

PENNSYLVANIA RAILROAD CO.

U. R. R. OF N. J. DIVISION.

NEW YORK DIVISION.

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SPECIAL RULES.

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REVISED AUGUST 1ST, 1905.



# PENNSYLVANIA RAILROAD.

## NEW YORK DIVISION.

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### SPECIAL RULES.

On and after this date the following Special Rules will be in effect until otherwise ordered.

They have been condensed from the General Orders and Notices heretofore in effect, their re-issue in this form being intended to secure facility of reference.

The Rules herein referred to by numbers are those contained in the Book of Rules for the government of the Transportation Department in effect October 1st, 1889.

All previous General Orders and General Notices inconsistent herewith are annulled.

F. P. ABERCROMBIE,

*Superintendent.*

Office of Superintendent,  
Jersey City, N. J., August 1st, 1905.



**1.** Upon such portions of the main line as the four track system is completed and in operation, the tracks will be known by numbers, as follows :

GOING EASTWARDLY.

No. 2 First track to the right of centre.

No. 1 next to No. 2 on the right.

GOING WESTWARDLY.

No. 3 First track to the right of centre.

No. 4 next to No. 3 on the right.

When a long siding, on the right of, next to No. 1 track, is used as a passing siding, or other than a station or private siding, it will be numbered and known as No. 0 track.

In the same manner a long siding on the right of, next to No. 4 track, will be numbered and known as No. 5 track.

Where less than four tracks are in use, they will not be known by numbers.

When only double track is used, the tracks will be known as east-bound and west-bound main track.

**2.** Under this arrangement, tracks will be used as follows :

Between Newark Avenue, (NA) and New Jersey Junction (RU).

No. 1 by west-bound engines and empty cars to Waldo Avenue Yard.

No. 2 by east-bound engines and empty cars from Waldo Avenue Yard.

No. 3 by east-bound passenger and freight trains.

No. 4 by west-bound passenger and freight trains.

NOTE.—West-bound trains receiving signal for No. 1 track at Newark Avenue (NA) and east-bound trains receiving signal for No. 2 track at New Jersey Junction (RU) will proceed on these tracks, as designated, without train orders.

Between Shanley's Cut (SC) and East End Hackensack Bridge.

No. 1 by east-bound passenger trains.

No. 2 by west-bound passenger trains.

No. 3 by east-bound freight trains.

No. 4 by west-bound freight trains.

Between Lafayette Street, (CK) Newark and West Newark Junction (RD).

No. 1 by east-bound freight trains.

No. 2 by east-bound passenger trains.

No. 3 by west-bound passenger trains.

No. 4 by west-bound freight trains.

NOTE.—All trains using No. 1 or No. 4 tracks must come to a full stop before reaching station platform at South Street,—Newark, then proceed carefully, looking out for passengers.

Between Neck Lane, (NK) and East End Schuylkill Bridge (BX).

No. 1 by east-bound passenger trains.

No. 2 by east-bound freight trains.

No. 3 by west-bound freight trains.

No. 4 by west-bound passenger trains.

**3.** The movement of all trains will be governed entirely by the signals at the following interlocking stations, without train orders, *except when*

*running opposing tracks, when they must obtain train orders.*

Shanley's Cut, (SC).

NOTE.—West-bound from Harsimus Cove Branch to No. 2 track. No. 3 track to east-bound main track, only.

Waverly and Passaic Junction (OS).

NOTE.—East-bound trains from W. & P. Branch to east-bound main track.

Lafayette Street, Newark, (CK).

L.V. West Newark Junction, (RD), east-bound.  
South Elizabeth, (SA).

NOTE.—Except east-bound passenger, trains will not run No. 2 track east of South Elizabeth, (SA), without orders.

Perth Amboy Junction, (DX). *PERTH AMBOY BR.*

Metuchen, (HU). *CON. L. VALLEY.*

Millstone Junction, (CN). *MILLSTONE BR.*

Monmouth Junction, (X). *AMBOY ROCKY HILL -*

Princeton Junction, (C). *PRINCETON BR.*

Millham Junction, (MO). *COALPORT*

Trenton (Monmouth Street), (DO).—

Bristol, (BD).

Cornwells, (KX). -

Holmesburg Junction, (HG). *BOSTLTON*

FJ Cabin. *KENSINGTON*

VN Cabin. *DEL. R.*

North Philadelphia, (GD). *CH. HILL BR.*

East End Schuylkill Bridge, (BX).

Extra trains on freight tracks, receiving signals to enter passenger track, *except opposing track*, will proceed regardless of schedule trains.

Trains on passenger tracks, receiving signals to enter freight tracks, *except opposing track*, will

proceed on freight tracks until signal is given to return to passenger tracks.

**4.** East and west-bound track between Brunswick Street and Shanley Cut (SC) Harsimus Cove Branch.

Nos. 3 and 4 tracks, between Shanley's Cut (SC) and East End Hackensack Bridge.

East and west-bound freight tracks between East End Hackensack Bridge and Neck Lane (NK) via W. & P. Branch.

New York Bay Line.

No. 0 track, between East Rahway and South Elizabeth.

Millstone Branch, from Millstone Junction to Voorhees Station.

No. 0 track, between Mantua and Holmesburg Junction, and No. 5 track, between Frankford Junction and Mantua.

Arlingham to Ft. Hill to St. Thomas.

Will be considered within Yard Limits.

**5.** When extra trains are prepared to start from yards, stations or junctions, the conductor must report the make-up, character and destination of the train, unless it has been previously reported, and may proceed without written orders, *except in cases as provided for by Rule No. III*; after having received the proper fixed or block signal governing its entry upon the main line.

**6.** The speed of all trains must be reduced as follows, viz :



East-bound, to 20 miles per hour at Newark Avenue (NA).

To 15 miles per hour at "A" Cabin, Jersey City.

To 15 miles per hour, passing from No. 3 to No. 2 track at New Jersey Junction (RU).

To 20 miles per hour, crossing over switches at West Newark Junction (RD) and at Frelinghuysen Ave., West Newark Branch.

To 25 miles per hour, to and from the P. A. & W. R. R., while passing over crossover switches at Perth Amboy Junction.

To 10 miles per hour, to and from Perth Amboy, on the Perth Amboy and Woodbridge Branch, while passing over street crossings, within the corporate limits of the town of Perth Amboy.

To 10 miles per hour, while crossing Bridge No. 4 (Pennypack Creek), east of Holmesburg, on Bustleton Branch.

To 45 miles per hour between FJ Cabin and Frankford Junction Station.

To 20 miles per hour, entering and leaving the Morris Branch at Morris Junction, and 15 miles per hour at Delair Junction, east.

To 45 miles per hour on west bound track entering and around curve at Haddonfield Junction.

To 20 miles per hour crossing over switches and around curve on D. R. R. & B. Branch, at Frankford Junction.

To 20 miles per hour, to and from P. G. & C. H. R. R., and around curve at North Philadelphia.

To 15 miles per hour, over all switches, in entering and leaving freight tracks.

**7.** The speed of all trains must be reduced when passing through towns, during foggy weather and the whistle is to be sounded with moderate force, that crossing gatemen may be warned of the approach of trains.

**8.** Crossing flagmen and gatemen who are required to display signals on the track over which trains have just passed, will use a RED signal on passenger tracks and a GREEN signal on freight tracks.

**9.** Rule No. 114 will not apply at Marion, Harrison, Newark, South St.—Newark, North Elizabeth, Elizabeth, South Elizabeth, Rahway, Metuchen, New Brunswick, Princeton Junction, Trenton, Morrisville, Bristol, Eddington, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Fitlers, Bridesburg, Frankford, Frankford Junction Station (main line and D. R. R. R. & B. Br.), North Penn Junction, North Philadelphia (main line and P. G. & C. H. R. R.), Westmoreland, Wissahickon Heights.

**10.** Should a train carrying MAIL be diverted from its regular track, so that mail cannot be caught from crane or delivered with safety, the train will stop to receive or deliver the mail, and the train crew will give the necessary assistance to mail clerks.

**11.** A train must not be backed out of one block into another, except on orders issued by the Superintendent.

A backward movement in a block, or without passing a signal must be made only under proper protection.

**12.** Trainmen must exercise extreme care in pulling trains from sidings to running tracks, where interlocking signals do not govern the movement, and must be certain that a train has not passed the distant signal, governing the block section into which they are about to enter.

*Note, that in some cases the distant signal is more than one block section removed from the home signal.*

**13.** The use of the whistle is forbidden, except for the signals denoted by Rules 40, 42, 43, 44, 45, 47 and 50, on the following portions of the main line :

Between Jersey City and the Hackensack Bridges.

Between Harrison and West Newark Junction.

Between North and South Elizabeth Stations.

Between Scott Ave., Rahway and Perth Amboy Junction.

Between East End of Raritan Bridge and Millstone Junction.

Between Millham Junction and East End of Delaware River Bridge, Trenton.

Between Holmesburg Junction Station and Mantua.

When absolutely necessary the signal denoted by Rule 49 may be used as directed in Special Rule No. 7, within the limits above noted.

Enginemen must sound the whistle with judgment, being careful to avoid loud and unusual noise, especially at night.

The signal denoted by Rule 46 must not be used to notify switchmen that the train is about to enter or leave a siding ; a white flag or white light swung from the engine cab will be substituted for this.

**14.** When a passenger train is obliged to stop, because of an accident, at a point on the division where an unobstructed view of the opposite tracks cannot be had, the engineman shall direct the fireman to at once flag the opposite tracks and the flagman will also flag the adjacent track, so that approaching trains will not endanger persons who have alighted from their train.

**15.** In shifting cars, loaded with passengers, from one track to another, engine must be attached to cars and cars placed upon their respective tracks before engine is detached.

**16.** When engines are pushing cars and the engineman loses sight of the signals from the crew, he must immediately stop until he receives the proper signal.

Conductors will note the importance of placing their men and being in position themselves, so that enginemen or firemen may see the hand signals from some of the crew.

**17.** When passenger trains have extra coaches to leave at any point on the main line, conductors must know that an engine and crew are in readi-

ness to take charge of such cars, when cut off, otherwise the cars must not be detached from the train.

**18.** Engines must not be detached from trains while in motion ; the train must be stopped first.

**19.** When necessary to detach an engine from its train on the main line, the head brakeman must remain with the train.

**20.** All east-bound trains to Chestnut Hill Station will cross from east to west-bound main track at the crossing switches at telegraph office.

**21.** Enginemen must avoid stopping their engines under the overhead bridge at Trenton Station.

**22.** Trains will stop at Frankford Junction Station as follows : East-bound trains on No. 1 track, with engine opposite Tunnel entrance, located between No. 1 and west-bound branch tracks.

East-bound trains on Delaware River Railroad and Bridge Branch, with front car at east end of station platform.

West-bound trains on No. 4 track, with rear car at east end of Shelter shed.

West-bound trains on Delaware River Railroad and Bridge Branch, with rear car at Baggage crossing, just west of Tunnel entrance, and if trains have more than ten cars, enginemen will stop at Home Signal, west end of platform. Trainmen will direct passengers from rear cars to pass forward so they can get off at the platform.

**23.** When, from any cause, a train is stopped, engines or trains must not be allowed to stand on bridges, over public roads or highways. This rule will not apply to passenger trains standing at stations, receiving or discharging passengers ; nor to trains on elevated tracks in Jersey City, or Harsimus Cove, except, that in latter case, engines must not be allowed to stand over streets.

**24.** Trainmen must not clean ash pans or front end extensions along the line of the division, except where pits have been provided for this purpose.

**25.** Whitehead's Crossing, west of Millham Junction, and crossover switches at Millham Junction must not be blocked by trains, taking water or coal, or while cleaning ash pans or front end extensions.

**26.** Empty engines, between Jersey City and New Jersey Junction, will not be required to carry classification signals or markers by day ; but must display one red light on rear at night.

Yard engines, with cars, between the above points, will display the following signals : By day, one green flag at rear of train ; at night, or in foggy weather, one red light at rear of train.

Engines running backward, at night, must display a white light on tender of engine, unless they have headlight on tender.

**27.** Enginemen must avoid sanding the rails while passing over interlocking switches, or while passing over draw bridges.

**28.** Injured persons, or the bodies of persons killed on the road within the limits of Philadelphia City and County, must not be taken into Broad Street Station, but are to be removed from trains at West Philadelphia Station.

Telegraphic advice of the proposed movement of persons to West Philadelphia, as above, must be given as quickly as possible to the Superintendent of the Philadelphia Terminal Division direct, as it is necessary to arrange for the care and prompt removal of the body or of the injured person, by ambulance. Conductors must stop at the first intervening telegraph office from the place of accident, and give this notice, even if but a short distance from West Philadelphia. Persons injured or killed on the road at or near Rahway, must be taken to the freight station near Scott Avenue, and not left at the passenger station.

**29.** Conductors, both passenger and freight, will state in telegraphic reports of accidents, whether persons, on foot, injured or killed, were on a public crossing, or trespassers.

**30.** When stones or other missiles are thrown at passenger trains, Conductors will report, by wire, to Superintendent's office from first station at which they stop, giving any information they may have as to the location, etc.

**31.** East-bound trains with stock for Newark, running freight tracks, will leave stock at Waverly. If running passenger track, will leave stock

and Perishable Freight on sidings leading from No. 0 track, at West Newark Junction. West-bound trains with stock for Newark will place same in South Broad Street Yard.

**32.** Unless otherwise ordered, conductors of west-bound freight trains, with empty cars or slow freight trains, or with light engines, will stop at Barracks and report to the Yard Master.

**33.** Cars must not be left standing on Tacony Yard tracks, so that the route to and from engine tracks will be obstructed.

**34.** Throw-off switches and crossover switches in sidings, must not be set to lead into main tracks until train is ready to enter main track, but must be left in normal position until switch in main track can be thrown.

**35.** Conductors will do no drilling on Landreth's Siding, or leave any cars there, except cars that belong at the siding; if any disabled cars, they must be taken to Tullytown or Bristol.

**36.** Trainmen placing coal cars in Meadows Coal Yard, must not move more than twelve cars in one draft.

**37.** Enginemen must not oil their engines while inside Jersey City Passenger Station.

**38.** Passengers will not be permitted to ride on freight or work trains. Employees not on duty are to be considered the same as passengers under this rule.



**39.** Conductors will lift specific orders, when used, and forward them to the Superintendent.

**40.** Empty oil tank cars must not be moved from any yard until the bottom valve caps are screwed on.

**41.** Those of the Officers of the Pennsylvania Railroad Company, who have had experience in handling OIL WRECKS, recommend that the following rules be observed in clearing them : It must be understood that no positive orders are issued in regard to their observance, they being submitted to the employees merely as a guide for the safe handling of oil cars, as there may be cases where the rigid adherence to these rules would not be the best policy :

1st—Wrecks should, under no circumstances, be examined with lamps or any other lights.

2nd—In case oil cars are leaking, all fires or lights on or near the train should be extinguished or removed.

3rd—If the wreck is a serious one, the manholes of such cars, as cannot be immediately removed, should be opened.

4th—Lights for wrecking should be kept to windward, elevated, if possible, above and a safe distance from the wreck.

5th—Before moving any of the wreck, earth should be spread over all places where oil has been spilled.

6th—When necessary to transfer oil from a wrecked car, it should be piped to another tank ; a hole in the ground at a safe distance, or other receptacle, but under no circumstances allowed to spread over the ground.

7th—Friction and sudden shocks or jars should be avoided ; therefore, when possible, jack the wrecked cars carefully into position, and only as a last resort, attempt to clear up the track by dragging. When the latter is done, all persons should be kept at a safe distance.

8th—As gas is at all times apt to be escaping from the manholes, with covers off, or from other vents in the tanks, lights should not be used near the cars, having such openings ; therefore, cars in transit should have such openings closed.

9th—For smothering oil fires, earth, sods or wet blankets should be used.

**42.** Use of Telephone, located in box marked “T” at Signal Bridges. (See “T” on diagram at back of Book).

After unlocking box take the receiver from the hook, place it to the ear and listen for operator at tower to answer, then give the bridge number and talk ; when through talking hang the receiver on hook, close and lock the door.

Care should be taken that the operator has finished talking before hanging up receiver.

(Conductors, Enginemen and Patrolmen will provide themselves with key, which can be obtained from Heads of Departments).

**43.** East-bound freight trains stopping at Rahway to put off cars, or for any other reason, will stop with their engine west of Commerce Street. If there is not enough room between the switches at Perth Amboy Junction and Commerce Street to hold their train, they will see that the rear of their train clears the switches at Perth Amboy Junction, and will take enough cars with their engine east of Main street, to have the front end of the rear portion clear Commerce Street.

**44.** The engine of any train with over forty cars for Meadows will be cut off at switches, west end of Passaic River Draw, (W. & P. Branch) run around train and push train in to Meadows Yard on signal from Conductor, who will remain with advance end of train, unless otherwise directed by Yard Master.

Attention is called to the necessity for Conductor knowing that draw signal is clear when he moves train.

Conductor must see that his men understand that they will be placed on train so as to take signals.

A second train will not cover the block between crossing switches at Plank Road Yard and switches at west end of Passaic River Draw.

**45.** When, on account of the failure of air appliances, or from other cause, it becomes necessary to use hand brakes on passenger trains to control the movement thereof, the Conductor must

instruct each one of the trainmen where to stand and what brakes to apply, using care not to locate his men so as to apply the brakes on both ends of the same car, thereby nullifying the power. The Engineman and Fireman must also be notified that hand brakes will be used. If necessary for the Fireman to assist in applying the brakes, he also must be assigned by the Conductor. The Conductor will be held responsible for the proper location of his men and the handling of the train by hand brakes.

**46.** Enginemen having trains west bound, which cannot get under sufficient headway to scoop water at Monmouth Junction, will cut loose from their trains east of Kingston Lane Crossing, and run down to the plug for water, notifying the operator at Monmouth Junction, in each case, what they intend doing, and see that a man is left at Monmouth Junction Crossing, to prevent any west-bound trains coming from the Amboy Division before they return.

**47.** Hydrants for cooling hot boxes on passenger trains, are located between Nos. 1 and 2 tracks, and between Nos. 3 and 4 tracks, opposite water tank 2190 feet east of "CN" Cabin.

Hydrants for cooling hot boxes on freight trains are located outside of Nos. 1 and 4 tracks, opposite water tank 1050 feet west of "CN" Cabin.

**48.** Switch in Tacony Yard leading off straight track to yard, must be set and locked for straight track leading to the K. & T. Branch.

**49.** Trains using Tacony Branch must protect the State Road Crossing with flag by day and red lamp by night. And when using West Newark Branch at night will protect all crossings by red lamp.

## LOCATION OF BULLETIN BOARDS.

JERSEY CITY,	{	Train Despatcher's Office.
		Ticket Receiver's Office.
		Freight Yard Master's Office.
		Passenger Yard Master's Office.
HARSIMUS COVE,		Yard Master's Office.
WALDO AVENUE,		Engine House.
MEADOWS,	{	Yard Master's Office.
		Engine House.
GREENVILLE TERMINAL,	{	Engine House.
		Yard Master's Office.
NEWARK,		Yard Master's Office.
WAVERLY,		Yard Master's Office.
PERTH AMBOY JUNCTION,		(DX) Tower.
MILLSTONE JUNCTION,		(CN) Tower.
BARRACKS,		Yard Master's Office.
COALPORT,	{	Yard Master's Office.
		Engine House.
TRENTON,		Conductor's Room.
WEST MORRISVILLE (TRENTON BRANCH),		Yard Master's Office.
TACONY,		Engine House.
KENSINGTON, (P. T. DIV.)	{	Station Master's Office.
		Engine House.
CHESTNUT HILL,		Switch House, (Head of Station.)
MANTUA,	{	Assist. F't Train Master's Office, (N. Y. Div.)
		Engine House, (46th Street), (P. T. Div.)
WEST PHILADELPHIA, (P. T. DIV.)		Engine House.
PHILADELPHIA,		Conductors' Register Room.
CAMDEN, (AMBOY DIV.)	{	Conductor's Register Room.
		Engine House.
		Yard Master's Office.
ATLANTIC CITY, (W. J. & S. R. R.)	{	Engine House.
		Sta. Master's Office.
COLUMBIA, (PHILA. DIV.)	{	Yard Master's Office.
		Engine House.
EASTON, (L. V. R. R.)		Telegraph Office.
SOUTH AMBOY, (AMBOY DIV.)		Engine House.
OLD BRIDGE, (AMBOY DIV.)		Yard Master's Office.
Long Branch, (N. Y. & L. B. R. R.)		Conductor's Room.
EDGEMOOR, (P. B. & W. R. R.)	{	Yard Master's Office.
		Engine House.
HARRISBURG, (PHILA. DIV.)	{	Engine House.
		Station Master's Office.
		Yard Master's Office.
WASHINGTON, (P. B. & W. R. R.)	{	Train Desp's Office.
		Sta. Master's Office.

# SIGNALS.

AUTOMATIC BLOCK, INTERLOCKING, RAILROAD  
CROSSING, DRAW AND FLOAT BRIDGE  
SIGNALS.

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NEW YORK DIVISION.

All previous rules governing the operation of automatic block system inconsistent herewith are annulled.

### A. HOME SIGNALS.

SIGNAL	OCCASION FOR USE	INDICATION	NAME
Color	The signal will appear when	For enginemen and trainmen	As used in rules
(a) Red	Block is not clear	Stop	Stop-Signal
(b) White	Block is clear	Proceed	Clear signal

Where the semaphore is used the governing arm is displayed to the right of the signal mast as seen from the approaching train and the indications are given by position :

Horizontal as the equivalent of (a)

Diagonal as the equivalent of (b)

### DISTANT SIGNALS.

SIGNAL	OCCASION FOR USE	INDICATION	NAME
Color	The signal will appear when	For enginemen and trainmen	As used in rules
(d) Green	Home signal is at stop	Proceed prepared to stop at home signal	Caution signal
(e) White	Home signal is at clear	Proceed	Clear signal

Where the semaphore is used the governing arm is displayed to the right of the signal mast as seen from the approaching train and the indications are given by position :

Horizontal as the equivalent of (d)

Diagonal as the equivalent of (e)



## AUTOMATIC.

**B.** Block signals control the use of the automatic blocks, but, unless otherwise provided, do not affect the movement of trains under the Timetable or train rules ; nor dispense with the use or the observance of other signals whenever and wherever they may be required.

**C.** When a train is stopped by an automatic home signal, if the signal does not clear at once, train may proceed, running with caution, expecting to find a train in the block, broken rail, or switch not properly set. **Permission to pass an Automatic Home Signal at stop does not apply to Interlocking or Other Home Signals.**

**D.** When a train is stopped by a signal which is evidently out of order, the fact must be reported to the Superintendent.

## INTERLOCKING SIGNALS.

Where Interlocking Switch Towers are in operation, the signal governing the route will be regarded as the Block Signal for the main tracks.

## RAILROAD CROSSING SIGNALS.

Lehigh Valley Railroad (Perth Amboy and Woodbridge R. R.)

### *East-Bound.*

By Semaphore Signal, on Post, east side of track, 81 feet south of crossing.

*West-Bound.*

By Semaphore Signal, on Post, west of track, 89 feet north of crossing.

## DROP BOARD DRAW SIGNALS.

When Drop Board Draw Signals are used they are located on Signal Bridge, about 1500 feet from Draw.

When Draw is open, Drop Board Signal will be over track governed.

When draw is closed, Signal is obscured.

At night, a red light is shown in addition to drop board, when draw is open, and a white light when draw is closed.

## FLOAT BRIDGE SIGNALS.

Float Bridges, Nos. 1 to 7, inclusive, at Jersey City, and Harsimus Cove, and 11 to 13 inclusive at Greenville Terminal, are provided each with a Semaphore Signal.

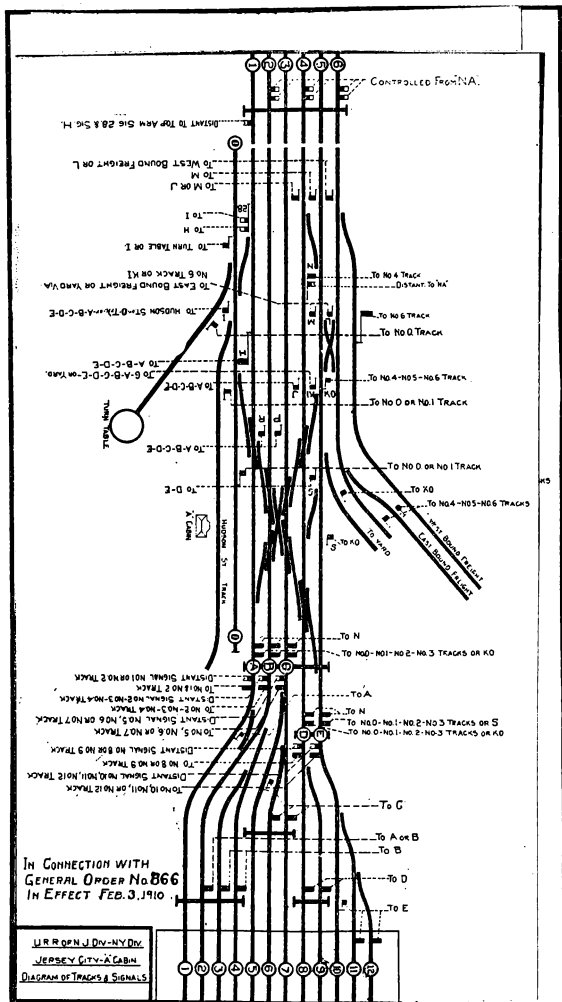
Signal at CLEAR indicates Float in bridge to be handled.

Signal at DANGER indicates an empty float bridge.

# DIAGRAMS.

INTERLOCKING SWITCHES AND SIGNALS.



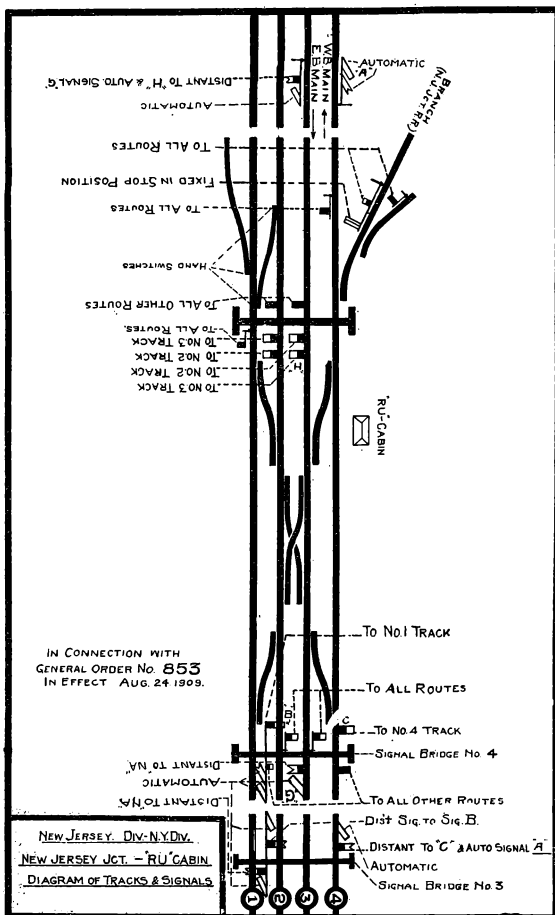




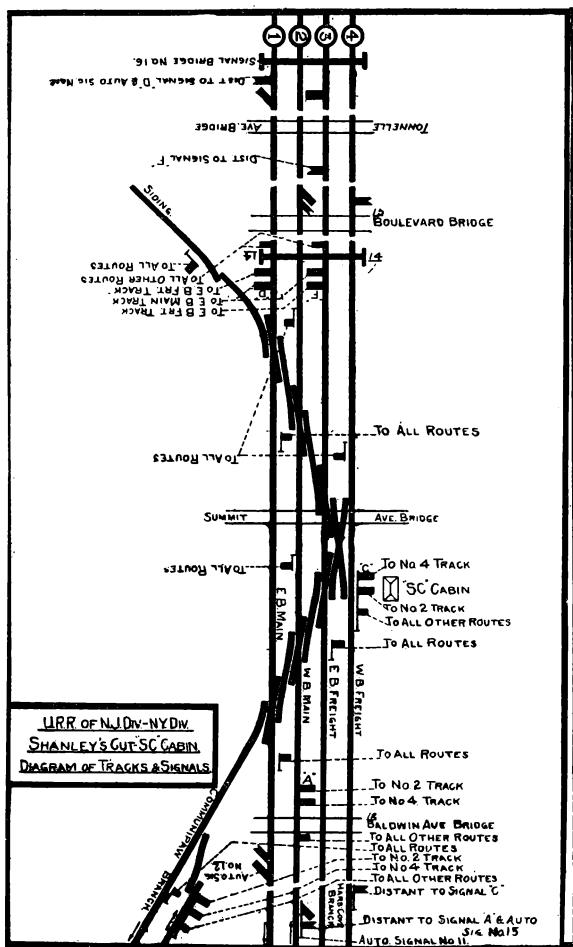




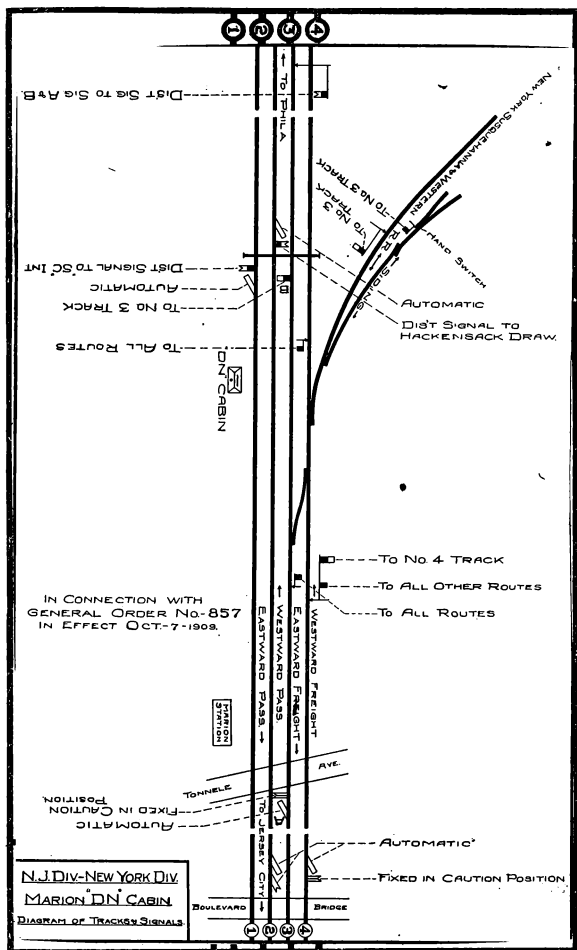




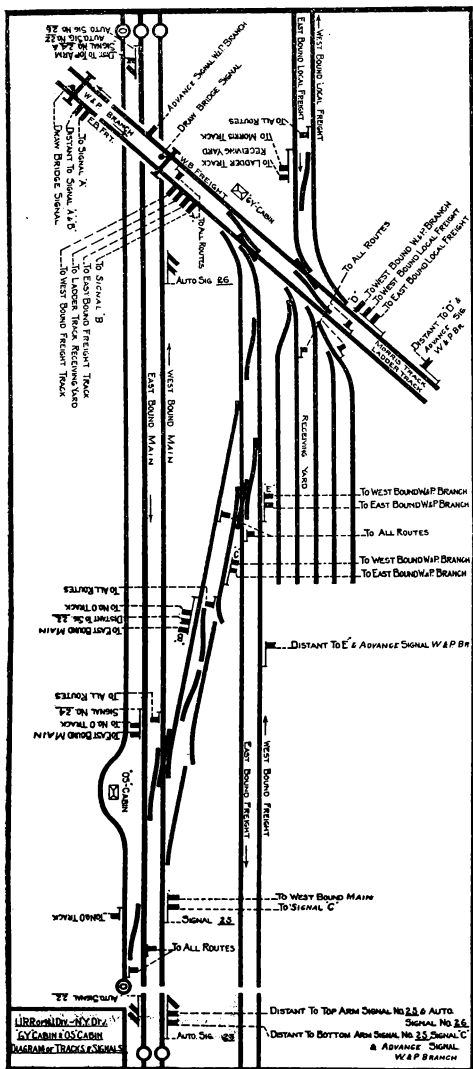






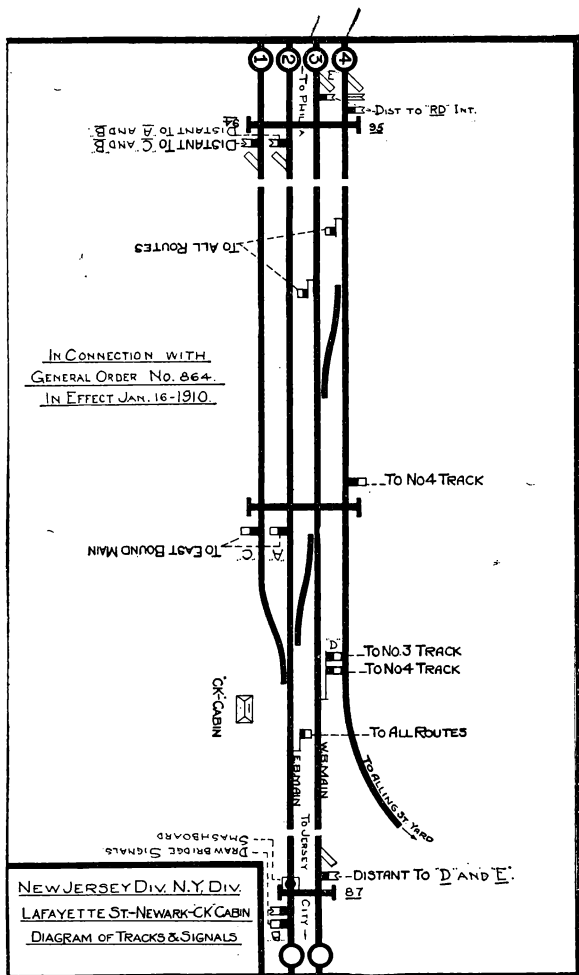




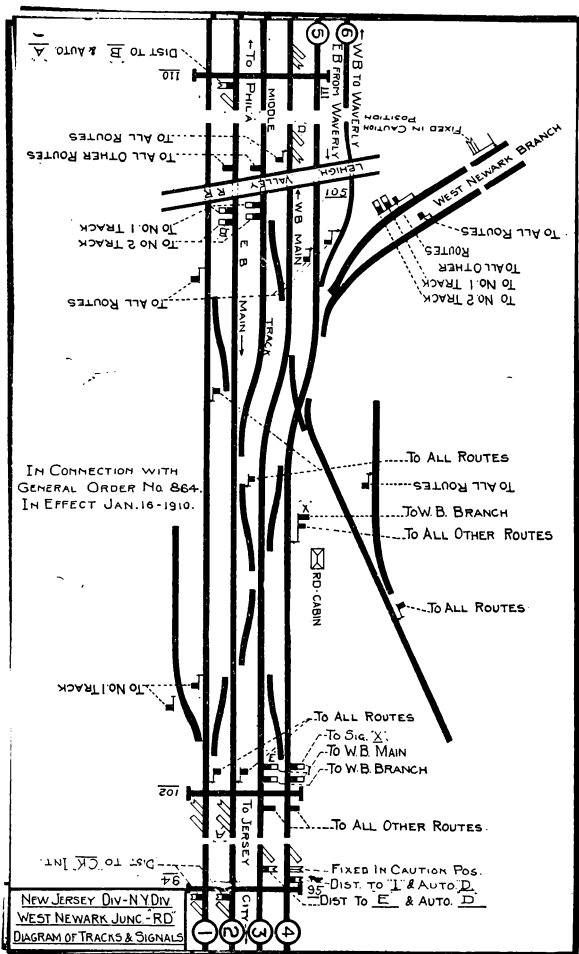




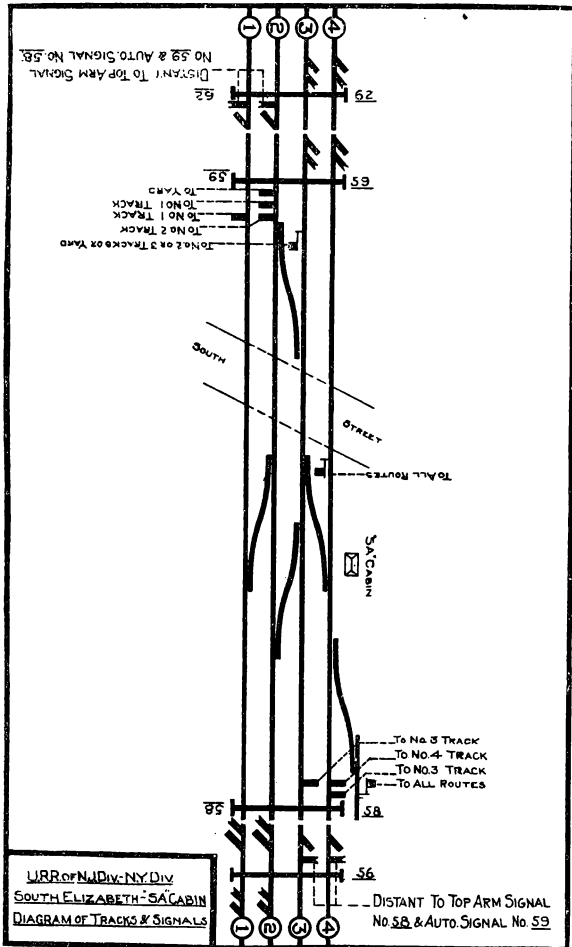




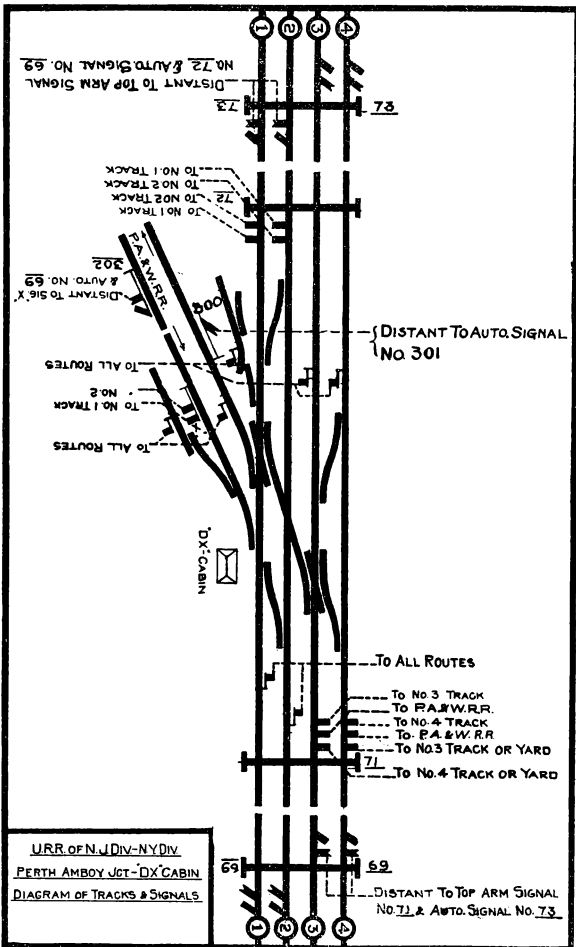






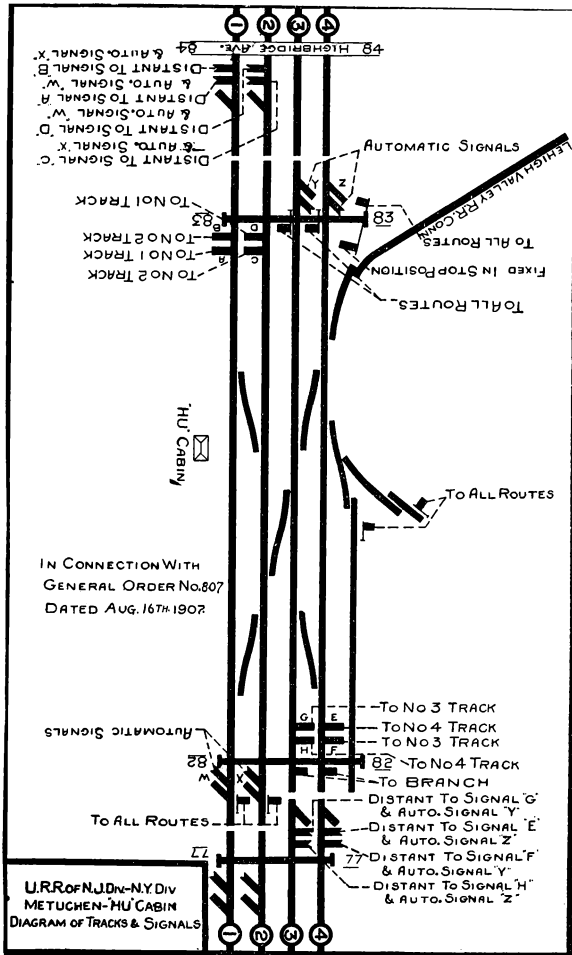




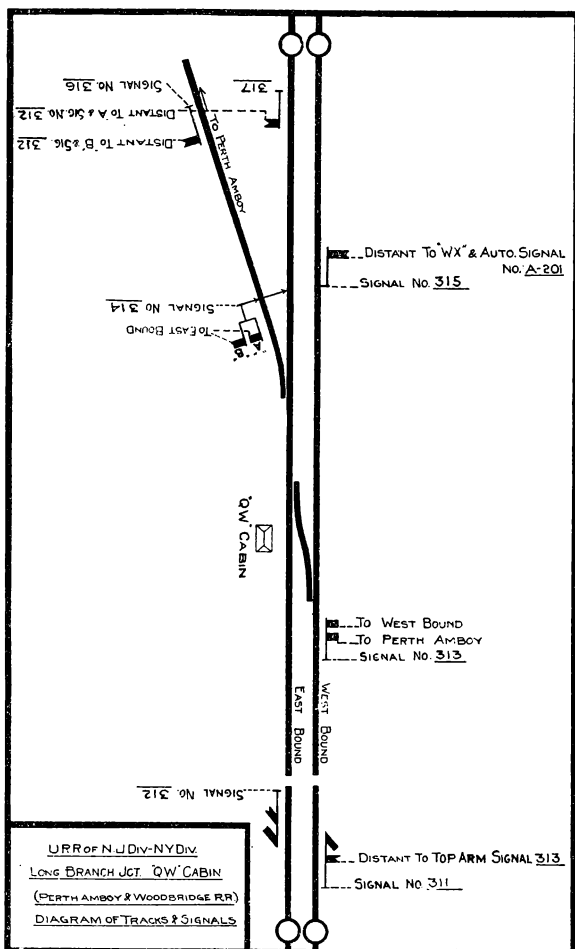




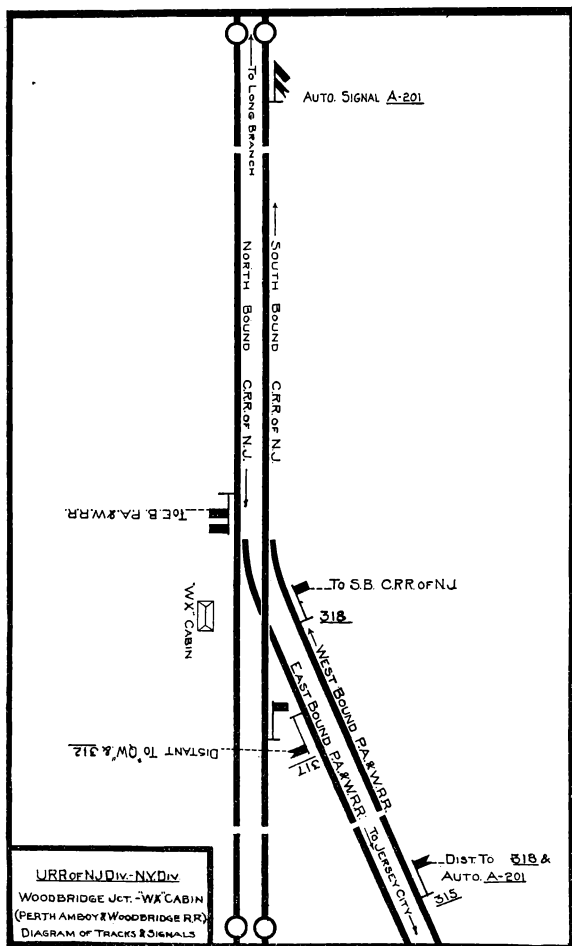










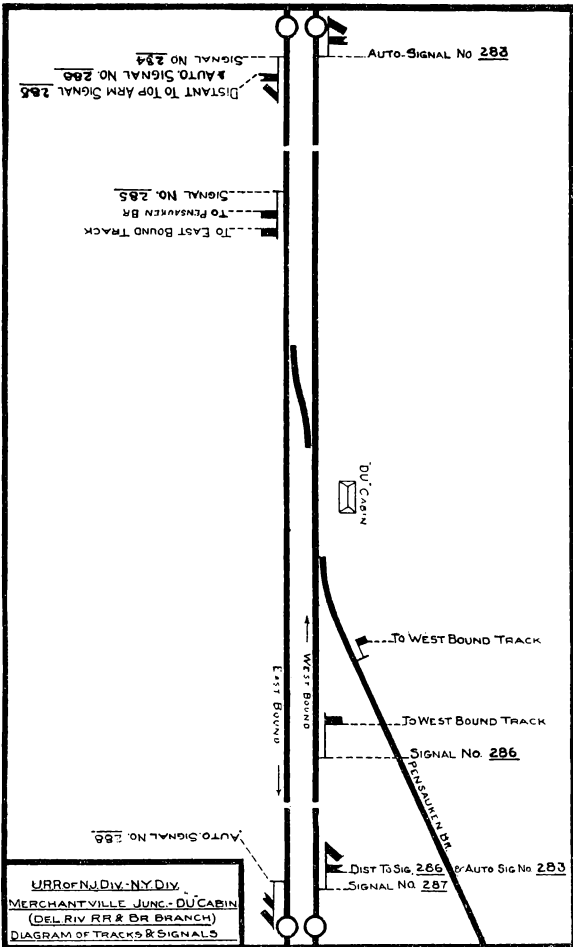




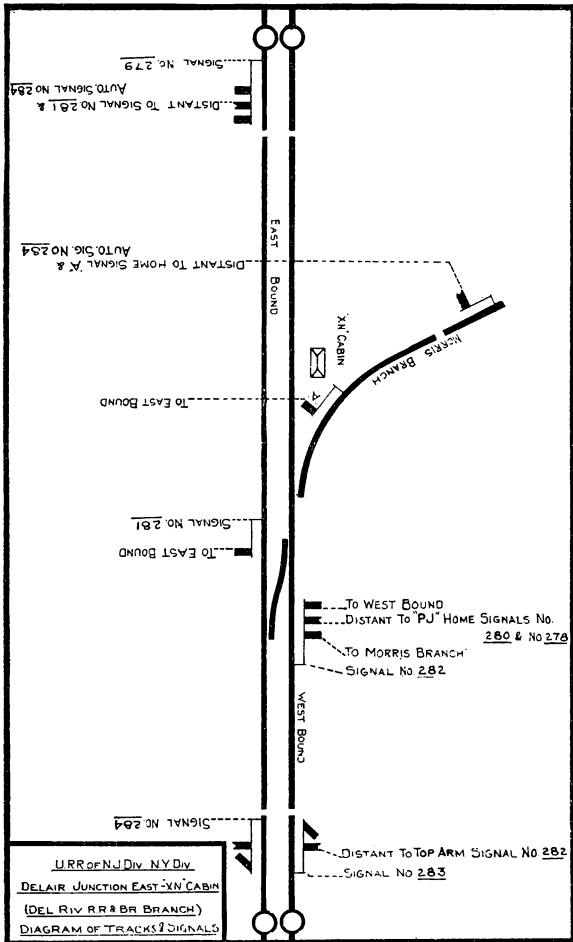




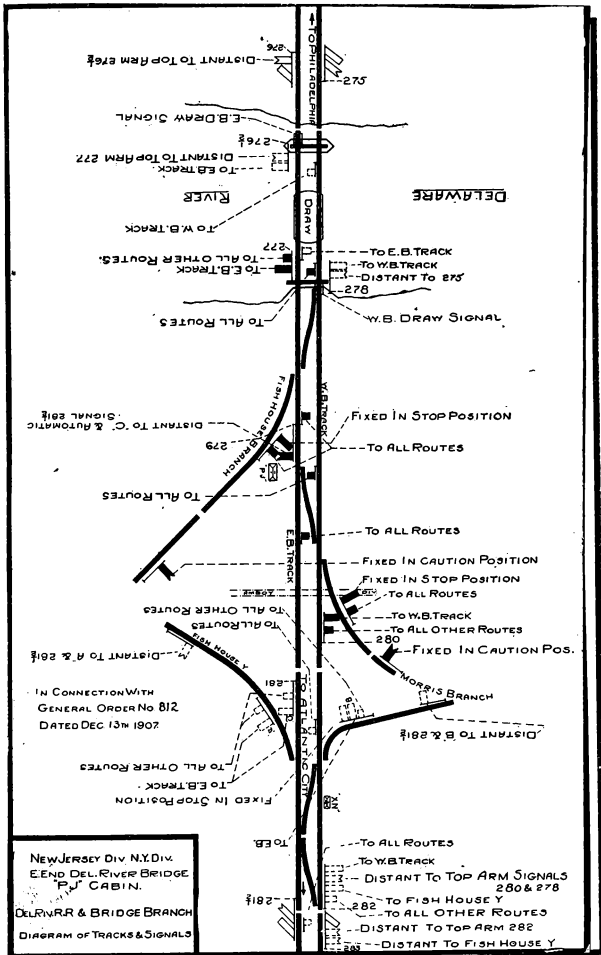




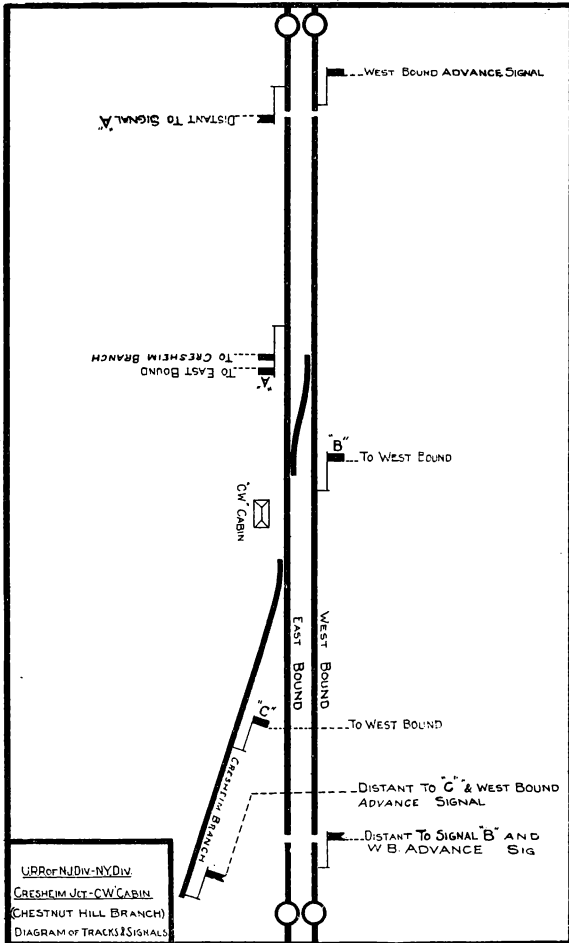
















# SPEED LIMITS—MAIN LINE PASSENGER TRAINS

Maximum speed to be reduced when not consistent with safety.

On passenger tracks and East and West Bound main tracks 75 miles per hour unless shown otherwise on Time Table, and on freight tracks between South Elizabeth "SA" and East End Schuylkill "BX" 50 miles per hour.

**WITH THE FOLLOWING RESTRICTIONS.**

LOCATION.	MILES PER HOUR			
	50	45	30	20
"NA".	Between Newark Ave. "NA" and Marion.		West Bound No. 4 to No. 4 Track.	East Bound No. 3 to No. 1 Track. Nos. 1 and 2 Tracks between "NA" and "RU".
"RU".			East Bound Main to No. 2 Track.	
HACKENSACK RIVER.		Over Draw-Bridge.		
PASSAIC RIVER.		Over Draw-Bridge.		
"CK".			Nos. 1 and 4 Tracks between "CK" & "RD". Before reaching station platform at South Street, Newark, must come to full stop, then proceed carefully, looking for passengers on station platform.	
"SA".	Between Elizabeth and South Elizabeth.			
RAHWAY TRACK TANKS.		Over Track Tanks while taking water.		
"DX".			No. 1 to No. 2 Track. To and from P. A. & W. Branch.	No. 4 to No. 3 Track.
"HU".			Over crossovers except between Nos. 2 and 3 Tracks.	

LOCATION.	MILES PER HOUR						
	60	45	40	30	20	15	10
D. R. R. R. & B.	Over Branch.	Over Draw-Bridge.		Curve west of "FX".	Curve Frankford Junc. Station. "DU" Cabin and Pensauken Junction. "MB" to and from Amboy Division.	"XN" to and from Morris Branch. East leg of "Y" to and from Kensington Branch.	To and from Fish House "Y". West Leg Morris Branch "Y". Fish House Branch.
P. G. & C. H.		Over Branch.			Curve at North Philadelphia.	All crossovers and to and from Cresheim Branch.	
CRESHEIM.			Over Branch.		Curve East of "CW."	Fort Hill, East and West leg of "Y". To and from St. Thomas.	

## GENERAL.

Engines of the B8 or other similar classes of shifting engines, 20 miles per hour.

Engines running backwards, with or without cars, and engines pushing cars on Main running Tracks, must not exceed a speed of 30 miles per hour. [MILLSTONE, ROCKY HILL AND BUSTLETON BRANCHES 20 miles per hour].

Engines running light must not exceed a speed of 40 miles per hour.

Trains running against current of traffic [over Draw Span of Bridges 20 miles per hour] 40 miles per hour.

Trains diverted to Freight routes will be controlled by Freight speed where specified speed for Passenger trains is not named.

# SPEED LIMITS — MAIN LINE FREIGHT TRAINS

LOCATION.	MILES PER HOUR					
	40		30		20	15
	FAST FREIGHT	SLOW FREIGHT	FAST FREIGHT	SLOW FREIGHT	SLOW FREIGHT	ALL FREIGHT
ENTIRE DIVISION.	Pass. Tracks.			Pass. Tracks.		
"NA".			Between New- ark Avenue and Marion.		Between New- ark Avenue and Marion.	Nos. 1 and 2 Tracks between "NA" and "RU".
"SC".						Between "SC" and "NK" (via Meadows and W. & P. Br.)
HACKENSACK RIVER.			Over Draw- Bridge.		Over Draw- Bridge.	
PASSAIC RIVER.			Over Draw- Bridge.		Over Draw- Bridge.	
"CK".						Nos. 1 and 4 Tracks between "CK" & "RD". Before reaching station platform at South Street, Newark, and other sta- tion platforms on Nos. 0 and 5 Tracks, must come to a full stop, then pro- ceed carefully, looking for passengers on station platforms.
"RD".						On Middle Track, be- tween "RD" and "NK." On Nos. 0 and 5 Tracks.
"NK".	Freight Tracks be- tween "NK" and "BX".			Freight Tracks be- tween "NK" and "BX".		

LOCATION.	MILES PER HOUR				
	40		30		20
	FAST FREIGHT	SLOW FREIGHT	FAST FREIGHT	SLOW FREIGHT	SLOW FREIGHT
					15
					ALL FREIGHT
ELIZABETH.			Between Eliza- beth and South Elizabeth.		Between Eliza- beth and South Elizabeth.
"FJ".			Between "FJ Tower " and Frankford Junc. Sta.		Between "FJ Tower " and Frankford Junc. Sta.

# BRANCHES FREIGHT TRAINS

LOCATION.	MILES PER HOUR				
	30	20	15	10	5
WEST NEWARK.				Over Branch.	
NEW YORK BAY R. R.			Over Branch.		Newark Bay Draw Bridge, and until entire train is off the Draw Bridge.
P. A. & W.	Over Branch.		Between "QW" and Hall Ave.	Street Crossings Perth Amboy.	
BONHAMPTON.				Over Branch.	
MILLSTONE.		Over Branch.			
ROCKY HILL.		Over Branch.		Curves just West of Mon. Junc., Whit- ington, Kingston and West and East of Rocky Hill.	
PRINCETON.		Over Branch.		East and West legs of "Y".	
BUSTLETON.		Over Branch.		Curves Holmesburg Junc., just East of Holmesburg, Row- land, Blue Grass and over Bridge No. 4 Pennypack Creek.	

LOCATION.	MILES PER HOUR				
	30	20	15	10	5
K. & T.					Over Branch. Come to a full stop before crossing over Frankford Creek Draw-Bridge.
D. R. R. R. & B.	Over Branch.	Curve Frankford Junction Station.		Between "DU" and Pensauken Junction. "XN" Morris Branch. Fish House Branch. "MB" to and from Amboy Division. "PJ" West leg of Morris Branch "Y". East leg of "Y" to and from Kensington Branch.	"VN" West leg of "Y," to and from Kensington Branch.
P. G. & C. H.	Over Branch.		Curve at North Phila. "CW" over switches. "GK" over switches.		
CRESHEIM.		Over Branch.			

## GENERAL.

Engines of the B8 or other similar classes of shifting Engines, 20 miles per hour.

Engines running backwards, with or without cars, and engines pushing cars on Main running Tracks, must not exceed a speed of 20 miles per hour.

Trains running against current of traffic, [over Draw Span of Bridges 10 miles per hour] 20 miles per hour.

Engines running light must not exceed a speed of 30 miles per hour. Passenger engines in freight service 40 miles per hour.

Jersey City. August 10th. 1909

