunkhannock....	7.15			5
Towanda.....	9.20			6
Sayre.....	9.40	11.05	{ Auburn Div., }	7
Manchester.....	5.00	6.00	{ Ithaca Branch }	8
Buffalo.....	12.01			9

1. **Jersey City.**—Takes all Merchandise Cars for Sayre, Towanda, Tunkhannock and points on Montrose Branch; for points on Wyoming Division and connecting lines; Scott Street Buffalo, East Buffalo, Dingen Street Transfer Buffalo, and miscellaneous Buffalo City freight, in preference over other freight.

2. **South Bethlehem.**—Takes on cars in accordance with character of train.

3. **Packerton.**—Drops cars for Wilkes-Barre and other points on Wyoming Division, and for points on connecting lines via Wilkes-Barre and via Pittston Junction, which must go forward on G. R. 1, leaving Packerton at 2.00 a.m., arriving at Wilkes-Barre at 5.00 a.m.

Takes on cars in accordance with character of train.

4. **Coxton.**—Takes on cars in accordance with character of train.

5. **Tunkhannock.**—Drops cars for station and points on Montrose Branch.

6. **Towanda.**—Drops cars for station.

7. **Sayre.**—Drops and takes on cars in accordance with character of train.

8. **Manchester.**—Drops and takes on cars in accordance with character of train.

9. **Buffalo.**—End of run.

J. P. 1.**Run.**—Jersey City to Packerton. (Daily except Sunday.)**Through Time.**—5 hours.**Character.**—Merchandise Train from Jersey City for all local points, Phillipsburg to Packerton, including Lehigh Transfer and points on Pottsville Branch and M. & H. Division.

	ARRIVE.	LEAVE.	CONNECTIONS.	REF. NO.
Jersey City.....		9.00		1
Pt. Reading Jct...	10.20	10.30	P. & R. Ry.	
Easton.....	11.55	12.01		
South Bethlehem	12.30	12.35	P. & R. Ry.	
East Penn Jct....		12.45	P. & R. Ry.	
Packerton.....	2.00		P.K. 1.-P.H. 1.	2

1. **Jersey City.**—Takes Merchandise Cars for all local points, Phillipsburg to Packerton inclusive; also including cars for Lehigh Transfer and for Pottsville Branch; also merchandise cars destined via Port Reading Jct. and East Penn Jct. and P. & R. and for points on M. & H. Division.

2. **Packerton.**—M. & H. Division cars to go forward in P.H. 1. or P.K. 1.

J B. 7.**Run.**—Jersey City to Buffalo (Daily).**Through Time.**—36 hours, 30 minutes.**Character.**—Continuous movement through train, making no local stops except as designated.

	ARRIVE.	LEAVE.	CONNECTIONS.	REF. NO.
Jersey City.....		1.00		1
Easton.....		6.30		
Packerton.....	9.30	10.30		
Coxton.....	2.45	4.15		
Sayre.....	10.00	11.30		
Geneva.....	4.30	5.30		
Manchester.....	6.30	7.40	V. S. 7	
Rochester Junc..	9.00	9.20		
Buffalo.....	1.30		N. Y. C. & St. L.-L. & N. E.	

Jersey City.—Takes all cars containing continuous movement freight destined to or via Wilkes-Barre, Pittston Junction and points beyond.

V. S. 7.**Run.**—Manchester to Suspension Bridge. (Daily.)**Through Time.**—8 hours.**Character.**—Continuous movement train.

	ARRIVE.	LEAVE.	CONNECTIONS.	REF. NO.
Manchester		7.30	J. B. 7.	1
Susp. Bridge.....	3.30		{ G. T., M. C., } { Wab. and P. M. }	

1. **Manchester.**—Takes Suspension Bridge cars dropped by J. B. 7.

G. R. 1.**Run.**—Packerton to Wilkes-Barre. (Daily except Monday.)**Through Time.**—3 hours.**Character.**—Merchandise train.

	ARRIVE.	LEAVE.	CONNECTIONS.	REF. NO.
Packerton.....		2.00	J. B. 3.	1
Fairview.....		4.05		
Conway.....		4.42		
Wilkes-Barre.....		5.00		

1. **Packerton.**—Takes on cars for Wilkes-Barre and other points on Wyoming Division, and for points on connecting lines via Wilkes-Barre and Pittston Junction.

P. K. I.

Run.—Packerton to Mt. Carmel. (Daily except Monday.)

Through Time.—4 hours.

Character.—Merchandise Train for local points on Mahanoy & Hazleton Division between Delano and Mt. Carmel, inclusive.

	ARRIVE.	LEAVE.	CONNECTIONS.	REF. NO.
Packerton.....		2.30	J. P. I.	1
Delano.....	4.10			2
Shenandoah.....	5.05			3
Centralia.....	6.00			4
Mt. Carmel.....	6.30			5

1. **Packerton.**—Takes all cars of merchandise for points on Mahanoy & Hazleton Division between Delano and Mt. Carmel, inclusive.

2. **Delano.**—Drops cars for station. Takes on cars in accordance with **character** of train. Drops cars for points on Ashland Branch.

3. **Shenandoah.**—Drops cars for station. Takes on cars in accordance with **character** of train.

4. **Centralia.**—Drops cars for station. Takes on cars in accordance with **character** of train.

5. **Mt. Carmel.**—End of run.

P. H. I.

Run.—Packerton to Hazleton. (Daily except Monday.)

Through Time.—2 hours, 40 minutes.

Character.—Merchandise Train for local points on Mahanoy & Hazleton Division between Weatherly and Hazleton inclusive, and for points on Beaver Meadow Branch.

	ARRIVE.	LEAVE.	CONNECTIONS.	REF. NO.
Packerton.....		2.40	J. P. I.	1
Penn Haven Jct.		3.05		2
Weatherly.....		3.30		3
Hazleton.....	5.20			4

1. **Packerton.**—Takes all cars of merchandise for points on Mahanoy & Hazleton Division between Weatherly and Hazleton, inclusive, and for points on Beaver Meadow Branch.

2. **Penn Haven Junction.**—Takes on cars in accordance with **character** of train.

3. **Weatherly.**—Drops cars for station and Beaver Meadow Branch. Takes on cars in accordance with **character** of train.

4. **Hazleton.**—End of run.

S. J. 2.**Run.**—Suspension Bridge to Jersey City. (Daily.)**Through Time.**—29 hours.**Character.**—Through train for Dressed Beef and Packing House Products from Suspension Bridge to Jersey City.

	ARRIVE	LEAVE	CONNECTIONS	REF. NO.
Susp. Bridge.....		4.30	{ Grand Trunk Ry Wabash R. R. Mich. Cent. Ry. Pere Marq. R. R. }	1
Manchester.....	10.00	11.00	Icing Station.	
Sayre.....	3.20	4.00		
Ransom.....	7.55			
Coxton.....	8.10	9.10		2
Manch Chunk....	12.30			3
Mahoning.....	12.50	2.10	Icing Station	
Parkview.....	8.30			
Jersey City.....	9.30			3

1. **Suspension Bridge.**—Takes all loads in accordance with **character** of train for Jersey City, New York and points via Jersey City, and for any intermediate points or connections.

2. **Coxton.**—Cut out cars for points on M. & H. Division and hold for forwarding in B. J. 2.

3. **Jersey City.**—End of run.

B. J. 2.**Run.**—Buffalo to Jersey City. (Daily.)**Through Time.**—27 hours.**Character.**—Through train for Dressed Beef and Packing House Products from Buffalo to Jersey City.

	ARRIVE	LEAVE	CONNECTIONS	REF. NO.
Buffalo		8.45	{ L. S. & M. S. Ry. N. Y. C. & S. L. I. R. }	1
Manchester.....	1.15	2.15	Icing Station.	
Sayre.....	6.35	7.15		
Ransom.....	11.10			
Coxton.....	11.25	12.10		2
Penn Haven Jet.	3.10			3
Manch Chunk....	3.30			
Mahoning.....	3.50	4.50	Icing Station.	
Parkview.....	10.55			
Jersey City.....	11.45			4

1. **Buffalo.**—Takes all loads in accordance with **character** of train for Jersey City, New York, and points via Jersey City, and for any intermediate points or connections.

2. **Coxton.**—Takes on cars for Mahanoy & Hazleton Division, dropped by S. J. 2.

3. **Penn Haven Junction.**—Drops cars for points on Mahanoy & Hazleton Division.

4. **Jersey City.**—End of run.

NOTE.—Important slow freight may be added to this train at any Division Terminal to fill it out to proper limit, but such additions must be cars destined to Jersey City or beyond.

S. V. 2.**Run.**—Suspension Bridge to Manchester. (Daily.)**Through Time.**—5 hours, 50 minutes.**Character.**—Train for Dressed Beef and Packing House Products from Suspension Bridge.

	ARRIVE.	LEAVE.	CONNECTIONS.	REF. NO.
Susp. Bridge.....		6.30	{ G. T., M. C. }	1
Manchester.....	12.20		{ Wab. and P. M. }	
			B. J. 2.	

1. **Suspension Bridge.**—Takes cars of Dressed Beef and Packing House Products to Manchester to connect with B. J. 2.

B. J. 4.**Run.**—Buffalo to Jersey City. (Daily.)**Through Time.**—27 hours, 2 minutes.**Character.**—Through Live Stock and Time Freight train from Buffalo to Jersey City.

	ARRIVE.	LEAVE.	CONNECTIONS.	REF. NO.
Buffalo.....		8.08	{ L. S. & M. S. Ry. }	1
Rochester Jct.....	11.15	11.25	{ N. Y. C. & S. L. R. R. }	2
Manchester.....	12.20	1.20		
Sayre.....	5.45	6.15		
Ransom.....	10.15			
Coxton.....	10.30	11.30		3
Penn Haven Jct.....	2.25		M. & H. Division.	
Mauch Chunk ...	2.50			
Mahoning.....	3.10	4.05		4
Parkview.....	10.10			
Jersey City.....	11.10			5

1. **Buffalo.**—Takes all loads of live stock on hand for all points east and merchandise cars for L. & N. Y. points and piers 2 and 44 New York. In case there is not a full train of live stock on hand, train must be filled out at Buffalo with time or continuous movement freight destined to Jersey City, New York and points beyond via Jersey City.

2. **Rochester Junction.**—Takes Rochester merchandise cars for Pier 44.

3. **Coxton.**—Drops cars for points on Mahanoy & Hazleton Division which will be forwarded in B. J. 6.

4. **Mahoning.**—Drops cars for East Penn Junction and points on P. & R. Ry. via Bethlehem, which will go forward in second section.

5. **Jersey City.**—End of run.

S. V. 4.

Run.—Suspension Bridge to Manchester (Daily).
Through Time.—6 hours, 30 minutes.

Character.—Live Stock and Time Freight train from Suspension Bridge.

	ARRIVE.	LEAVE.	CONNECTIONS.	REF. NO.
Susp. Bridge.....		4.00	G.T., M.C., Wab., P.M.	1
Manchester.....	10.30		B. J. 4.	

1. **Suspension Bridge.**—Takes cars of Live Stock and Time Freight to Manchester to connect with B. J. 4.

B. J. 6.

Run.—Buffalo to Jersey City. (Daily).
Through Time.—30 hours, 10 minutes.

Character.—Through Merchandise train from Buffalo to Jersey City.

	ARRIVE.	LEAVE.	CONNECTIONS.	REF. NO.
Buffalo.....		10.50	{ L. S. & M. S. Ry. } { N. Y. C. & S. L. I. RR }	1
Rochester Junct.	2.00	2.20		2
Manchester.....	3.20	4.20		3
Sayre	9.00	10.00		4
Ransom	2.15			
Coxton.....	2.30	3.25		5
Penn Haven Jct.	7.35		M. & H. Division.	6
Mauch Chunk ...	8.05			
Mahoning.....	8.25	10.10		7
Parkview.....	4.00			
Jersey City.....	5.00			8

1. **Buffalo.**—Takes all loads in accordance with **character** of train for Jersey City, New York, and points beyond via Jersey City, and for any intermediate points or connections. SEE FOOT NOTE.

2. **Rochester Junction.**—Takes on cars in accordance with **character** of train for Philadelphia, Jersey City and New York only.

3. **Manchester.**—Takes on cars in accordance with **character** of train. SEE FOOT NOTE.

4. **Sayre.**—Takes on cars in accordance with **character** of train. SEE FOOT NOTE.

5. **Coxton.**—Takes on cars for points on Mahanoy & Hazleton Division, dropped by B. J. 4 and other cars in accordance with **character** of train. SEE FOOT NOTE.

6. **Penn Haven Junction.**—Drops cars for points on Mahanoy & Hazleton Division.

7. **Mahoning.**—Drops cars for via P. & R. Ry. and local points which must be forwarded in second section, takes on cars in accordance with **character** of train. SEE FOOT NOTE.

8. **Jersey City.**—End of run.

NOTE.—Important slow freight may be added to this train to fill it out to proper limit, but such additions must be cars destined to Jersey City or beyond.

B. J. 8.**Run.**—Buffalo to Jersey City (Daily).**Through Time.**—37 hours, 30 minutes.**Character.**—Continuous movement through train, making no local stops except as designated.

	ARRIVE.	LEAVE.	CONNECTIONS.	REF. NO.
Buffalo.....		2.00	N. Y. C. & N. J.—L. & N. E.	1
Rochester Jct.....	6.10	6.40		
Manchester.....	8.00	9.15	S. V. 8.	
Geneva.....	10.30	11.00		
Sayre.....	4.00	5.30		
Coxton.....	11.30	1.00		
Mahoning.....	5.30	7.30		
Jersey City.....	3.30			

Buffalo.—Takes all cars containing continuous movement freight destined to or via Geneva and points beyond.**S. V. 8.****Run.**—Suspension Bridge to Manchester. (Daily.)**Through Time.**—8 hours.**Character.**—Continuous movement train from Suspension Bridge.

	ARRIVE.	LEAVE.	CONNECTIONS.	REF. NO.
Susp. Bridge.....		11.45	{ G. T., M. C., Wab. and P. M. }	1
Manchester.....	7.45			

1. Suspension Bridge.—Takes all cars of continuous movement freight to Manchester to connect with B. J. 8.

R. C. 2.

Run.—Wilkes-Barre to Mahoning. (Daily except Sunday.)

Through Time.—2 hours, 55 minutes.

Character.—Merchandise Train from Wilkes-Barre for points via Mahanoy & Hazleton Division, points on New Jersey & Lehigh Division, points on P. & R. Ry. via East Penn. Junction and Bethlehem, connecting lines at Easton and Phillipsburg, Jersey City, New York and points beyond, via Jersey City.

	ARRIVE.	LEAVE.	CONNECTIONS.	REF. NO.
Wilkes-Barre.....		6.30		1
Penn Haven Jct..	8.10		M. & H. Division.	2
Mahoning.....	9.25		B.J. 6.	3

1. **Wilkes-Barre.**—Takes all loads on hand for points via Mahanoy & Hazleton Division, points on New Jersey & Lehigh Division, points on P. & R. Ry. via East Penn Junction and via Bethlehem, connecting lines at Easton and Phillipsburg, Jersey City, New York and points beyond, via Jersey City.

2. **Penn Haven Jct.**—Drops cars for points on Mahanoy & Hazleton Division. Takes on cars in accordance with **character** of train.

3. **Mahoning.**—End of run. Cars for Jersey City, New York and connections via Jersey City will go forward in B. J. 6. Cars for intermediate points will go forward in extra train.

W. M. MATCHETT, Asst. to Gen'l Mgr.