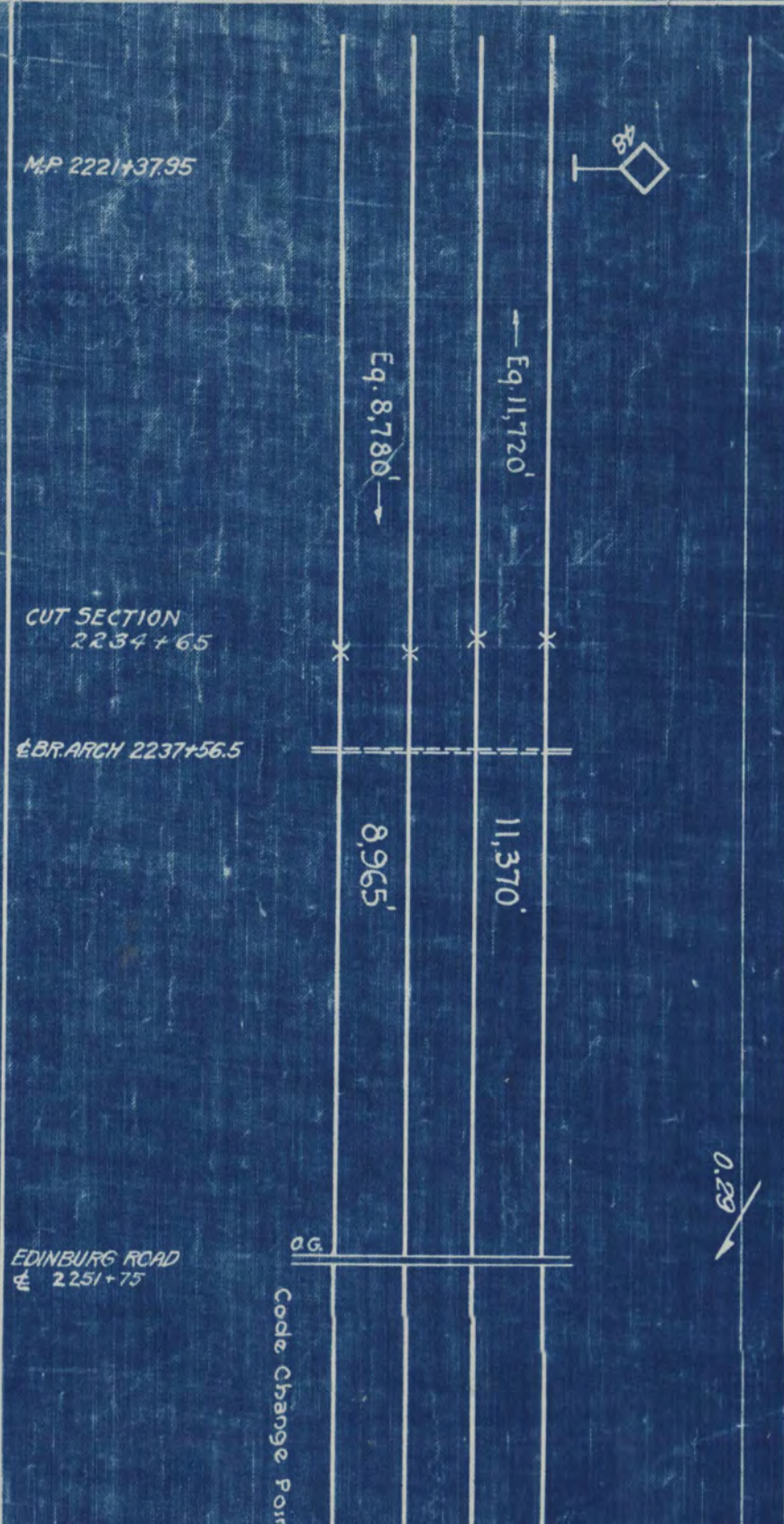
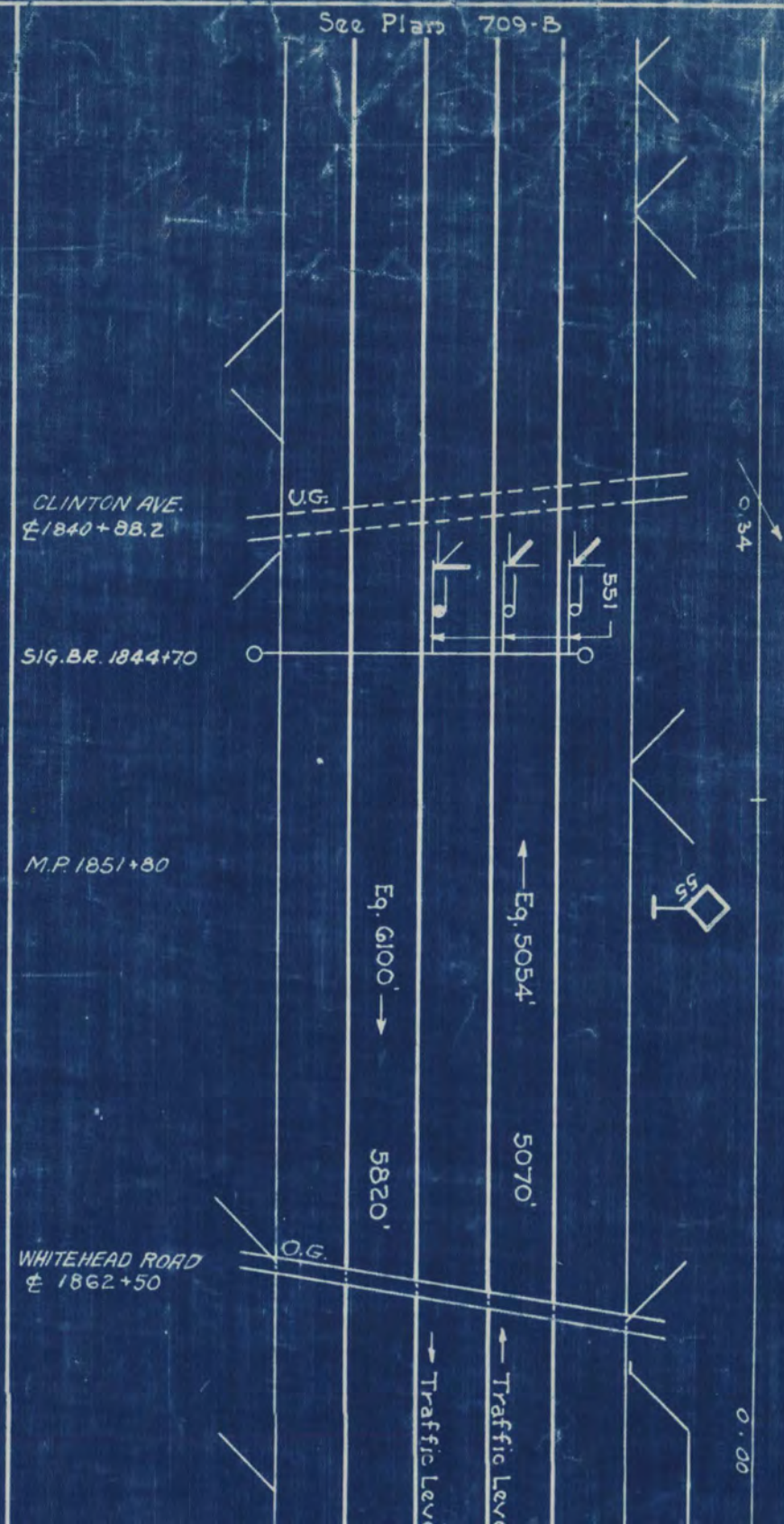
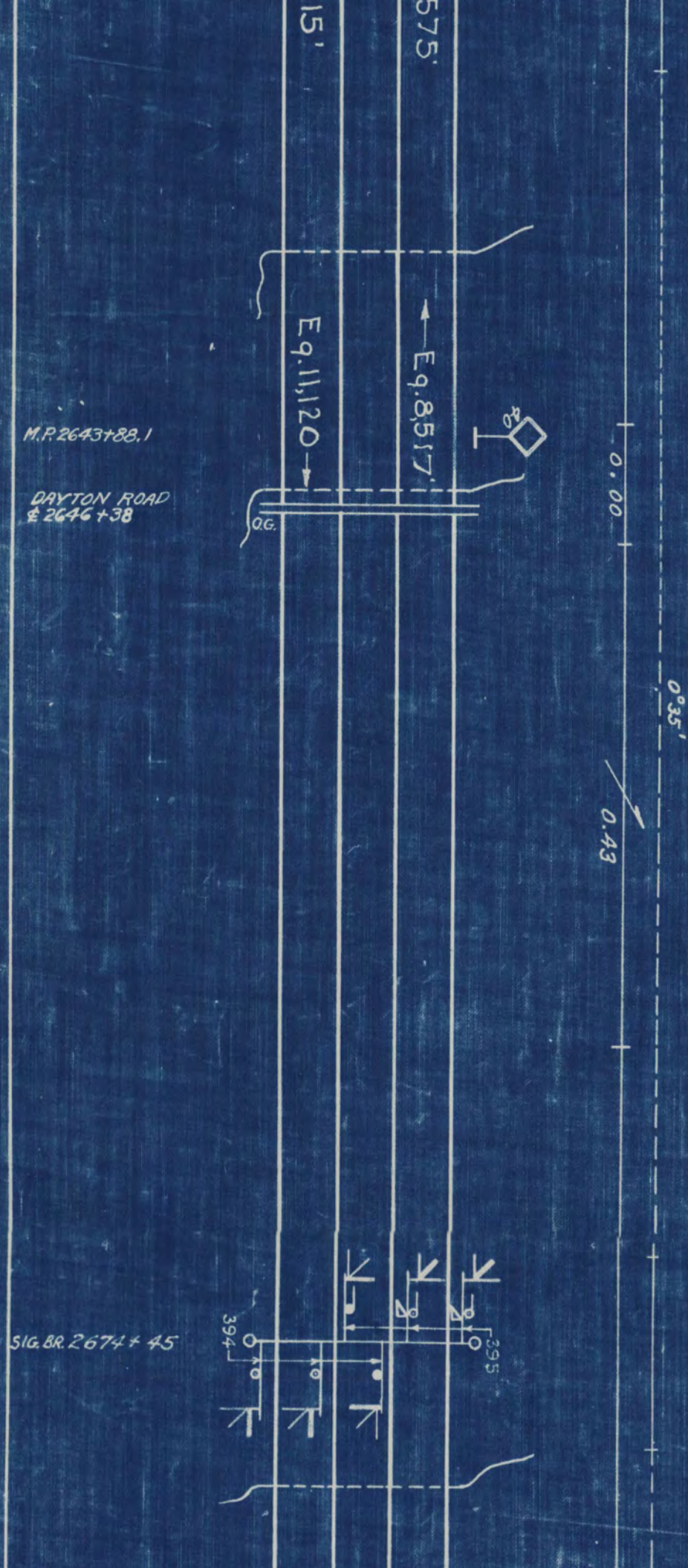
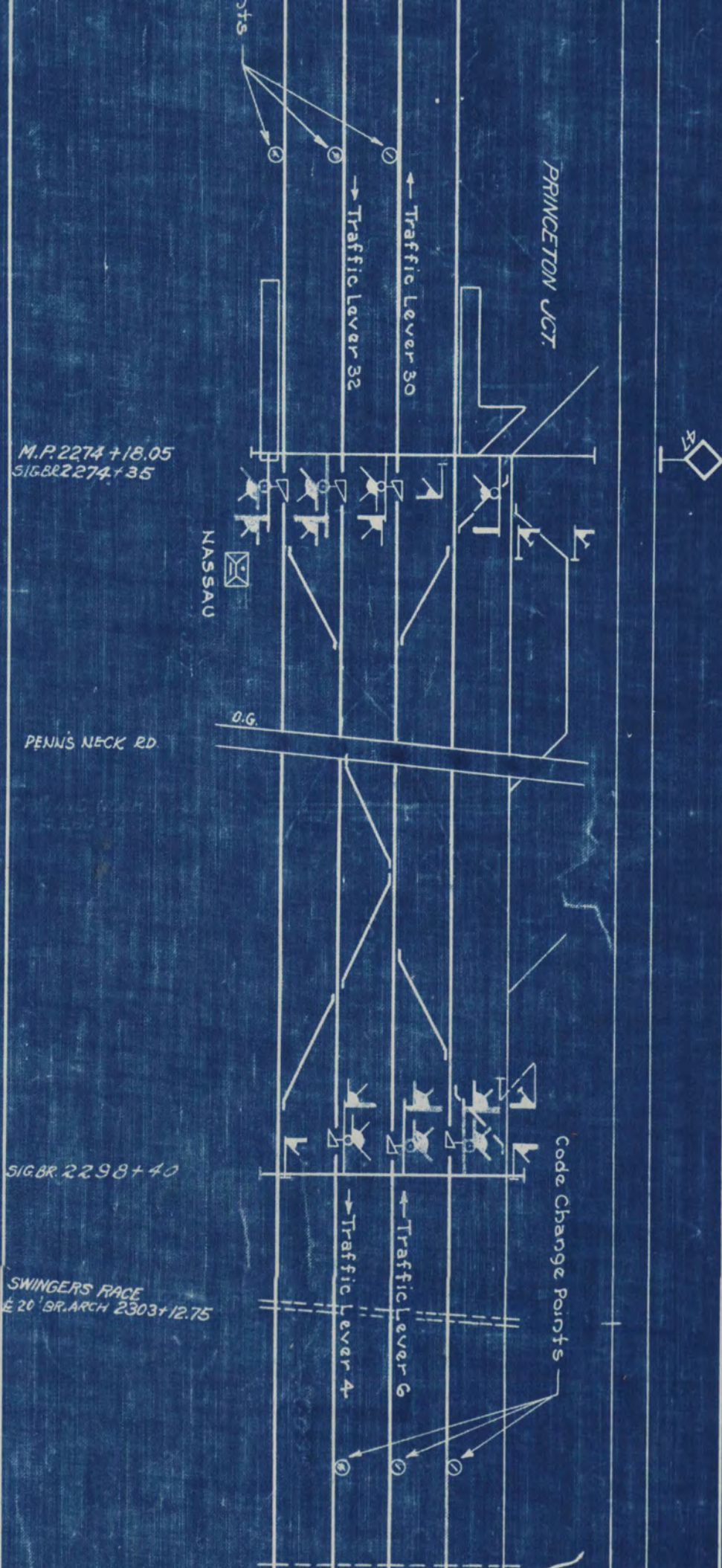
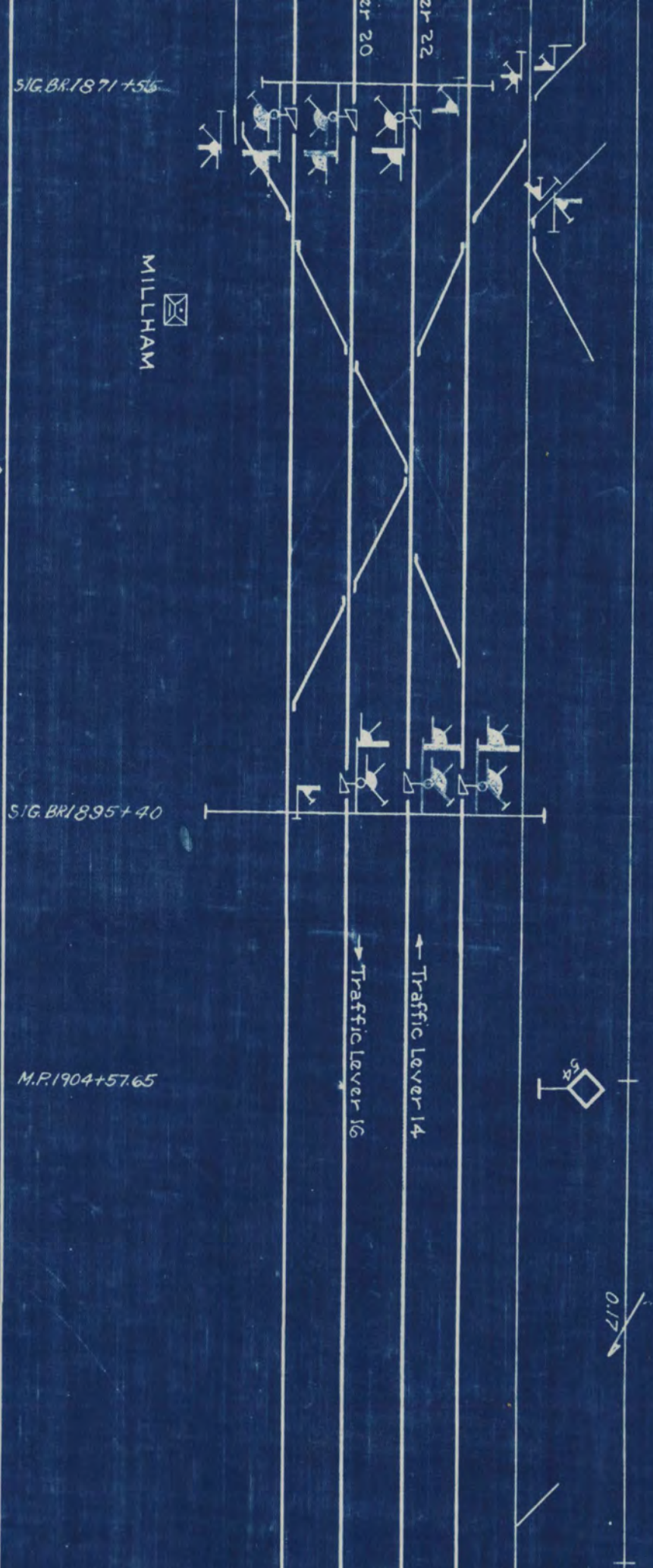






U.G. BR 2683+88.0

M.P. 2696+57.0

DEANS LANE
2719+36.7

CUT SECTION
2723+95

P.S. 2728+602

DEANS

52338

12,615'

Eq. 11

12,615'

0.23

0.27

0.20

PLAINSBOUR ROAD
2359+1645

CUT SECTION
2335+30
GRADE CROSSING 2335+78.0

M.P. 2325+9380

MILLSTONE RIVER
CONC. ARCH 2312+50.92

Eq. 10,943'

11,035'

Eq. 8,560'

8,630'

PLAINSBOUR

0.20

0.30

0.00

M.P. 1957+37.2

COLEMAN ROAD
1934+17.85
CUT SECTION

U.G. BR 1924+90.5
MIRY RUN

Eq. 10,980'

10,955'

Eq. 8561'

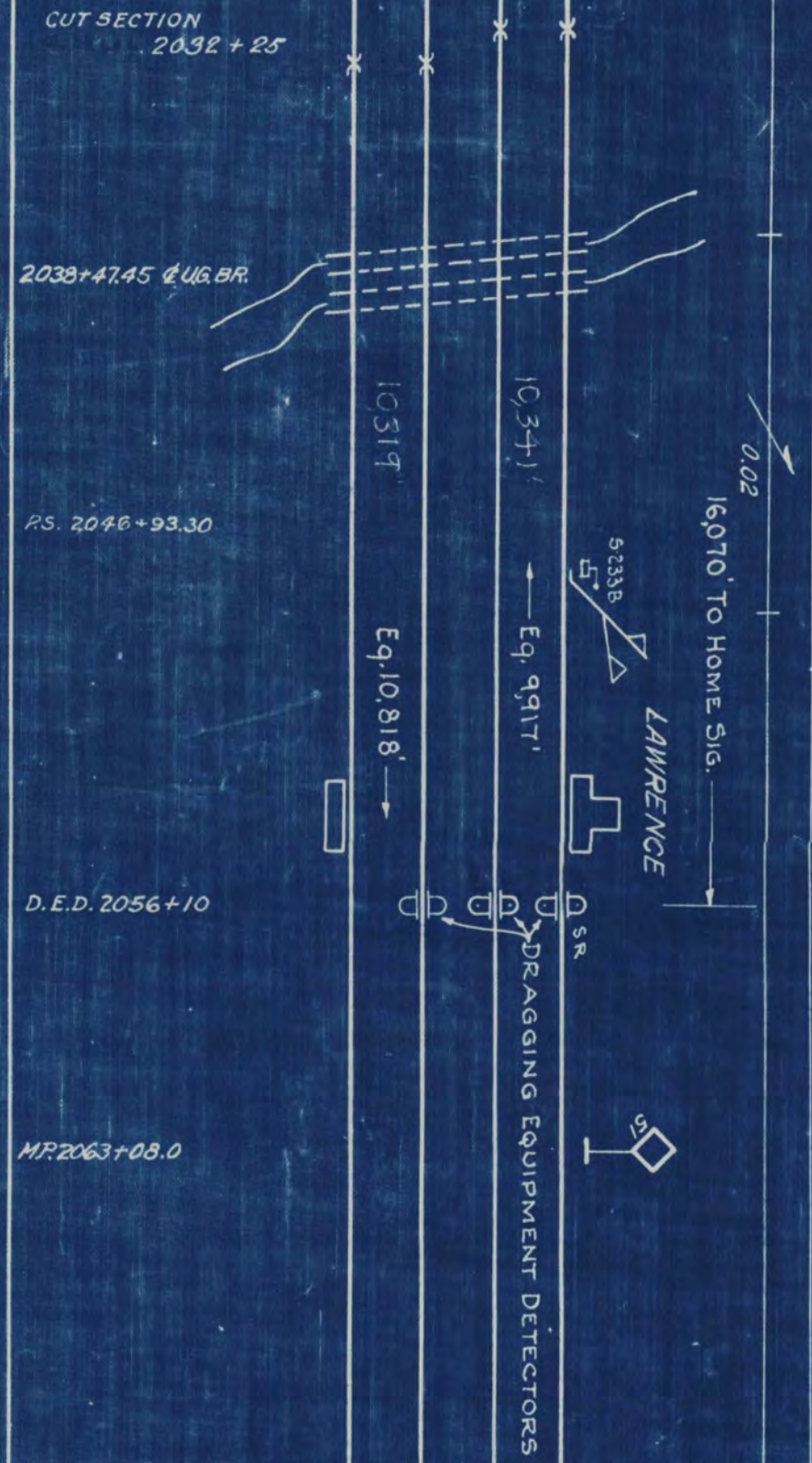
8570'

0.21

0.04

0.35

0.00



0.09

9,600'

9,600'

HOME SIGS.

CUT SECTION
2432+40
M.P. 2432+54.6

15,994' TO HOME SIGS.

Eq. 9,467'

Eq. 9,693'

D.E.D. 2458+34

0.24

0.26

0.00

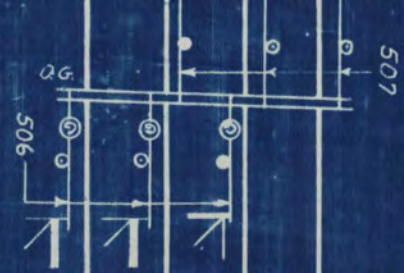
0.42

Sig. Br. 2800+60
M.P. 2801+99.54

CUT SECTION
2822+80

DRAGGING EQUIPMENT DETECTOR

PROVINCE LINE ROAD
± 2084+40.21



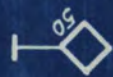
0.35'
0.36



16,732' TO HOME SIG.

D.E.D. 2107+03

M.P. 2115+76.3



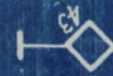
10,059'

10,041'

CUT SECTION

0.15

0.03



10,800'

8,160'



SIG. BR. 2480+70

M.P. 2485+39.35

0.09

0.21



ADAMS

12,385' — EQ. 12,013'

12,385' — EQ. 12,692'

ADAMS

D.E.D. 2846+24

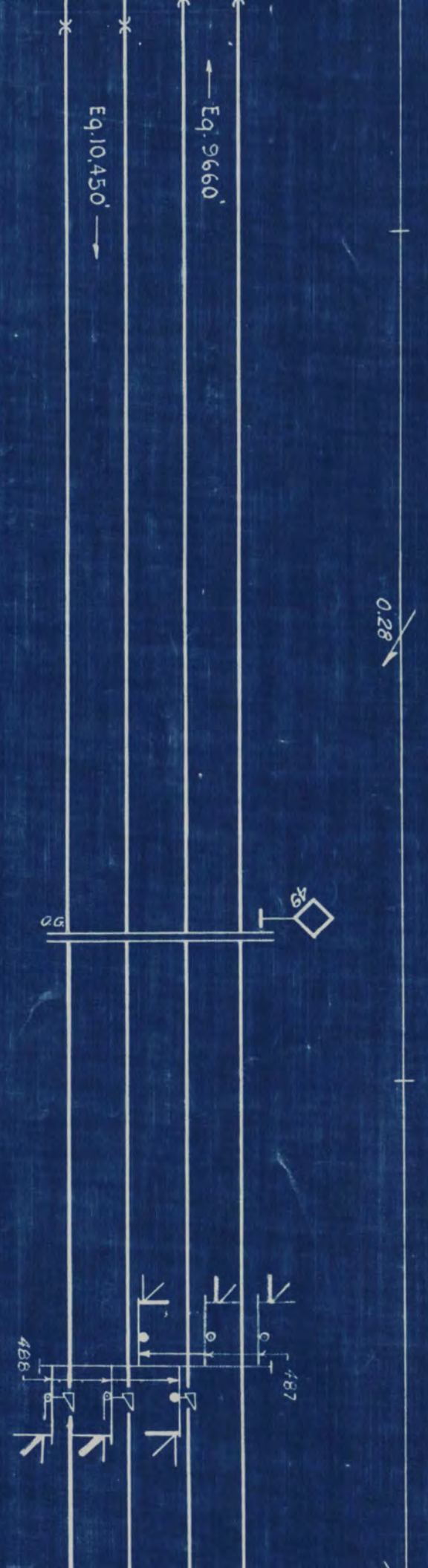
16,976' TO HOME SIG.

M.P. 2855+01.6

CUT SECTION
2874+10

FRANKLIN PARK ROAD
± 2883+57

2136+85



M.P. 2168+71.15
CLARKSVILLE ROAD
± 2169+53.68

SIG. BR. 2184+70

0.28

0.00

0.2



CUT SECTION
2528+10

M.P. 2538+20.5

SIG. BR. 2562+30

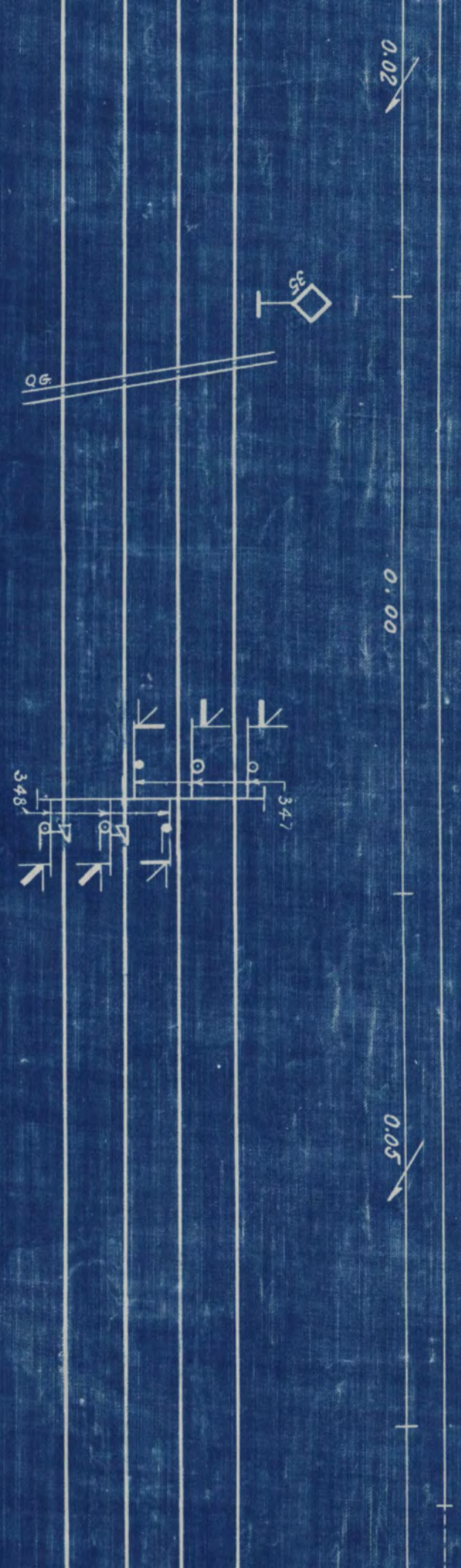
MIDWAY

Traffic Level 4
Traffic Level 2

0.02

0.00

0.05



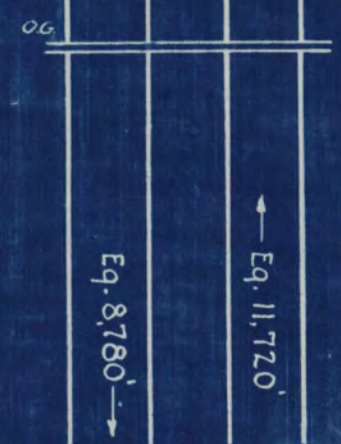
M.P. 2907+04.53

N.J. STATE HIGHWAY
± 2909+43

SIG. BR. 2924+45

0.32

0.00



BERGEN'S XING.
E 2207+30

0.07

Traffic Level 28
Traffic Level 30

MONMOUTH JCT.

FREEHOLD &
JAMESBURG BR.
SEA GIRT →

TOWER RD.
2584+31.6

SIG. BR.
2588+70

M.P. 2591+02
Sig. 2591+70

RIDGE ROAD
E 2608+17

0.28

0.30'

0.52

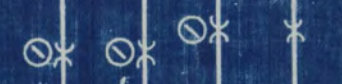


M.P. 2961+07.50

HOWES LANE
2963+91.7

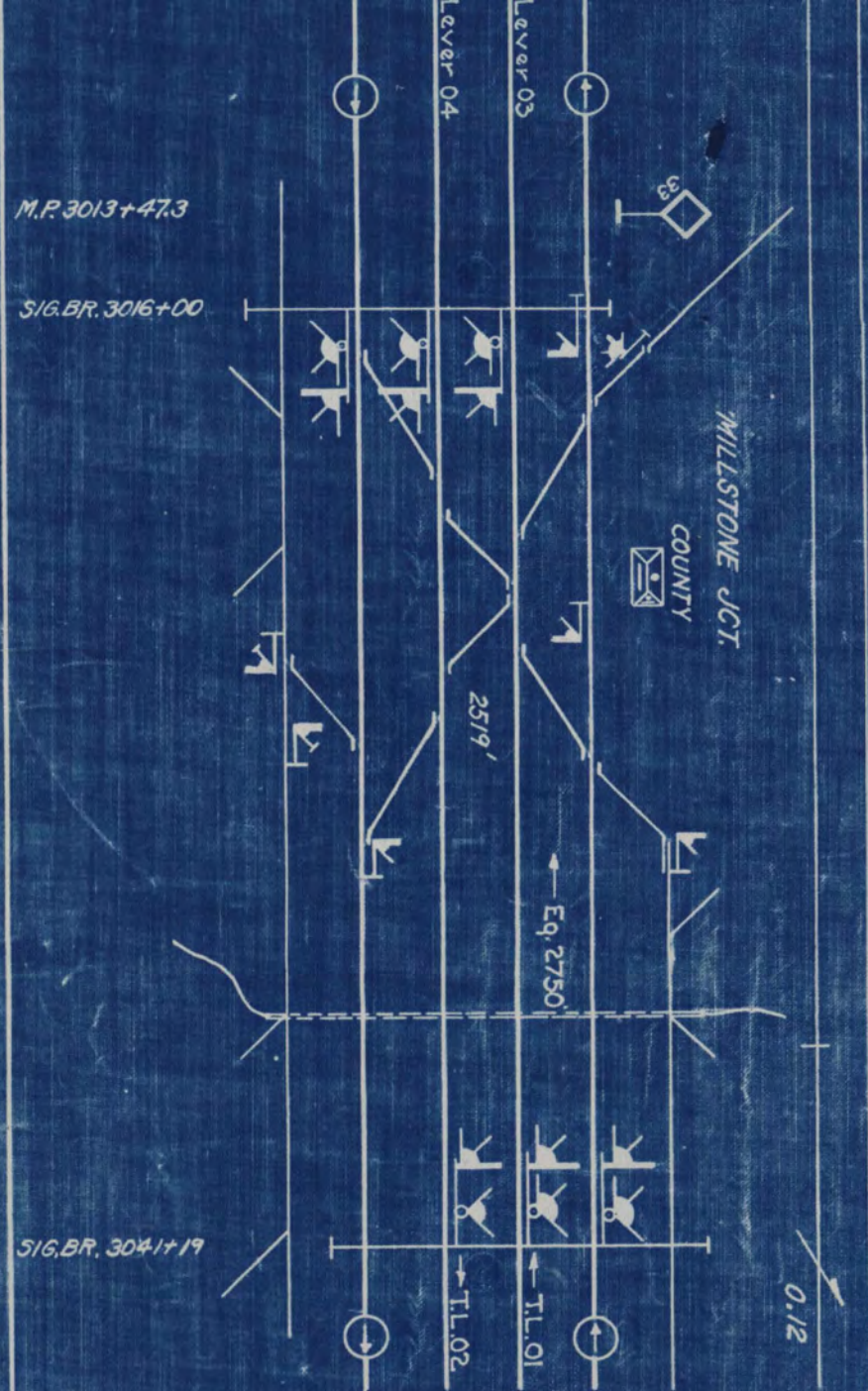
CUT SECTION
2974+00

O.G.



9,155'
9,155'
9,155'
Eq. 9,950'
Eq. 8,450'

Traffic
Traffic



Note:
Distances shown thus: Eq.
are equated

REVISIONS.

Ewd. sigs. 404 (trks. 182) formerly $\frac{1}{2}$ and wwd. sigs. 405 (trks. 384) formerly $\frac{1}{2}$ at sta. 2623+1 Ewd. sigs. 384 (trks. 182) and wwd. sigs. 385 (trks. 384) formerly $\frac{1}{2}$ at sta. 2723+95; Ewd. sigs. 376 (trks. 182) and wwd. sigs. 375 (trks. 384) formerly $\frac{1}{2}$ at sta. 2774+95; Ewd. sigs. 366 (trks. 182) and wwd. sigs. 367 (trks. 384) formerly $\frac{1}{2}$ at sta. 2822+80; Ewd. sigs. 356 (trks. 182) and wwd. sigs. 357 (trks. 384) formerly $\frac{1}{2}$ at sta. 2874+10; Ewd. sigs. 338 (trks. 182) formerly $\frac{1}{2}$ and wwd. sigs. 339 (trks. 384) formerly $\frac{1}{2}$ at sta. 2974+100; sigs. 448, 431, 394 and formerly $\frac{1}{2}$. Sigs. 449, 430, 395 and 348 formerly $\frac{1}{2}$. Sigs. 370 (trks. 182) and 371 (trks. 384) added sigs. 329 (trks. 384) added Dragging equipment detectors (trks. 384) at sta. 2458+34 formerly at sigs. 443 Dragging equipment detectors (trks. 182) at sta. 2404+32 formerly at sigs. 430 Dragging equipment detectors (trks. 384) at sta. 2752+50 formerly at sigs. 395 Dragging equipment detectors (trks. 182) at sta. 2846 formerly at sta. 2924+45. Wwd. sigs. 5 (trks. 384) formerly $\frac{1}{2}$ and ewd. sigs. 4 (trks. 182) formerly $\frac{1}{2}$ located on Cole and O.G. bridge removed. Following sigs. 1/5 located on signal bridges removed. Wwd. sigs. 515 (trks. 384) and ewd. sigs. 51 (trks. 182) formerly $\frac{1}{2}$; Wwd. sigs. 497 (trks. 384) formerly $\frac{1}{2}$ and ewd. sigs. 496 (trks. 182) formerly $\frac{1}{2}$. Wwd. sigs. 477 (trks. 384) formerly $\frac{1}{2}$ and ewd. sigs. 478 (trks. 182) formerly $\frac{1}{2}$. Sigs. 527 & 488 formerly $\frac{1}{2}$ Sigs. 526, 507, 506 & 487 formerly $\frac{1}{2}$ Dragging equipment detectors (trks. 182) located east of Lawrence former $\frac{1}{2}$ at sigs. 527. Dragging equipment detectors (trks. 182) located east of sigs. 506 formerly at sigs. 488.

Approved: *[Signature]*
In Service: Supt. 8-20-43

Revised: Oct 2, 1936
Grade sigs. formerly not shown on auto sigs. 506 and 496 Trk. no. 2. Ketchikan warning bells formerly not shown at Tower Rd, Deans Rd, Black Horse Rd, Franklin Pike Rd, and Howes Rd. Interlocking sta. cells: Midway formerly MO. NASSAU formerly CO. MIDWAY formerly MK, and CANAL formerly CN. Detector rods added at auto. sigs. 527, 488, 449, 430, 395 and 348. Auto. sigs. 339, 347, 356, 357, 366, 367, 375, 376, 384, 395, 394, 404, 423, 431, 440, 441, 448, 458, 472, 487, 496, 499, 506, 507, 515, 516, 526, and 534 formerly $\frac{1}{2}$. Auto. sigs. 547 trks. 3 and 4 formerly $\frac{1}{2}$ removed.

Approved: *[Signature]*
In Service: Supt. 8-17-39

Revised: July 27, 1932
At CN: Ewd. sig. on Millstone Br. formerly R. CO. 2. C. dated 7-27-31. At CO: Ewd. Princeton home sig. moved 49 West G.O. 1611 Z. - C. dated 7-7-32, formerly shown 165 West Wnd. sigs. on trks. 7 & 82 formerly 760 East G.O. 1611 Z. - C. dated 7-7-32, formerly shown 110 East. At MK: Facing rover between Ewd. 2 Wwd. Jamesburg Br. trks. 200 West of Jamesburg. Br. Wwd. home removed and Wwd. dwarf sig. on Jamesburg Br. Ewd. Trk. moved 405 West, Sept. 3-2-32. At MO: Ewd. sig. on Ewd. Millham Br. Trk. formerly R. Wwd. dwarf sigs. on trks. 182 formerly shown 850 East.

Approved: *[Signature]*
In Service: Supt. 8-17-39

4-29-63 W.L.G. *[Signature]* 287
CHANGES MADE AS IN SERVICE
SUPER. C. & S. 4-24-63.
4-26-61 Jan. 1 A.M. *[Signature]* Ad. R.
CHANGES MADE AS IN SERVICE,
SUPER. C. & S. 4-20-61.
FORMERLY SR-NEW YORK DIVISION
Revised: March 14, 1947. JLT 275
To agree with layout plans as follows:
MILHAM: Plan 595B in service per field check completed 8-17-46; MASSAU: Plan 519B in service per field check completed 5-3-46; COUNTY: Plan 282B in service per field check completed 10-18-46 and Midway: Plan 520B in service per field check completed 12-22-44.

Approved: *[Signature]*
Field check as in service except with bio interlockings, completed between W.B.H. sig. MILLHAM & E.B.H. sig. MIDWAY 3-28-46 and completed between W.B.H. sig. MIDWAY & E.B.H. sig. COUNTY, 5-28-46. Made by:

[Signature] Inspector for Supt. T. & S.
Revised: Jan. 11, 1944. ELS 2075
To agree with layout plans as follows:
MILHAM: Plan 595-B as rev. 2-17-43;
MASSAU: Plan 519-A as rev. 2-9-43;
MIDWAY: Plan 520-B as rev. 1-16-43;
COUNTY: Plan 282-B as rev. 10-31-42.
PLAINSBORO:
Gates at Kingstop Rd. formerly not shown and bells formerly shown on opposite side of trk; east side of crossing.
DEANS:
Deans Rd. formerly grade crossing. Black Horse Road grade crossing formerly located at sta. 2758+89.15 removed.

Approved: *[Signature]*
In Service: Supt. 10-31-46.

Revised: Jan. 22, 1942. (CHN) WJAB
Letter G added on Auto. Sig. 506 (Trk. 1).
The following sigs. located on sig. bridges, removed: Ewd. sigs. 458 (trks. 182) formerly $\frac{1}{2}$ and wwd. sigs. 459 (trks. 384) formerly $\frac{1}{2}$ at sta. 2235+30; Ewd. sigs. 440 (trks. 182) and wwd. sigs. 441 (trks. 384) formerly $\frac{1}{2}$ at sta. 2492+40; Ewd. sigs. 422 (trks. 182) formerly $\frac{1}{2}$ and wwd. sigs. 423 (trks. 384) formerly $\frac{1}{2}$ at sta. 2528+10;

1 SHEET



THE PENNSYLVANIA RAILROAD NEW YORK REGION TRENTON TO MILLSTONE JCT. AUTOMATIC SIGNALS

OFFICE OF ENGR. TELEG. & SIGS.
NEW YORK, N.Y. JUNE 6, 1931.

APPROVED: *[Signature]*
ENGINEER TELEG. & SIGS.

HORIZONTAL SCALE: 1"=500'
APPROVED: *[Signature]*
CHIEF SIGNAL ENGINEER

712-A
JH
LTD
CM