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ORIGINAL

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 34824

Petition of Tri-State Brick and Stone
of New York, Inc., and Tri-State Transportation, Inc.,
for a Declaratory Order



PETITION TO REOPEN

FILED RECEIVED

NOV 3 2006

TRANSPORTATION BOARD

Respectfully submitted,

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Office of Proceedings

NOV 3 - 2006

Part of
Public Record

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Dated: November 3, 2006

FILED

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TRANSPORTATION BOARD

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PETITION TO REOPEN

Petitioners Tri-State Brick and Stone of New York, Inc. ("Tri-State Brick"), and Tri-State Transportation, Inc. ("Tri-State Transportation"), collectively referred to as "Petitioners" or "Tri-State" pursuant to 49 CFR 1115.4 seek reopening of the Board's decision served August 11, 2006,¹ because of its manifest material error. Moreover, fact that the Board is now fully constituted with three members is a changed circumstance warranting the reopening of this most unusual proceeding.

FACTUAL BACKGROUND

The City of New York ("the City"), acting through the New York City Economic Development Corporation, owns a short segment of unabandoned railroad extending about 2,000 feet between Second Avenue and the end of the line adjoining the East River waterfront. Known as the 65th Street Rail Yard (the "Rail Yard"), the subject track is located in the Bay Ridge section of Brooklyn, NY.

By Petition filed on January 17, 2006, Petitioners had previously sought the Board's assistance to protect their ability

¹ Hereafter cited as the "August 11 Decision."

to continue receiving delivery of rail shipments consigned to them at their facility located inside the Rail Yard. Tri-State Brick sells brick and related masonry products. Its corporate affiliate, Tri-State Transportation, unloads inbound rail cars, stores unloaded brick and stone products on the ground, and reloads those products onto customer and common carrier trucks for movement to customers throughout the New York Metropolitan Area.² Tri-State is the only rail customer located in the Rail Yard where it receives about 300 cars of inbound product currently handled in interstate commerce by the New York & Atlantic Railway ("NY&A").

The story behind this proceeding goes back to 2000 when the City solicited bids for operation of the Rail Yard as a public rail terminal. The City eventually accepted the bid of Canadian Pacific Railroad and its subsidiary the Delaware & Hudson Railway Company, Inc. (hereafter "CP") and CP in 2002 commenced service to and at the Rail Yard pursuant to a series of agreements. First, CP executed an "Operating Agreement" with the City allowing it to utilize the entire parcel of land including the yard and all facilities thereon to serve customers such as Tri-State. Second, CP executed a "Haulage Agreement" with the NY&A allowing it to extend its service from Fresh Pond in Queens to the Rail Yard in Brooklyn, with NY&A as its agent to haul CP's

² Tri-State Brick accounts for 90% of Tri-State Transportation's traffic with the remainder representing the traffic of other construction materials firms. Tri-State Transportation holds itself out to transload product for the public at large. Petition at 5; Declaration of NY&A President Fred L. Krebs submitted with the Petition ("Krebs Declaration") at ¶9.

traffic to that yard in NY&A's trains. Third, CP executed an "Ancillary Agreement" with Tri-State providing Tri-State with line haul rail service and the non-exclusive use of 4.1 acres of land within the Rail Yard for receipt of shipments and transloading operations. The Ancillary Agreement was co-extensive with the Operating Agreement. Each of these agreements is part of the record in this proceeding.

Pursuant to these agreements, CP (via NY&A) began service to, from, and at the Rail Yard including service to Petitioners. In 2004, CP sought an early termination of that Agreement on account of insufficient business, high expenses, and the City's onerous restrictions on its operations in the Rail Yard.³ The City accepted that termination effective July 31, 2004.⁴ Then NY&A informally agreed to provide service at the Rail Yard in its own right, including service to Tri-State, replacing CP's service.⁵ Upon termination of CP service, the City sent Tri-State a "notice to quit" in September 2005 demanding that it vacate the Rail Yard or agree to pay vastly increased user charges for the transloading site from \$1,394 per month to \$44,921.25, an increase of over 3200%. The user charge the City seeks to extract amounts to \$1,796.85 per car unloaded in the Rail Yard. Petition at 3. By seeking to evict Tri-State, the

³ See, Krebs Declaration at ¶7; Declaration of William B. Galligan ("the Galligan Declaration") submitted with the Petition at ¶13.

⁴ A copy of the letter of termination submitted with the original Petition is attached here as Exhibit A.

⁵ NY&A stated that it has no "formal" right to serve the Rail Yard, that it is serving at the "sufferance" of the City. Krebs Declaration at ¶10.

City stated that it sought to put its property to more lucrative nonrail transportation commercial uses.⁶

Upon receiving a "Notice to Quit" from the City, Tri-State sought an injunction against the City in the civil litigation referenced in footnote 6, supra. Tri-State filed this Petition on January 17, 2006 pursuant to the Court's ruling that, absent an actual eviction notice, it would not act. The Court suggested that Petitioners seek a declaratory ruling from the Board as to the scope of its jurisdiction and its ability to grant relief. Petitioners did not ask the Board to find that Tri-State Transportation was a railroad or that the actions of the City were preempted by 49 U.S.C. 10502. Rather they asked the Board to find that "(1) they are entitled to receive rail service at the 65th Street rail (sic) Yard in Brooklyn, NY," and (2) "that all terms and conditions of that service, including any land use charges payable to the land owner, are to be set, in the absence

⁶ More specifically, the City claimed that Petitioners' refusal to vacate the Rail Yard was preventing the City from using its property and making arrangements with others who seek to use the property to be closer to rail service. However, the evidence attached to City official Joan MacDonald's testimony indicated that neither of the two tenants the City sought to attract to the site or the adjacent Brooklyn Army Terminal required rail service.⁶ JLJ IV Enterprises would utilize space in the Rail Yard for temporary storage of equipment and new supplies for use in the Reconstruction of the Washington Street Project. All Types Auto would utilize space at the Brooklyn Army Depot for storage of impounded vehicles. See, Affidavit of Joan McDonald filed in the civil litigation Tri-State instituted in federal court in New York to enjoin the eviction, paras. 35-36 and attached materials submitted here as Exhibit B. That proceeding is docketed Tri-state Brick and Stone of New York Inc. v. New York City Economic Development Corporation, et al, CA No. 05-7561 (hereafter "the civil litigation").

of a private agreement, by the Surface Transportation Board."

[emphasis supplied]. Petition at 1.

THE AUGUST 11, 2006 DECISION

On August 11, 2006, the Board, Chairman Douglas Buttrey and Vice Chairman Mulvey, issued its Decision declining Petitioners' request to initiate a declaratory order proceeding. The Board concluded

"...it does not have jurisdiction over rail/truck transloading activities that are not performed by a rail carrier or under the auspices of a rail carrier holding itself out as providing those services. The broad Federal preemption of 49 U.S.C. 10501(b) does not apply to activities over which the Board does not have jurisdiction." The August 11 Decision at 3.

Essentially, the August 11 Decision mistakenly assumes that Tri-State claimed to be a "rail carrier." At no time did it do so. The Decision further mistakenly assumed that Tri-State contended that the City is preempted by 49 U.S.C. 10501(b) from interfering with NY&A's ability to deliver shipments to Tri-State. Again, at no time did it do so. The fact that the Board so totally misconstrued the relief that Petitioners sought was in and of itself material error. Petitioners did not ask the Board to treat the City's activities in the Rail Yard as preempted under 49 U.S.C. 10501(b). They sought a ruling that the City as the owner of an unabandoned line of railroad cannot evict Petitioners from the Rail Yard or obstruct NY&A's delivery of shipments to Tri-State by raising charges for the use of that property to an exorbitant level, a level consistent with the

rentals associated with non rail commercial uses. Petition at 1, 3. The City's actions in seeking Petitioners' eviction or raising Petitioners' charges effected a *de facto* abandonment of the railroad line.

Although the August 11 Decision conceded that Tri-State's transload activities came within the broad definition of transportation, the Board devoted most of its ruling to finding that Tri-State was not a rail carrier and that its activities were not "integrally related" to rail service. August 11 Decision at 2-6. The Board found that Tri-State fell into the category of shippers who have unsuccessfully sought to utilize the preemptive powers of rail carriers under 49 U.S.C. 10501(b) for relief. *Id.* at 4,6. However, all Petitioners wanted was for the NY&A to be able to deliver shipments consigned to them.

The August 11 Decision also erred in failing to address Petitioners' contention that the City as the owner of an unabandoned line of railroad over which NY&A renders common carrier railroad operations subject to the Board's jurisdiction improperly prevented the performance of a transportation service, the unloading of rail cars. The Board "washed its hands" of this matter, stating simply "there is no evidence that the City is interrupting NY&A's rail service..." *Id.* at 5.

SUMMARY OF ARGUMENT

The Board may reopen an administratively final decision at any time where the proceeding involves material error, new evidence, or substantially changed circumstances. 49 CFR 1115.4.

The Board's misrepresentation of the nature of Petitioners' request for relief constituted material error. Moreover, the Board erred by refusing to address Petitioners' assertions and failing to follow relevant Board, Interstate Commerce Commission, or judicial decisions. Finally, the recent change in the composition of the Board so that it once again has three members is a substantially changed circumstance requiring a "fresh look" at this most unique case. These factors require the Board to reopen these proceedings and vacate the August 11, 2006, decision.

ARGUMENT

A.

The Board's Refusal to Find The City as the
Owner of An Active Line of Railroad With a
Common Carrier Obligation Was Material Error

The Board's failure in response to repeated requests to find that the City is a railroad, pursuant to 49 U.S.C. 10101(6)(c), by virtue of its ownership of an unabandoned railroad line over which common carrier railroad service is being provided by the NY&A was material error. Although the City may not be holding itself out to operate as a railroad, the Board's ruling contravened long established precedent in three respects. First, the STB and the ICC before it have long held that the railroad owner of an actively used segment of railroad has a "residual common carrier obligation" with respect to that track.

Jackson County Port Authority - Construction Exemption -
Pascagoula, MS, Finance Docket No. 31536 (served August 21, 1990)

at note 1; Groome & Associates, Inc. And Lee K Groome v. Greenville County Economic Development Corporation, STB Docket No. 42087, slip op. served July 27, 2005 at 6, 10 (holding that a common carrier obligation attaches when someone acquires an active, unabandoned rail line to be operated by someone else).

Second, the subject trackage was historically part of a through freight route (known as the Bay Ridge Branch) between New England and points south and west connecting the former New Haven and Pennsylvania Railroads by car float across New York Harbor.⁷ The City acquired a short (roughly 2,000 foot) segment of this track and rehabilitated it at great public expense for the purpose of reactivating a railroad float bridge and car ferry connecting Long Island with the rest of the country and providing rail customers on Long Island with competitive access to Norfolk Southern Railway. Although that car ferry is not yet

⁷ The Bay Ridge Branch is shown as a station in the timetables of the Long Island Rail Road, and the former Pennsylvania and New Haven Railroads attached here as Exhibits C through E. There is a discrepancy in the facts relating to the ownership of the Rail Yard. Under the Final System Plan (the FSP) of the U.S. Railway Association this line formed part of USRA Line No. 68, the Bay Ridge Secondary Track, that was conveyed by the Penn Central Transportation Company to Consolidated Rail Corporation for continued rail service. FSP, Volume II at 245-6. Subsequently this line was acquired by the State of New York as part of its Full Freight Access Program to restore modern freight services to the East of Hudson area and then conveyed to the City of New York which built the State planned rail terminal. This terminal was to be managed by the City through New York City Economic Development Corporation. After acquisition by the State, the Bay Ridge Line was operated by the Long Island Rail Road until 1998 when that railroad's freight operations were conveyed to the NY&A. Those operating rights did not include the 65th Street Yard that lay unused until 2002. In 2002 CP reactivated the terminal in conjunction with its extension of its operation westward from Fresh Pond, approximately 9.5 miles to and into the terminal. See, Galligan Declaration at ¶7-12. Petitioners could not locate any STB operating authority for that extension although the Operating Agreement contemplated that CP would obtain such authority. Section 8.05.

operational, Petitioners' facility lies along track intended to be used for interstate rail transportation.⁸

Third, the City is a rail carrier under extensive precedent involving the acquisition and ownership of rail lines and facilities by public agencies.⁹ Contrary to Petitioners' repeated urgings, the Board wrongly refused to examine whether the City's ownership and extensive control of the Rail Yard rendered it a "rail carrier." Citing relevant decisions,¹⁰ Petitioners asserted that the significant control retained by the City under the Operating Agreement with CP rendered the City a railroad subject to Board jurisdiction. Verified Response of Petitioners to Motion of the City for Expedited Consideration at 2-3. Petitioners attached a copy of the Agreement to their Petition.

⁸ See, Galligan Declaration at ¶5-12. The extension of CP service from Fresh Pond to 65th Street is a major line extension requiring Board approval. Until this transaction CP had overhead rights only into the region. It had no terminal in the East of Hudson region nor the right to serve line side industry. It had no ability to directly serve any customer but was required to interchange with NY&A to do so. The Rail Yard was in a region formerly serviced only by the New York Cross Harbor Railroad and by Norfolk Southern Railroad (through the New York Cross Harbor Railroad).

⁹ See, e.g., State of Maine, Department of Transportation - Acquisition and Operation Exemption - Maine Central Railroad Company, Finance Docket No. 31847, served May 24, 1991, infra; Orange County Transportation Authority, et al., -Acquisition Exemption-The Atchison Topeka and Santa Fe Railway Company, STB Finance Docket No. 32173, served March 12, 1997, infra; Southern Pacific Transp. Co.-Abandonment, 9 I.C.C.2d 385, 387-388 (1993), infra; and Wisconsin Department of Transportation - Petition for Declaratory Order, STB Finance Docket No. 34764 (December 2, 2005).

¹⁰ Wisconsin Department of Transportation - Petition for Declaratory Order, STB Finance Docket No. 34764 (December 2, 2005), Southern Pacific Transp. Co.-Abandonment, 9 I.C.C.2d 385, 387-388 (1993), and Central Puget Sound Regional Transit Authority-Acquisition Exemption-BNSF Railway Company, STB Finance Docket No. 34747 (November 17, 2005).

Under the Agreement the City retained significant powers of control that constrained CP's ability to operate in the Rail Yard and solicit traffic. Sections 4.09 and 4.10 forbade CP from handling various types of traffic including trash and hazardous materials in and out of the Rail Yard except with the City's approval and section 2.04(c) restricted the hours during which trucking companies could enter or leave the facility.¹¹ Section 9.10 forbade CP from assigning its rights to another party except with the City's consent and allowing the City to terminate the Agreement under those circumstances. The reader can only conclude that the Board never even bothered to examine the Operating Agreement in its rush to judgment.

In precedent beginning with State of Maine, Department of Transportation - Acquisition and Operation Exemption - Maine Central Railroad Company, Finance Docket No. 31847, served May 24, 1991, the Interstate Commerce Commission and now the Board have held that they will not regard a public agency that acquires an active rail line as a rail carrier where a railroad retains (or acquires) an exclusive, permanent easement. The agency must

¹¹ Other restrictive provisions included: section 2.03 stating that the Agreement did not convey any real property interest and provided that CP's right to manage, direct, and control should be subject to the provisions of this Agreement; section 2.04(b) stating that Apple [the City] "retains the right to use or allow third parties to use the Premises to operate...[language omitted] tracks and other structures...;" and section 7.03 allowing the non-defaulting party to terminate the Agreement if the defaulting Party failed to cure an event of default within 30 days of receiving written notice and required immediate termination of operations though subject to applicable law. section 9.10 forbidding CP from assigning its rights to another party except with the City's consent and allowing the City to terminate the Agreement under those circumstances.

not be able to interfere with the railroad's common carrier operations. See, Orange County Transportation Authority, et al.,- Acquisition Exemption-The Atchison Topeka and Santa Fe Railway Company, STB Finance Docket No. 32173, slip op. served March 12, 1997 at 5, note 12) (hereinafter "Orange County"). Because the Agreement allowed the City significant control of CP's operations, the City is a rail carrier and the Board erred in not so finding.

B.

The Board's Refusal To Prevent
Interference With Common Carrier Rail Service
And Provide A Remedy Was Material Error

In refusing to grant relief against the City's actions, the STB reasoned that Tri-States' activities were neither those of a rail carrier nor "integrally related" to those of a rail carrier. In so ruling, the Board maintained that the City has not taken any action to interfere with the service rendered by NY&A.

The Board's decision ignores substantial precedent holding that rail transportation encompasses all activities from the consignor's tender of cargo to the railroad until delivery by the railroad to the consignee. The loading and unloading of rail cars are among the services performed by Tri-State Transportation and are encompassed by the term "transportation service" as used in the I.C.C. Termination Act and the Interstate Commerce Act before it. See, 49 U.S.C. 10101(9); Railroad Retirement Board v. Duquesne Co., 326 U.S. 446, 453-5 (1946); Allowance, Unloading Cement, Covered Hopper Cars-East, 313 I.C.C. 743, 747 (1961); and

Cancellation of Livestock Services At Chicago, 227 I.C.C. 716, 736 (1938) (Commissioner Porter dissenting).

The City would have the Board believe that it has done nothing to interfere with NY&A's service. The extensive amount of control the City exercises over the rail service previously performed by CP and now performed at its sufferance by NY&A constitutes interference under agency precedent. The attempt to evict Petitioners and alternatively erect economic barriers that are so high as to discourage a customer from using the service is just as much interference as the removal of facilities needed to permit the delivery of shipments to the consignee. The Board's conclusion to the contrary flies in the face of the Supreme Court's bellwether decision in United States v. B. & O. R. Co., 333 U.S. 169, 173, 175-7 (1948). There the Court held that the Interstate Commerce Commission could forbid the noncarrier owner of an active segment of track operated by an interstate rail carrier as part of its line from effectively regulating the commodities the railroad transports over the line by charging the carrier an exorbitant amount for the use of the line. That case established that the Board has jurisdiction over the subject track and may act to prevent a violation of the Act that interfered with the flow of commerce. Id. at 176. Moreover, the customer's right to insist on rail service under reasonable terms and the carrier's duty to provide that service on reasonable request are basic tenets of commerce law. St. Louis, Southwestern Railway Co. v. Mays, 177 F. Supp. 182, 184-85 (D.

Ark. 1959) ("Each consignee and shipper at the station is entitled to the service which reasonable facilities ought to afford him").

The August 11 Decision suggests that the Board is powerless to grant Tri-States' request for relief. The fact that Tri-State is not a railroad in and of itself does not deprive the Board of any power to act where appropriate. Indeed, in Southern Pacific Transp. Co.-Abandonment, 9 I.C.C.2d 385, 387-388 (1993), the ICC cited the ability of a transit agency to curtail freight services as unlawful as it denied shippers access to the Board to protest such loss of service. The Board has acted consistently in the past on petitions from shippers to prevent violations of the Act and protect the free flow of commerce. There is nothing to prevent it from acting similarly here. For example, in PYCO Industries, Inc.,-Feeder Line Application, et al, STB Finance Docket No. 34890 (slip op., served Aug. 3, 2006), the Board voided the sale of a short piece of railroad owned by the incumbent carrier that was subject of a feeder application by a shipper, where that transaction could frustrate the purposes of the statute. Slip op. at 6. Similarly, in Railroad Ventures, Inc.-Acquisition and Operation Exemption-Youngstown & Southern Railroad Company, STB Finance Docket No. 33385 (STB served Oct. 4, 2000), aff'd, Railroad Ventures, Inc. v. STB, 299 F.3d 523, 561 (6th Cir. 2003), the Board voided a contract entered into by the abandoning railroad that would obstruct efforts by the entity acquiring the line through an offer of financial assistance to restore service.

The Board has repeatedly held that it has a "statutory duty to preserve and promote continued rail service." Western Stock Show Ass'n - Abandonment Exemption - in Denver, CO, 1 S.T.B. 13 (1996). Elsewhere, the Board has ruled that it has a statutory duty to provide the public with a degree of protection against the unnecessary discontinuance, cessation, interruption, or obstruction of available rail service. See Modern Handcraft, Inc.-Abandonment, 363 I.C.C. at 969, 972 (1981).

Here the City, by seeking to evict Petitioners or, alternatively, increasing Petitioners' use charges, has raised their rates to such an exorbitant level that they cannot accept delivery of the shipments consigned to them. The result is to effect an unauthorized *de facto* abandonment of this railroad line so as to divert scarce railroad assets¹² to nonrailroad uses. For the Board to refuse to assist rail customers such as Tri-State from abuses of the City, the noncarrier owner of an active railroad line operated by the NY&A, by asserting that these parties have no right to the preemptive powers of railroads elevates form over substance.

The fact that the I.C.C. Termination Act does not contain a specific remedy for this situation does not preclude the Board from crafting an appropriate form of relief. The Board has the discretion to take actions that are "legitimate, reasonable, and

¹² Tri-State had urged in its petition that facilities for handling rail freight in the New York Area are extremely scarce citing the Supreme Court's ruling in Sec'y of Agriculture v. United States, 347 U.S. 645 (1954) and testimony of NY&A President Fred Krebs. Petition at 13; Krebs Declaration at ¶6, 10-12.

direct[ly] adjunct to its explicit statutory power." I.C.C. v. American Trucking Assns., Inc., 467 U.S. 354, 366, 104 S.Ct. 2458, 2464 (1994); American Trucking Assns. V. U.S., 344 U.S. 298, 310 (1953) (indicating that Congress expected administrative agencies to come up with creative solutions inasmuch as the legislature could not have conceived of every possible evil to be corrected). Petitioners had originally asked the Board to grant relief in the form of a trackage rights fee. In that regard, Petitioners recognize that the owner of an active rail line is entitled to reasonable compensation for its use. Although the Board's governing statute and regulations do not specifically address the situation at hand, precedent for going concern compensation for the use of one carrier's track and facilities by another carrier suggests an appropriate method of compensation. See, e.g., North Carolina Railroad Company-Petition to Set Trackage and Other Terms and Conditions, Et Al, STB Finance Docket No. 33134, served May 29, 1997. The Board erred by failing to devise an appropriate remedy for the City's actions.

C.

The Appointment of Charles Nottingham
As Chairman of a New Three Member Board
Is a New Circumstance Justifying Reopening

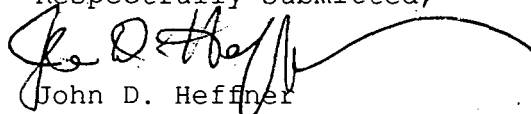
On August 16, 2006, Charles Nottingham took his seat as the newly appointed Chairman and third member of the Board. Petitioners urge this development as an additional basis for reopening.

Since the establishment of the Board in 1996 to replace the former Interstate Commerce Commission, the agency has frequently functioned with fewer than its full complement of three members. The challenged decision here was the product of the Board comprised of two members, then Chairman Buttrey and Vice Chairman Mulvey. Petitioners assert that this proceeding presents significant and controversial issues - involving the ability of a third party owner of an active line of railroad to interrupt or prevent a rail customer from receiving service - that the matter requires a fresh decision by all three members of a newly constituted Board.

CONCLUSION

Tri-State respectfully urges the full Board to reopen and vacate the Board's August 11 Decision inasmuch as it is materially wrong, fails to address substantive arguments asserted by Petitioners, and departs from established precedent without explanation. Moreover, the recent addition of Chairman Charles Nottingham to a full three member board is a substantially changed circumstance justifying reopening.

Respectfully submitted,



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Of Counsel:

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Dated: November 3, 2006

CERTIFICATE OF SERVICE

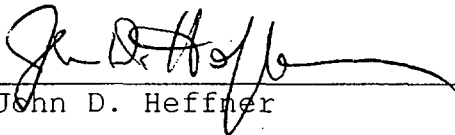
I, John D. Heffner, certify that a copy of the foregoing Petition to Reopen of Tri-State Brick and Stone of New York, Inc., and Tri-State Transportation, Inc. was served on November 3, 2006 to the following:

Charles A. Spitulnik
Kaplan Kirsch & Rockwell LLP
1050 Connecticut Avenue, NW
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Charles D. Nottingham
Surface Transportation Board
1925 K Street, NW
Washington, DC 20423-0001

W. Douglas Buttrey
Surface Transportation Board
1925 K Street, NW
Washington, DC 20423-0001

Francis P. Mulvey
Surface Transportation Board
1925 K Street, NW
Washington, DC 20423-0001



John D. Heffner

EXHIBIT A



New York City
Economic Development
Corporation

June 14, 2004

Delaware and Hudson Railway Company, Inc.
D/b/a Canadian Pacific Railways
200 Clifton Corporate Parkway
Clifton Park, NY 12065
Attn: Steven J. Lawrance, Director National Sales East

Re: 65th Street Railyard
Brooklyn, NY

Dear Mr. Lawrance:

The following is a response to your emails of May 21, 2004 and June 1, 2004 in which you asked for a proposal to vacate the subject property with respect to the Amended and Restated Operating Agreement (the "Agreement") among Apple Industrial Development Corp. (the "City"), Delaware and Hudson Railway Company, Inc. and Canadian Pacific Railway Company ("Canadian Pacific"), dated June 1, 2002.

The proposal is that if Canadian Pacific will agree, in writing by June 30, 2004, to surrender its rights to use of the premises by July 31, 2004, we are willing to accept it, pursuant to the following conditions.

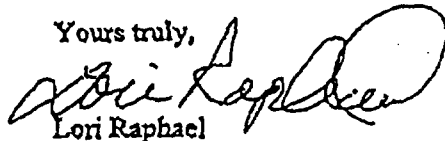
We would require that Canadian Pacific:

- Pay rent through June 30
- Participate in an orderly transition
- Provide the City with any information or agreements in Canadian Pacific's possession with respect to any other entities remaining on the premises
- Provide financial statements detailing all income received from the site, both for through-put and for any sublease revenue or other operating revenue received with respect to the premises
- Provide payment to the City under Section 3.01 of the Agreement, calculated pursuant to Exhibit D of the Agreement, if such payment is due and owing

If Canadian Pacific remains in default of the Agreement or fails to meet the conditions required herein for early termination of the Agreement, the City will pursue all legal remedies at its disposal.

Please contact me as soon as possible, and in any event by June 30, 2004, and let me know how you plan to proceed.

Yours truly,



Lori Raphael
Assistant Vice President
Property Management and Leasing

Co: Canadian Pacific Railway Company
401 9th Avenue S.W.
Calgary, Alberta T2P 4Z

Tanya K. Tesa, EDC
Robert LaPalme, EDC
Joan McDonald, EDC

Steven Lazarus, EDC
Jack Powers, EDC
Alice Cheng, EDC

EXHIBIT B

33. The projects, termed the Brooklyn Waterfront Rail Improvements, will consist of several coordinated projects to modernize rail freight trackage stretching from the Premises to the South Brooklyn Marine Terminal ("SBMT"). The improvements primarily consist of the following: 1) Elimination of 1,200 linear feet of an antiquated street track connection between the First Avenue rail yard and SBMT on 41st Street and 2nd Avenue; 2) Construction of new connection between First Avenue Rail yard and SBMT along new street rail between 41st and 39th Street; 3) Reconstruction of South Brooklyn Railway track at SBMT; 4) Construction of a new rail spur within SBMT to serve warehouses and at an industrial building on First Avenue north of 41st Street; 5) Rehabilitation of tracks at the Brooklyn Army Terminal; and 6) Various spot repairs to street tracks and improved pavement adjacent to the new rail lines.

34. If the Court grants Plaintiff's request for a preliminary injunction, Defendants are entitled to compensation for the interim use and occupancy of a portion of the Premises at the current rental market rental value.

35. Recently, EDC has entered into a permit, on behalf of the City for use and occupancy within the 65th Rail yard, and has negotiated a renewal of a permit on property that is adjacent to the Rail yard. One permit was entered into with an entity named J.L.J. IV Enterprises, Inc. ("J.L.J. Permit") and concerns use and occupancy of space actually within the 65th

Rail yard. The permit fee set forth in the J.L.J Permit for May 1, 2005 through April 30, 2006 is \$2.25 per square foot, per annum.

36. The renewal permit has been negotiated with an entity named All Types Auto who has an existing permit (the "2001 Permit") to use and occupancy of space located within the south western portion of the Brooklyn Army Terminal, at 58th Street in Brooklyn, adjacent to the 65th Street Rail yard. Although the new permit has not yet been signed, there is an agreement between the parties that the new permit fee for the period of June 1, 2005 through June 31, 2006 is to be \$2.35 per square foot, per annum. A copy of both the J.L.J Permit and the 2001 Permit (which provides for use and occupancy at a rate of \$2.25 per square foot, per annum) with a letter to All Types Principal setting forth proposed new use and occupancy rate (with handwritten note that principal has agreed to proposed permit rate) are annexed together hereto as Exhibit A.
37. Therefore, should the Court grant Plaintiff's request for a preliminary injunction, Defendants request that the Court order interim use and occupancy at the current market value of \$44,921.25 per month. This amount is derived by taking the current market value of \$2.25 per square foot per month and multiplying that figure by the 5.1 acres or 239,580 square feet occupied by Tri-State (combined Tri-State Contract Area and Tri-State Non-Contract Area).
38. If the Court is not inclined to grant interim use and occupancy at the current market value of the Premises, then, in the alternative, the Court

EXHIBIT C

14

BAY RIDGE BRANCH

PENN CENTRAL

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Fremont
X	B	B		FREMONT	0.0
				NEW LOTS CROSSOVER	4.3
				BEDFORD	7.0
				HAY	8.5
				BAY RIDGE	11.3

NOTE—X Indicates in service continuously.
B Indicates in service part-time.

The Direction from Fremont to Bay Ridge is Westward.

Interlockings and Interlocking, Block and Block-Limit Stations in service part-time as follows:

Station	Hours in Service
Fremont	7.00 A.M. to 11.00 P.M. Daily except Saturday

SECONDARY TRACK A

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Fremont
X	B	B	FREMONT	0.0
			SUTTER AVE.	3.4

NOTE—X Indicates in service continuously.
B Indicates in service part-time.

SECONDARY TRACKS 1 AND 2

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Fremont
X	B	B	FREMONT	0.0
			NEW LOTS CROSSOVER	4.3
			BEDFORD	7.0

BEDFORD SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Fremont
			BEDFORD	7.0
			BAY	8.5

NOTE—X Indicates in service continuously.
B Indicates in service part-time.

M

LONG ISLAND

**THE
LONG ISLAND
RAIL ROAD**

BOARD OF DIRECTORS

WILLIAM J. RONAN, Chairman
LEONARD BRAUN
WILLIAM L. BUTCHER
DONALD H. ELLIOTT
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WALTER N. THAYER

TIMETABLE No. 6

Effective 12.01 A.M. Monday, May 25, 1970

MONDAY TO FRIDAY ONLY

EXCEPT

SEPTEMBER 7, NOVEMBER 26,
DECEMBER 25, JANUARY 1 AND
FEBRUARY 15

EASTERN STANDARD TIME

WALTER L. SCHLAGER, JR.
President

JEREMY TAYLOR
Vice President—Operations

BERNARD C. BOWER
Superintendent—Transportation

EXHIBIT D

EAST-WEST TIME TABLES

EAST-WEST TIME TABLES

PENNSYLVANIA

PENNSYLVANIA



RAILROAD



RAILROAD

Issued September 30, 1951

Issued September 30, 1951



FORM 4

"THE ONTARION"**BNY-16****Buffalo, N. Y. to Greenville, N. J.****DAILY**

Buffalo	Lv.	5.00 AM
Renovo	Ar.	11.30 AM
Renovo	Lv.	1.30 PM
Lock Haven	Lv.	2.30 PM
Rockville	Ps.	6.00 PM
Harrisburg	Ar.	6.30 PM
Harrisburg	Lv.	8.00 PM
Paoli	Ps.	11.15 PM
Phila. (44th St.)	Ar.	11.45 PM
Holmes	Ps.	12.45 AM
Metuchen	Ar.	2.00 AM
Linden	Ar.	3.00 AM
Waverly	Ar.	3.45 AM
Greenville	Ar.	4.45 AM

BUFFALO -

Protect connection from Trains: MC-8 and CN-8 of previous day.

Closing Hours:

TrucTrain traffic	10.00 PM
Tied down	10.30 PM
South Buffalo RR	9.30 PM
NKP - TrucTrain traffic loaded automobiles on automobile carriers for Harrisburg (See Note on Page 4.)	11.00 AM

Consist - All freight as per makeup.**Makeup - Block Classification**

1. TrucTrain traffic for South Kearny, Philadelphia and Harrisburg in that order.
2. Livestock for Harrisburg proper.
3. All freight for Philadelphia area (except perishables subject to movement in trains BF-4 and BF-14) to include traffic for General Electric Co. and Fels Co. at Paschall Station; Curtis Publishing Co. and Fels Co., Darby, Pa.; stations on West Chester Branch, to Oakbourne, Pa., inclusive and stations on Newtown Square Branch.

4. All freight for Metuchen and New Brunswick, N. J., but excluding shipments of auto frames for Metuchen which will not clear via Philadelphia, subject to movement in BF-4 and perishables which require reicing at Renovo.
5. Linden, N. J. Classification, but excluding shipments of auto frames which will not clear via Philadelphia, subject to movement in BF-4, and perishables which require reicing at Renovo.
6. Waverly Classification - To include perishables for points on NY&LB RR; Meadows and Harsimus Cove Classifications, but exclusive of perishables requiring reicing at Renovo.
7. Greenville Classification, including points on NH RR and LI RR, but excluding shipments of perishables requiring reicing at Renovo.
8. Renovo Classification.
9. Perishable freight only for points beyond Renovo, requiring reicing at Renovo, including cars for Waverly and east, but excluding perishables for Philadelphia area subject to movement in trains BF-4 and BF-14.

RENOVO -

Set off Blocks 8 and 9.

Protect traffic, arriving in Block 9 for points Waverly and beyond to be reiced and forwarded in train BF-14 same day to Enola for proper connections at that point.

Perishable traffic of Enola Classification to be reiced and forwarded in train BF-14, same day.

Protect connection to Trains: WR-2 and W-9 of following day.

Pick up livestock for Harrisburg proper and cars for Philadelphia area including export grain, Metuchen, Linden, Waverly and east (exclusive of auto frames which will not clear via Philadelphia) as per makeup. (See Note).

Protect connection from Trains: W-10 of previous day; W-2 of same day with Philadelphia traffic including export grain; automotive traffic for Metuchen, and Linden, N.J., and traffic for Waverly and east; also R-64 of same day.

Makeup - Block Classification

1. TrucTrain traffic for South Kearny (from Buffalo).
2. TrucTrain traffic for Philadelphia (from Buffalo).
3. TrucTrain traffic for Harrisburg (from Buffalo).
4. Livestock for Harrisburg proper (from Buffalo and Renovo).
5. Philadelphia area including export grain off W-2 (from Buffalo and Renovo).
6. Waverly and east, including perishables for Asbury Park, N.J., Long Branch, N.J. and other points on NY&LB RR (from Renovo).
7. Linden Classification, exclusive of shipments of auto frames which will not clear via Philadelphia. (from Renovo).
8. Metuchen and New Brunswick, N.J., exclusive of shipments of auto frames which will not clear via Philadelphia. (from Renovo and Buffalo)
9. Linden Classification, exclusive of shipments of auto frames which will not clear via Philadelphia. (from Buffalo).
10. Waverly Classification[,] to include perishables for Asbury Park, N.J., Long Branch, N.J. and other points on NY&LB RR; Meadows and Harsimus Cove Classifications. (from Buffalo).
11. Greenville Classification, including points on or via New Haven RR and LI RR (from Buffalo).

LOCK HAVEN -

Hold onto Block 1.

Pick up paper shipments for Waverly and East and Philadelphia area in that order.

Makeup leaving Lock Haven**Block Classification**

1. TrucTrain cars for South Kearny (from Buffalo).
2. Paper shipments for Waverly and East (from Lock Haven).
3. Paper shipments for Philadelphia Area (from Lock Haven).
4. TrucTrain cars for Philadelphia (from Buffalo).
5. TrucTrain cars for Harrisburg (from Buffalo).
6. Livestock for Harrisburg proper (from Renovo and Buffalo).
7. Philadelphia Area traffic including export grain off W-2 (from Renovo and Buffalo).
8. Waverly and east, including perishables for Asbury Park, N.J., Long Branch, N.J. and other points on NY&LB RR (from Renovo)
9. Linden Classification, exclusive of shipments of auto frames which will not clear via Philadelphia (from Renovo).
10. Metuchen and New Brunswick, N.J., exclusive of shipments of auto frames which will not clear via Philadelphia (from Renovo and Buffalo).
11. Linden Classification, exclusive of shipments of auto frames which will not clear via Philadelphia (from Buffalo).
12. Waverly Classification[,] to include perishables for Asbury Park, N.J., Long Branch, N.J. and other points on NY&LB RR; Meadows and Harsimus Cove Classifications (from Buffalo).
13. Greenville Classification, including points on or via New Haven RR and LIRR (from Buffalo).

HARRISBURG -

Hold onto Blocks 1, 2 and 3.

Set off Blocks 4, 5 and 6 (Philadelphia TrucTrain, Harrisburg TrucTrain and Harrisburg livestock).

TrucTrain cars for Harrisburg to be placed by 8.30 PM.

TrucTrain cars for Philadelphia to connect with train TT-6 leaving 12.05 AM, next day.

Pick up available freight for Philadelphia Area in Block 7.

PHILADELPHIA (44th Street) -

Hold onto Blocks 1 and 2 (So. Kearny TrucTrain cars and shipments of paper for Waverly and East).

Set off Blocks 3 and 7 (paper shipments for Phila. Area and other Philadelphia Area freight).

METUCHEN -

Set off Block 10.

LINDEN -

Set off Blocks 9 and 11.

WAVERLY -

Set off Blocks 2, 8 and 12.

Protect connection to NJC-1 (Thurs. & Sunday).

Traffic for Meadows and Harsimus Cove districts; TrucTrain cars for South Kearny and flour shipments for New York export, to move on Train WA-6 leaving Waverly 1.00 PM day of arrival.

TrucTrain cars to be placed at South Kearny by 2.30 PM same day.

Traffic from Renovo and Lock Haven for Greenville and so routing to connect with WF-16 leaving Waverly 6.15 PM, arrive Greenville 6.45 PM day of arrival.

Traffic for NYNH&H RR to floats by 11.50 PM day of arrival for train NH-FGB-2 departing Bay

 Ridge 8.00 AM following day.

Traffic for LI RR to LI RR floats by not later than 5.00 AM following day.

GREENVILLE -

 Cars for New Haven RR to be loaded on NH RR floats by 5.35 PM, day of arrival, for NH-NE-2, departing Bay Ridge 8.00 PM.

Cars for Long Island RR to be loaded on LI RR floats by not later than 5.00 PM day of arrival.

NOTE: -

Account this train operating via Harrisburg, it must not be filled out with any freight of Enola Classification from either Buffalo or Renovo.

REVISION AS OF NOVEMBER 19, 1960

M.F.T.

Editor Note:

1. "THE ONTARION" is as in the original; this should almost a misspelling of "ONTARIAN".
-

Typed by: Mark D. Bej, 1998-08-31

Proofread by ?, 0000-00-00

Web site owner: Mark D. Bej bejm@eeg.ccf.org

+1 216-444-0119

**A-6
Camden to Greenville**

During period of Daylight Saving Time, Train will operate one hour earlier schedule on Eastern Standard Time basis.

DAILY - Except Sunday.

Camden (Pavonia)	Lv.	2.30 AM
Bordentown	Lv.	4.30 AM
Fair	Ps.	5.00 AM
Waverly	Lv.	7.00 AM
Greenville	Ar.	7.45 AM

PAVONIA -

Protect connection from Trains: CM-90, CA-290, CB-21, WY-34, CA-300, A-39, A-33, WY-840, WY-842, WY-50, WY-26, WY-80 and CA-298 of previous day.

Consist - All freight as per makeup.

Makeup - Block Classification

1. Waverly-Meadows-Harsimus Cove classification, indiscriminate.
2. New Haven Railroad (Boston & Cedar Hill Classification).
3. Long Island Railroad classification.
4. Greenville classification (to include cars of NH RR Oak Point classification).

BORDENTOWN -

Pick up traffic for Waverly, Meadows and Harsimus Cove in Block 1.
Protect connection from train A-36 of previous day.

WAVERLY -

Set off Block 1.
Protect connection to WA-6, Lv. Waverly 1.00 p.m., arrive Harsimus Cove 3.30 p.m.

GREENVILLE -

New Haven RR Freight to floats as follows:

Cars of "Boston and Cedar Hill Classifications" to floats by 1.25 PM for connection train NH-GB-4.

Cars of "Oak Point Classification" to floats by 5.35 PM for connection train NH-NE-2.

Cars for Long Island Railroad to floats not later than 5.00 p.m. same day.

REVISION AS OF NOVEMBER 5, 1960

M.F.T.

Editor Note:

Under train frequency, text "Except Sunday" crossed out, and text "Tues Thurs Sat" written in by

FROM

PRR Freight Schedules 1959-12-31: A-b

(MON) OCT 30 2006 2:59/ST. 2:52/No. 6824732897 P 29
Page 2 of 2

hand. I do not know whether "Tue Thurs Sat" is meant, or if "DAILY - Except Tues Thurs Sat" is meant.

Typed by: Mark D. Bej, 1998-11-12

Proofread by ?, 0000-00-00

Web site owner: Mark D. Bej bejm@eeg.ccf.org

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THE BROADWAY

A Pennsylvania Railroad Home Page

PRR FREIGHT TRAIN SCHEDULES

INDEX BY ORIGIN

[Note to Contributors | Copyright & Licensing Agreement]

From	To	Train
Altoona	Baltimore	AC10
Altoona	Conway	WP15
Altoona	Enola	M10
Altoona	Enola	M16
Altoona	Harrisburg	M20
Altoona	Northumberl'd	AMC2
Altoona	Northumberl'd	AN16
Altoona	Southport	RA14
Altoona	Southport	AS2
Altoona	Southport	AS20
Altoona	Southport	AS22
Altoona	Southport	AS24
Altoona	Southport	AS26
Altoona	W.Morrisville	BL34
Ashtabula	Shire Oaks	HS2
Baltimore	Camden	MD116
Baltimore	Conway	BC5
Baltimore	Enola	LCL5
Baltimore	Enola	B1
Baltimore	Potomac Yard	BP125
Beverly	Camden	A39
Bicknell	Indianapolis	IS3

Blairsville	Conway	BC9
Bordentown	Camden	A37
Buffalo	Conway	CBF2
Buffalo	Conway	CBF4
Buffalo	Enola	BF4
Buffalo	Enola	BF14
Buffalo	Greenville	BNY16
Buffalo	Olean	BF20
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Buttonwood	Enola	S83
Buttonwood	Northumberland	S97
Camden	Baltimore	MD117
Camden	Beverly	A38
Camden	Bordentown	A36
Camden&Pitcairn	Detroit	ED3
Camden	Enola	P9
Camden	Enola	P19
Camden	Florence	A34
Camden	Greenville	A6
Camden	Phila.(G'wich)	PT85
Camden	W.Morrisville	A30
Canton	Conway	ED38
Canton	Crestline	ED7
Canton	Mingo Jct.	TM2
Canton	New Castle	SC2
Cape Charles	Delmar	D4
Chgo.(110thSt.)	Chgo.(59thSt.)	DC1
Chgo.(59thSt.)	Chgo. (110thSt.)	DC2
Chgo.(59thSt.)	Cincinnati	CO2
Chgo.(59thSt.)	Conway	CS6
Chgo.(59thSt.)	Conway	GRE2
Chgo.(59thSt.)	Conway	NW82
Chgo.(59thSt.)	Enola	NW88
Chgo.(59thSt.)	Fort Wayne	FW24
Chgo.(59thSt.)	Fort Wayne	FWC2

Chgo.(59thSt.)	Greenville	CG8
Chgo.(59thSt.)	Greenville	CNY2
Chgo.(55thSt.)	Greenville	CS8
Chgo.(55thSt.)	Hars. Cove	FW8
Chgo.(55thSt.)	Hars. Cove	LCL2
Chgo.(55thSt.)	Hars. Cove	NF4
Chgo.(55thSt.)	Hars. Cove	NF6
Chgo.(55th St.)	Logansport	LD2
Chgo.(59th St.)	Louisville	NS8
Chgo.(55th St.)	Meadows	TT2
Cincinnati	Chgo.(59th St.)	CO3
Cincinnati	Cleveland	FC2
Cincinnati	Columbus	CIN4
Cincinnati	Detroit	DC8
Cincinnati	Hars. Cove	CIN2
Cincinnati	Indianapolis	CI3
Cincinnati	Logansport	CO1
Cincinnati	Mackinaw City	GR7
Cincinnati	Middletown	CN38
Circleville	Morrow	ZB9
Circleville	Morrow	ZB15
Circleville	Dennison	ZB2
Cleveland	Columbus	FC1
Cleveland	Detroit	APS3
Cleveland	Edge Moor	CE4
Cleveland	Enola	CE2
Cleveland	Mingo Jct.	MC2
Cleveland	Toledo	CD1
Columbus	Chgo.(59thSt.)	NW85
Columbus	Cincinnati	LM5
Columbus	Crestline	CBC1
Columbus	Dennison	PH4
Columbus	Detroit	TD11
Columbus	E.St.Louis	APS1
Columbus	E.St.Louis	SW9
Columbus	Hartsdale	PDS1
Columbus	Hartsdale	PDS3

Columbus	Pitcairn	CP6
Columbus	Richmond	CN27
Columbus	Richmond	CN29
Columbus	Toledo	TC15
Columbus	Weirton Jct.	CW4
Conemaugh	Altoona	PG8
Conemaugh	Conway	PC7
Conway	Altoona	CA10
Conway	Blairsville	BC8
Conway	Buffalo	CBF1
Conway	Buffalo	CBF3
Conway	Canton	ED37
Conway	Chgo.(59thSt.)	BRC5
Conway	Chgo.(59thSt.)	PYC1
Conway	Fort Wayne	WC1
Conway	Chgo.(55thSt.)	WC5
Conway	Chgo.(59thSt.)	WC7
Conway	Chgo.(59th St.)	WC9
Conway	Cincinnati	CIN1
Conway	Cleveland	CE5
Conway	Cleveland	VC1
Conway	Columbus	VL9
Conway	Conemaugh	PC8
Conway	E.St.Louis	SW1
Conway	Effner	WC11
Conway	Enola	HW2
Conway	Erie	EP1
Conway	Mingo Jct.	CP1
Conway	Mingo Jct.	CP5
Conway	Niles	PY1
Conway	Niles	PY3
Conway	Niles	PY5
Conway	So. Phila.	CP8
Conway	Pitcairn	ED48
Conway	Pitcairn	ED52
Conway	Pgh.-16th St.	AS10
Conway	Pgh.-43rd St.	ED46

Conway	Scully	ED58
Conway	Shire Oaks	SC6
Conway	Shire Oaks	SC8
Conway	Shire Oaks	SC10
Conway	Thomson	ED56
Conway	Toledo	PD1
Conway	W.Brownsville	SC12
Conway	Weirton Jct.	CW1
Conway	Wilkes-Barre	CSB8
Cresson	Pitcairn	PG33
Crestline	Canton	ED8
Crestline	Columbus	CBC2
Crestline	Ft. Wayne	CFW1
Decatur	Indianapolis	SW30
Decatur	Peoria	SW29
Delmar	Cape Charles	D7
Delmar	Edge Moor	1/D6
Delmar	Edge Moor	2/D6
Dennison	Circleville	ZB1
Dennison	Columbus	PH3
Detroit	Camden	ED4
Detroit	Cleveland	APS4
Detroit	Cincinnati	DC9
Detroit	Conway	ED2
E.St.Louis	Columbus	CC2
E.St.Louis	Columbus	SW12
E.St.Louis	Conway	SW6
E.St.Louis	Conway	SW8
E.St.Louis	Greenville	SW10
E.St.Louis	Hars. Cove	TT4
E.St.Louis	Indianapolis	SI4
Edge Moor	Delmar	D27
Edge Moor	Delmar	D33
Edge Moor	Greenville	MD16
Edge Moor	Norfolk	D3
Edge Moor	So. Phila.	TP2

Effner	Greenville	CG2
Effner	Logansport	LD20
Enola	Altoona	M9
Enola	Altoona	PG15
Enola	Baltimore	B8
Enola	Buffalo	BF3
Enola	Buffalo	BF5
Enola	Buffalo	BF7
Enola	Camden	FJ2
Enola	Camden	FJ6
Enola	Camden	HC2
Enola	Conemaugh	PG7
Enola	Conway	EC7
Enola	Conway	EC9
Enola	Conway	HW3
Enola	Conway	PG5
Enola	Edge Moor	EH2
Enola	Greenville	P14
Enola	Greenville	PNE2
Enola	Hagerstown	CV61
Enola	Hagerstown	CV85
Enola	Hars. Cove	NY4
Enola	Ernest	EM2
Enola	So. Phila.	P8
Enola	So. Phila.	SP2
Enola	So. Phila.	SP8
Enola	Pitcairn	PG1
Enola	Pitcairn	PG3
Enola	Potomac Yard	B2
Enola	Potomac Yard	A-B6
Enola	Potomac Yard	B6
Enola	Sodus Point	EC3
Enola	So. Amboy	E12
Enola	Thurlow	TH4
Enola	Wilkes-Barre	S80
Enola	Wilkes-Barre	S82
Enola	Williamsport	EC1

Enola	York	YE2
Enola	York	YE4
Erie	Conway	EP2
Erie	Enola	W2
Ernest	Enola	EM1
Ernest	Pottstown	S1
Ernest	Reading	S15
Florence	Camden	A33
Ft. Wayne	Chgo.(59th St.)	FWC3
Ft. Wayne	Conway	WC2
Ft. Wayne	Crestline	FW26
Ft. Wayne	Logansport	FW89
Greenville	Camden	A5
Greenville	E.St.Louis	SWC1
Greenville	Edge Moor	MD7
Greenville	Enola	P3
Greenville	Morrisville	N13
Greenville	So. Phila.	N3
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Greenville	Potomac Yard	MD13
Hagerstown	Enola	CV60
Hagerstown	Enola	CV88
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Harrisburg	Potomac Yard	HPY2
Hars. Cove	Chgo.(55th St.)	1/LCL1
Hars. Cove	Chgo.(55th St.)	2/LCL1
Hars. Cove	Conway	WC1 [error]
Hars. Cove	Conway	NWC1
Hars. Cove	E.St.Louis	LCL3
Hars. Cove	E.St.Louis	TT3
Hars. Cove	Enola	P5
Hars. Cove	So.Phila.	N21
Hars. Cove	Potomac Yard	CS1
Hars. Cove	South Fork	SF1

Hartsdale	Columbus	PDS2
Indianapolis	Bicknell	IS4
Indianapolis	Cincinnati	CI4
Indianapolis	Conway	SW2
Indianapolis	Conway	SW4
Indianapolis	Decatur	SW31
Indianapolis	Logansport	IL1
Indianapolis	Louisville	IL4
Indianapolis	Peoria	SL31
Jeffersonville	Indianapolis	LC11
Kiski Jct.	Pitcairn	WP21
Kiski Jct.	Pgh.43rd St.	KC2
Lancaster	Zanesville	ZB12
Lancaster	Zanesville	ZB12
Logansport	Cincinnati	CO8
Logansport	Chgo.(55thSt.)	LD1
Logansport	Effner	LD19
Logansport	Ft. Wayne	FW88
Logansport	Indianapolis	IL2
Logansport	Richmond	RH8
Logansport	Ridgeville	LD10
Logansport	South Bend	LD13
Logansport	Terre Haute	LT2
Louisville	Chgo.(59thSt.)	NS7
Mackinaw City	Richmond	GR6
Meadows	Chgo.(55thSt.)	TT1
Meadows	Cincinnati	LCL9
Meadows	Enola	P1
Meadows	Enola	PG11
Middletown	Cincinnati	CN37
Mingo Jct.	Benwood	MW1
Mingo Jct.	Cleveland	MC1
Mingo Jct.	Columbus	MC9
Mingo Jct.	Conway	CP2

Mingo Jct.	Conway	CP4
Mingo Jct.	Pitcairn	PM2
Mingo Jct.	Toledo	TM1
Morrisville	Greenville	N12
Morrisville	Phillipabur	BL2
Morrow	Circleville	ZB10
Morrow	Circleville	ZB16
Niles	Conway	PY2
Niles	Conway	PY4
Niles	Conway	PY6
Norfolk-C.Chas.	Edge Moor	D2
Norristown	So. Phila.	S4
Northumberl'd	Altoona	AN3
Northumberl'd	Renovo	RN1
Northumberl'd	Wilkes-Barre	S98
Oil City	Olean	SA3
Oil City	Pitcairn	PB2
Oil City	Shire Oaks	SO2
Olean	Buffalo	BF21
Olean	Oil City	SA4
Peoria	Decatur	SW28
Phila.(Glwich)	Camden	PT84
Phila.(G'wich)	Conway	GWC1
Phila.(Gtwich)	Conway	PC1
Phila.(F.Jct.)	Crestline	LCL7
So. Phila.	Edge Moor	TP1
Phila.(G'wich)	Enola	P7
Phila.(G'wich)	Enola	P17
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So. Phila.	Hars. Cove	N8
So. Phila.	Norristown	S3
So. Phila.	Potomac Yard	BP5
Phila.(52ndSt.)	Reading	S5
Phillipsburg	Morrisville	BL1
Phillipsburg	So. Phila.	N31

[no such train in schedule -

			MDB]
Phillipsburg	Potomac Yard	BL5	
Phillipston	Renovo	R64	
Pitcairn	Altoona	PG14	
Pitcairn	Altoona	PR6	
Pitcairn	Baltimore	WPB2	
Pitcairn	W.Brownsville	MA52	
Pitcairn	Chgo.(59thSt.)	PWC1	
Pitcairn	Conway	ED43	
Pitcairn	Conway	ED51	
Pitcairn	Cresson	PG34	
Pitcairn	E.St.Louis	PH11	
Pitcairn	Enola	PG6	
Pitcairn	Kiski Jct.	WP20	
Pitcairn	Mingo Jct.	PM3	
Pitcairn	Oil City	PB1	
Pitcairn	Pgh.-30th St.	PT5	
Pitcairn	Pgh.-16th St.	PT61	
Pitcairn	Philadelphia	TT6	
Pitcairn	Scully	PH17	
Pitcairn	Scully	PT7	
Pitcairn	Scully	PT11	
Pitcairn	Shire Oaks	MA50	
Pitcairn	Uniontown	YR2	
Pgh.16th St.	Conway	AS11	
Pgh.-30th St.	Pitcairn	PT4	
Pgh.16th St.	Pitcairn	PT60	
Pgh.30th St.	Pgh.-43rd St.	PT3	
Pgh.43rd St.	Conway	ED45	
Pgh.43rd St.	Kiski Jct.	KC1	
Pgh.43rd St.	Pgh.-30th St.	PT2	
Potomac Yard	Baltimore	BP106	
Potomac Yard	Enola	B9	
Potomac Yard	Enola	EC5	
Potomac Yard	Enola	PE3	
Potomac Yard	Greenville	MD6	
Potomac Yard	Greenville	MD18	

Potomac Yard	Harsimus Cove	MD12
Potomac Yard	So. Phila.	BP2
Potomac Yard	Phillipsburg	BL6
Pottstown	Ernest	S2
Reading	Ernest	S14
Reading	Phila.(52ndSt.)	S6
Renovo	Erie	W5
Renovo	Northumberl'd	RN2
Renovo	Phillipston	R63
Renovo	Ridgway	W9
Renovo	Southport	RS6
Renovo	Williamsport	WR2
Richmond	Columbus	CN28
Richmond	Columbus	CN30
Richmond	Logansport	RH7
Ridgway	Renovo	W10
Ridgeville	Logansport	LD9
Sandusky	Columbus	SC22
Scully	Conway	ED59
Scully	Pitcairn	PH24
Scully	Pitcairn	PT6
Scully	Pitcairn	PT10
Sea Girt	Waverly	NJC2
Shire Oaks	Ashtabula	HS1
Shire Oaks	Buffalo	SO1
Shire Oaks	Conway	SC5
Shire Oaks	Conway	SC7
Shire Oaks	Conway	SC9
Sodus Point	Williamsport	EC2
South Amboy	Enola	ET1
South Amboy	W.Brownsville	MRR1
South Amboy	W.Morrisville	A1
South Bend	Logansport	LD14
Southport	Altoona	SA1
Southport	Renovo	RS5

Terre Haute	Indianapolis	SL26
Terre Haute	Logansport	THC1
Thomson	Conway	ED57
Thurlow	Conway	TH3
Thurlow	Enola	TH1
Toledo	Cleveland	CD2
Toledo	Conway	ST2
Toledo	Columbus	TC12
Toledo	Columbus	TC16
Trinway	Zanesville	ZB13
Uniontown	Pitcairn	YR1
Waverly	Conway	WC15
Waverly	Sea Girt	NJC1
Weirton Jct.	Columbus	CW3
Weirton Jct.	Conway	CW2
W. Brownsville	Conway	SC11
W. Brownsville	Pitcairn	MA51
W. Brownsville	Pitcairn	MA53
W. Morrisville	Camden	A31
W. Morrisville	So. Amboy	A2
Wheeling	Conway	CP2
Wheeling	Potomac Yard	WPB4
Wilkes-Barre	Conway	BC7
Williamsport	Enola	EC6
Williamsport	Renovo	WR1
York	Enola	YE1
York	Enola	YE3
Zanesville	Lancaster	ZB11
Zanesville	Trinway	ZB14

Home

Mark's Railroad-Related Stuff

The Broad Way: A Pennsylvania Railroad Home Page

PRR Freight Train Schedules, 1960
Index by City of Origin

Mark D. Bej
bejm@eeg.ccf.org
+1 216-444-0119
1998-11-20

EXHIBIT E

Effective

April 26, 1953

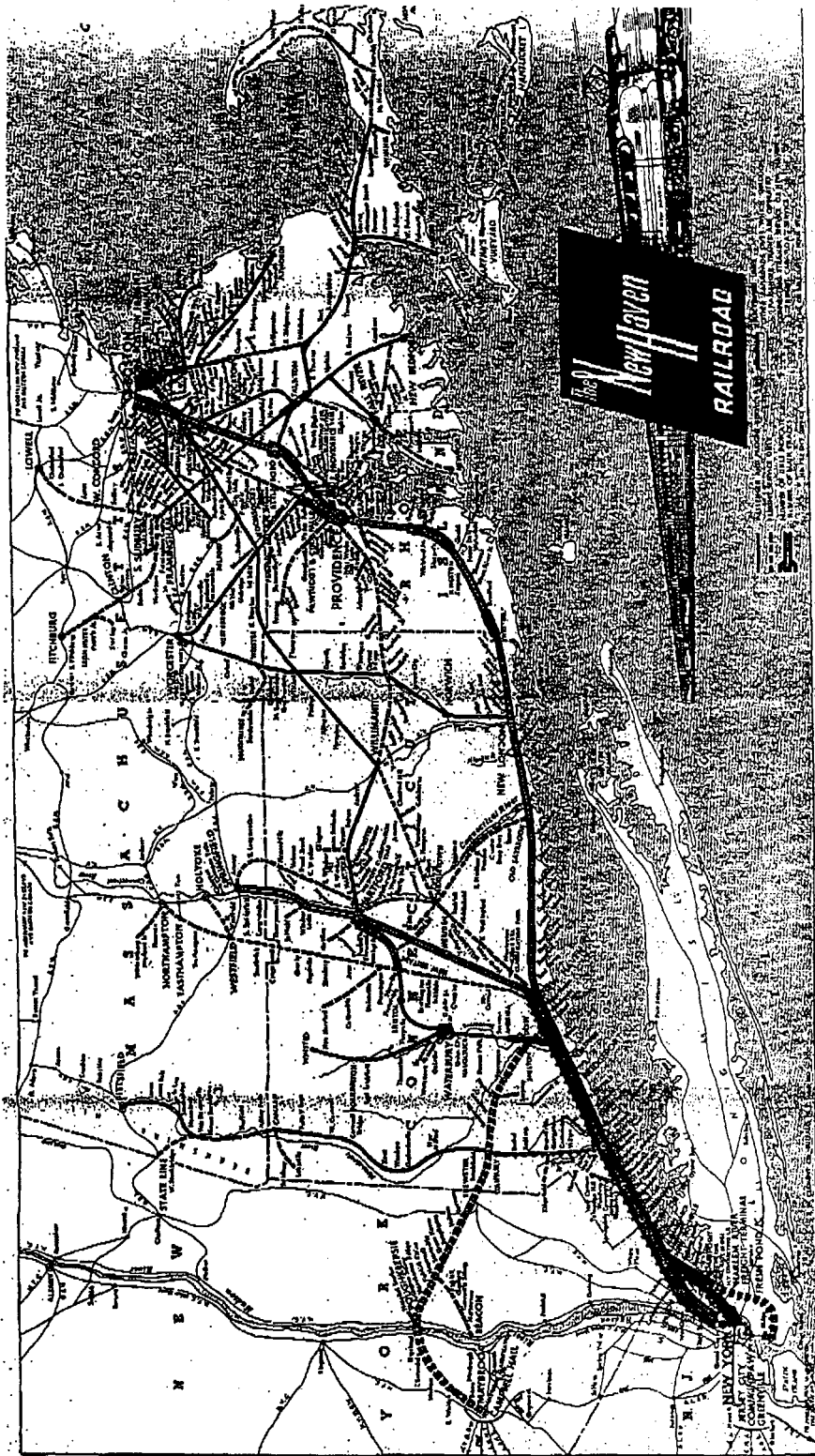
(Revised to August 3, 1953)

DAYLIGHT SAVING TIME

*The New York
New Haven
and Hartford
RAILROAD CO.*



THE SCENIC SHORELINE ROUTE SERVING
NEW YORK AND NEW ENGLAND



New Haven
RAILROAD

Station	Class	For Trains Indicated
PROVIDENCE		
Granston	1.00 p.m.	Switcher to Providence for all evening service.
Pawtucket	3.00 p.m.	Switcher to Providence for all evening service.
Northup Ave.	3.00 p.m.	For all evening service.
Smith St.	3.00 p.m.	For all evening service.
Brayton Ave.	3.00 p.m.	For all evening service.
SPRINGFIELD		
Yards No. 1 and No. 3	2.40 p.m.	SN-1.
	8.15 p.m.	SN-3.
TAUNTON		
All Yard Tracks	1.00 p.m.	FN-1, UL-2, IU-1, NF-2.
WATERBURY		
All Yard Tracks	4.00 p.m.	DN-1.
	5.00 p.m.	OA-6.
Note: For cars which require reicing at Waterbury, diversion order should be in hands of Agent by 2.00 p.m.		
WATUPPA		
All Locations	9.30 a.m.	Extra.
WORCESTER		
All Locations	12.30 p.m.	WP-3.
	3.20 p.m.	WN-1.
	8.00 p.m.	M-7.
	11.15 p.m.	WP-5.

Fruit and Vegetable Shippers and Receivers

USING THE NEW HAVEN

have excellent reconsignment and diversion privileges

Ship via
NEW HAVEN

to reach the important markets in Southern New England, New York City and Boston

Also

take advantage of the NEW HAVEN'S

STOP OFF IN TRANSIT

**TO PARTIALLY UNLOAD OR LOAD
CARLOAD FREIGHT**

(EXCEPT A FEW RESTRICTED ARTICLES)

Route via NEW HAVEN

to reach **NEW YORK** **HARTFORD** **PROVIDENCE**
NOLYOKE **BOSTON** **NEW HAVEN**
SPRINGFIELD **WORCESTER** and other
New England points

Consult your New Haven Traffic Agent

(See back cover)

WESTWARD SERVICE

The Speed Witch

Freight accepted up to	ANE-1 — EX. SAT. AND SUN.
3.00 p.m.	Springfield (SN-1) ... 4.40 p.m.
3.30 p.m.	Hartford ... 6.35 p.m.
4.45 p.m.	New Britain ... 7.05 p.m.
4.00 p.m.	Holyoke (YN-1) ... 6.50 p.m.
5.00 p.m.	Waterbury ... 6.30 p.m.
	Bridgeport ... Arr. 9.35 p.m.

1ST NE-1 — EX. SUN.

3.30 p.m.	Boston ... 4.15 p.m.
12.30 p.m.	Worcester (WP-3) ... 2.00 p.m.
2.30 p.m.	Woonsocket (WP-3) ... 3.30 p.m.
3.00 p.m.	Pawtucket (Switcher) ... 4.00 p.m.
4.30 p.m.	Providence ... 5.10 p.m.
7.00 p.m.	New Haven ... 9.35 p.m.
	Bay Ridge, N.Y. Arr. 12.15 a.m.
	Greenville, N. J. Arr. 2.00 a.m.

2/NE-1 — EX. SAT. AND SUN.

	Cedar Hill ... 8.45 p.m.
4.30 p.m.	Bridgeport ... 10.15 p.m.
4.00 p.m.	Stamford ... 11.15 p.m.
3.00 p.m.	Port Chester (Extra) ... 4.45 p.m.
	Bay Ridge ... Arr. 12.45 a.m.
	Greenville, N.J. Arr. 2.00 a.m.
	Greenville, N.J. Lv. 3.30 a.m.
	Philadelphia, Pa. (PER-NE-1)
	Phila. Tfr. ... 6.30 a.m.
	Kensington Sta. ... 7.00 a.m.
	Camden, N. J. ... 7.00 a.m.

Handles freight from Boston, Providence and other points to Philadelphia via P.R.R.

Connections Boston	From: Extras.
Providence	From: ZP-1, CP-1, EWP-1, WP-3 and Extras.
New Haven	From: N-1 and Extras.
Hartford	From: Extras.
Waterbury	From: Extras.
Bridgeport	From: Extras.
Stamford	From: HQ-4 and Extras.

THE SPEED WITCH

via

The Hell Gate Bridge Route

overnight from

**SOUTHERN NEW ENGLAND
to PHILADELPHIA**

WESTWARD

The Cannonball

1ST BH-1 — DAILY

Boston..... 4.45 p.m.
 Providence..... 7.05 p.m.
 Oak Point..... Arr. 12.25 a.m.
 Harlem River..... 12.50 a.m.

2ND BH-1 — EX. SAT. & SUN.

Springfield (SN-1)..... 4.40 p.m.
 Holyoke (YN-1)..... 5.30 p.m.
 Cedar Hill..... 10.55 p.m.
 Bridgeport..... 12.01 a.m.
 Oak Point..... Arr. 1.40 a.m.
 Harlem River..... 2.30 a.m.
 Pier 38 E.R. (Float).... 5.55 a.m.
 Jersey City (LYRR).... 8.00 a.m.
 Jersey City (CR&NJ) 7.15 a.m.

Handles freight for Harlem River, Pier 38, CRR of N. J., LYRR, LIRR and Brooklyn terminals.

Connections Boston From: Extras.
 Providence From: WP-3, EWP-1, CP-1, and Extras.
 Cedar Hill From: N-1, SN-1, DN-1, YN-1 and Extras.

Oak Point To: NG-9.
 To: CRR of NJ, LYRR, Bush, BEDT, and Jay St. Terminals and M-7 (LIRR).

Closing hours at Boston for receipt LCL at Freight House 3.45 p.m.; Fish loaded at Fish Platform 4.15 p.m.

Closing hour for receipt of Fish loaded at Providence Fish Platform 6.45 p.m.

The Round Up

BH-3 — EX. SAT. AND SUN.

Boston..... 7.45 p.m.
 Readville..... 8.20 p.m.
 Providence..... 9.42 p.m.
 New London..... 11.42 p.m.
 Cedar Hill..... 1.25 a.m.
 Oak Point..... Arr. 3.20 a.m.
 Harlem River..... 3.45 a.m.
 Pier 38 E.R. (Float).... 5.55 a.m.

Handles freight for Harlem River and Pier 38.

Connections Boston From: Extras.
 Readville From: Extras.
 Providence From: TP-1 and Extras.
 New London From: WN-1 (Harlem River and Pier 38, E. R., N. Y.) and Extras.

Closing hours — Boston 6.45 p.m. for LCL at Freight House, 7.00 p.m. for Carloading Companies, Fish loaded at Fish Platform and receipt of Trailers. Providence 7.00 p.m. for receipt LCL at Freight House, 8.00 p.m. for Fish loaded at Fish Platform, 7.30 p.m. for receipt of Trailers and from Moosh, Valley R.R.

BN-5 — DAILY

Boston..... 10.30 a.m.
 Providence..... 12.15 p.m.

Handles freight from Boston for Providence, Worcester and diverging.

Connections Boston From: Extras.
 Providence To: PW-6 and PZ-2.

WESTWARD

BN-7 — EX. SUN.

Boston..... 6.30 p.m.
 Providence..... 9.15 p.m.
 Cedar Hill..... 1.35 a.m.

Handles freight for Providence, New London, Cedar Hill and diverging and from Boston and Providence for stations east of Harrisburg and for Chicago and west via PRR.

Connections Boston From: Extras.
 Providence From: WP-3, EWP-1, CP-1 and Extras.
 To: FN-1 (New London, Norwich and Westerly) and Extras.
 Cedar Hill To: NG-3, NO-7 and Extras.

BN-9 — DAILY

Boston..... 10.00 p.m.
 Mansfield..... 11.00 p.m.

Handles freight for Mansfield, Taunton, New Bedford, Fall River and diverging.

Connections Boston From: Extras.
 Mansfield To: LU-1.

BO-1 — EX. SUN.

Boston..... 5.45 p.m.
 Providence..... 7.50 p.m.
 Cedar Hill..... 12.10 a.m.
 Maybrook..... 6.30 a.m.

Handles freight from Boston, Providence and Cedar Hill for western connections via Maybrook.

Connections Boston From: Extras.
 Providence From: ZP-1, WP-3, EWP-1, CP-1 and Extras.
 Cedar Hill From: YN-1, WN-1 and Extras.
 Maybrook To: Western Connections.

Closing hours Boston 4.45 p.m. for receipt of LCL at Freight House, 5.00 p.m. for Carloading Companies and Fish loaded at Fish Platform. Providence 4.30 p.m. for receipt of LCL at Freight House and 8.30 p.m. for Fish loaded at Fish Platform. New Haven 7.30 p.m. for receipt of LCL at Freight House and 9.00 p.m. for Carloading Companies.

BA-1 — EX. SAT.

Boston..... 7.00 p.m.
 Franklin..... 8.50 p.m.
 Blackstone..... 10.05 p.m.
 East Douglas..... 11.05 p.m.
 Putnam..... 1.15 a.m.
 Willimantic..... 2.25 a.m.
 Hartford..... 5.30 a.m.

Handles freight for Franklin, Putnam, Willimantic, C. V. Ry., Hartford, New Britain and diverging. Does station work East Douglas to Bolton inclusive.

Connections Boston From: Extras.
 Franklin From: Extras.
 To: Extras.
 Blackstone From: PW-6.
 Putnam From: WN-1.
 To: P-2.
 Willimantic To: CV-491.
 From: CV-490.
 Hartford To: Extras.

WESTWARD

BO-1 — DAILY

Boston 7.05 p.m.
 Norwood Central 8.00 p.m.
 Framingham 9.00 p.m.

Handles freight for B&ARR via Framingham and B&MRR via Lowell and Fitchburg.

Connections Boston From: Extras.
 Norwood Ctl. From: Birds Mills Extra.
 Framingham To: B&ARR, CJ-2, UL-2 and Extra.

CJ-2 — DAILY

Framingham 11.15 p.m.
 Clinton 3.00 a.m.
 Leominster 5.15 a.m.
 Fitchburg 6.00 a.m.

Handles freight for Clinton, Leominster, Fitchburg and B&M RR. Does station work Southboro to Fitchburg, including Marlboro and Sterling Branches.

Connections Framingham From: BC-1, PC-2, UL-2, B&ARR and Extras.
 Fitchburg To: B&MRR.

EWP-1 — EX. SUN.

East Walpole 2.30 p.m.
 Providence 4.25 p.m.

Connections Providence To: 1/BH-1, 1/NE-1, BO-1, FN-1, BN-7 and FW-3.

TP-1 — EX. SAT. AND SUN.

Taunton 8.30 p.m.
 Providence 9.15 p.m.

Handles freight for New York Piers and Harlem River from New Bedford, Fall River, Taunton and converging points.

Connections Taunton From: FN-1, UL-2 and Extras.
 Providence To: BH-3.

FN-1 — DAILY

Fall River 7.00 p.m.
 Taunton 9.15 p.m.
 Providence 11.30 p.m.
 Westerly 2.15 a.m.
 New London 3.45 a.m.
 Cedar Hill 5.55 a.m.

Handles freight from Fall River for all points and from Providence to Westerly and New London.

Connections Fall River From: Extra.
 Taunton To: UL-2, PZ-2, TP-1 and Extras.
 Providence From: UL-2 and Extra.
 To: PW-4 and OB-4.
 From: BN-7 (Norwich, New London and Westerly), EWP-1.
 New London To: CY-429 and Extra.
 Cedar Hill To: NO-7 and Extras.

WESTWARD

The Maine Bullet

M-7 — EX. SAT. AND SUN.

Portland, Me. (B&M) 3.15 p.m.
 Dover, N. H. (B&M) 5.00 p.m.
 Lawrence, Mass. (B&M) LM-1 4.00 p.m.
 Lowell, Mass. (B&M) 7.30 p.m.
 Worcester, Mass. (B&M) Arr. 9.00 p.m.
 Worcester, Mass. Lv. 9.45 p.m.
 Hartford, Conn. 1.30 a.m.
 Cedar Hill, Conn. 3.10 a.m.
 Bridgeport, Conn. (NG-3) 8.45 a.m.
 Oak Point, N. Y. Arr. 5.30 a.m.
 Harlem River, N. Y. 5.30 a.m.
 Fremont, N. Y. (LIRR) 7.30 a.m.
 Bay Ridge, N. Y. 8.15 a.m.
 Greenville 9.40 p.m.

Handles freight from points on or via B&MRR for Worcester and diverging, Hartford, New Haven, Bridgeport, Harlem River, New York Piers and western connections; also from all points to the LIRR.

Connections Lowell To: LU-1.
 Worcester To: WP-5 and Extra.
 Hartford From: SN-3 (Harlem River cars only).
 Cedar Hill To: NG-1 (CNJ and LIRR), NG-3 (Bridgeport and PRR), NO-7 and Extras.
 From: SN-1, YN-1, DN-1 (all for LIRR only).
 Oak Point From: 1/BH-1, 2/BH-1, for LIRR.
 Fremont To: LIRR.
 Bay Ridge To: PRR.

N-1 — DAILY

Portland, Me. (B&M) 2.30 a.m.
 Lowell, Mass. (B&M) 5.30 a.m.
 Worcester, Mass. Arr. 9.30 a.m.
 Worcester, Mass. Lv. 11.00 a.m.
 Cedar Hill, Conn. 5.00 p.m.
 Cedar Hill, Conn. (NO-21) Lv. 8.00 p.m.
 Maybrook (NO-21) Arr. 8.30 a.m.

Handles freight from Portland, Me., and all points beyond, also from Worcester for Cedar Hill and diverging, New York Piers, Brooklyn Terminals; also connections via Oak Point, Bay Ridge and Maybrook.

Connections Worcester To: WP-3.
 Cedar Hill To: NY-2, NY-4, 1/NE-1, 2/BH-1, NG-9, NO-21, ND-2, NH-1, M-7 (LIRR).

WN-1 — EX. SUN.

Worcester 4.30 p.m.
 Webster 5.35 p.m.
 Putnam 6.40 p.m.
 New London 9.05 p.m.
 Cedar Hill 10.30 p.m.

Handles freight from Worcester, Webster and Putnam for Cedar Hill and diverging, New York Piers, Brooklyn Terminals and connections via Oak Point, Greenville and Maybrook.

Connections Webster From: Extra.
 Putnam To: BA-1 (Hartford), AB-2 (Boston).
 New London To: BH-3 (Harlem River and Pier 38, E. R., N. Y.).
 Cedar Hill To: NG-1, NH-1, BO-1, M-7 (LIRR).

WESTWARD

PW-4 — EX. SUN.

Providence.....10.00 a.m.
 Woonsocket.....10.45 a.m.
 Worcester.....12.15 p.m.

Handles freight for B&ARR and B&MRR and for Woonsocket and Worcester from Providence and points west. Does station work Uxbridge to Millbury inclusive.

Connections Providence From: FGB-2, OB-2, GB-8, HB-4, OB-4, FN-1.

PW-6 — DAILY

Providence.....7.00 p.m.
 Blackstone.....8.45 p.m.
 Worcester.....10.00 p.m.

Handles freight from Providence for B&ARR, B&MRR and Worcester; also for Williamantic, CVRy., Hartford and beyond.

Connections Providence From: ZP-1, EWP-1, BN-5 and Extras.
 Blackstone To: BA-1 and AB-2.
 Worcester To: B&MRR and B&ARR.

NH-1 — EX. SUN.

Cedar Hill.....1.10 a.m.
 Bridgeport.....2.20 a.m.
 So. Norwalk.....3.10 a.m.
 Stamford.....3.55 a.m.
 Port Chester.....5.10 a.m.
 New Rochelle.....6.50 a.m.
 Oak Point.....7.30 a.m.

Handles freight for local stations enroute and Danbury Branch. Picks up freight for Harlem River, New York Piers and connections via Oak Point and Bay Ridge.

Connections Cedar Hill From: N-1, WN-1, SN-1, YN-1, DN-1, MN-1, 1/BH-1.
 So. Norwalk To: Danbury Extra.
 Stamford From: QH-3 and HQ-4.
 New Rochelle To: Mt. Vernon Switcher.

NG-1 — EX. MON.

Cedar Hill.....6.00 a.m.
 Bridgeport.....7.25 a.m.
 Oak Point.....Arr. 9.10 a.m.
 Fremont.....12.25 p.m.
 Bay Ridge.....1.00 p.m.
 Jersey City (CNJ).....1.05 p.m.
 Jersey City (LV).....2.35 p.m.
 Greenville (PRR).....3.40 p.m.

Handles freight for CRR of N. J., LVRR, LIRR and from Oak Point for PRR.

Connections Cedar Hill From: WN-1, MN-1, SN-3 and M-7 (LV&CNJ).
 Oak Point From: QH-3.
 To: CRR of N. J. and LVRR.
 Fremont To: LIRR.
 Greenville To: PRR.

NG-3 — DAILY

Cedar Hill.....7.15 a.m.
 Bridgeport.....8.45 a.m.
 Bay Ridge.....11.35 a.m.
 Greenville (PRR).....3.40 p.m.

Handles freight for Bridgeport and PRR.

Connections Cedar Hill From: MN-1, BN-7, SN-3, M-7 (Bridgeport and PRR).
 Greenville To: PRR.

WESTWARD

NG-9 — DAILY

Cedar Hill.....11.35 p.m.
 Bay Ridge.....2.30 a.m.
 Greenville.....Arr. 4.00 a.m. (Harrisburg and west)
 Greenville.....Arr. 7.00 a.m. (Wilmington and south)

Handles freight for Harrisburg and west, Wilmington and south via PRR.

Connections Cedar Hill From: N-1, SN-1, YN-1, DN-1, 1/BH-1, Extras.
 Greenville: To: B-3 for Harrisburg and west; MD-1 for Potomac Yard; MD-3 for Baltimore.

NO-1 — DAILY

Cedar Hill.....7.50 a.m.
 Danbury.....11.00 a.m.
 Poughkeepsie.....1.45 p.m.
 Maybrook.....3.45 p.m.

Handles freight from Cedar Hill for Danbury, Poughkeepsie and western connections via Maybrook.

Connections Cedar Hill From: FN-1, WN-1, M-7, MN-1, BN-7, SN-3.
 Maybrook To: L&H OA-1.

NO-21 — DAILY

Cedar Hill.....8.00 p.m.
 Danbury.....11.40 p.m.
 Hopewell Jct.....1.45 a.m.
 Poughkeepsie.....2.30 a.m.
 Maybrook.....3.30 a.m.

Handles freight for western connections via Maybrook; also for Danbury and stations to Pittsfield, Beacon, State Line (B&ARR) and Poughkeepsie.

Connections Cedar Hill From: N-1 and Extras.
 Danbury To: EI-2.
 From: IE-1, Extras.
 Hopewell Jct. To: Extra.
 From: Extra.
 Maybrook To: Western connections.

EO-1 — EX. SUN.

Bridgeport.....8.30 p.m.
 Danbury.....12.30 a.m.
 Hopewell Jct.....2.30 a.m.
 Maybrook.....3.40 a.m.

Handles freight for western connections via Maybrook and State Line.

Connections Bridgeport From: Extras.
 Danbury To: EI-2.
 From: HQ-4.
 Maybrook To: Western connections.

AO-5 — DAILY

Springfield (SN-1).....4.40 p.m.
 Hartford.....7.00 p.m.
 New Britain.....7.40 p.m.
 Waterbury.....9.20 p.m.
 Danbury.....12.45 a.m.
 Maybrook.....4.00 a.m.

Handles freight for Waterbury and connections at Maybrook from Springfield and Hartford and for B&ARR via State Line from New Britain and beyond.

Connections Hartford From: Extras.
 Danbury To: EI-2.
 Maybrook To: Western connections.

MN-1 — DAILY

New London.....7.30 p.m.
 Cedar Hill.....9.55 p.m.

Handles freight from C.V. Ry. for Cedar Hill and beyond.

Connections New London From: C.V. Ry.
 Cedar Hill To: NH-1, M-7, NO-7, NG-1, NG-3.

WESTWARD

SN-1 — DAILY

Springfield.....	4.40 p.m.
Hartford.....	6.45 p.m.
Cedar Hill.....	8.15 p.m.
Maybrook AO-5.....	4.00 a.m.

Handles freight for Hartford, Waterbury and diverging, Harlem River, New York Piers, and connections via Maybrook, Oak Point and Bay Ridge.

Connections Springfield	From: B&ARR and B&MRR.
Hartford	To: ANE-1, AO-5 (Waterbury and via Maybrook) and AB-2.
Cedar Hill	To: 2/BII-1, NG-9, NH-1, M-7 (LIRR only), NM-4, BB-4.

SN-3 — DAILY

Springfield.....	11.55 p.m.
Hartford.....	2.30 a.m.
Cedar Hill.....	4.15 a.m.

Handles freight for Hartford, Cedar Hill and diverging and Harlem River.

Connections Springfield	From: B&M JS-4 (Harlem River only) and B&ARR.
Hartford	To: M-7 (Harlem River only) and Extras.
Cedar Hill	To: NG-1, NG-3, NO-7 and Extras.

SN-5 — EX. SUN. AND MON.

Springfield.....	8.50 a.m.
Hartford.....	11.30 a.m.
Cedar Hill.....	12.50 p.m.

Handles cars for Hartford, Cedar Hill and diverging.

Connections Springfield	From: B&ARR and B&MRR.
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YN-1 — EX. SUN.

Holyoke.....	5.30 p.m.
Westfield.....	5.10 p.m.
Plainville.....	7.25 p.m.
New Britain.....	8.05 p.m.
Cedar Hill.....	9.30 p.m.

Handles freight for Harlem River, New York Piers, Cedar Hill and diverging and western connections.

Connections Westfield	From: Extra.
Westfield	To: B&ARR.
Plainville	To: ANE-1.
Cedar Hill	To: 2/BE-1, NG-9, BO-1, NH-1, NM-4 and M-7 (LIRR only).

YN-3 — EX. SUN.

Holyoke.....	10.30 a.m.
Westfield.....	12.01 p.m.
Plainville.....	3.00 p.m.
New Britain.....	3.45 p.m.
Cedar Hill.....	5.05 p.m.

Provides service from local stations en route to all points south and west and from connections at Northampton and Westfield to local points en route.

Connections Westfield	From: B&ARR and Extras.
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WESTWARD

DN-1 — EX. SUN.

Waterbury.....	7.30 p.m.
Ansonia.....	8.20 p.m.
Cedar Hill.....	9.15 p.m.

Handles freight for connections via Jersey City and Greenville; also for Cedar Hill, Providence, Boston and diverging.

Connections Waterbury	From: Extras.
Cedar Hill	To: 1/NS-2, HB-4, NM-4, NG-3, NG-9, 2/BH-1, M-7.

EI-2 — DAILY

Danbury.....	12.30 a.m.
State Line.....	5.45 a.m.

Handles freight for points north including B&ARR at State Line.

Connections Danbury	From: HQ-4, OE-2, NO-7, EQ-1 and Extras.
State Line	To: B&ARR.

RH-1 — EX. SAT.

Danbury.....	7.30 p.m.
So. Norwalk.....	9.00 p.m.
Stamford.....	9.45 p.m.
Port Chester.....	10.10 p.m.
Harlem River.....	11.20 p.m.

Handles perishable for stations shown from Maybrook and beyond.

Connections Danbury	From: OA-4.
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QH-3 — EX. SUN.

Pittsfield (Extra).....	4.15 p.m.
Danbury.....	12.30 a.m.
So. Norwalk.....	1.35 a.m.
Stamford.....	2.30 a.m.
Oak Point.....	Arr. 3.45 a.m.
Harlem River.....	Arr. 5.00 a.m.
Jersey City (LV).....	11.30 a.m.
Jersey City (ONJ).....	1.05 p.m.
Greenville (PRR).....	2.40 p.m.

Handles freight for Cedar Hill and diverging, Maybrook, New York Piers, Brooklyn Terminals and western connections via Harlem River; also from Maybrook and State Line for stations en route.

Connections Danbury	To: OE-2, NO-21 and ON-6.
Stamford	From: IE-1, OA-4, OE-2 and Extras.
Oak Point	To: NH-1 (Port Chester, New Rochelle).
	To: NG-1 (PRR and LIRR), CRR of N. J. and LVRR.

UL-2 — DAILY

New Bedford.....	5.30 p.m.
Taunton.....	5.45 p.m.
Framingham.....	Arr. 10.30 p.m.
Framingham.....	Lv. 11.30 p.m.
Lowell.....	2.00 a.m.

Handles freight for Boston, Providence, Cedar Hill and diverging; also for B&ARR and B&MRR and local stations, Framingham to Lowell.

Connections Taunton	To: FN-1, TP-1, PZ-2 and Extras.
Framingham	From: FN-1, ZP-1 and Extras.
	To: CJ-2 and B&ARR.
	From: BC-1, JC-1, PC-2, B&ARR and Extras.
Lowell	To: B&MRR.

WESTWARD

OP-1—EX. SUN.

Framingham	1.00 p.m.
Medfield Jct.	1.30 p.m.
Walpole	2.00 p.m.
Mansfield	2.40 p.m.
Providence	3.25 p.m.

Handles freight from B&ARR, Framingham and points north to stations shown; also from points shown for Providence and beyond.

Connections	Framingham	From: JC-1, LU-1 and B&ARR.
	Medfield Jct.	From: Extra.
	Walpole	From: Extra.
		To: Extra.
	Providence	To: 1/NE-1, 1/BH-1, BN-7, BO-1.

ZP-1—EX. SUN.

Hyannis	11.30 p.m.
Buzzards Bay	2.30 a.m.
Wareham	4.30 a.m.
Tremont	5.15 a.m.
Middleboro	6.25 a.m.
Taunton	7.45 a.m.
Providence	8.45 a.m.

Handles freight for connections at Taunton and Providence.

Connections	Hyannis	From: Extra.
	Buzzards Bay	From: Extra.
	Tremont	From: Extra.
	Taunton	To: UL-2, LU-1, NF-2.
	Providence	To: 1/NE-1, 1/BH-1, BN-7, BO-1, FN-1, PW-6, OB-2.

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EASTWARD SERVICE

The Speed Witch

NE-2—EX. SAT. ON PRR DAILY ON N. H.

Baltimore, Md. (PRR)	11.00 a.m.
Philadelphia, Pa. (PRR)	4.00 p.m.
Greenville, N. J.	5.00 p.m.
Bay Ridge, N. Y.	11.00 p.m.
Oak Point, N. Y.	1.00 a.m.
Bridgeport, Conn.	3.30 a.m.
Cedar Hill, Conn.	4.45 a.m.

Handles freight from western connections via Greenville and Oak Point for Bridgeport, Cedar Hill and diverging.

Connections	Greenville	From: PRR.
	Oak Point	From: CRR of N. J. and LVRR.
	Bridgeport	To: Extras.
	Cedar Hill	To: FGB-2, NS-4, A/M-6.

The Round Up

HE-2—EX. SAT.

Oak Point	8.30 p.m.
New Haven	11.00 p.m.
Providence	2.25 a.m.
Boston	3.40 a.m.

Provides advertised service from the New York area; also from CRR of N. J., LVRR and LIRR to New London, Providence, Taunton, New Bedford, Fall River and Boston.

Connections	Oak Point	From: CRR of N. J. and LVRR.
	New Haven	To: NM-4.
	Providence	To: PT-2 and Extras.
	Boston	To: B&M via UFRR, and Extras.

CLOSING TIME

Pier 38 E. R. (for receipt LCL)	4.00 p.m.
Citrus floats	3.00 p.m.
Banana floats	3.00 p.m.
Harlem River Sta. (for receipt LCL)	4.30 p.m.
Harlem River Sta. (Car Loads)	5.30 p.m.*
Jersey City (LVRR)	1.10 p.m.
Jersey City (CRR of N.J.)	2.15 p.m. (Perishable only).
*Except 5.00 p.m. at Old Freight House.	

HE-4—EX. SUN. HARLEM RIVER TO CEDAR HILL
DAILY CEDAR HILL TO BOSTON

Harlem River	6.00 p.m.
Oak Point	7.45 p.m.
Cedar Hill	12.01 a.m.
New London	2.25 a.m.
Providence	5.30 a.m.
Readville	6.45 a.m.
Boston	7.10 a.m.

Handles freight from Harlem River, New York Piers, CRR of N. J. and LV for and via Cedar Hill, Providence, Readville and Boston.

Connections	Cedar Hill	To: 1st NS-2, 2/NS-2, P-2, NY-4, From: M-6 and OB-4 (Readville), GN-4, DN-1.
	New London	From: CVRy. 430 and Extras.
	Providence	To: PW-4, PC-2 and Extras.
	Readville	To: Extras.
	Boston	To: Extras.

EASTWARD**FGB-1 — DAILY**

Greenville.....	4.50 a.m.
Bay Ridge.....	7.00 a.m.
Oak Point.....	8.45 a.m.
Cedar Hill.....	1.55 p.m.
New London.....	3.25 p.m.
Providence.....	6.30 p.m.
Boston.....	8.00 p.m.
Boston (B&M).....	11.55 p.m.

Handles freight from PRR, CRR of N. J. and LVRR for Springfield, Providence, Boston and diverging; also handles perishable for Montreal via C.V. Ry at New London.

Connections Cedar Hill	From: NE-2, OB-6, HN-2, To: Adv. M-6, NS-4 (Springfield), NE-2.
New London	To: CV 429 (perishable).
Providence	To: PW-4, PC-2, PZ-2 and Extras.
Boston	To: UFRR, B&ARR and Extras.

GN-4 — EX. SAT.

Greenville.....	11.15 a.m.
Bay Ridge.....	2.00 p.m.
Fremont.....	3.10 p.m.
Oak Point.....	5.30 p.m.
Bridgeport.....	8.30 p.m.
Cedar Hill.....	9.30 p.m.

Handles freight from Greenville, Fremont and Oak Point to Bridgeport, Waterbury, Cedar Hill and diverging.

Connections Fremont	From: LIRR.
Oak Point	From: CRR of N. J. and LVRR.
	To: HQ-4 and HN-2.
Bridgeport	To: EA-2 and Extras.
Cedar Hill	To: HB-4, P-2, NM-4, NY-2, NY-4, 1/NS-2.

GB-3 — DAILY

Greenville.....	10.00 a.m.
Bay Ridge.....	1.00 p.m.
Oak Point.....	3.00 p.m.
Cedar Hill.....	6.35 p.m.
Providence.....	10.50 p.m.
Boston.....	11.55 p.m.
Boston (B&M).....	2.30 a.m.
Cedar Hill (1/NS-2).....	Lo 12.15 a.m.
Springfield (1/NS-2).....	Arr 5.45 a.m.
White River Jct. (B&M SJ-1).....	1.45 p.m.

Handles freight from PRR, CRR of N.J. and LVRR for Cedar Hill, Springfield, Worcester, Providence, Boston and diverging.

Connections Cedar Hill	To: NM-4, M-6, P-2, HB-4, NF-2, 1/NS-2, NY-2, NY-4.
Providence	To: PW-4, PC-2, PZ-2 and Extras.
	From: WP-3, Extras.
Boston	To: UFRR, B&ARR and Extras.

SHIP BY TRAIN AND INSURE ON TIME ARRIVAL

EASTWARD**The Maine Bullet****Advance M-6 — DAILY**

Cedar Hill.....	3.30 p.m.
Putnam.....	8.00 p.m.
Worcester.....	9.30 p.m.

Handles freight from Cedar Hill and points west for Worcester and B&MRR.

Connections Cedar Hill	From: HN-2, FGB-2, NE-2, OB-6.
Worcester	To: B&M WB-2, WC-1 and M-6.

M-6 — DAILY

Greenville, N. J.....	1.25 p.m.
Bay Ridge, N. Y.....	4.00 p.m.
Cedar Hill, Conn.....	7.55 p.m.
Worcester, Mass.....	Arr. 12.01 a.m.
Boston, Mass. (B&M) (Ex. Sun.).....	3.45 a.m.
Lowell, Mass. (B&MRR).....	5.00 a.m.
Nashua, N. H. (B&M).....	6.30 a.m.
Manchester, N. H. (B&M).....	6.45 a.m.
Concord, N. H. (B&M).....	7.30 a.m.
Lawrence, Mass. (B&M).....	9.00 a.m.
Dover, N. H. (B&M).....	11.00 a.m.
Biddford, Me. (B&M).....	12.30 p.m.
Portland, Me. (B&M).....	1.00 p.m.

Handles freight from the PRR for Cedar Hill and points east; from Cedar Hill for Worcester and points on or via B&M via Worcester.

Connections Cedar Hill	To: OB-4, HB-4, NM-4, 1/NS-2, NY-2, NY-4, P-2 and ND-2.
	From: GB-3, OB-2.
Worcester	To: B&M WB-2, WC-1, M-6.
	From: PW-6 and Advance M-6.
Lowell	From: UL-2.

**P-2 — DAILY CEDAR HILL TO WORCESTER
(EX. MON. ON B&M E.R.)**

Cedar Hill.....	11.00 p.m.
Norwich.....	1.40 a.m.
Putnam.....	4.10 a.m.
Worcester, Mass.....	Arr. 5.30 a.m.
Worcester, Mass. (B&M).....	Lv. 5.00 a.m.
Lowell, Mass. (B&M).....	10.30 a.m.
Portland, Me. (B&M).....	4.00 p.m.

Handles freight for Norwich, Putnam, Worcester, Lowell, Lawrence, Portland, Me., and points beyond.

Connections Cedar Hill	From: GN-4, GB-3, M-6, HB-4, OB-4.
Putnam	From: BA-1 and AB-2.
Worcester	To: B&M P-2 and Extras.

HN-3 — EX. SUN.

Harlem River.....	1.10 a.m.
Oak Point.....	2.00 a.m.
New Rochelle.....	3.00 a.m.
Port Chester.....	3.50 a.m.
Stamford.....	4.50 a.m.
So. Norwalk.....	5.30 a.m.
Bridgeport.....	7.30 a.m.
Cedar Hill.....	8.40 a.m.

Handles cars from New York Piers and western connections via Oak Point and Greenville to local points en route.

EASTWARD**HQ-4 — EX. SAT.**

Oak Point..... 8.15 p.m.
 Stamford..... 9.35 p.m.
 So. Norwalk..... 10.05 p.m.
 Danbury..... 11.10 p.m.
 Gt. Barrington (EI-2) ... 4.15 a.m.
 Pittsfield (Extra) 7.00 a.m.

Provides advertised service from all Harlem River and Oak Point connections to Danbury and points north; also for Harlem River local cars for Maybrook and State Line connections. Picks up at Stamford for Maybrook and State Line.

Connections Oak Point From: GN-4.
 Danbury To: EO-1, EI-2.

EA-2 — EX. SUN. AND MON.

Bridgeport..... 12.30 a.m.
 Waterbury..... 3.00 a.m.
 Hartford..... 5.00 a.m.

Handles freight from Bridgeport for Waterbury and Hartford.

Connections Bridgeport From: GN-4 and Extras.
 Derby Jct. From: OE-2.
 Waterbury To: Extras.
 Hartford To: Extras.

NY-1 — EX. SUN.

Cedar Hill..... 12.30 a.m.
 Meriden..... 1.40 a.m.
 New Britain..... 2.45 a.m.
 Plainville..... 3.50 a.m.
 Westfield..... 5.45 a.m.
 Holyoke..... 6.15 a.m.

Handles freight from Cedar Hill for New Britain, Plainville, Westfield and Holyoke; also perishable only for Meriden.

Connections Cedar Hill From: FGB-2, GN-4, GB-8, M-6, OB-4
 (Meriden perishable).
 Plainville From: OA-6.
 Westfield To: Extra.
 From: B&ARR.

NY-4 — EX. SUN.

Cedar Hill..... 4.45 a.m.
 Meriden..... 6.00 a.m.
 Berlin..... 6.50 a.m.
 New Britain..... 7.55 a.m.
 Plainville..... 8.15 a.m.
 Westfield..... 11.30 a.m.
 Holyoke..... 12.15 p.m.

Handles freight from Cedar Hill for points indicated.

Connections Cedar Hill From: GN-4, GB-8, M-6, HB-4, OB-4
 (Meriden and Berlin), 1/BH-1.
 Plainville From: OA-6.

1st NS-2 — DAILY

Cedar Hill..... 12.15 a.m.
 Hartford..... 2.50 a.m.
 Springfield..... 3.45 a.m.

Handles freight from Cedar Hill and points west for Hartford, Springfield, Greenfield, White River Jct. and beyond.

Connections Cedar Hill From: GN-4, GB-8, M-6, OB-4, DN-1,
 HB-4.
 Hartford From: OA-4.
 To: Extras.
 Springfield To: B&M SJ-1.

EASTWARD**2nd NS-2 — EX. SUN. AND MON.**

Cedar Hill..... 2.30 a.m.
 Hartford..... 4.55 a.m.
 Springfield..... 5.10 a.m.

Handles cars from Cedar Hill and points west for Hartford, Springfield and beyond; also Springfield cars from Boston and Providence.

Connections Cedar Hill From: HB-2, HB-4, GN-4, 1/BH-1.
 Hartford To: Extras.
 From: OA-6.
 Springfield To: B&M and B&ARR.

NS-4 — DAILY

Cedar Hill..... 6.55 p.m.
 Hartford..... 9.15 p.m.
 Springfield..... 10.00 p.m.

Handles freight from Cedar Hill for Hartford, Springfield, B&ARR and B&MRR; picks up at Hartford freight for Springfield, B&ARR and B&MRR.

Connections Cedar Hill From: FGB-2, OB-6.
 Hartford To: AB-2, Extras.
 Springfield To: B&MRR and B&ARR.

ND-2 — EX. SUN.

Cedar Hill..... 12.40 a.m.
 Derby Jct..... 2.30 a.m.
 Waterbury..... 3.20 a.m.

Handles freight from Cedar Hill for Ansonia, Waterbury and points diverging.

Connections Cedar Hill From: M-6, N-1, 1/BH-1.
 Derby Jct. From: OE-2.
 Waterbury To: Extras.

NM-4 — DAILY

Cedar Hill..... 1.00 a.m.
 New London..... 2.45 a.m.

Handles freight from Cedar Hill and points west for New London and Central Vermont Ry.

Connections Cedar Hill From: GB-8, GN-4, M-6, HB-2, OB-2,
 OB-4.
 New London To: CV 401 and Extras.

OB-2 — EX. SAT.

Maybrook..... 1.00 p.m.
 Cedar Hill..... 7.10 p.m.
 Providence..... 10.50 p.m.
 Boston..... 11.55 p.m.
 Boston (B&M)..... 2.30 a.m.

Handles freight from connections at Maybrook for Cedar Hill, Providence, Boston and diverging.

Connections Cedar Hill To: M-6, NF-2.
 Providence To: PW-4, PC-2, PZ-2 and Extras.
 Boston To: B&MRR, via UFR, B&ARR, and Extras.

EASTWARD**HQ-4—EX. SAT.**

Oak Point..... 8.15 p.m.
 Stamford..... 9.35 p.m.
 So. Norwalk..... 10.05 p.m.
 Danbury..... 11.10 p.m.
 Gt. Barrington (EI-2) ... 4.15 a.m.
 Pittsfield (Extra) 7.00 a.m.

Provides advertised service from all Harlem River and Oak Point connections to Danbury and points north; also for Harlem River local cars for Maybrook and State Line connections. Picks up at Stamford for Maybrook and State Line.

Connections Oak Point From: GN-4.
 Danbury To: EO-1, EI-2.

EA-2—EX. SUN. AND MON.

Bridgeport..... 12.30 a.m.
 Waterbury..... 2.00 a.m.
 Hartford..... 5.00 a.m.

Handles freight from Bridgeport for Waterbury and Hartford.

Connections Bridgeport From: GN-4 and Extras.
 Derby Jct. From: OF-2.
 Waterbury To: Extras.
 Hartford To: Extras.

NY-2—EX. SUN.

Cedar Hill..... 12.30 a.m.
 Meriden..... 1.40 a.m.
 New Britain..... 2.45 a.m.
 Plainville..... 3.50 a.m.
 Westfield..... 5.45 a.m.
 Holyoke..... 6.15 a.m.

Handles freight from Cedar Hill for New Britain, Plainville, Westfield and Holyoke; also perishable only for Meriden.

Connections Cedar Hill From: FGB-2, GN-4, GB-8, M-6, OB-4
 (Meriden perishable).
 Plainville From: OA-6.
 Westfield To: Extras.
 From: B&ARR.

NY-4—EX. SUN.

Cedar Hill..... 4.45 a.m.
 Meriden..... 5.00 a.m.
 Berlin..... 5.50 a.m.
 New Britain..... 7.25 a.m.
 Plainville..... 8.15 a.m.
 Westfield..... 11.30 a.m.
 Holyoke..... 12.15 p.m.

Handles freight from Cedar Hill for points indicated.

Connections Cedar Hill From: GN-4, GB-8, M-6, HB-4, OB-4
 (Meriden and Berlin), 1/BH-1.
 Plainville From: OA-6.

1st NS-1—DAILY

Cedar Hill..... 12.15 a.m.
 Hartford..... 2.50 a.m.
 Springfield..... 3.45 a.m.

Handles freight from Cedar Hill and points west for Hartford, Springfield, Greenfield, White River Jct. and beyond.

Connections Cedar Hill From: GN-4, GB-8, M-6, OB-4, DN-1,
 HB-4.
 Hartford From: OA-4.
 To: Extras.
 Springfield To: B&M SJ-1.

EASTWARD**2nd NS-2—EX. SUN. AND MON.**

Cedar Hill..... 2.30 a.m.
 Hartford..... 4.55 a.m.
 Springfield..... 6.10 a.m.

Handles cars from Cedar Hill and points west for Hartford, Springfield and beyond; also Springfield cars from Boston and Providence.

Connections Cedar Hill From: HB-2, HB-4, GN-4, 1/BH-1.
 Hartford To: Extras.
 From: OA-6.
 Springfield To: B&M and B&ARR.

NS-4—DAILY

Cedar Hill..... 5.55 p.m.
 Hartford..... 9.15 p.m.
 Springfield..... 10.00 p.m.

Handles freight from Cedar Hill for Hartford, Springfield, B&ARR and B&MRR; picks up at Hartford freight for Springfield, B&ARR and B&MRR.

Connections Cedar Hill From: FGB-2, OB-6.
 Hartford To: AB-2, Extras.
 Springfield To: B&MRR and B&ARR.

ND-2—EX. SUN.

Cedar Hill..... 12.40 a.m.
 Derby Jct..... 1.20 a.m.
 Waterbury..... 2.20 a.m.

Handles freight from Cedar Hill for Ansonia, Waterbury and points diverging.

Connections Cedar Hill From: M-6, N-1, 1/BH-1.
 Derby Jct. From: OE-2.
 Waterbury To: Extras.

NM-4—DAILY

Cedar Hill..... 1.00 a.m.
 New London..... 2.45 a.m.

Handles freight from Cedar Hill and points west for New London and Central Vermont Ry.

Connections Cedar Hill From: GB-8, GN-4, M-6, HB-2, OB-2,
 OB-4.
 New London To: CV 491 and Extras.

OB-1—EX. SAT.

Maybrook..... 1.00 p.m.
 Cedar Hill..... 7.10 p.m.
 Providence..... 10.50 p.m.
 Boston..... 11.55 p.m.
 Boston (B&M)..... 2.30 a.m.

Handles freight from connections at Maybrook for Cedar Hill, Providence, Boston and diverging.

Connections Cedar Hill To: M-6, NF-2.
 Providence To: PW-4, PC-2, PZ-2 and Extras.
 Boston To: B&MRR via UFR, B&ARR,
 and Extras.

EASTWARD

OE-4 — DAILY

Maybrook.....	3.00 p.m.
Cedar Hill.....	9.35 p.m.
Providence.....	1.35 a.m.
Boston.....	3.00 a.m.
Cedar Hill (P-2).....	Le 11.00 p.m.
Worcester (P-2).....	Arr 5.20 a.m.
Portland (B&M-P-2).....	Arr. 4.00 p.m.

Handles freight from Maybrook connections for Boston, Providence, Worcester and B&MRR; also perishable for Springfield and diverging points from Cedar Hill.

Connections Cedar Hill To: HB-4 (Readville), NM-4, 1/NS-2, NY-2 (Meriden perishable), NY-4, P-2.
From: M-6, OB-2 (cars from Beacon and NYC via Beacon).
Providence To: PW-4, PC-2 and Extras.
Boston To: B&MRR via UPRR, B&ARR, and Extras.

OE-5 — DAILY

Maybrook.....	6.00 a.m.
Poughkeepsie.....	7.15 a.m.
Cedar Hill.....	12.10 p.m.
Providence (FGB-2).....	6.30 p.m.
Boston (FGB-2).....	8.00 p.m.

Handles freight from connections via Maybrook for Poughkeepsie, Cedar Hill, Providence, Boston and diverging.

Connections Cedar Hill To: FGB-2, Adv. M-6, NS-4, NF-2, NM-4, P-2.

ON-6 — DAILY

Maybrook.....	11.45 p.m.
Poughkeepsie.....	1.00 a.m.
Danbury.....	3.55 a.m.
Derby Jct.....	5.15 a.m.
Cedar Hill.....	6.40 a.m.

Handles freight from connections at Maybrook for Poughkeepsie, Cedar Hill and diverging.

Connections Danbury From: IE-1 and Extras.

OA-4 — EX. SAT.

Maybrook.....	11.00 a.m.
Danbury.....	2.45 p.m.
Waterbury.....	5.55 p.m.
Hartford.....	7.55 p.m.
Springfield (1/NS-2).....	3.45 a.m.
White River Jct. (B&MSJ-1).....	1.45 p.m.

Handles freight from connections at Maybrook for Danbury, Waterbury, Hartford, Springfield and diverging.

Connections Danbury To: QH-3 and RH-1.
Waterbury To: Extras.
Hartford To: 1/NS-2 and Extras.

EASTWARD

OA-5 — DAILY

Maybrook.....	4.30 p.m.
Hopewell Jct.....	6.20 p.m.
Waterbury.....	11.35 p.m.
Plainville.....	12.40 a.m.
New Britain.....	1.10 a.m.
Hartford.....	1.40 a.m.
Holyoke (NY-2).....	6.15 a.m.
Springfield (S/NS-2).....	8.10 a.m.

Handles freight from connections at Maybrook for Hopewell Jct., Waterbury, Plainville, New Britain, Hartford, Springfield and diverging.

Connections Waterbury To: Extras.
Plainville To: NY-2, NY-4.
Hartford To: 2/NS-2, Extras.

OE-3 — EX. SAT.

Maybrook.....	6.00 p.m.
Danbury.....	10.45 p.m.
Derby Jct.....	12.40 a.m.
Bridgeport.....	2.00 a.m.

Handles freight from connections at Maybrook for Danbury and diverging, Bridgeport and points west.

Connections Danbury From: IE-1 and Extras.
To: QH-3, EX-2 and Extras.
Derby Jct. To: ND-2 and EA-2.
Bridgeport To: Extras.

PT-2 — EX. SUN. AND MON.

Providence.....	2.45 a.m.
Taunton.....	3.50 a.m.

Handles freight from New York Piers and Harlem River for Taunton, New Bedford and Fall River.

Connections Providence From: HB-2.
Taunton To: NF-2, LU-1 and Extras.

NF-3 — DAILY

Cedar Hill.....	8.35 p.m.
Providence.....	2.05 a.m.
Taunton.....	4.05 p.m.
Fall River.....	5.00 a.m.

Handles freight from Cedar Hill and points west for Taunton, Fall River, Newport, New Bedford and Watuppa.

Connections Cedar Hill From: NE-2, FGB-2, GB-8, OB-2, OB-6.
Taunton To: LU-1 and Extras.
From: LU-1, PT-2, ZP-1.
Fall River To: Extras.

IE-1 — DAILY

State Line.....	6.00 p.m.
Gt. Barrington.....	7.15 p.m.
Danbury.....	9.35 p.m.

Handles freight from B&ARR via State Line; also cars from Great Barrington and other Berkshire stations.

Connections State Line From: B&ARR.
Danbury To: QH-3, NO-21, OE-2, ON-6.

EASTWARD**AB-2 — EX. SAT.**

Hartford	10.30 p.m.
Willimantic	1.00 a.m.
Putnam	2.25 a.m.
Blackstone	3.15 a.m.
Franklin	3.10 a.m.
Walpole	3.35 a.m.
Readville	7.20 a.m.
Boston	7.50 a.m.

NOTE: Saturdays CV cars from Hartford territory move via Cedar Hill and New London in SN-1, NM-4.

Handles freight from Hartford and beyond for CV Ry., Willimantic, Putnam, Worcester and B&MRR, Franklin and Boston.

Connections	Hartford	From: SN-1, NS-4 and Extras.
	Willimantic	To: CV 491.
		From: CV 490.
	Putnam	From: WN-1 and Extras.
		To: P-2.
	Blackstone	To: Extra.
		From: PW-6.
	Franklin	To: Milford Extra.
	Walpole	To: PC-2.
	Readville	To: Extra.
	Boston	To: Extra.

WP-3 — EX. SUN.

Worcester	2.00 p.m.
Woonsocket	2.20 p.m.
Providence	4.15 p.m.

Handles freight from Worcester and Woonsocket including Speed Witch for Providence and diverging.

Connections	Worcester	From: B&MRR and B&ARR.
	Providence	To: 1/NE-1, 1/BH-1, BO-1, BN-7 and GB-8.

WP-5 — DAILY

Worcester	12.45 a.m.
Woonsocket	2.30 a.m.
Providence (Brayton Ave.)	4.20 a.m.

Handles freight from Worcester and connections for Providence and diverging points.

Connections	Worcester	From: B&MRR and B&ARR.
	Providence	To: PC-2, PZ-2 and Extras.

PC-3 — EX. SUN.

Providence	7.30 a.m.
Walpole	9.30 a.m.
Medfield Jct.	10.15 a.m.
Framingham	10.40 a.m.

Handles freight from Providence and diverging for Foxboro and points north, including Chicquot and stations to West Medway and Cook St.

Connections	Providence	From: FGB-2, OB-2, OB-4, OB-8, HB-4, WP-5.
	Walpole	From: AB-2 and Extra.
	Medfield Jct.	To: Extra.
	Framingham	To: UL-2, CJ-2 and B&ARR.

EASTWARD**JC-1 — DAILY**

Fitchburg	4.20 p.m.
Leominster	5.45 p.m.
Clinton	7.25 p.m.
Framingham	10.45 p.m.

Handles freight from B&MRR via Fitchburg and stations shown for Readville, Boston and diverging. Does station work Fitchburg to Southboro, Marlboro and Sterling.

Connections	Fitchburg	From: B&MRR.
	Framingham	To: CB-2, CP-1, LU-1, UI-2 and Extras.

OB-2 — DAILY

Framingham	1.45 a.m.
Readville	3.35 a.m.
Boston	4.05 a.m.

Handles freight from B&M via Lowell and Fitchburg and B&A via Framingham for Readville, Boston and diverging.

Connections	Framingham	From: JC-1, LU-1, Extras and B&A-RR.
	Readville	To: Extras.
	Boston	To: Extras.

LU-1 — DAILY

Lowell	10.00 p.m.
Framingham	12.15 a.m.
Mansfield	1.40 a.m.
Taunton	4.15 a.m.
New Bedford	5.15 a.m.

Handles freight from B&MRR Lowell, and B&ARR Framingham; for Mansfield, Taunton, New Bedford, Fall River and diverging.

Connections	Lowell	From: B&MRR.
	Framingham	To: CB-2, CP-1.
		From: B&ARR, JC-1 and Extras.
	Mansfield	To: Extra.
		From: BN-9.
	Taunton	To: NF-2, PZ-2 and Extras.
		From: NF-2, PT-2 and ZP-1.

PZ-2 — DAILY

Providence	11.40 p.m.
Taunton	1.20 a.m.
Middleboro	2.45 a.m.
Tremont	3.30 a.m.
Buzzards Bay	5.00 a.m.
Hyannis	5.10 a.m.

Provides service to Taunton, Middleboro and points on Cape Cod.

Connections	Providence	From: WP-5, FGB-2, BN-5.
	Taunton	From: EN-1, LU-1, UI-2 and Extras.
	Middleboro	To: Extra.
	Buzzards Bay	To: Extra.
	Yarmouth	To: Extra.

Bay Ridge Service

PG-1 DAILY CEDAR HILL TO BAY RIDGE

Station	Time	Township Rating	Connects From
Cedar Hill	L 4:00am	EF-4 3800	RO-1, N-1, SN-1, YN-1 & Harlem Blank from Mo7
Air Line Jct.	By 4:10		
So. Norwalk	By 4:10		
Oak Point	A 4:20		
Oak Point	L 4:35	EF-4 2300	Set off only
Harlem River	A 4:45		
Oak Point	A 7:15		
Oak Point	L 7:45		
Frontier	By 8:05		
Bay Ridge	A 8:25am		

Blocks From Cedar Hills	Set Off At	Classification	Connects To
1.	Harlem River	Harlem River	Note D
2.	Bay Ridge	CNJ Loads	Note D
3.	Bay Ridge	LV Loads	Note D
4.	Bay Ridge	PC Loads	Note B

NOTE B: Connects at Bay Ridge and Greenville To:

Classification	Floors Due Greenville	PC Train	Depart Greenville
PC Loads	2:40pm	MD-13	6:30pm
PC Loads	3:40pm	P-3	10:00am
PC Loads	3:40pm	M-13	2:00am
PC Loads	3:40pm	NWC-1	3:00pm

NOTE D: Connects at Bay Ridge and Jersey City To:

Classification	Floors Due Jersey City	Train	Depart
CNJ Loads	4:00pm	JS-1	7:40pm (Ex. Sat.)
CNJ Loads	4:00pm	Reg. Porters	10:00am (Dolly)
CNJ Loads	4:00pm	JK-1	3:30am (Ex. Sun.)
CNJ Loads	4:00pm	JG-1	3:00am (Ex. Sun.)
CNJ Loads	4:00pm	SP	1:00am (Ex Sat & Sun)
CNJ Loads	4:00pm	685	10:30am (Dolly)
CNJ Loads	4:00pm	TPR Run 4	11:30am (Ex. Sun.)
LV Loads	4:00pm	FFW-1	8:30pm
LV Loads	4:00pm	JB-3	9:30pm
LV Loads	4:00pm	JS-5	10:30pm

Service Objective: Provide advertised service by connection at Cedar Hill to Harlem River and to Bay Ridge for CNJ, LV and PAR routes. Should not be cancelled without permission.

PG-2 DAILY BAY RIDGE TO CEDAR HILL

Station	Time	Township Rating	Connects From
Bay Ridge	L 9:30am	EF-4 3100	
Frontier	A 10:20		
Frontier	L 10:50		
Oak Point	By 11:30		
So. Norwalk	By 12:30pm		
Air Line Jct.	By 1:25		
Cedar Hill	A 1:45pm		

Blocks From Bay Ridge	Set Off At	Classification	Connects To
1.	Cedar Hill	Aachen	OS-1
		Brayton Ave.	OS-2
		Brookton	NK-2
		Cedar Hill	Extra
		Cronson	NJ-2
		Darby Jct.	ND-2
		Fall River	NJ-2
		Harford	NS-2
		Halsing	NY-2
		Middleboro	NK-2
		New Bedford	NJ-2
		New Britain	NY-2
		New London	NK-2
		New London-CV	P-2
		New York Div.	NH-1
		Poughkeepsie	NQ-2
		Roadville	OS-4
		So. Braintree	NK-2
		Springfield	NS-4
		Stratford	NH-1
		Taunton	NJ-2
		Waterbury	ND-2
		Westfield	NY-2
		Worcester	M-6
		B&M	

Service Objective: Provides advertised service from Bay Ridge and Frontier to points diverging from Cedar Hill. Should not be cancelled without permission.

Bay Ridge Service

Potomac Yard

GB-4 DAILY BAY RIDGE TO CEDAR HILL

Station	Time	Terminus Rating	Connects From
Bay Ridge	L 4:50pm	By 4 3500	None A, L
Freemont	By 5:00		
Oak Point	By 5:30		
So. Norwalk	By 6:30		
Air Line Jct.	By 7:35		
Cedar Hill	A 7:45pm		

Block	Set Off At	Classifications	Connects To
From Bay Ridge:			
1.	Cedar Hill	Boston	OB-2
2.	Cedar Hill	Brooklyn Avenue	OB-4
		Brooklyn	NK-2
		Cedar Hill	Extras
		Cranston	NU-2
		Derby Jct.	ND-2
		Fall River	NU-2
		Hartford	NS-2
		Holyoke	NY-2
		Middleboro	NK-2
		New Bedford	NU-2
		New Britain	NY-2
		New London	NK-2
		N. w London CV	P-2
		Norwich Ave.	OB-4
		Readville	OB-4
		So. Braintree	NK-2
		Springfield	NS-2
		Waterbury	ND-2
		Westfield	NY-2
		Worcester, B&M	P-2

SPECIAL PENN CENTRAL CLASSIFICATIONS

POTOMAC YARD

All loaded and empty special equipped cars routing via Potomac Yard.

Plain empty box cars of following ownerships:

ACL RFP SAL SCL SOU

Note A: Connects at Greenville From:

PC Train	From	Due Greenville	Closing Time
MD-6	Potomac Yd, B&O/Norfolk	10:45am	11:25pm
MD-18 (NY&N-2)	Potomac Yd.	am	1:25pm

*Perishable Only

Note B: Connects at Jersey City From:

CNJ Train	Due Jersey City	Closing Time
GJ-2	4:40pm	12:25pm
B6	5:15pm	12:25pm
Ytr Run 7	12:01am	12:25pm
Hudson	2:15am	12:28pm

Service Objective: Provides advertised service from Bay Ridge for next day arrival at Boston and Providence. Should not be cancelled without permission.

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Bay Ridge service

NG-3 DAILY CEDAR HILL TO BAY RIDGE

Station	Time	Tonnage Rating	Connects From
Cedar Hill	L 8:00am	EF-4 2300	SN-3, M-7
Alt Line Jct.	By 8:10		
E. Bridgeport	A 8:40	EF-4 2300	Note A
E. Bridgeport	L 9:30		
So. Newwalk	By 10:00		
Oak Point	By 11:15		
Framont	L 12:45pm		
Bay Ridge	A 12:45pm		

Blocks	Set Off At	Classification	Connects To
From Cedar Hill:			
1.	Framont	Long Island RR	Note C
2.	Bay Ridge	PC Leads	Note B
3.	Bay Ridge	PC empty	

Note A: At Bridgeport picks up behind Harlem Block PC-Bay Ridge routing loads from QN-6.

Note B: Connects to Bay Ridge and Greenville To:

Classification	Flows Due Greenville	FLA Train	Departs G'ville
PC Leads	3:40pm	MD-13	6:30pm
PC Leads	3:40pm	P-3	10:00am
PC Leads	3:40pm	N-12	2:00pm
PC Leads	3:40pm	NWC-1	3:00pm

Note C: Connects to Framont To:

LI	MA-16	Lv.	7:40pm
LI	MA-22	Lv.	1:00am

Service Objective: Provides advertised service for Long Island, Oak Point and PC-Bay Ridge routing traffic by connection at Cedar Hill. Should not be cancelled without permission.

GH-2 DAILY BAY RIDGE TO OAK POINT

Station	Time	Tonnage Rating	Connects From
Bay Ridge	L 5:30pm	DELS 4, 5, 6 2100	Flows loaded at Greenville by 3:00pm
Framont	By 6:00		
Oak Point	A 6:30pm		

Blocks	Set Off At	Classification	Connects To
From Bay Ridge:			
1.	Oak Point	Oak Point	Hunts Point SWR, HN-2

Service Objective: Provides advertised service from FRA for Oak Point, Harlem River and Hunts Point Markets. Should not be cancelled without permission.

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INTERMODAL TOFC

TRAILER

HE-8 EXCEPT SATURDAY AND SUNDAY

MARIUM RIVER-PROVIDENCE-BOSTON

Station	Time	Tonnage Rating	Connections
Marion River	L 11:15pm	DP-3 3100	
Oak Point	By 11:25		
So. Norwalk	By 12:31am		
New Haven	A 1:15		
New Haven	L 1:45	DEK 3-4-5-6 2500	
S. L. Jct.	By 1:51		
Brantford	By 2:06		
Graton	By 3:01		
Kington	By 3:43		
Brayton Ave.	A 4:18		
Brayton Ave.	L 4:33	DEK 3-4-5-6 2400	
Roadville	By 5:25		
Boston	A 5:45am		
Blocks	Set Off At	Classifications	Connections To
From Marion River: NOTE B:			
1.	Brayton Ave.	Brayton Ave. Trailers	
2.	Brayton Ave.	Brayton Ave. Merchandise	Note A
3.	Boston	Boston Trailers	Note A
4.	Boston	Boston Merchandise	Note A
5.	New Haven	Springfield Trailers	
		New Haven Trailers	NS-4

NOTE A: Restricted to specified Carloading Company cars from Marion River only.

NOTE B: Limited to 75 cars. Gondola and hopper cars not permitted.

Closing Hour For Receipt of Trailers

Marion River	10:15pm
New Haven	9:30pm

Service Objective: Provide advertised overnight service for trailers perishable freight and merchandise between Marion River, Cedar Hill, Springfield, Providence and Boston. Should not be annulled without permission.

ND-2 DAILY CEDAR HILL TO WATERBURY

Station	Time	Tonnage Rating	Connections From
Cedar Hill	L 2:30pm	DEK 2 C 2500	ON-2, GB-4, & Prior Trains
Air Line Jct.	By 2:45		
Turkey Brook	A 3:35	DEK 2 C 2200	ON-6, NO-3
Ansonia	By 4:35		
Naugatuck	A 5:00		
Naugatuck	L 5:20		
Waterbury	A 5:50am		

Blocks	Set Off At	Classifications	Connections To
From Cedar Hill			
1.	Turkey Brook Derby	Ansonia Derby Shelton	
2.	Naugatuck	Naugatuck	Extra
3.	Waterbury	Seymour Beacon Falls	Extra
4.	Waterbury	Waterbury	Extra

From Derby Junctions

(Same as Blocks 2, 3, 4.)

Service Objective: Provide advertised service from all points to Derby, Waterbury and beyond. Should not be annulled without permission.

Car float schedules

FLOAT SCHEDULES LV

N. Y. N. H. & H. R. R. FLOAT SCHEDULES: Boy Ridge - Jersey City (High Valley)

WESTWARD

Symbol	Loaded	Leave	Arrive	Jersey City	Train Connections
FSV-1	7:35am	10:20am	11:05am	In Bridge	Boy Ridge-From BG-1, NJ-2, NJ-10, COJ-22

FSV-5	2:55pm	3:20pm	4:00pm	In Bridge	Boy Ridge-From BG-1, NJ-2, NJ-10, COJ-22
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EASTWARD

Symbol	Loaded	Leave	Arrive	Jersey City	Train Connections
FSV-2	1:15pm	7:10pm	2:30pm	In Bridge	Boy Ridge-From BG-1, NJ-2, NJ-10, COJ-22

1 Operates by prior arrangement only.

NOTE: When volume warrants operation of extra float service from LV, Jersey City. Trips may be arranged for by mutual agreement and reliable adjustment of Greenville trips.

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N. Y. N. H. & H. R. R. FLOAT SCHEDULES: Boy Ridge - Greenville

(WESTWARD)

Symbol	Loaded	Leave	Arrive	Greenville	Train Connections
G-1	12:20am	12:45am	1:10am	In Bridge	Boy Ridge-From BG-1

G-3	1:05am	1:25am	1:50am	In Bridge	Boy Ridge-From BG-1
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G-7	3:00am	3:25am	3:50am	In Bridge	Boy Ridge-From BG-1
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G-9	3:40am	4:05am	4:30am	In Bridge	Boy Ridge-From BG-1
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G-11	5:05am	5:30am	5:55am	In Bridge	Boy Ridge-From BG-1
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G-15	6:45am	7:10am	7:35am	In Bridge	Boy Ridge-From BG-1
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G-17	7:35am	8:00am	8:25am	In Bridge	Boy Ridge-From BG-1
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G-19	8:20am	8:50am	9:20am	In Bridge	Boy Ridge-From BG-1
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G-25	10:25am	11:00am	11:25am	In Bridge	Boy Ridge-From BG-1
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G-27	11:20am	11:55am	12:20pm	In Bridge	Boy Ridge-From BG-1
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G-29	12:20pm	12:45pm	1:10pm	In Bridge	Boy Ridge-From BG-1
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G-31	1:00pm	1:25pm	1:50pm	In Bridge	Boy Ridge-From BG-1
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GWA-1B (to Waverly for N-12), MD-13 same day;
GWA-1 (to Waverly for NUC-1), N-12, P-3 and NWC-1 following day.

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Car Float Schedules

N.Y. N.H. & H. R.R. FLOAT SCHEDULES: Bay Ridge-Greenville

(WESTWARD) Cont'd

Symbol	Bay Ridge	Greenville	Train Connections
G-37	7:15pm	7:30pm	By Ridge from RG-1, RG-2, RG-3
G-37	4:05pm	4:55pm	By Ridge to RG-13 and N-1 near days
G-39	5:05pm	5:50pm	GWA-1 (No Waverly for N-13, N-12, P-3, GWA- 18 do Waverly for, N-13 and NMC-1 following day, P-3 GWA-18 do Waverly for N-13, NMC-1, MD-13 and N-13 following days GWA-1 do Waverly for NJC-1 and N-13 second following day.
G-41	6:50pm	7:40pm	RG-3, RG-4
G-43	7:45pm	8:40pm	---
G-45	9:40pm	10:30pm	---
G-47	10:25pm	11:25pm	---

* Connections indicated are closing floats.
Does not operate Monday or Tuesday.

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N.Y. N.H. & H. R.R. FLOAT SCHEDULES: Bay Ridge-Jersey City (Coastal Railroad of New Jersey)

Symbol	Bay Ridge	Jersey City	Train Connections
PS-1	7:00am	7:15am	By Ridge from Jersey City to JS-4, Adv. Police, Adv. Police, JR-3, RG-1, 99, ABU, TFR Run 7.
PS-3	9:15am	10:30am	RG-1
PS-5	2:55pm	4:10pm	RG-1
PS-7	8:35pm	9:45pm	---

EASTWARD

Symbol	Jersey City	Bay Ridge	Train Connections
PS-2	7:30am	8:45am	By Ridge to GJ-2, 66, TFR Run 7, Hudson
PS-4	12:25pm	1:40pm	RG-1
PS-6	5:16pm	6:35pm	---
PS-8	11:45pm	1:00am	---

* Operates by prior arrangement only.

NOTE: When values warrant operation of entire float service from CRR, Jersey City, trip may be arranged for by mutual agreement and suitable adjustment of Greenville trip.

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