

NEW YORK & LONG BRANCH RAILROAD

TIME TABLE NO. 371

In Effect

**Sunday, October 28, 1973
at 0301 HOURS**

Eastern Standard Time

**FOR THE GOVERNMENT OF
EMPLOYEES ONLY**

**G. R. FULLER
General Manager**

**D. N. NELSON
Superintendent**

**B. C. STAMETS
Supt., Passenger Operations**

SAFETY ALWAYS

**Make this railroad the safest
on which to work and travel.**

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A V O I D D A M A G E

Switch Customers Cars Carefully

JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. Damage to freight or car can be avoided by always keeping coupling speed within the safe range — **NOT OVER 4 MILES PER HOUR — A BRISK WALK.**

SPEED TABLE

To Find Coupling Speed of 40 Foot and 50 Foot Car

Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour as shown opposite.

Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this data will be helpful in your efforts to prevent Rough Handling.

Switch Crews must function as a team. Clear signals properly given are mighty important; talk it over — prevent Rough Handling — it can be done.

	40 Foot Car	50 Foot Car
Sec- onds	Miles per Hour	Miles per Hour
1	28	35
2	14	17.5
3	9.3	11.6
4	7	8.7
5	5.6	7
6	4.7	5.9
7	4	5
8	3.5	4.4
9	3.1	3.9
10	2.8	3.5
11	2.5	3.1
12	2.3	2.9
13	2.15	2.7
14	2	2.5

IMPACT FORCE AT VARIOUS STRIKING SPEEDS

	Car Coupled at	Units of Destructive Forces
Safe {	1 mph	1
	2 "	4
	3 "	9
	4 "	16
<hr/>		
Damaging {	5 "	25
	6 "	36
	7 "	49
	8 "	64
	9 "	81
	10 "	100

COMPANY DOCTORS

Central Railroad Company of New Jersey Doctors-

Elizabeth Medical Dept.	Frank W. Mahoney, M.D., Medical Director 352-7500 - Ext. 355
Perth Amboy	William F. Murray, M.D., 214 Smith Street 442-2834
Matawan	S. Manlius Lazow, M.D., 199 Main Street 566-1771
Red Bank	Leo C. Rocco, M.D., 75 Maple Avenue 741-0865
Asbury Park	L. E. DeSimone, M.D., 1110 Grand Avenue 775-7265
Point Pleasant	D. B. Siebert, M.D., River Road 892-8242

Penn Central Transportation Company Doctors-

Ocean Grove	Theodore Schlossback, M. D., 94 South Main Street 775-7657
Neptune City	William J. D'Elia, M.D., 2100 Corlies Avenue 775-5811
Bay Head	H. Irving Dunn, M.D., 720 Main Avenue 892-2255
Perth Amboy	Albert A. Schwartz, M.D., 280 Hobart Street 826-7676

HOSPITALS

Perth Amboy:

Perth Amboy General Hospital
530 New Brunswick Avenue
442-3700

Red Bank:

Riverview Hospital
35 Union Street
741-2700

Long Branch:

Monmouth Medical Center
Third Avenue
222-5200

Asbury Park (Neptune):

Jersey Shore Medical Center
Corlies Avenue
775-5500

Point Pleasant:

Point Pleasant Hospital
Pine Bluff Avenue
892-1100

PROCEDURES IN EVENT OF INJURY OR ACCIDENT

If you are injured on the job, you should immediately seek appropriate medical attention, obtaining first aid, if needed. Your supervisor can assist you in obtaining treatment for injuries. Should full medical services be required, make arrangements to see a company doctor or, if a company doctor is not available, seek aid at a hospital. Subsequent treatment should be from a company physician. Company doctors and local hospitals are listed in the timetable.

When an injury results in disability, you must make an appointment to see a company doctor as soon as disability begins. The Medical Department will suggest alternate procedures if your disability would prevent you from going to the company doctor.

Employees are required to report on-duty injuries to their supervisor before ending their tour of duty and, unless physically unable to do so, must make a prompt written report of the details of the incident forwarding this report to their supervisor or to the Superintendent.

In case of other kinds of accidents on or about railroad property including injury to people other than employees, accidents involving trains or other company property – trainmaster, yardmaster or dispatcher should be notified immediately by the fastest means of communication available. A written report of the details of the accident must be completed by engineer or conductor and forwarded to immediate supervisor or to the Superintendent.

The prescribed form for accidents or injuries, the 17020-A, should be used whenever possible. Forms are available at most locations. If blank forms are not available, however, use any means available to clearly list the details of the accident including crew members, engine number and train.

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GENERAL INSTRUCTIONS

(See Rules of the Operating Department, Form 17305,
effective October 15, 1954 for Rules
referred to in these Instructions.)

1. STANDARD TIME

In order to comply with the Uniform Standard Time Act of 1966, STANDARD TIME IS:

(a) **ADVANCED ONE HOUR ON THE LAST SUNDAY IN APRIL, EFFECTIVE AT 0200 Hours.**

Standard clocks, watches and other railroad clocks will be advanced one hour at 0200 Hours, and time changed to 0300 Hours, Standard Time. Employees advancing standard clocks must, as soon as change has been made, compare time with the Train Dispatcher. Offices where standard clocks are located, not open at 0200 Hours, must advance clocks one hour at time office is opened and compare time with the Train Dispatcher.

Employees who are required by Operating Rules 2 and 3, and are on duty at 0200 Hours, must adjust their watches to show 0300 Hours instead of 0200 Hours and as soon as possible thereafter without incurring delay to train movements, compare their watches with a standard clock, or secure time from the Train Dispatcher.

(b) **SET BACK ONE HOUR ON THE LAST SUNDAY IN OCTOBER, EFFECTIVE AT 0200 Hours.**

Standard clocks, watches and other railroad clocks will be set back one hour at 0200 Hours, and time changed to 0100 Hours, Standard Time. Employees setting back standard clocks must, as soon as change has been made, compare time with the Train Dispatcher. Offices where standard clocks are located, not open at 0200 Hours, must set back clocks one hour at time office is opened and compare time with the Train Dispatcher.

Employees who are required by Operating Rules 2 and 3, and are on duty at 0200 Hours, must adjust their watches to show 0100 Hours, instead of 0200 Hours and as soon as possible thereafter, without incurring delay to train movements, compare their watches with a standard clock, or secure time from the Train Dispatcher.

2. LETTER AND SYMBOL INDICATIONS

"Daily", "Ex. Sun.", "Sunday Only", etc., at top of a schedule indicate when the train shall run.

- L — Leave
- A — Arrive
- S — Regular stop
- F — Flag stop to receive or discharge traffic
- C — Conditional stop. See time table footnote
- Z — Stop to change engines
- MU — Multiple Unit electric trains
- PC — Penn Central

Holidays: Days celebrated as:

New Year's Day	Independence Day
Washington's Birthday	Labor Day
Good Friday	Thanksgiving Day
Memorial Day	Christmas Day

3. REQUIREMENTS OF TRAIN AND ENGINE SERVICE EMPLOYES

(a) Train and engine service employees in road service must comply with the following rules and regulations:

(1) Absent from duty for less than 30 days—must not return to duty until they have certified on the prescribed General Order form that they have read and understand all General Orders issued during their absence in the territory where they are qualified to operate.

(2) Absent from duty 30 days or more—must not return to duty until they have subscribed to the requirements under paragraph (1) and, in addition have been examined by their immediate employing officers or, in their absence, by the Train Rules Examiner, either in person or by telephone, as to their understanding of all General Orders issued during their absence in the territory where they are qualified to operate.

(3) Absent from duty 30 days or more—must not return to duty until they have submitted to a physical examination.

(b) Enginemen, Firemen promoted as Enginemen intending to operate engines under the direct supervision and responsibility of Enginemen, and Conductors, must comply with the following in addition to paragraphs (a) (1), (2), and (3):

(1) Absent six months or more from the portion of the railroad over which they are expected to operate—must not resume duty until they have been examined by the designated officer or, in his absence, by the Train Rules Examiner, as to their knowledge of the physical characteristics of the portion of the road over which they will operate.

(2) In complying with paragraph (a) (2), must obtain a certified slip from the examining officer.

(3) Must have a copy of all General Orders in effect in the territory where they are qualified to operate, with them while on duty, properly inserted in the binder provided for that purpose.

(c) Train and engine service employees in all classes of service must submit to a physical examination as follows, or more often at the discretion of the Medical Examiner:

(1) Conductors and Trainmen—at least once every twenty-four months.

(2) Enginemen and Firemen—at least once every twelve months.

4. SUPPLEMENTAL INSTRUCTIONS GOVERNING OPERATION OF RAIL DIESEL CARS AND DIESEL ENGINES

RDC Diesel Engines Disabled

No. Cars	No. Diesel Engines	No. Disabled	Corrective Action
2	4	1	} Remain in service.
4	8	2	
2	4	2	} Remain in service to Raritan or Harrison.
4	8	4	
2	4	3 or more	} Move clear of main track.
4	8	5 or more	
			} Report for instructions.

Operating single unit Rail Diesel Cars (RDC)

When operating single unit Rail Diesel Cars in cab signal territory, and the cab signal indication changes to restricting indication, the Engineman will, in addition to complying with Rule 554, Rules of the Operating Department, approach next grade crossing protected by automatic warning devices, prepared to stop before passing over grade crossing unless it is known warning devices are operating properly.

When operating single unit Rail Diesel Car in non-cab signal territory, normal speed may be maintained. NO movements will be permitted to leave the interlocking to the rear of single unit Rail Diesel Car until single unit Rail Diesel Car has cleared the next interlocking in advance.

Movements must approach all grade crossings, protected by automatic warning devices, prepared to stop before passing over grade crossing, unless warning devices are operating properly.

When movements are being made through an interlocking, operating levers affecting the movement must not be moved until assured the single unit Rail Diesel Car is clear of switches involved.

If automatic warning devices are not operating properly,

- (a) — Automatic gates—must be lowered;
- (b) — Flashers—equipped for manual operation must be actuated;
- (c) — If gates cannot be lowered or flashers actuated—a Flagman must protect the movement over the grade crossing.

Use of Sand

Manual sanding must not be used, except in emergency, when operating Rail Diesel Cars or light Diesel engines. If stop is made on sand, in automatic block signal territory, or where automatic highway protection is installed, action must be taken to move forward or backward far enough to get at least one truck off the sanded rail.

Operating in Water

RDC or Diesel engines must not be operated on track submerged in water. If water has reached top of rail, speed must not exceed three miles per hour.

If a Diesel engine is inadvertently operated over track submerged in water, or there is reason to believe traction motors are wet, throttle must be closed until inspection is made. If traction motors are wet, throttle must remain closed until repairs are made.

RDC Body Door and Curtain

To avoid interference with Enginemen, body door must remain closed and curtain drawn on front end from which RDC engines are operated, except after stop is made at Final Terminal the body door will be opened to permit passengers to detrain.

New Safety Rule 110

When a Diesel engine is under load, only qualified mechanical department personnel performing authorized duties may open or make any adjustment in high voltage cabinets, except that Enginemen and Firemen qualified to operate Diesel engines may release starting contactors and operate reverser with a dry wooden stick while in operation.

When a Diesel engine has been stopped and main battery switch opened, qualified Enginemen and Firemen may replace fuses or perform other work in high voltage cabinets.

Rule 110, page 26, Safety Book, ANNULLED.

5. TRAIN AIR BRAKE OPERATION DURING INCLEMENT WEATHER

During inclement weather when rail, wheel or train air brake may be adversely affected, air brakes must be operated with sufficient frequency to be assured of proper braking.

To insure against excessive operation of anti-wheel-slide devices, brake applications consistent with speed must be made in sufficient time to establish proper braking adhesion.

6. METHOD OF STOPPING TRAIN WITH HOT JOURNAL OR OTHER UNSAFE CONDITION IN TRAIN

When an Engineman observes, or is notified of a hot journal, or an unsafe condition on his train, he must immediately take action to stop the train by a service application of the air brakes.

When a member of the train crew riding in the caboose is notified of, or observes, a hot journal or an unsafe condition on his train, if his train is equipped with radio, he must immediately notify his Engineman by radio.

If the train is not equipped with radio, he must apply the air brakes from the caboose in accordance with Instruction 304(b) of Air Brake Instruction Book effective July 1, 1956, reading:

"(1) With long train, move A-1 caboose valve handle from extreme left, normal or running position, to notch 1. This will start the initial reduction and quick service throughout the train. Note reduction on the caboose air guage. When the reduction becomes rapid, indicating the Engineman's brake valve handle is in lap position, return A-1 caboose valve handle to normal or running position."

"(2) With short train, move A-1 caboose valve handle to notch 1 and then slowly into notch 2 before returning to normal or running position."

"(3) For an emergency application, move handle promptly to extreme right. Leave handle there until train is stopped."

7. SWITCH KEYS

New York and Long Branch Railroad Co. switch keys are being phased out and replaced by Central Railroad Co. of New Jersey switch keys as follows:

a. Replacement of switch locks as they are lost or broken and at new installations.

b. Key boxes for manual operation at new installations of automatic crossing protection.

8. MAXIMUM AUTHORIZED SPEED FOR SPECIFIED EQUIPMENT

MAXIMUM AUTHORIZED SPEED for ENGINES, unless otherwise specified:

The same Maximum Authorized Speeds as specified by The Central Railroad Company of New Jersey and the Penn Central Transportation Company in their respective time tables.

Note: Single Diesel units running light - 30 Miles Per Hour

MAXIMUM AUTHORIZED SPEED for Work and Service Trains, Locomotive Cranes, Scale Test Cars and Track Cars:

Work and Service Trains - Maximum speed as prescribed for freight trains NOT to exceed 30 Miles Per Hour.

Trains hauling locomotive cranes - 25 Miles Per Hour.

Trains hauling scale test cars (must be handled on rear end, next to caboose) - 40 Miles Per Hour.

Hy-Rail Cars - 35 Miles Per Hour.

Track Cars - 20 Miles Per Hour.

towing trailers - 15 Miles Per Hour.

9. SPEED TABLE

Time per Mile		Time per Mile		Time per Mile	
Min. Sec.	MILES PER HOUR	Min. Sec.	MILES PER HOUR	Min. Sec.	MILES PER HOUR
0.51	70.59	1.36	37.50	2.21	25.53
0.52	69.23	1.37	37.11	2.22	25.35
0.53	67.92	1.38	36.73	2.23	25.17
0.54	66.67	1.39	36.36	2.24	25.00
0.55	65.45	1.40	36.00	2.25	24.83
0.56	64.29	1.41	35.64	2.26	24.66
0.57	63.16	1.42	35.29	2.27	24.49
0.58	62.07	1.43	34.95	2.28	24.32
0.59	61.02	1.44	34.62	2.29	24.16
1.00	60.00	1.45	34.29	2.30	24.00
1.01	59.02	1.46	33.96	2.31	23.84
1.02	58.06	1.47	33.64	2.32	23.68
1.03	57.14	1.48	33.33	2.33	23.53
1.04	56.25	1.49	33.03	2.34	23.38
1.05	55.38	1.50	32.73	2.35	23.23
1.06	54.55	1.51	32.43	2.36	23.08
1.07	53.73	1.52	32.14	2.37	22.93
1.08	52.94	1.53	31.86	2.38	22.78
1.09	52.17	1.54	31.58	2.39	22.64
1.10	51.43	1.55	31.30	2.40	22.50
1.11	50.70	1.56	31.03	2.41	22.36
1.12	50.00	1.57	30.77	2.42	22.22
1.13	49.31	1.58	30.51	2.43	22.08
1.14	48.65	1.59	30.25	2.44	21.95
1.15	48.00	2.00	30.00	2.45	21.82
1.16	47.37	2.01	29.75	2.46	21.69
1.17	46.75	2.02	29.51	2.47	21.56
1.18	46.15	2.03	29.27	2.48	21.43
1.19	45.57	2.04	29.03	2.49	21.30
1.20	45.00	2.05	28.80	2.50	21.18
1.21	44.44	2.06	28.57	2.51	21.05
1.22	43.90	2.07	28.35	2.52	20.93
1.23	43.37	2.08	28.12	2.53	20.81
1.24	42.86	2.09	27.91	2.54	20.69
1.25	42.35	2.10	27.69	2.55	20.57
1.26	41.86	2.11	27.48	2.56	20.45
1.27	41.38	2.12	27.27	2.57	20.34
1.28	40.91	2.13	27.07	2.58	20.22
1.29	40.45	2.14	26.87	2.59	20.11
1.30	40.00	2.15	26.67	3.00	20.00
1.31	39.56	2.16	26.47	3.15	18.46
1.32	39.13	2.17	26.28	3.30	17.14
1.33	38.71	2.18	26.09	3.45	16.00
1.34	38.30	2.19	25.90	4.00	15.00
1.35	37.89	2.20	25.71	5.00	12.00
				6.00	10.00

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(1) MAIN LINE - Wood to Bay Head

This time table is without force between New York, Penn Central Station and Wood. Be governed by time table, rules and special instructions of the Penn Central Transportation Co.

Interlockings	Interlocking Stations	Block Stations	Train Order Signals	Hand Operated Crossover Switches	TABLE 1 MAIN LINE STATIONS		Miles From Beach	Siding Capacity 50 Foot Cars	Remarks
X	X	D			Wood	CRR of NJ	1.6		R-PC Ch. 1
					Perth Amboy		0.6		
C		D			Beach		0.0		C - Wood
X	X				River		0.4		
X	X	D	X		Essay		0.7		R-PC Ch. 1
				X	South Amboy		1.4		
X	X	D	X		Morgan		3.2		
				X	Brick		5.1		
		D		X	Matawan		6.7		
					Hazlet		8.4		
				X	Lily		11.0		
		D			Middletown		12.6		
					Red Bank		16.4		
X	P	D	X		Bank		16.5		
		E		X	Little Silver		18.8		
X	P				Oceanport		19.9		
					Monmouth Park		20.5		
					Branchport		21.3		
		D		X	Long Branch		22.4		R-CNJ Ch. 2
					Elberon		24.6		
					Deal		26.1		
		E			Allenhurst		26.6		
					North Asbury Park		27.4		
		D			Asbury Park		28.1		
				X	Neptune		28.6		
					Bradley Beach		29.0		
					Avon		29.9		
X	X	D	X		Shark		30.2		
					Belmar		30.7		
				X	Wall		31.0		
		D			Spring Lake		32.8		
					Sea Girt		34.2		
					Manasquan		34.9		
X	X	D			Brielle		36.0		
				X	Pt. Pleasant Beach		36.9		
		D		X	Bay Head		38.0		

Letters in columns indicate as follows:

X — In Service.

C — Remote Control. Control Station shown in Remarks Column.

D — In Service for Movements Against the Current of Traffic.

P — Unattended specified periods. See Local Instruction 1-671.

R — Radio Base Station.

U — Unattended Continuously. See Local Instruction 1-671.

E — In Service for Movements Against the Current of Traffic between 0535 Hours and 0900 Hours Monday through Fridays, inclusive, except Holidays.

TRACK ASSIGNMENTS

CURRENT OF TRAFFIC as follows:

BETWEEN	AND	TRACKS	
		Eastward	Westward
Wood	Beach	1, 3.	2, 4.
Beach	Bay Head	1.	2.
Loop Track, Bay Head			Loop

LOCATIONS WHERE BLOCK, MANUAL BLOCK, AUTOMATIC BLOCK AND CAB SIGNALS RULES (Nos. 251, 261, 400 through 406, 505 through 516 and 550 through 561) **ARE IN EFFECT**

Rules in effect indicated by X in appropriate columns as follows:

Column A—Rule 251 for following movements in the same direction.

Column B—Rule 261 for opposing and following movements by signal indication.

Column C—Rules 400 through 406 for Manual Block Operation.

Column D—Rules 505 through 516 for Automatic Block System.

Column E—Rules 550 through 561 for Cab Signals.

BETWEEN	AND	TRACK	Columns				
			A	B	C	D	E
Wood	Beach	1, 2, 4.		X		X	X
		3.	X		Z	X	X
Beach	Essay	1, 2.		X		X	X
Essay	Bay Head	1, 2.	X		Z	X	X

Z Denotes — In effect for Movements Against the Current of Traffic.

SPEEDS

MAXIMUM AUTHORIZED SPEED for Passenger and Freight Trains, unless otherwise specified:

BETWEEN	No. 1 Track		No. 3 Track		No. 2 Track		No. 4 Track		Other Track	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
	Miles Per Hour									
Wood and Beach	60	40	35	35	60	40	35	35		
Beach and Essay	35	35			35	35				
Essay and Elberon	60	40			60	40				
Elberon and Brielle	40	40			40	40				
Brielle and Bay Head	25	25			25	25				
Bay Head—Loop Track									6	6

MAXIMUM AUTHORIZED SPEED at Special Locations.
Speed Restrictions (See Rule 701):

<u>Location</u>	<u>Restriction</u>	<u>Speed</u>
Wood—Tracks 3 and 4	between Eastward Home Sig- nal Bridge and Penn Central connection	20
South Amboy—To and from Raritan River Railroad		15
Matawan	Curve	50
	Passenger	30
	Freight	30
Bank—Navesink River	Bridge (See Note)	20
Bank—No. 2 Track	Hand Operated Switch	15
Long Branch	Curve	30
Asbury Park—Station to Asbury Ave. No. 1 Track ..	Automatic Gates	25
Brielle—Manasquan River ..	Bridge	10
Bay Head—Between Bay Head Station and Ocean Road	Automatic Gates	10

Note: Speed of trains must be controlled to avoid the heavy application of air brakes, except in emergency, while passing over Raritan River, Navesink River and Manasquan River Bridges.

MAXIMUM AUTHORIZED SPEED THROUGH INTERLOCKING LIMITS

<u>Interlocking</u>	<u>Normal Speed Route</u>	<u>Medium Speed Route</u>	<u>Slow Speed Route</u>
Wood	60	30	15
Beach	60	30	15
River	35	—	15
Essay	35	—	10
Morgan	40	—	15
Bank	60	—	15
Oceanport	35	—	15
Shark	40	—	15
Brielle	10	—	10

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STATIONS		FIRST CLASS			
		Mondays-Fridays Except Holidays			
		PC 1101	PC 1103	PC 3607	CNJ 5305
		HRS	HRS	HRS	HRS
NEW YORK, PC Sta.	PCTCo.	0039	0615	0722	0905
HARRISON .....		.....	.....	.....	0910
NEWARK		0054	0630	0737	0925
WOOD	CRR of NJ	0122	0657	0810	0947
PERTH AMBOY		S 0124	S 0659	S 0813	S 0949
BEACH .....		.....	.....	.....	.....
RIVER	z	.....	.....	.....	.....
ESSAY		0126	0701	0816	0952
SOUTH AMBOY		z 0128	z 0703	A 0818	S 0954
MORGAN	z	0136	0711	.....	0956
BRICK .....		.....	.....	.....	.....
MATAWAN		S 0142	S 0717	MU	S 1002
HAZLET	z	S 0145	.....		.....
LILY .....		.....	.....		.....
MIDDLETOWN	z	S 0150	.....	.....	.....
RED BANK (BANK)		S 0157	S 0730	.....	S 1014
LITTLE SILVER		S 0201	S 0736	.....	.....
OCEANPORT	z	.....	.....	.....	.....
MONMOUTH PARK .....		.....	.....	.....	C 1020
BRANCHPORT .....		.....	.....	.....	.....
LONG BRANCH	z	S 0206	S 0743	.....	S 1026
ELBERON		S 0209	S 0747	.....	S 1030
ALLENHURST .....		.....	.....	.....	S 1034
NORTH ASBURY PARK	z	.....	.....	.....	.....
ASBURY PARK		S 0217	S 0754	.....	S 1037
NEPTUNE .....		.....	.....	.....	.....
BRADLEY BEACH	z	S 0219	S 0757	.....	S 1039
AVON .....		.....	.....	.....	S 1042
SHARK		0222	0758	.....	1043
BELMAR	z	S 0224	S 0800	.....	S 1044
WALL .....		.....	.....	.....	.....
SPRING LAKE		S 0228	S 0804	.....	S 1048
SEA GIRT	z	.....	.....	.....	.....
MANASQUAN		S 0232	S 0808	.....	S 1052
BRIELLE		0234	0810	.....	1054
PT. PLEASANT BEACH	z	S 0237	S 0813	.....	S 1057
BAY HEAD		A 0241	A 0817	.....	A 1101
.....		HRS	HRS	HRS	HRS

No. 5305 stop at Monmouth Park during Racing Season as shown by General Order.

FIRST CLASS

Mondays-Fridays Except Holidays

PC 1107 HRS	PC 3613 HRS	PC 3615 HRS	CNJ 5309 HRS	PC 1111 HRS	CNJ 5313 HRS	HRS
1205	1250	1420	1432	1545	1620	
			1435		1624	
1220	1305	1435	1452	1600	1638	
1244	1333	1504	1514	1621	1700	
S 1246	S 1336	S 1506	S 1516	S 1624	S 1702	
1248	1339	1509	1519	1626	1705	
^s / ₂ 1250	A 1341	A 1511	S 1521	^s / ₂ 1628		
1257			1523	1635	1708	
S 1304			S 1529	S 1643	S 1714	
	MU	MU	S 1532		S 1718	
S 1312			S 1538	S 1650	S 1725	
S 1319			S 1546	S 1657	S 1734	
S 1323			S 1551	S 1702	S 1738	
C 1325						
S 1329			S 1557	S 1708	S 1744	
S 1333			S 1601	S 1712	S 1748	
S 1337			S 1605	S 1716	S 1751	
S 1341			S 1609	S 1722	S 1756	
S 1344			S 1612	S 1725		
				S 1728		
1346			1614	1729	1759	
S 1348			S 1616	S 1730	S 1801	
S 1352			S 1620	S 1734	S 1805	
			S 1623	S 1737		
S 1357			S 1626	S 1740	S 1809	
1359			1628	1742	1811	
S 1402			S 1631	S 1745	S 1815	
A 1406			A 1635	A 1749	A 1820	
HRS	HRS	HRS	HRS	HRS	HRS	HRS

No. 1107 stop at Monmouth Park during Racing Season as shown by General Order.

STATIONS		FIRST CLASS			
		Mondays-Fridays Except Holidays			
		PC 3619	PC 1115	PC 3623	PC 1117
		HRS	HRS	HRS	HRS
NEW YORK, PC Sta.	PCTCo.	1617	1635	1645	1648
HARRISON		1632	1651	1701	1704
NEWARK	CRR of NJ	1707	1713	1733	1727
WOOD		S 1710	.....	S 1735	.....
PERTH AMBOY .....		.....	.....	.....	.....
BEACH					
RIVER					
ESSAY		1713	1717	1738	1732
SOUTH AMBOY		A 1715	§ 1719	A 1740	§ 1734
MORGAN .....		.....	1726	.....	1741
BRICK					
MATAWAN			S 1734		1748
HAZLET		MU	.....	MU	.....
LILY					
MIDDLETOWN					S 1755
RED BANK (BANK)			S 1748		S 1802
LITTLE SILVER			S 1753		.....
OCEANPORT					
MONMOUTH PARK					
BRANCHPORT					
LONG BRANCH			S 1800		S 1812
ELBERON			S 1804		S 1816
ALLENHURST			S 1808		S 1821
NORTH ASBURY PARK					
ASBURY PARK			S 1813		S 1826
NEPTUNE					
BRADLEY BEACH			S 1816		S 1829
AVON			S 1819		
SHARK			1820		1831
BELMAR			S 1822		S 1833
WALL					
SPRING LAKE			S 1826		S 1837
SEA GIRT			S 1829		.....
MANASQUAN			S 1832		S 1842
BRIELLE			1834		1844
PT. PLEASANT BEACH			S 1837		S 1847
BAY HEAD			A 1841		A 1851
		HRS	HRS	HRS	HRS

FIRST CLASS

Mondays-Fridays Except Holidays

CNJ 5319	CNJ 5321	PC 1123	PC 3627	CNJ 5325	PC 3631	
HRS	HRS	HRS	HRS	HRS	HRS	HRS
1648	1710	1717	1720	1732	1739	.....
1706	1710	.....	.....	1743	.....	.....
1718	1730	1733	1736	1752	1755	.....
1741	1753	1758	1812	1817	1826	.....
S 1743	.....	.....	S 1814	S 1819	S 1828	.....
.....
1746	1756	1802	1817	1822	1831	.....
S 1749	.....	^s / ₂ 1804	A 1819	S 1824	A 1833	.....
1751	1758	1811	.....	1826	.....	.....
S 1758	S 1808	S 1820	MU	S 1833	MU	.....
S 1802	.....	S 1825		S 1837		.....
.....
S 1810	S 1817	S 1831	.....	S 1843	.....	.....
S 1817	S 1824	S 1839	.....	S 1849	.....	.....
S 1822	S 1829	S 1843	.....	S 1853	.....	.....
.....
.....
S 1828	S 1836	S 1850	.....	S 1900	.....	.....
S 1832	S 1840	S 1855	.....	S 1904	.....	.....
S 1836	S 1844	S 1859	.....	S 1909	.....	.....
.....	S 1847	.....	.....	.....	.....	.....
S 1840	S 1850	S 1904	.....	S 1914	.....	.....
.....
.....	S 1853	S 1907	.....	S 1917	.....	.....
S 1844	S 1856	.....	.....	.....	.....	.....
1845	1857	1910	.....	1920	.....	.....
S 1847	S 1859	S 1912	.....	S 1922	.....	.....
.....
S 1851	S 1903	S 1915	.....	S 1925	.....	.....
.....	S 1906	S 1918	.....	.....	.....	.....
S 1856	S 1910	S 1921	.....	S 1931	.....	.....
1858	1911	1923	.....	1933	.....	.....
S 1901	S 1914	S 1926	.....	S 1936	.....	.....
A 1905	A 1918	A 1930	.....	A 1940	.....	.....
HRS	HRS	HRS	HRS	HRS	HRS	HRS

STATIONS		FIRST CLASS			
		Mondays-Fridays Except Holidays			
		PC 1127	PC 3635	CNJ 5329	PC 1131
		HRS	HRS	HRS	HRS
NEW YORK, PC Sta.	PCTCo.	1750	1825	1855	1955
HARRISON				1905	
NEWARK		1806	1840	1913	2010
WOOD	CRR of NJ	1830	1912	1935	2036
PERTH AMBOY			S 1915	S 1937	S 2039
BEACH					
RIVER					
ESSAY		1834	1918	1940	2041
SOUTH AMBOY		§ 1836	A 1920	S 1942	§ 2043
MORGAN		1843		1944	2051
BRICK					
MATAWAN		S 1850	MU	S 1950	S 2100
HAZLET		S 1854		S 1954	S 2104
LILY					
MIDDLETOWN		S 1900		S 2000	S 2109
RED BANK (BANK)		S 1907		S 2007	S 2116
LITTLE SILVER		S 1912		S 2011	S 2121
OCEANPORT					
MONMOUTH PARK					
BRANCHPORT					
LONG BRANCH		S 1918		S 2017	S 2127
ELBERON		S 1922		S 2021	S 2131
ALLENHURST		S 1926		S 2024	S 2135
NORTH ASBURY PARK				S 2027	
ASBURY PARK		S 1931		S 2030	S 2139
NEPTUNE					
BRADLEY BEACH		S 1934		S 2033	S 2142
AVON					S 2145
SHARK		1936		2035	2146
BELMAR		S 1939		S 2037	S 2147
WALL					
SPRING LAKE		S 1942		S 2041	S 2151
SEA GIRT					
MANASQUAN		S 1946		S 2045	S 2155
BRIELLE		1948		2047	2157
PT. PLEASANT BEACH		S 1951		S 2050	S 2200
BAY HEAD		A 1955		A 2054	A 2204
		HRS	HRS	HRS	HRS

FIRST CLASS

Mondays-Fridays Except Holidays

PC 3647	PC 1133	PC 3649				
HRS	HRS	HRS	HRS	HRS	HRS	HRS
2125	2210	2335				
2140	2225	2350				
2210	2254	0020				
S 2212	S 2256	S 0022				
C 2214						
2215	2258	0025				
A 2218	^s / ₂ 2300	A 0027				
	2307					
MU	S 2315	MU				
	S 2319					
	S 2325					
	S 2331					
	S 2336					
	S 2342					
	S 2346					
	S 2350					
	S 2354					
	2358					
	S 2400					
	S 0004					
	S 0008					
	0010					
	S 0013					
	A 0017					
HRS	HRS	HRS	HRS	HRS	HRS	HRS

No. 3647 stop at River for employees.

STATIONS		FIRST CLASS			
		Mondays-Fridays Except Holidays			
		CNJ 5300	PC 3602	CNJ 5302	PC 3606
		HRS	HRS	HRS	HRS
BAY HEAD		0424		0504	
PT. PLEASANT BEACH		S 0428		S 0508	
BRIELLE		0430		0510	
MANASQUAN		S 0433		S 0513	
SEA GIRT					
SPRING LAKE		S 0437		S 0517	
WALL					
BELMAR		S 0441		S 0521	
SHARK		0442		0522	
AVON				S 0523	
BRADLEY BEACH		S 0444		S 0526	
NEPTUNE					
ASBURY PARK		S 0447		S 0529	
NORTH ASBURY PARK				S 0532	
ALLENHURST		S 0450		S 0535	
ELBERON		S 0454		S 0539	
LONG BRANCH		S 0458		S 0543	
BRANCHPORT					
MONMOUTH PARK					
OCEANPORT					
LITTLE SILVER		S 0503		S 0548	
RED BANK (BANK)		S 0508		S 0553	
MIDDLETOWN		S 0514		S 0559	
LILY					
HAZLET			MU	S 0605	MU
MATAWAN		S 0522		S 0609	
BRICK					
MORGAN		0527		0614	
SOUTH AMBOY		S 0530	0536	S 0617	0639
ESSAY		0532	0538	0619	0640
RIVER					C 0641
BEACH	CRR of NJ				
PERTH AMBOY		S 0534	S 0540	S 0621	S 0643
WOOD		A 0537	A 0543	A 0624	A 0646
NEWARK	PCTCo.	0600	0620	0647	0719
HARRISON		0603		0650	
NEW YORK, PC Sta.		0635	0635	0707	0734
		HRS	HRS	HRS	HRS

No. 3606 stop at River for employees.

FIRST CLASS

Mondays-Fridays Except Holidays

PC 1104	PC 3608	CNJ 5306	PC 3610	PC 1106	PC 1108	
HRS	HRS	HRS	HRS	HRS	HRS	HRS
0529	0552	.....	0603	0613	.....
S 0533	S 0556	.....	S 0607	S 0617	.....
0535	0558	.....	0609	0619	.....
S 0538	S 0601	.....	S 0612	.....	.....
S 0541
S 0544	S 0605	.....	S 0616	.....	.....
.....
S 0548	S 0609	.....	S 0620	S 0628	.....
0549	0610	.....	0621	0629	.....
S 0551	S 0612	.....	.....	.....	.....
S 0554	S 0615	.....	S 0624	.....	.....
.....
S 0557	S 0618	.....	S 0628	S 0634	.....
.....	S 0621	.....	.....	.....	.....
S 0601	S 0624	.....	.....	S 0639	.....
S 0605	S 0628	.....	.....	S 0644	.....
S 0609	S 0632	.....	S 0640	S 0650	.....
.....
.....
.....
S 0615	S 0637	.....	S 0646	.....	.....
S 0621	S 0643	.....	S 0651	S 0700	.....
S 0627	S 0650	.....	S 0658	.....	.....
.....
S 0633	MU	S 0656	MU	.....	.....	.....
S 0638	S 0701	.....	0705	S 0713	.....
.....
0643	0706	.....	0709	0718	.....
^s 0647	0701	.....	0711	^s 0712	Z 0722	.....
0656	0703	0709	0713	0721	0731	.....
.....
.....
A 0701	S 0706 A 0709	S 0712 A 0716	S 0715 A 0718	A 0727	A 0737	.....
0725	0744	0739	0753	.....	0804	.....
.....	0742	.....	.....	.....	.....
0740	0759	0758	0808	0805	0819	.....
HRS	HRS	HRS	HRS	HRS	HRS	HRS

STATIONS		FIRST CLASS			
		Mondays-Fridays Except Holidays			
		PC 1110	PC 1112	CNJ 5314	PC 3618
		HRS	HRS	HRS	HRS
BAY HEAD		0622	0631	0637	.....
PT. PLEASANT BEACH		S 0626	S 0635	S 0641	.....
BRIELLE		0628	0637	0643	.....
MANASQUAN		S 0631	S 0640	S 0646	.....
SEA GIRT			S 0643		.....
SPRING LAKE		S 0636		S 0651	.....
WALL .....					.....
BELMAR			S 0649	S 0655	.....
SHARK		0640	0650	0656	.....
AVON			S 0652	S 0658	.....
BRADLEY BEACH		S 0643		S 0701	.....
NEPTUNE .....					.....
ASBURY PARK		S 0647	S 0657	S 0704	.....
NORTH ASBURY PARK				S 0707	.....
ALLENHURST			S 0702	S 0710	.....
ELBERON				S 0714	.....
LONG BRANCH		S 0658	S 0709	S 0719	.....
BRANCHPORT .....					.....
MONMOUTH PARK .....					.....
OCEANPORT .....					.....
LITTLE SILVER			S 0715	S 0725	.....
RED BANK (BANK)		S 0709	S 0721	S 0731	.....
MIDDLETOWN		S 0716		S 0737	.....
LILY					MU
HAZLET			S 0732		
MATAWAN		S 0725	S 0736	S 0746	
BRICK					
MORGAN		0730	0741	0751	.....
SOUTH AMBOY		z 0733	z 0744		0758
ESSAY		0742	0753	0755	0800
RIVER .....					.....
BEACH	CRR of NJ				.....
PERTH AMBOY				S 0759	S 0802
WOOD		A 0747	A 0756	A 0802	A 0805
NEWARK	PCTCo.	0808	0819	0827	0837
HARRISON				0830	.....
NEW YORK, PC Sta.		0824	0835	0847	0852
		HRS	HRS	HRS	HRS

FIRST CLASS

Mondays-Fridays Except Holidays

CNJ 5316	PC 1118	PC 3622	PC 1120	CNJ 5322	PC 3624	
HRS	HRS	HRS	HRS	HRS	HRS	HRS
0700	0733	.....	0904	1149	.....	.....
S 0704	S 0737	.....	S 0908	S 1153	.....	.....
0706	0739	.....	0911	1155	.....	.....
S 0709	S 0742	.....	S 0913	S 1158	.....	.....
S 0712	S 0745	.....	.....	.....	.....	.....
S 0715	S 0749	.....	S 0918	S 1203	.....	.....
.....
S 0719	S 0753	.....	S 0922	S 1207	.....	.....
0720	0754	.....	0923	1208	.....	.....
S 0721	S 0756	.....	.....	.....	.....	.....
S 0724	S 0759	.....	S 0926	S 1211	.....	.....
.....
S 0727	S 0802	.....	S 0929	S 1213	.....	.....
.....
S 0731	S 0806	.....	S 0933	S 1217	.....	.....
S 0735	S 0810	.....	S 0937	S 1221	.....	.....
S 0739	S 0814	.....	S 0942	S 1225	.....	.....
.....
.....
S 0745	S 0819	.....	S 0948	S 1230	.....	.....
S 0750	S 0824	.....	S 0952	S 1235	.....	.....
S 0757	S 0831	.....	S 0957	S 1241	.....	.....
.....
S 0803	S 0837	MU	.....	S 1246	MU	.....
S 0807	S 0842	.....	S 1005	S 1251	.....	.....
.....
0812	0847	.....	1010	1256	.....	.....
S 0815	z 0850	0923	z 1013	S 1259	1427	.....
0817	0858	0925	1021	1301	1429	.....
.....
S 0820	.....	S 0927	S 1024	S 1304	S 1432	.....
A 0823	A 0902	A 0930	A 1027	A 1307	A 1436	.....
0845	0925	1003	1052	1329	1459	.....
0848	.....	.....	.....	1332	.....	.....
0907	0940	1020	1108	1356	1515	.....
HRS	HRS	HRS	HRS	HRS	HRS	HRS

STATIONS		FIRST CLASS			
		Mondays-Fridays Except Holidays			
		PC 1126	PC 3630	PC 3634	CNJ 5328
		HRS	HRS	HRS	HRS
BAY HEAD		1429	.....	.....	1657
PT. PLEASANT BEACH		S 1433	.....	.....	S 1701
BRIELLE		1435	.....	.....	1704
MANASQUAN		S 1438	.....	.....	S 1706
SEA GIRT .....		.....	.....	.....	.....
SPRING LAKE		S 1442	.....	.....	S 1710
WALL .....		.....	.....	.....	.....
BELMAR		S 1446	.....	.....	S 1714
SHARK		1447	.....	.....	1715
AVON .....		.....	.....	.....	.....
BRADLEY BEACH		S 1449	.....	.....	S 1718
NEPTUNE .....		.....	.....	.....	.....
ASBURY PARK		S 1452	.....	.....	S 1721
NORTH ASBURY PARK .....		.....	.....	.....	.....
ALLENHURST		S 1456	.....	.....	S 1724
ELBERON		S 1500	.....	.....	S 1727
LONG BRANCH		S 1504	.....	.....	S 1730
BRANCHPORT .....		.....	.....	.....	.....
MONMOUTH PARK .....		.....	.....	.....	C 1733
OCEANPORT .....		.....	.....	.....	.....
LITTLE SILVER		S 1509	.....	.....	S 1736
RED BANK (BANK)		S 1514	.....	.....	S 1741
MIDDLETOWN .....		.....	.....	.....	.....
LILY .....		.....	.....	.....	.....
HAZLET .....		.....	MU	MU	.....
MATAWAN		S 1526	.....	.....	S 1753
BRICK .....		.....	.....	.....	.....
MORGAN		1531	.....	.....	1757
SOUTH AMBOY		$\frac{s}{2}$ 1534	1646	1746	S 1800
ESSAY		1544	1648	1748	1802
RIVER .....		.....	.....	.....	.....
BEACH	of NJ CRR	.....	.....	.....	.....
PFRTH AMBOY		S 1547	S 1650	S 1750	S 1804
WOOD		A 1551	A 1653	A 1753	A 1808
NEWARK	PCTCo.	1617	1728	1825	1833
HARRISON .....		.....	.....	.....	1836
NEW YORK, PC Sta.		1632	1743	1841	1855
		HRS	HRS	HRS	HRS

No. 5328 stop at Monmouth Park during Racing Season as shown by General Order.

FIRST CLASS

Mondays-Fridays Except Holidays

PC 3638 HRS	PC 1130 HRS	PC 1132 HRS	HRS	HRS	HRS	HRS
.....	1957	2145	.....	.....	.....	.....
.....	S 2001	S 2149	.....	.....	.....	.....
.....	2003	2151	.....	.....	.....	.....
.....	S 2006	S 2154	.....	.....	.....	.....
.....	S 2010	S 2158	.....	.....	.....	.....
.....	S 2014	S 2202	.....	.....	.....	.....
.....	2015	2203	.....	.....	.....	.....
.....	S 2018	.....	.....	.....	.....	.....
.....	S 2021	S 2207	.....	.....	.....	.....
.....	S 2025	.....	.....	.....	.....	.....
.....	S 2032	S 2216	.....	.....	.....	.....
.....	S 2037	.....	.....	.....	.....	.....
.....	S 2042	S 2224	.....	.....	.....	.....
.....	S 2048	.....	.....	.....	.....	.....
MU	S 2058	S 2238	.....	.....	.....	.....
.....	2103	2242	.....	.....	.....	.....
1942	$\frac{S}{2}$ 2106	$\frac{S}{2}$ 2246	.....	.....	.....	.....
1944	2114	2254	.....	.....	.....	.....
.....	S 2116	S 2256	.....	.....	.....	.....
S 1946	A 2119	A 2259
A 1949	2148	2325
2020	2203	2340
2035
HRS	HRS	HRS	HRS	HRS	HRS	HRS

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STATIONS		FIRST CLASS			
		Saturdays Except Holidays Will Run Washington's Birthday and Good Friday			
		PC 1101	PC 3611	CNJ 5353	PC 1155
		HRS	HRS	HRS	HRS
NEW YORK, PC Sta.	PCTCo.	0039	0751	0800	1025
HARRISON				0836	
NEWARK		0054	0806	0851	1040
WOOD	CRR of NJ	0122	0844	0914	1108
PERTH AMBOY		S 0124	S 0846	S 0917	S 1110
BEACH					
RIVER					
ESSAY		0126	0849	0919	1112
SOUTH AMBOY		$\frac{S}{2}$ 0128	A 0851	S 0921	$\frac{S}{2}$ 1114
MORGAN		0135		0923	1121
BRICK					
MATAWAN		S 0142		S 0929	S 1128
HAZLET		S 0145	MU		
LILY					
MIDDLETOWN		S 0150			
RED BANK (BANK)		S 0157		S 0940	S 1139
LITTLE SILVER		S 0201			
OCEANPORT					
MONMOUTH PARK					C 1144
BRANCHPORT					
LONG BRANCH		S 0206		S 0950	S 1149
ELBERON		S 0209		S 0954	S 1153
ALLENHURST		S 0212		S 0958	S 1157
NORTH ASBURY PARK					
ASBURY PARK		S 0217		S 1002	S 1201
NEPTUNE					
BRADLEY BEACH		S 0219		S 1005	S 1204
AVON					
SHARK		0223		1008	1205
BELMAR		S 0224		S 1009	S 1207
WALL					
SPRING LAKE		S 0228		S 1013	S 1211
SEA GIRT					
MANASQUAN		S 0232		S 1017	S 1215
BRIELLE		0234		1019	1217
PT. PLEASANT BEACH		S 0237		S 1022	S 1220
BAY HEAD		A 0241		A 1026	A 1224
		HRS	HRS	HRS	HRS

No. 1155 stop at Monmouth Park during Racing Season as shown by General Order.

FIRST CLASS

Saturdays Except Holidays
Will Run Washington's Birthday
and Good Friday

CNJ 5357	PC 1159	PC 3617	PC 1161	PC 1111	PC 3621	
HRS	HRS	HRS	HRS	HRS	HRS	HRS
1155	1232	1342	1420	1545	1630	.....
1201	.....	.....	.....	.....	.....	.....
1215	1247	1410	1435	1600	1645	.....
1238	1309	1431	1502	1621	1721	.....
S 1241	S 1311	S 1433	S 1504	S 1624	S 1723	.....
.....
1243	1313	1436	1506	1626	1727	.....
S 1245	$\frac{S}{2}$ 1315	A 1438	$\frac{S}{2}$ 1508	$\frac{S}{2}$ 1628	A 1728	.....
1247	1322	.....	1515	1635	.....	.....
S 1253	S 1329	MU	S 1522	S 1643	MU	.....
.....
S 1304	S 1337	.....	S 1530	.....	.....	.....
.....	S 1344	.....	S 1537	S 1657	.....	.....
.....	S 1348	.....	S 1542	S 1702	.....	.....
C 1309	C 1351	.....	.....	.....	.....	.....
S 1314	S 1355	.....	S 1548	S 1708	.....	.....
.....	S 1359	.....	S 1552	S 1712	.....	.....
.....	S 1403	.....	S 1556	S 1716	.....	.....
S 1324	S 1407	.....	S 1601	S 1722	.....	.....
S 1327	S 1410	.....	S 1604	S 1725	.....	.....
1330	1412	.....	1606	1728	.....	.....
S 1332	S 1414	.....	S 1608	S 1730	.....	.....
S 1336	S 1418	.....	S 1612	S 1734	.....	.....
S 1340	S 1422	.....	S 1617	S 1740	.....	.....
1343	1424	.....	1620	1742	.....	.....
S 1346	S 1427	.....	S 1623	S 1745	.....	.....
A 1350	A 1431	.....	A 1627	A 1749	.....	.....
HRS	HRS	HRS	HRS	HRS	HRS	MU

Nos. 5357 and 1159 stop at Monmouth Park during Racing Season as shown by General Order.

STATIONS		FIRST CLASS			
		Saturdays Except Holidays Will Run Washington's Birthday and Good Friday			
		CNJ 5365	CNJ 5367	PC 3637	PC 1131
		HRS	HRS	HRS	HRS
NEW YORK, PC Sta.	PCTCo.	1700	1800	1835	1955
HARRISON		1710	1810	.....	.....
NEWARK		1725	1825	1850	2010
WOOD	CRR of NJ	1748	1848	1927	2036
PERTH AMBOY		S 1751	S 1851	S 1929	S 2039
BEACH .....		.....	.....	.....	.....
RIVER .....		.....	.....	.....	.....
ESSAY		1753	1853	1932	2041
SOUTH AMBOY		S 1755	S 1855	A 1934	^s / _z 2043
MORGAN		1757	1857	.....	2051
BRICK .....		.....	.....	MU	.....
MATAWAN		S 1803	S 1903		S 2100
HAZLET		S 1807	.....		.....
LILY .....		.....	.....		.....
MIDDLETOWN		S 1812	S 1911	.....	S 2109
RED BANK (BANK)		S 1818	S 1918	.....	S 2116
LITTLE SILVER		S 1822	S 1923	.....	S 2121
OCEANPORT .....		.....	.....	.....	.....
MONMOUTH PARK .....		.....	.....	.....	.....
BRANCHPORT .....		.....	.....	.....	.....
LONG BRANCH		S 1828	S 1929	.....	S 2127
ELBERON		S 1832	S 1933	.....	S 2131
ALLENHURST		S 1836	S 1937	.....	S 2135
NORTH ASBURY PARK .....		.....	.....	.....	.....
ASBURY PARK		S 1841	S 1943	.....	S 2139
NEPTUNE .....		.....	.....	.....	.....
BRADLEY BEACH		S 1844	S 1946	.....	S 2142
AVON .....		.....	.....	.....	.....
SHARK		1846	1949	.....	2145
BELMAR		S 1848	S 1951	.....	S 2146
WALL .....		.....	.....	.....	.....
SPRING LAKE		S 1852	S 1955	.....	S 2150
SEA GIRT .....		.....	.....	.....	.....
MANASQUAN		S 1856	S 1959	.....	S 2154
BRIELLE		1859	2002	.....	2156
PT. PLEASANT BEACH		S 1902	S 2005	.....	S 2159
BAY HEAD		A 1907	A 2010	.....	A 2203
		HRS	HRS	HRS	HRS

FIRST CLASS

Saturdays Except Holidays
Will Run Washington's Birthday
and Good Friday

PC 3641	CNJ 5371					
HRS	HRS	HRS	HRS	HRS	HRS	HRS
2110	2215					
	2220					
2125	2235					
2202	2258					
S 2204	S 2301					
	C 2302					
2207	2303					
A 2209	S 2305					
	2307					
	S 2313					
MU						
	S 2321					
	S 2327					
	S 2332					
	S 2339					
	S 2343					
	S 2347					
	S 2353					
	S 2356					
	2358					
	S 2400					
	S 0004					
	S 0010					
	0012					
	S 0015					
	A 0019					
HRS	HRS	HRS	HRS	HRS	HRS	HRS

No. 5371 stop at River for employees.

STATIONS		FIRST CLASS			
		Saturdays Except Holidays Will Run Washington's Birthday and Good Friday			
		PC 3602	CNJ 5350	PC 1152	CNJ 5354
		HRS	HRS	HRS	HRS
BAY HEAD			0521	0539	0620
PT. PLEASANT BEACH			S 0525	S 0543	S 0624
BRIELLE			0528	0544	0627
MANASQUAN			S 0530	S 0548	S 0629
SEA GIRT					
SPRING LAKE			S 0534	S 0552	S 0633
WALL					
BELMAR			S 0538	S 0556	S 0637
SHARK			0539	0557	0638
AVON					
BRADLEY BEACH			S 0542	S 0601	S 0641
NEPTUNE					
ASBURY PARK			S 0545	S 0604	S 0644
NORTH ASBURY PARK					
ALLENHURST			S 0550	S 0610	S 0649
ELBERON			S 0554	S 0614	S 0653
LONG BRANCH			S 0558	S 0618	S 0657
BRANCHPORT					
MONMOUTH PARK					
OCEANPORT					
LITTLE SILVER			S 0603	S 0623	S 0702
RED BANK (BANK)			S 0608	S 0628	S 0707
MIDDLETOWN			S 0614	S 0634	S 0713
LILY					
HAZLET		MU			
MATAWAN			S 0622	S 0641	S 0721
BRICK					
MORGAN			0627	0646	0726
SOUTH AMBOY		0536	S 0630	z 0649	S 0729
ESSAY		0538	0632	0657	0731
RIVER					
BEACH	CRR of NJ				
PERTH AMBOY		S 0540	S 0634	S 0659	S 0733
WOOD		A 0543	A 0637	A 0702	A 0736
NEWARK	PCTCo.	0620	0700	0735	0800
HARRISON			0703		0803
NEW YORK, PC Sta.		0635	0720	0750	0824
		HRS	HRS	HRS	HRS

FIRST CLASS

Saturdays Except Holidays
Will Run Washington's Birthday
and Good Friday

PC 1156	CNJ 5358	PC 1120	CNJ 5362	PC 3626	PC 1164	
HRS	HRS	HRS	HRS	HRS	HRS	HRS
0700	0750	0904	1035	.....	1309	.....
S 0704	S 0754	S 0908	S 1039	.....	S 1315	.....
0707	0757	0911	1042	.....	1318	.....
S 0709	S 0759	S 0913	S 1044	.....	S 1320	.....
.....
S 0713	S 0804	S 0918	S 1048	.....	S 1324	.....
.....
S 0717	S 0808	S 0922	S 1052	.....	S 1328	.....
0718	0809	0923	1053	.....	1329	.....
.....
S 0721	S 0812	S 0926	S 1056	.....	.....	.....
.....
S 0724	S 0815	S 0929	S 1059	.....	S 1334	.....
.....
S 0729	S 0820	S 0933	S 1104	.....	S 1339	.....
S 0733	S 0824	S 0937	S 1108	.....	S 1343	.....
S 0737	S 0828	S 0942	S 1112	.....	S 1347	.....
.....
.....
S 0742	S 0833	S 0948	S 1117	.....	S 1352	.....
S 0747	S 0838	S 0952	S 1122	.....	S 1357	.....
.....	S 0844	S 0957	S 1128	.....	S 1403	.....
.....
S 0758	S 0850	S 1005	S 1136	MU	S 1411	.....
.....	S 0854	.....	.....	.....	.....	.....
0803	0859	1010	1141	.....	1416	.....
^s / _z 0806	S 0902	^s / _z 1013	S 1144	1335	^s / _z 1419	.....
0814	0904	1021	1146	1337	C 1427	.....
.....
S 0816	S 0906	S 1024	S 1148	S 1339	S 1430	.....
A 0819	A 0909	A 1027	A 1151	A 1342	A 1433	.....
0850	0933	1052	1215	1408	1500	.....
.....	0936	.....	1218	.....	.....	.....
0905	0955	1108	1235	1423	1515	.....
HRS	HRS	HRS	HRS	HRS	HRS	HRS

No. 1164 stop at Essay for employees.

STATIONS		FIRST CLASS			
		Saturdays Except Holidays Will Run Washington's Birthday and Good Friday			
		CNJ 5366	PC 1168	PC 1170	
		HRS	HRS	HRS	HRS
BAY HEAD		1509	1724	2116	.....
PT. PLEASANT BEACH		S 1513	S 1728	S 2120	.....
BRIELLE		1516	1731	2123	.....
MANASQUAN		S 1518	S 1733	S 2125	.....
SEA GIRT .....					.....
SPRING LAKE		S 1522	S 1737	S 2130	.....
WALL .....					.....
BELMAR		S 1526	S 1741	S 2133	.....
SHARK		1527	1742	2134	.....
AVON .....					.....
BRADLEY BEACH			S 1745	S 2137	.....
NEPTUNE .....					.....
ASBURY PARK		S 1532	S 1748	S 2142	.....
NORTH ASBURY PARK .....					.....
ALLENHURST		S 1537	S 1753	S 2147	.....
ELBERON		S 1541	S 1757		.....
LONG BRANCH		S 1545	S 1801	S 2153	.....
BRANCHPORT .....					.....
MONMOUTH PARK		C 1547	C 1804		.....
OCEANPORT .....					.....
LITTLE SILVER		S 1550			.....
RED BANK (BANK)		S 1555	S 1809	S 2201	.....
MIDDLETOWN .....					.....
LILY .....					.....
HAZLET .....					.....
MATAWAN		S 1606	S 1820	S 2212	.....
BRICK .....					.....
MORGAN		1611	1825	2216	.....
SOUTH AMBOY		S 1614	$\frac{z}{z}$ 1828	$\frac{z}{z}$ 2220	.....
ESSAY		1616	1836	2228	.....
RIVER .....					.....
BEACH	CRR of NJ				.....
PERTH AMBOY		S 1618	S 1838	S 2230	.....
WOOD		A 1621	A 1841	A 2233	.....
NEWARK	PCTCo.	1645	1910	2300	.....
HARRISON		1648			.....
NEW YORK, PC Sta.		1704	1925	2315	.....
		HRS	HRS	HRS	HRS

Nos. 5366 and 1168 stop at Monmouth Park during Racing Season as shown by General Order.

STATIONS		FIRST CLASS			
		Sundays and Holidays Will Not Run Washington's Birthday and Good Friday			
		PC 1101	CN.I 5381	PC 1155	PC 1185
		HRS	HRS	HRS	HRS
NEW YORK, PC Sta.	PCTCo.	0039	0815	1025	1320
HARRISON		-----	0820	-----	-----
NEWARK		0054	0835	1040	1335
WOOD	CRR of NJ	0122	0858	1108	1402
PERTH AMBOY		S 0124	S 0901	S 1110	S 1405
BEACH		-----	-----	-----	-----
RIVER		-----	-----	-----	-----
ESSAY		0126	0903	1112	1407
SOUTH AMBOY		z 0128	S 0905	z 1114	z 1409
MORGAN		0135	0907	1121	1416
BRICK		-----	-----	-----	-----
MATAWAN		S 0142	S 0913	S 1128	S 1423
HAZLET		S 0145	-----	-----	-----
LILY		-----	-----	-----	-----
MIDDLETOWN		S 0150	-----	-----	-----
RED BANK (BANK)		S 0157	S 0924	S 1139	S 1434
LITTLE SILVER		S 0201	-----	-----	-----
OCEANPORT		-----	-----	-----	-----
MONMOUTH PARK		-----	-----	C 1144	C 1440
BRANCHPORT		-----	-----	-----	-----
LONG BRANCH		S 0206	S 0934	S 1149	S 1444
ELBERON		S 0209	-----	S 1153	-----
ALLENHURST		S 0212	S 0941	S 1157	S 1451
NORTH ASBURY PARK		-----	-----	-----	-----
ASBURY PARK		S 0217	S 0947	S 1201	S 1455
NEPTUNE		-----	-----	-----	-----
BRADLEY BEACH		S 0219	S 0950	S 1204	S 1458
AVON		-----	-----	-----	-----
SHARK		0223	0952	1205	1500
BELMAR		S 0224	S 0954	S 1207	S 1502
WALL		-----	-----	-----	-----
SPRING LAKE		S 0228	S 0958	S 1211	S 1506
SEA GIRT		-----	-----	-----	-----
MANASQUAN		S 0232	S 1003	S 1215	S 1511
BRIELLE		0234	1005	1217	1513
PT. PLEASANT BEACH		S 0237	S 1008	S 1220	S 1516
BAY HEAD		A 0241	A 1012	A 1224	A 1520
		HRS	HRS	HRS	HRS

**Nos. 1155 and 1185 stop at Monmouth Park Holidays Except
Sundays during Racing Season as shown by General Order.**

FIRST CLASS

Sundays and Holidays
Will Not Run Washington's
Birthday and Good Friday

CNJ 5387	PC 1189	CNJ 5391	PC 3671			
HRS	HRS	HRS	HRS	HRS	HRS	HRS
1600	1805	2005	2150	.....	.....	.....
1605	.....	2010	.....	.....	.....	.....
1620	1820	2025	2205	.....	.....	.....
1643	1845	2047	2236	.....	.....	.....
S 1646	S 1847	S 2050	S 2238	.....	.....	.....
.....
1648	1849	2052	C 2241	.....	.....	.....
S 1650	^s 1851	S 2054	2242	.....	.....	.....
1652	1858	2056	A 2244	.....	.....	.....
S 1658	S 1905	S 2104	.....	.....	.....	.....
.....	.....	.....	MU	.....	.....	.....
S 1705	.....	S 2111	.....	.....	.....	.....
S 1711	S 1916	S 2117	.....	.....	.....	.....
.....	.....	S 2122	.....	.....	.....	.....
.....
.....
S 1721	S 1926	S 2128	.....	.....	.....	.....
S 1725	S 1930	.....	.....	.....	.....	.....
S 1729	S 1934	S 2135	.....	.....	.....	.....
.....
S 1733	S 1938	S 2139	.....	.....	.....	.....
.....
S 1736	.....	S 2142	.....	.....	.....	.....
.....
1738	1942	2144	.....	.....	.....	.....
S 1740	S 1944	S 2146	.....	.....	.....	.....
.....
S 1744	S 1948	S 2150	.....	.....	.....	.....
.....
S 1749	S 1952	S 2155	.....	.....	.....	.....
1751	1954	2157	.....	.....	.....	.....
S 1754	S 1957	S 2200	.....	.....	.....	.....
A 1758	A 2001	A 2204	.....	.....	.....	.....
HRS	HRS	HRS	HRS	HRS	HRS	HRS

No. 3671 stop at River for employees.

STATIONS	FIRST CLASS			
	Sundays and Holidays Will Not Run Washington's Birthday and Good Friday			
	CNJ 5380	PC 1182	CNJ 5384	PC 3670
	HRS	HRS	HRS	HRS
BAY HEAD	0535	0934	1304	.....
PT. PLEASANT BEACH	S 0539	S 0938	S 1308	.....
BRIELLE	0542	0941	1311	.....
MANASQUAN	S 0544	S 0943	S 1313	.....
SEA GIRT .....	.....	.....	.....	.....
SPRING LAKE	S 0548	S 0947	S 1317	.....
WALL .....	.....	.....	.....	.....
BELMAR	S 0552	S 0951	S 1321	.....
SHARK	0553	0952	1322	.....
AVON .....	.....	.....	.....	.....
BRADLEY BEACH	S 0556	S 0956	S 1325	.....
NEPTUNE .....	.....	.....	.....	.....
ASBURY PARK	S 0559	S 0958	S 1328	.....
NORTH ASBURY PARK .....	.....	.....	.....	.....
ALLENHURST .....	.....	S 1003	S 1333	.....
ELBERON	S 0605	S 1007	S 1337	.....
LONG BRANCH	S 0609	S 1011	S 1341	.....
BRANCHPORT .....	.....	.....	.....	.....
MONMOUTH PARK .....	.....	.....	.....	.....
OCEANPORT .....	.....	.....	.....	.....
LITTLE SILVER .....	.....	.....	.....	.....
RED BANK (BANK)	S 0617	S 1019	S 1349	.....
MIDDLETOWN	S 0623	S 1025	S 1355	.....
LILY .....	.....	.....	.....	.....
HAZLET .....	.....	.....	.....	.....
MATAWAN	S 0631	S 1033	S 1403	MU
BRICK .....	.....	.....	.....	.....
MORGAN	0636	1038	1408	.....
SOUTH AMBOY	S 0639	$\frac{1}{2}$ 1041	S 1411	1620
ESSAY	0640	1049	1413	1622
RIVER	C 0641	.....	.....	.....
BEACH	CRR of NJ	.....	.....	.....
PERTH AMBOY		S 0643	S 1051	S 1415
WOOD		A 0646	A 1054	A 1418
NEWARK	PCTCo.	0710	1123	1442
HARRISON		0713	.....	1445
NEW YORK, PC Sta.		0730	1138	1503
		HRS	HRS	HRS

No. 5380 stop at River for employees.

FIRST CLASS

Sundays and Holidays
Will Not Run Washington's
Birthday and Good Friday

CNJ 5386	PC 1168	PC 1168	PC 1190	PC 1190	PC 1192
HRS	HRS	HRS	HRS	HRS	HRS
1541	1716	1724	1921	1929	2152
S 1545	S 1720	S 1728	S 1925	S 1933	S 2156
1548	1723	1731	1928	1936	2159
S 1550	S 1725	S 1733	S 1930	S 1938	S 2201
S 1554	S 1730	S 1737	S 1935	S 1942	S 2205
S 1558	S 1735	S 1741	S 1940	S 1946	S 2209
1559	1736	1742	1941	1947	2210
S 1602	S 1740	S 1745	S 1945	S 1950	S 2213
S 1605	S 1744	S 1748	S 1949	S 1953	S 2216
S 1610	S 1750	S 1753	S 1955	S 1958	S 2221
S 1614	S 1755	S 1757	S 2000	S 2002	S 2225
S 1618	S 1800	S 1801	S 2005	S 2006	S 2229
C 1620	C 1803	C 1804			
S 1626	S 1808	S 1809	S 2013	S 2014	S 2237
S 1637	S 1820	S 1820	S 2025	S 2025	S 2248
1642	1825	1825	2030	2030	2253
S 1645	$\frac{S}{2}$ 1828	$\frac{S}{2}$ 1828	$\frac{S}{2}$ 2033	$\frac{S}{2}$ 2033	$\frac{S}{2}$ 2256
1647	1836	1836	2041	2041	2304
S 1649	S 1838	S 1838	S 2043	S 2043	S 2306
A 1652	A 1841	A 1841	A 2046	A 2046	A 2309
1716	1910	1910	2115	2115	2340
1719					
1740	1925	1925	2130	2130	2355
HRS	HRS	HRS	HRS	HRS	HRS

Nos. 5386 and 1168 stop at Monmouth Park Holidays Except
Sundays during Racing Season as shown by General Order.

HOURS STATIONS ARE OPEN FOR THE SALE OF TICKETS

Station	Mon. - Fri. Hours	Saturday Hours	Sun. - Hol. Hours
Perth Amboy	0615 - 1445	Closed	Closed
South Amboy	0520 - 1420	Closed	Closed
Matawan	0510 - 2110	0510 - 2110	0510 - 2110
Middletown	0500 - 1400	Closed	Closed
Red Bank	0540 - 2230	0540 - 2230	0620 - 2245
Little Silver	0535 - 1405	Closed	Closed
Long Branch	0530 - 2220	0545 - 2200	0615 - 2235
Elberon	0530 - 1405	Closed	1700 - 2015
Allenhurst	0520 - 1410	Closed	1645 - 2010
Asbury Park	0515 - 2210	0515 - 2150	0600 - 2220
Bradley Beach	0515 - 1415	0515 - 1350	1640 - 2000
Avon	0515 - 1415	Closed	Closed
Belmar	0510 - 1340	0510 - 1340	0550 - 1420
Spring Lake	0510 - 1340	0510 - 1340	1635 - 1955
Manasquan	0500 - 1400	0500 - 1400	1630 - 1950
Pt. Pleasant Bch.	0500 - 2200	0515 - 2200	0540 - 2200

1-S EXCEPTION TO RULE S

Passenger trainmen are relieved from complying with Rule S between Wood and Bay Head.

1-T PUBLIC CROSSINGS AT GRADE

(a) Protection will be provided as follows:

X—Indicates Method of Protection.

Column 1. A member of crew, with a red flag by day and a red light by night, shall precede engine or train to warn highway traffic until crossing is blocked by engine or cars.

Column 2. Automatic Crossing Gates provided for movements **WITH** the current of traffic.

Column 3. Automatic Crossing Gates provided for movements **WITH** and **AGAINST** the current of traffic or in either direction on single track.

Column 4. Crossings protected by flashing lights for movements **WITH** and **AGAINST** the current of traffic. All other crossings protected by flashing lights must be protected as per Column 1 when operating against the current of traffic.

Location	Track or Branch	Crossings	Columns				See Note
			1	2	3	4	
Perth Amboy	Peterson's Side Track	Fayette Street	X				
Brick	Main Tracks	Gelhaus Rd.			X		
		Cliffwood Rd.			X		
Matawan	Main and Side Tracks	Main Street			X		1-2 7-8
	Main, East Running and Freight House Tracks	Atlantic Ave.			X		1-8
	Hill, West Running, West Side Boyds and Wye Tracks		X				
Hazlet	Main Tracks	Beers St.			X		
		Holmdel Tpk.			X		
		Hazlet Ave.				X	
		Bethany Road			X		
Lily	Main Tracks	Centerville Rd.			X		
Middletown	Main Tracks	Nut Swamp Rd.			X		
		Oak Hill Road			X		
		Cooper Road			X		
Red Bank	Main and Side Tracks	W. Bergen Pl.			X		1-2
		Broad St.(Rt.35)			X		1
	Main Tracks	White Road			X		
Little Silver	Main Tracks	Sycamore Ave.			X		
		Oceanport Ave.			X		
		Silverside Ave.			X		
Oceanport	Main Tracks	Bridgewater Dr.			X		
		Port-au-Peck A.			X		
Branchport	Main Tracks	Branchport Ave.			X		
		Joline Ave.			X		
	Side Track	Washington St.	X				

Location	Track or Branch	Crossings	Columns				See Note
			1	2	3	4	
Long Branch	Main Tracks	Broadway		X			
		Chelsea Ave.		X			3
		Westwood Ave.		X			3
		Morris Ave.		X			3
	Main and Side Tracks	Bath Ave.		X			1-3
		West End Ave.		X			2
	Main Tracks	Brighton Ave.		X			
Deal	Main Tracks	Cedar Ave.		X			
		Roosevelt Ave.		X			
		Grant Ave.		X			
		Sherman Ave.		X			
		Roseld Ave.		X			
Allenhurst	Main Tracks	Drummond Ave.		X			
		Spier Ave.		X			
	Main and Side Tracks	Corlies Ave.		X			
		Allen Ave.		X			1
	Main Tracks	Grassmere Ave.		X			
No. Asbury Park	Main Tracks	6th, Sunset, 5th & 4th Aves.		X			
	Main and Side Tracks	3rd, 2nd and 1st Aves.		X			1
		Asbury Ave.		X			2
	Sears Side Track	Railroad and 2nd Ave.	X				
Asbury Park	Main Tracks	Munroe, Summerfield, Bangs and Springwood Aves.		X			
Neptune	Main and Frt. House Tracks	12th Ave.		X			1
	East Side Track		X				1
	Hansen's Side Track	Railroad Ave.					9
Bradley Beach	Main Tracks	LaReine, Brinley, 4th and Evergreen Aves.		X			
Belmar	Main Tracks	7th, 8th & 10th Aves.		X			
	Main and Side Tracks	12th and 13th Aves.		X			1
	Main Tracks	16th, 17th & 18th Aves.		X			
Spring Lake	Main Tracks	Wall Rd., Church, Ludlow, St. Clair, Brighton, Warren, Monmouth, Ocean, Central & Beach Avenues		X			
Sea Girt	Main Tracks	Beacon Blvd. & Washington Avenue		X			

Location	Track or Branch	Crossings	Columns				See Note
			1	2	3	4	
Manasquan	Main Tracks	Stockton Lake Blvd.		X			4
	Main and Side Tracks	East Main St.		X			1-5
Brielle	Main Tracks	Fisk & Green Avenues		X			
Point Pleasant Beach	Main Tracks	Broadway		X			
		Arnold Ave.		X			6
		Forman, Atlantic, New Jersey & Washington Aves. & Ocean Rd.		X			
Bay Head	Main and Side Tracks	Osborne Ave.		X			1

Note 1: Movements on side tracks must be protected by manual operation of gates.

Note 2: Movements on side tracks must be protected as noted for Column 1.

Note 3: Key box for raising gates for trains delayed at Long Branch Station located on post, south side of tracks, 100 feet west on station.

Note 4: Key box for raising gates for trains switching at Fee and Mason side track located on south side, 100 feet east of Mile Post 35.

Note 5: Eastward trains must stop clear of crossing. If train is delayed, gates must be raised. Train will not proceed until gates have been lowered. Keybox for trains delayed on No. 1 track located at station.

Note 6: Westward trains must stop clear of crossing. If train is delayed, gates must be raised. Train will not proceed until gates have been lowered. Keybox for trains delayed on No. 2 track located on post, north side of tracks, 200 feet west of station.

Note 7: Automatic gates located at Main Street, Matawan, equipped with electronic timing device which will operate as follows: When eastward train operating on either No. 1 or No. 2 tracks is delayed in Matawan Station Platform, automatic gates will raise and flashers darken. Trains delayed in this manner will not proceed until it is observed that gates are in the down position. To restart automatic crossing protection, train must proceed to a point approximately 50 feet from the crossing or a member of the crew may activate by use of switch key in key box.

Note 8: Eastward freight trains stopping at Matawan to perform switching, pick up or set out, if leaving balance of train on main track, must stop west of Automatic Block Signal L 72 before making cut to avoid unnecessary operation of automatic crossing protection.

Note 9: Key boxes for actuating flashing lights located on cantilever mast on north side of highway and on instrument case on south side of highway. Flashers must be operating 20 seconds before movement may occupy crossing. Employees are prohibited from going on the roofs of cars moving over Railroad Avenue account low overhead clearance of flasher cantilever.

(b) Special Protection at Crossings

Chestnut Street, Red Bank (Bank):

All eastward movements on No. 2 track and side track leading to former Belford Branch, will approach Chestnut St. crossing, located at Bank, prepared to STOP, proceeding only when electric gates, controlled from Oakland St. gateman's cabin, are in down position and crossing is clear.

(c) Blocking Crossings

Trains Must Stop Clear of the Following Crossings:

Location	Crossing	Direction	Train	See Note
South Amboy	Augusta St.	Westward	Frt.	
		Eastward	Psgr. & Frt.	
	John St.	Westward	Psgr. & Frt.	
		Eastward	Frt.	
Matawan	Main St.	Westward	Psgr. & Frt.	
Red Bank	Monmouth St.	Westward	Psgr.	1-2
		Eastward	Psgr.	1
Little Silver	Oceanport Ave.	Eastward	Psgr.	
Sea Girt	Washington Blvd.	Eastward	Psgr.	
Manasquan	Main St.	Westward	All	
		Eastward	All	
Point Pleasant Beach	Arnold Ave.	Westward	Psgr.	(See Note 6 to Local Instr. 1-T (a))
		Eastward	Psgr.	

Note 1: Train consisting of 7 cars or less.

Note 2: Except to perform head end work when train consists of 7 or more cars with working car next to engine.

1-V, 1-3 STANDARD CLOCKS, GENERAL ORDERS AND GENERAL NOTICES LOCATED AS INDICATED BY "X"

Location	Standard Clocks	General Orders and General Notices
Bank — Interlocking Station	X	
Red Bank Engine Terminal Office		X
Bay Head — Yardmaster's Office	X	X

1-25 COMMUNICATING SIGNALS**Exception to Air Brake Instruction 302(b):**

Hand Signals may be used to convey "proceed" to the engine-man on passenger trains at intermediate stations with the following provisions:

1. Before leaving initial terminal, a thorough understanding must be reached between train and engine crew as to which member of the train crew will give the hand signal to the engineman.

2. Hand signals may be used only when visibility permits.

3. At South Amboy, Penn Central passenger trains must use communicating signal to start train after engine change.

1-93 YARD LIMITS INDICATED BY YARD LIMIT SIGNS AS FOLLOWS:

Location	Between	And
Bay Head	A point 2375 feet east of M.P. 38	Entire railroad west of this point.

1-104-A ELECTRICALLY LOCKED HAND OPERATED SWITCHES

Location	Switch	Controlled By	See Note
Perth Amboy	Crossover—No. 4 track to No. 6 track west of Station.	Wood	1
Essay	MU Running Track to MU Yard Lead.	Essay	—
	Crossover—No. 1 track to MU Running Track.	Essay	1
	Crossover—between No. 1 track and No. 2 track.	Essay	1
South Amboy	Crossover—No. 2 track to Raritan River Railroad	Essay	1

Note 1: End of crossover equipped with electric lock must be opened first. When restoring switches to normal, end of crossover equipment with electric lock must be closed last.

1-104-B HAND OPERATED SWITCHES—BAY HEAD YARD

Trains entering or leaving Bay Head Yard must be preceeded by a member of the crew to see that switches are properly set for movement. Conductors and enginemen must see that these instructions are complied with.

1-151 LOOP TRACK—BAY HEAD

The Loop Track, between a point 750 feet west of westward block marker L 381 and a point 500 feet west of eastward automatic block signal L 382, will be blocked during the following hours:

1840 Hours to 0640 Hours—Monday through Friday

1840 Hours Friday to 0640 Hours Monday

Continuously on Holidays

During the period Loop Track is blocked, No. 4 Yard Track will be used as running track and hand operated switch located 550 feet west of westward block marker L 381 must be set for movements to Yard Lead.

1-160 ENGINE, CRANE AND CAR RESTRICTIONS

Cars weighing up to 250,000 pounds, Engines and Cranes may be operated except as follows:

Reference letters indicate:

X—Prohibited.

Engine Numbers	Raritan North Shore Branch	
RDC 551-561		
1009-1094		
1520-1532		
1540-1561		
1700-1709		
2501-2512	X	
3061-3069	X	
3671-3683	X	
6601-6602		
Cranes 4 - 5 - 6		
Max. Gross Wgt.	250,000	

1-221-293 TRAIN ORDER SIGNALS

Train Order Signals provided at the following locations:

Location	Display Shown By Rule
Essay (Eastward and Westward)	293 (Figure N)
Morgan (Eastward and Westward)	293 (Figure N)
Bank (Eastward and Westward)	293 (Figure N)
Shark (Eastward and Westward)	293 (Figure N)

1-509 AUTOMATIC BLOCK SIGNALS

Special instructions as follows:

Bay Head—Block Signal L 373.

Westward automatic block signal L 373 is supplemented with a disk, displaying the letter "P", affixed to the mast.

Exception to Note to Operating Rule 291: Train or engine may pass automatic block signal L 373 at restricted speed, without stopping, when "stop and proceed" indication (Rule 291, Figure F) is displayed.

1-550 CAB SIGNALS AND SPEED CONTROL

Cab Signal Rules 550 to 561, inclusive, effective between Wood and Bay Head for engines equipped with cab signals and supplementary whistle and acknowledger in operative condition.

Engines not equipped with required cab signals and supplementary whistle and acknowledger must not be dispatched for movement over this territory except:

- (1) In switching and drag service. Maximum speed fifteen miles per hour.
- (2) When an equipped engine is coupled ahead.

Engines equipped with speed control operating against the current of traffic and cab signal indicator changes to restricting, train will proceed complying with Rule D-151 after taking the following action:

CRR of NJ Engines: Stop train, darken cab signal indicator by operating "STANDING CUTOUT" switch located under cab. When train is diverted back with the current of traffic, cab signal indicator will automatically cut in.

B&O RR Engines and CRR of NJ Engines 3671 to 3683: Darken cab signal indicator by operating the "SPEED CONTROL CUTOUT" switch located in cab. When train is diverted back with the current of traffic, cab signal indicator will automatically cut in.

P.C. Engines: Move "SPEED CONTROL" switch to reverse. When train is diverted back to the current of traffic, move "SPEED CONTROL" switch to normal.

Cab Signal Automatic Train Stop System on MU Cars

All Penn Central MU trains operated over movable bridges in the State of New Jersey must be dispatched from original terminal with the leading MU car so equipped.

The Cab Signal Automatic Train Stop System is supplemental to, and augments the existing Cab Signal apparatus on these cars so that when the Cab Signal changes to a less favorable indication, acknowledgement must be made within six (6) seconds in order to forestall an automatic train stop application which would result in an emergency application of the brakes and removal of power from the traction system.

Test of the Train Stop equipment must be made when Cab Signal is tested.

Details of operation are available in an instruction notice issued by the Penn Central Road Foreman of engines and the Penn Central Passenger Trainmaster.

1-671 UNATTENDED INTERLOCKINGS

Interlocking	Periods Unattended	See Note
Bank	1400 Hours to 2200 Hours Saturday 0600 Hours Sunday to 0600 Hours Monday	1
Oceanport	During Racing Season as shown by General Order: Daily Except Sunday: 0100 Hours to 1200 Hours 2000 Hours to 2400 Hours Sunday: Continuously All other times: Continuously	1-2

Note 1: During periods unattended, switches will be set for straight movements and signals indicating PROCEED will operate automatically for movements with the current of traffic.

Note 2: During periods unattended, the drawbridge will be closed and locked.

1-754 TRAIN RADIO—CNJ PASSENGER ENGINES EQUIPPED TO MONITOR PENN CENTRAL CHANNEL

CNJ Passenger trains operating between Bay Head and Harrison must monitor CNJ Channel 2 between Bay Head and Wood and Channel 4 (PC) between Wood and Harrison.

TRAIN RADIO — CNJ FREIGHT TRAINS

CNJ freight trains must monitor CNJ Channel 2 between Wood and Bay Head.

1-755 TRAIN RADIO—BASE STATIONS

Location	Radio Call	Channel
Wood	Wood	PC Road Ch. 1
Essay	Essay	PC Road Ch. 1
Long Branch Train Dispatcher	Long Branch	CNJ Channel 2

Note: Employees using train radio will be governed by the Rules and Instructions governing the use of such radios of the carrier whose radio channel is being used:

CNJ Channels—Rules 751 through 764, Form 17305.

PC Channels—Rules 701 through 719, Form CT-400.

1-790 ELECTRICAL OPERATION BETWEEN WOOD AND 2100 FEET WEST OF SOUTH AMBOY

The following tracks are equipped for A.C. electrified service:
TRACKS 2 and 4:

Between Wood and a point 2100 feet west of South Amboy Station.

TRACKS 1 and 3:

Between a point 1045 feet west of South Amboy Station and Wood.

SIDE TRACK:

Side track from No. 2 track switch located 776 feet west of South Amboy Station to a point 2100 feet west of South Amboy Station.

MU Siding from No. 1 track switch, located 270 feet west of P.C. overhead bridge to a point 1875 feet west of South Amboy Station.

CROSSOVERS:

1. Between No. 2 Track and Raritan River Side Track, 870 feet west of South Amboy Station.

2. Between No. 2 Track and No. 1 Track, 570 feet West of South Amboy Station.

3. Between No. 1 Track and MU Siding, 550 feet East of South Amboy Station.

SPECIAL RULES GOVERNING TRAIN & ENGINE SERVICE, MAINTENANCE OF WAY AND ANY OTHER EMPLOYEES REQUIRED TO PERFORM WORK IN ELECTRIFIED TERRITORY.

Special Instructions for Employees in Electrified Territory, issued in book form C.T. 290 R2 (P.C.) are in effect. (Central Railroad Company of New Jersey train and engine service employees will not be required to have a copy. Exception to item 6, page 123, Rules of the Operating Department.)

Supervisors and Foremen will be responsible for knowing that their men understand and comply with these instructions.

When inexperienced employees are required to work in electrified territory, the experienced employees must call their attention to the danger.

Employees must not work on or near energized wires, except in emergency, and then only under direction of the Power Director. Rails, frogs, switches and splices must not be changed, bonds or connections broken, unless temporary bonds have been placed and permission obtained from the Power Director.

When an overhead wire failure occurs that may obstruct adjoining tracks, all tracks must be protected immediately.

Specially treated wood poles (pantograph poles) and rubber gloves have been placed in Wood and Essay Interlocking Stations.

Loose or broken impedance bond connection in the tracks must be regarded as energized (live) and reported immediately to the Superintendent and Power Director.

Employees must not allow their bodies, material or equipment of any kind to come within eight (8) feet of the transmission wires or within three (3) feet of catenary system and signal power wires.

Employees are prohibited from getting upon, riding upon, or working upon top or roof of any freight car, passenger car, caboose, engine, or other high equipment or high lading, while said freight car, passenger car, caboose, or engine is under the energized catenary system.

When necessary to perform work on equipment as outlined above in overhead electrified territory, such work shall be performed under the supervision of, or by a qualified electrical employee.

SPECIAL RULES GOVERNING TRAIN & ENGINE SERVICE EMPLOYEES OPERATING IN ELECTRIFIED TERRITORY.

Yardmasters and Conductors will be responsible for knowing that trainmen and caretakers of shipments and equipment understand these instructions.

Enginemen will be responsible for knowing that Firemen understand and comply with these instructions.

Enginemen must know before entering any electrified tracks that no part of the engine or engine equipment will foul the overhead catenary construction.

When there is a possibility that the contact between A.C. electric engines or A.C. multiple unit cars and the electric return circuit, as represented by the running rail, may be broken, pantographs must be immediately lowered.

No pantograph shall be raised until it has been definitely known that the A.C. electric engine or A.C. multiple unit car is again making proper contact with the rail return circuit.

The operation of one multiple unit car is prohibited except when shifting. Before making such movements, air and hand brakes must be tested and known to be operative. These movements must not exceed a speed of 10 miles per hour. This instruction does not apply when MU cars are equipped with special emergency brake system.

In the event of difficulty of any kind, communicate immediately with the Power Director, Penn Central, New York.

List of telephones in the electrified territory are shown in timetable. Detailed instructions are posted in each box.

1-1524 GATES ON INTER-TRACK FENCES

Station Agents, Assistants and Gatemen at stations where inter-track fences are located must see that the gate is kept closed and locked except when opened to allow passengers to pass through and no one must be permitted to pass through the gate unless there is a station employe on hand to protect the safety of passengers.

TELEPHONES

Long Branch Exchange 229-0486

Note: Long Branch Exchange switchboard (229-0486) unattended as follows:

Monday to Friday - 0001 Hours to 0600 Hours
2200 Hours to 2400 Hours

Saturday, Sunday and Holidays - Continuously

During the hours this switchboard is unattended, the following offices may be dialed direct as follows:

Asst. Chief Train Dispatcher Long Branch 229-0486

Southern Sub-Division Train Dispatcher,
Long Branch 229-0486

NY&LBRR Train Dispatcher, Long Branch 229-0487

CNJ Crew Dispatcher, E'Port via Long Branch 229-4073

Long Branch Train Dispatcher Q

Station	Location	Connects With
Wood	†Westward CNJ Home Signal..	Wood & Essay
	Wood	Q
	†Eastward Home Signal	
	Bridge	Wood & Essay
Perth Amboy	Ticket Office	Q, Wood & Essay
	Baggage Room and	
	Freight House	Wood & Essay
	†Raritan North Shore Branch	Wood & Essay
Beach	†Westward Home Signal	
	Bridge	Wood & Essay
	†Eastward Home Signal	
	Bridge	Wood & Essay
River	†River	Q
Essay	Essay	Q
	†Switch MU Running to	
	No. 1 Track	Essay
South Amboy	†Eastward Home Signal	
	Bridge opp. MU Yard	Essay
	†By Switchman's Shanty	Essay
	*Ticket Office	Essay
	†Westbound Plat. at	
	John Street	Essay
	†Switch leading to	
	Raritan River R.R.	Essay
	†Eastward Home Signal	
	Bridge by Minni Ditch	Essay
Morgan	Morgan	Q
Brick	Brick	Q
	West End Midland Glass	
	Side Track	Q

Station	Location	Connects With
Matawan	Signal L 61	Q & Ticket Off.
	Ticket Office	Q & L. B. Ex.
	Wye Track	Q & Ticket Off.
	Signal L 72	Q & Ticket Off.
Lily	Charles of the Ritz Side Track	Q
	East End Lily Tulip Side Tr..	Q
	Lily	Q
Middletown	*Station	Q
Red Bank	Westward Home Signal east of Navesink River Bridge ..	Q
	Station	Q, Bank & L.B.Ex.
	Baggage Room	Bank
	Oakland St. Gateman's Cabin	Q and Bank
Bank	Bank	Q and L. B. Ex.
Little Silver	*Station	Q
Oceanport	*Oceanport	Q
Monmouth Park	Westward Station Platform ..	Q
Branchport	North Side opp. Industrial Branch Switch	Q
Long Branch	Morris Ave. Switch	Q
	Eastbourne Ave. Switch	Q
Elberon	Station	Q
Allenhurst	Station	Q
No. Asbury Park ..	*Station	Q
Asbury Park	Ticket Office	Q and L. B. Ex.
Neptune	Neptune	Q
Bradley Beach	Ticket Office	Q and L. B. Ex.
Avon	Ticket Office	Q
Shark	Shark	Q
Belmar	Ticket Office	Q and L. B. Ex.
Wall	Wall	Q
Spring Lake	*Station	Q
Manasquan	Ticket Office	Q
Brielle	Brielle	Q and L. B. Ex.
Pt. Pleasant Bch. ..	Ticket Office	Q
Bay Head	Yard Office	Q
	Car Dept. Office	Q
	West End of Yard Switch	Yard Office

† Telephones equipped with three-way switches connecting to:

- 1 — Power Director
- 2 — Wood and Essay
- 3 — PC Switchboard at Newark

* Accessible When office is closed.

**(2) MONMOUTH PARK TERMINAL —
Oceanport to Monmouth Park Grandstand**

Interlockings	Interlocking Stations	Block Stations	Train Order Signals	Hand Operated Crossover Switches	TABLE 2 MONMOUTH PARK TERMINAL STATIONS	Miles From Oceanport	Siding Capacity 50 Foot Cars	Remarks
X	P	X			Oceanport	0.0		
		X			Monmouth Park Grandstand	0.7		

The Direction from Oceanport to Monmouth Park Grandstand is Westward.

X — indicates: In Service

P — indicates: Unattended certain periods. See Local Instruction 2-671.

BLOCK, MANUAL BLOCK, AUTOMATIC BLOCK SYSTEM AND CAB SIGNAL RULES (251, 261, 400 through 406, 505 through 516 and 550 through 561) IN EFFECT AS INDICATED BY "X".

Column A—Rule 251 in effect for following movements in the same direction.

Column B—Rule 261 in effect for opposing and following movements by signal indication.

Column C—Rules 400 through 406 in effect for Manual Block.

Column D—Rules 505 through 516 in effect for Automatic Block System.

Column E—Rules 550 through 561 in effect for Cab Signals.

Between	And	Track	Column				
			A	B	C	D	E
Oceanport	Monmouth Park Grandstand	Secondary			X		

SPEEDS

MAXIMUM AUTHORIZED SPEED for all trains: 10 Miles Per Hour.
MAXIMUM AUTHORIZED SPEED THROUGH INTERLOCKING LIMITS

<u>Interlocking</u>	<u>Normal Speed Route</u>	<u>Medium Speed Route</u>	<u>Slow Speed Route</u>
Oceanport	—	—	15

2-T PUBLIC CROSSINGS AT GRADE

Before making any movement over the following crossings, a member of the crew, with a red flag by day and a red light by night, shall precede engine or train to warn highway traffic until crossing is blocked by engine or cars:

<u>Location</u>	<u>Track</u>	<u>Crossing</u>
Oceanport	Secondary	Bridgewater Drive

2-105 SECONDARY TRACKS

Secondary Track of No Assigned Direction

<u>Track</u>	<u>Between</u>	<u>And</u>	<u>Controlled By</u>
Monmouth Park Terminal	Oceanport	Monmouth Park Grandstand	Signalman, Oceanport

2-402 BLOCK STATIONS

<u>Station</u>	<u>Hours Open</u>
Oceanport	Daily except Sundays from 1200 Hours to 2000 Hours during Racing Season as prescribed by General Order.
Monmouth Park Grandstand	Unattended—Continuously See Note:

NOTE: EXCEPTION TO RULE 404

Monmouth Park Grandstand Block Station:

Report of arrival will be transmitted to } Signalman,
Advance block indication will be received from .. } Oceanport.

2-403 FORM A

Exception to Rule 403: A fixed signal routing to Secondary Track will convey authority of CLEAR BLOCK from Oceanport to Monmouth Park Grandstand.

2-671 UNATTENDED INTERLOCKINGS

<u>Interlocking</u>	<u>Normal Indication of Signals When Unattended</u>	<u>Periods Unattended</u>
Oceanport	Stop	Continuously except during Racing Season as prescribed by General Order. During Racing Season: Daily Except Sundays — 0001 to 1159 Hours 2000 to 2400 Hours Sundays—Continuously

During the hours unattended NO movements may be made from Monmouth Park Terminal.

TELEPHONES

Long Branch Exchange 229-0486
Long Branch Train Dispatcher Q

<u>Station</u>	<u>Location</u>	<u>Connects With</u>
Oceanport	*Oceanport	Q
	Box on Pole, Bridgewater Drive	Q

Monmouth Park
Grandstand *Ticket Office Q and Oceanport
* Accessible when office is closed.

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APPENDIX A

REVISIONS OF FORM 20285

INSTRUCTIONS GOVERNING THE OPERATION, INSPECTION AND MAINTENANCE of AIR BRAKES

(Effective July 1, 1956)

Instructions To Enginemen
Passenger Train Handling

Instruction 4 (g) REVISED

Air brakes should not be released on passenger trains when making station stops until ready to depart from station, except at stations where terminal tests are made. This is to prevent roll away while passengers are loading and unloading. When starting train, throttle must be advanced to #2 or #3 throttle position, then place automatic brake valve in release position and advance throttle to required position.

Instruction 4 (g), page 4, Form 20285, ANNULLED.

Changing Brake Controls having other than 26L Brake Equipment
New Instruction 10

When changing controls from one operating cab to another, or in event of dual control from one side of cab to the opposite side, Enginemen must:

- (a) When controls are being cut out:
 - 1. Make a 25 pound brake pipe reduction with the automatic brake valve;
 - 2. Close brake valve cut-out cock;
 - 3. Return automatic brake valve handle to running position;
 - 4. Place rotair valve handle in position as prescribed in Instructions 9 under Trailer Unit;
 - 5. Remove independent brake valve handle.
- (b) When controls are being cut in:
 - 1. Insert independent and automatic brake valve handles;
 - 2. Move independent brake valve handle to full application position;
 - 3. Place rotair valve in position as prescribed in Instructions 9 under Lead Unit;
 - 4. Move automatic brake valve handle to lap position;
 - 5. Open brake valve cut-out cock;
 - 6. Return automatic brake valve handle to running position.
- (c) Observe that brakes apply and release on all units and that air gauges register standard pressures.

Changing Brake Control from Locomotive having other than 26L Brake Equipment to Control Car having 26L Brake Equipment.

- (d) When changing controls from Locomotive having other than 26L Brake Equipment to Control Car having 26L Brake Equipment, Enginemen must:
 - 1. Insert independent and automatic brake valve handle;
 - 2. Move independent brake valve handle to full application position;
 - 3. Move automatic brake valve handle to "RELEASE" position;
 - 4. Wait until equalizing reservoir pressure indicates 110 pounds;
 - 5. Observe that main reservoir pressure is approximately 130 pounds;
 - 6. Observe that timing valve pressure is 50 pounds;
 - 7. Place doubleheading cock to "IN" passenger position;
- Make brake test in normal manner.

Changing Brake Controls from Locomotive to Control Car, both having 26L Brake Equipment.

(e) When changing controls from Locomotive having 26L Brake Equipment to Control Car having 26L Brake Equipment, Enginemen must:

1. Make full service automatic brake application;
2. Place doubleheading cock to "OUT" position;
3. Place automatic brake valve handle to "HANDLE OFF" position;
4. Place independent brake valve handle to "RELEASE" position.

Instruction 10, page 12, Form 20285, ANNULLED.

Instruction 12, page 14, Form 20285, ANNULLED. (See new Instruction 1408)

New Instruction 19.

19. Tow Service:

When it is necessary to leave an engine or engines, with or without cars, set for tow service, the air system will be left so arranged as to enable another train or engine to couple to and have full control of the train air system of the combined engines and cars. Under the above circumstances, independent engine air brake will be left released and air brakes applied to the engine or engines solely by the train air brake system.

Page 16, Form 20285, AMPLIFIED.

Passenger Train Service

New Instruction 104.

(a) At point or terminal, other than initial terminal, except as specified in Instruction 104(b), where motive power or engine crew or train crew is regularly changed, test of the train brake system must be made as prescribed in Instruction 102. When this examination has been completed, proper release signal must be given and it must be determined that all brakes have released properly.

(b) At point or terminal, other than initial terminal, as specified in time table or General Order, where engine crew or train crew or both are changed on a passenger equipment train, and consist, including engine remains intact, and no angle cock or end cock closed, except for cutting off one or more cars from rear of train, an application and release test of brakes must be made from engine with the automatic brake valve, noting brake pipe leakage. Inspector or Trainmen must determine that brakes on rear car are applied. When this examination has been completed, proper release signal must be given. Before train departs, it must be known that brakes on rear car are released.

Instruction 104, page 19, Form 20285, ANNULLED.

Running Test

New Instruction 105

To conform with the provisions of the Power or Train Brake Safety Appliance Act of 1958:

1. After leaving originating point;
2. After motive power has been changed;
3. After engine or train crew has been changed;
4. After angle cocks or brake pipe end cocks have been closed, except for cutting off one or more cars from the rear end of train;

a 12-pound continuous brake pipe reduction must be made without shutting off power unless required, preventing engine brake from applying. If train air brakes do not properly operate, train must be stopped, cause of failure ascertained and corrected, and running test repeated.

Instruction 105(a) and 105(b), pages 19 and 20, Form 20285, ANNULLED.

**Freight Train Service
Initial Terminal Train Air Brake Test**

Instruction 202(a) REVISED.

- (a) With Locomotive having other than 26L Brake Equipment:
1. After the brake system on a freight train is charged to within 15 pounds of standard air pressure for that train as indicated by an accurate guage at rear end of train, upon receipt of proper request or signal to apply brakes for test, a 15 pound brake pipe service reduction must be made in automatic brake operation. Wait 45 seconds after brake pipe exhaust ceases, and then note the number of pounds of brake pipe leakage per minute as indicated by brake pipe guage. After this, the reduction must be increased to 20 pounds below feed valve setting; then an inspection of train must be made to determine if brakes are applied in service application on each car, that piston travel is correct, that brake rigging does not bind or foul, and that all parts of brake equipment are properly secured.

Instruction 202, paragraphs (b), (c), (d), (e), (f), changed to paragraphs 2, 3, 4, 5, 6, respectively.

Instruction 202(a), page 23, Form 20285, ANNULLED.

Instruction 202, paragraph numbering, pages 23 and 24, MODIFIED.

New Paragraph (b) to Instruction 202.

- (b) With Locomotive having 26L Brake Equipment:
1. After receiving proper request or signal, make a 15 pound brake pipe service reduction. When brake pipe exhaust ceases, place doubleheading cock to "OUT" position. Wait 45 seconds, then time the brake pipe leakage for one minute as indicated by brake pipe guage. At completion of leakage test, place doubleheading cock to "IN" position and increase brake pipe reduction 20 pounds below feed valve setting. When proper signal is received to release train brakes, place automatic brake valve handle in release position.

Instruction 202, page 24, Form 20285, AMPLIFIED.

Test From Yard Plant

New Instruction 203(c)

- (c) When a locomotive or yard plant is connected to a train to assist in charging train brake system, charging pressure used should be 15 pounds below standard pressure for that train.

Instruction 203, page 24, Form 20285, AMPLIFIED.

New Instruction 205.

(a) At point or terminal, other than initial terminal, except as specified in Instructions 205(b) or 205(c), where motive power or engine crew or train crew is regularly changed, test of the train brake system must be made as prescribed in Instructions 202, 203 or 204. When this examination has been

completed, proper release signal must be given and it must be determined that all brakes have released properly.

(b) At point or terminal, other than initial terminal, as specified in time table or General Order, where engine crew or train crew, or both are changed and consist of train, including engine, remains intact and no angle cocks or end cock is turned, on receipt of proper request or signal to apply brakes for test, a 15-pound brake pipe service reduction must be made in automatic brake operation. The number of pounds of brake pipe leakage must then be noted as indicated by brake pipe guage. Inspector or Trainmen must examine the brakes on rear car and caboose to determine if they are applied properly. When this examination has been completed, proper release signal must be given. Before train departs it must be known that brake pipe pressure is being properly restored, as indicated by guage on rear of train and the brakes on rear car and caboose are released.

(c) When engine crew or train crew, or both, are changed and consist of train, including engine remains intact, except for cutting off or adding a car or solid block of cars at either front or rear of train; after such cars are in position where they are to be handled in train, on receipt of proper request or signal to apply brakes for test, a 15-pound brake pipe service reduction must be made in automatic brake operation. The number of pounds of brake pipe leakage must then be noted as indicated by brake pipe guage and brakes on added car or cars, including caboose, must be examined to determine if they are applied properly.

If added cars have been previously tested as prescribed in Instruction 203, only the brakes on the rear car and caboose need be examined for service application. When this examination has been completed, it must be known that brake pipe pressure is being properly restored as indicated by guage on rear of train and the brakes on rear car and caboose are released.

Instruction 205, page 25, Form 20285, ANNULLED.

Instruction 208 MODIFIED

During severe cold weather, when gasket shrinkage and metal contraction cause excessive air system leakage, the limit for freight trains will be reduced as follows:

Temperatures	Number of Cars
11° to 20°	110
0° to 10°	90

With temperature below zero, further reduction will be made as directed.

Instruction 208, page 27, Form 20285, MODIFIED.

Instructions to Conductors and Trainmen

Adding Cars With Switch Engine

New Instructions 316(b) and (c)

- (b) When switching head end of freight trains, regulate brake pipe pressure to 5 pounds below the brake pipe pressure authorized for train being switched.
- (c) When cars are to be attached to rear of a charged train, the Engineer attaching cars must adjust feed valve to 15 pounds below standard pressure for that particular train. After coupling and before angle cock is opened, this Engineer must make a 15 pound reduction of brake pipe pressure.

Instruction 316, page 34, Form 20285, AMPLIFIED.

Instruction 318 Revised.

Before detaching engine or cars from train for any reason, a brake pipe reduction totaling at least 40 pounds must be made. After the brake pipe exhaust has stopped blowing, ENGINEER WILL SOUND ONE LONG BLAST OF HORN (OR USE OTHER SIGNAL METHOD WHICH IS CLEARLY UNDERSTOOD BY CREW), AS A SIGNAL TO CLOSE BRAKE PIPE ANGLE COCK ON SIDE OF CUT CLOSEST TO THE LOCOMOTIVE.

LEAVE ANGLE COCK COMPLETELY OPEN ON SIDE OF CUT FARTHEST FROM THE LOCOMOTIVE.

Instruction 318, page 34, Form 20285, ANNULLED.

Instructions Authorizing the Movement of a Passenger or Freight Car in a Train with Inoperative Air Brake.

The air brake system on all trains must be in effective operating condition. At all times the number of operative air brake cars must not be less than 85 per cent.

Trains leaving the initial terminal, where car repair facilities are available, must have all air brakes operative.

Trains leaving the initial terminal where car repair facilities are not available, must have air brakes operative on not less than 85 per cent of the cars, and these must be next to the engine operating the train. No two cars with inoperative air brakes may be together (all such cars must be spaced by a car with operative air brakes). The rear car must have operative air brakes, except as prescribed in Instruction 107 governing the operation of air brakes.

Terminals at which car repair facilities are available: Jersey City and Elizabethport.

Instructions 102, 107, 202 and 702, pages 17, 20, 23 and 44, Form 20285, AMPLIFIED.

Speed Control**Instruction 401(a) REVISED**

Engines equipped with or without speed control apparatus may be dispatched for operation in territory where cab signal Rules 550 to 561, Rules of the Operating Department are in effect. Engines equipped with speed control dispatched for operation in territory where cab signal Rules 550 to 561, Rules of the Operating Department are in effect must have the speed control apparatus cut in and known to be operative.

Instruction 401(a), page 35, Form 20285, ANNULLED.

Operation**Instruction 403(a) REVISED**

Speed control imposes the following maximum speed limits, according to cab signal indications:

<u>Cab Signal Indication</u>	<u>Maximum Speed Limit</u>
Clear	No Restriction
Approach Medium	45 m.p.h.
Approach	30 m.p.h.
Restricting	20 m.p.h.

Instruction 403(a), page 36, Form 20285, ANNULLED.

To Obtain High Loop Cut Out:**New Paragraph (c) to Instruction 405**

- (c) On B&O engines having new type speed control cut-out switch in cab, when passing over cut-out loop, indicated by wayside sign, cab signal indicator will show green. When green indication changes to red at end of cut-out

loop, the engineman must place cut-out switch in "reverse" position. When red cab signal indication disappears, cut-out switch must be restored to "normal" position. Speed control apparatus will fail to cut out if switch is not restored to normal position within four seconds after cab signal indicator becomes red.

To darken cab signal indicator, when engine is not on departure track, or passing over cut-out loop, operate cut-out switch in cab.

Instruction 405, page 37, Form 20285, AMPLIFIED.

MU Operation, Doubleheading and Helper Service Preparation of Engine

Instruction 501(c) REVISED

- (c) Feed valves of helper engines on rear or in train will be adjusted to 15 pounds below the standard brake pipe pressure for that train. When necessary for helper engine governed by the foregoing to handle any portion of the train for switching purposes, the feed valve adjustment on the helper engine must not be changed to release brakes on cars being handled. Instead, a sufficient number of full service brake pipe reductions must be made to effect a release of the brakes.

Instruction 501(c), page 38, Form 20285, ANNULLED.

Parking Diesel Engines

New Instruction 814

Whenever a Diesel Unit is parked in an engine terminal for inspection or minor repair work or on a shop or yard track and the Diesel engine is shut down, the hand brake must be applied and known to be effective and a chocking chain must be placed around one of the driving wheels.

It is desirable, to the extent possible, to place a parked Diesel Unit on a level track.

When a parked Diesel Unit with engine shut down is again to be moved, the engine should first be started and proper air pressure restored to the air brake system and air brakes known to be applied before releasing hand brake and removing chocking chain from driving wheel.

Page 54, Form 20285, AMPLIFIED.

Train Radio

Instructions 1201 through 1207, Train Radio, removed from Form 20285. Revised instructions for use of Train Radio now known as Rules 751 through 764 of the Rules of the Operating Department, Form 17305.

Instructions 1201 through 1207, pages 67, 68 and 69, Form 20285, ANNULLED.

Standard Air Pressures

Instruction 1401(a) REVISED

Air pressure regulating devices on diesel engines, cars, and yard plants must be adjusted to the following standard pressures:

	Brake Pipe	Pounds Pressure	
		Main	Reservoir
(a) Engines		Cut In	Cut Out
Road Passenger	110	130	140
Road Freight	80	130	140
Helper-Passenger	110	130	140
Helper-Freight			
(See Instr. 501 (c).)	70	130	140
Doubleheading-Freight	80	130	140
Yard-Passenger	110	130	140
Yard-Freight	70	130	140
RDC engines	90	120	130

	<u>Pounds Pressure</u>
Independent Brake:	
All units	45
Safety Valves:	
Control valve	60
Distributing valve	68
Air Compressor Intercooler:	
EMD	40
All others	60
Control Air:	
EMD	90
All others	80
Signal Air:	
Reducing Valve	45
Instruction 1401(a), page 71, Form 20285, ANNULLED.	

Inspection and Maintenance of Hand Brakes on Diesel Units New Instruction 1402(c)

At each monthly inspection or whenever any defective condition is detected or reported by crew or Inspector the hand brake and its related mechanism on every Diesel Unit must be inspected, tested and known to be operative and effective before again being dispatched.

It must be known that any linkage, chain, or mechanism involved in the operation of the hand brake is free and clear and that the hand brake will be effective with the maximum allowable piston travel.

Hand brakes are to be applied and tested for condition and effectiveness without application of air to the brake cylinders.

When locomotive hand brakes, parts and connections are repaired, the hand brake will be tagged with the date repairs are made.

Instruction 1402, page 71, Form 20285, AMPLIFIED.

Safety Control Inoperative (Dead Man)

Instruction 1404(a) REVISED

Engines in passenger service must not be dispatched unless the propelling unit is equipped with a "Dead Man" control in cut-in position, except as outlined in following paragraphs:

When the "Dead Man" control becomes inoperative at the initial terminal and no equipped engine is available, an Officer qualified in Operating Rules will be assigned to ride in the operating cab of the locomotive to destination.

Should "Dead Man" fail on line of road, Engineman must cut-out "Dead Man" feature and report at nearest point of communication for instructions.

When the "Dead Man" becomes inoperative on a train consisting of only one Rail Diesel Car, and no Fireman is assigned, a Trainman, or an Officer qualified in Operating Rules, will be assigned to ride in the operating cab to destination.

Instructions 1404 (a), page 72, Form 20285, ANNULLED.

Leaving RDC, Control Cars or Engines Unattended

New Instruction 1408

All RDC, Control Cars, and Engines will be equipped with a key operated engine lock box. On the Control Cars and Engines this engine lock box will be located in the operating cab and on the RDC it will be located in electrical cabinet, "F" end.

A key for the engine lock box will be issued by Superintendent to Operating and Motive Power Department employees qualified to operate RDC, Control Cars, and Engines. These keys will be identified by individual numbers and each employee must sign a receipt when a key is issued to him.

When an RDC or Engine is to remain at a location unattended, the reverser lever of the RDC or Engine must be placed in the engine lock box which will then be locked BEFORE LEAVING RDC or Engine unattended.

On Control Cars or Engines NOT equipped with removable reverser lever, the "Loco Run" switch, located in the engine lock box, will be placed in the "Off" position and box locked BEFORE LEAVING Control Car or Engine unattended.

When leaving an RDC, Control Car, or Engine unattended without a qualified employe in attendance, the Engineman must:

1. Place throttle in "Idle" or "Off" position.
2. Place transition lever, if so equipped, in "Off" position.
3. On Control Cars—Place "Reverse" lever in "Neutral" position.
4. On Control Cars and Engines—Place independent brake valve handle in "Applied" position.
5. On RDC—Place brake valve handle in "Full Straight Air" position.
6. Securely block the wheels.

When an engineman leaves an RDC or Engine, with or without a qualified employe in attendance, hand brakes must be applied effectively.

At all locations, except where qualified Mechanical Department employes are on duty, RDC, Control Cars, or Engines NOT equipped with engine lock box, must be attended by qualified employes whenever the engine is running.

Paragraph 12, page 14, of Instructions Governing the Operation, Inspection and Maintenance of Air Brakes; Paragraph 108, page 26, of the Safety Rule Book; and last paragraph of Rule 1401, page 130, Rules of the Operating Department, ANNULLED.

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APPENDIX R

REVISIONS OF FORM 17305

RULES

of the

OPERATING DEPARTMENT

(Effective October 15, 1954)

General Rule C amplified by addition of the following paragraph:

Employees whose duties require them to be familiar with the Rules for the Government of the Operating Department must pass a satisfactory examination at least once every two years, or at more frequent intervals when directed. When reporting for examination they must present their copy of the Book of Operating Rules for checking.

Rule C, page 4, Form 17305, AMPLIFIED.

General Rule E amplified by addition of the following paragraphs:

Books, magazines, or papers, other than those pertaining to the duties of the employee, must not be read while on duty.

The use or possession of televisions or radios, other than those used for railroad operations, is prohibited while on duty.

Rule E page 4, Form 17305, AMPLIFIED.

New General Rule J.

Employees on duty must be neat in appearance and clean shaven. If a mustache is worn it shall not be permitted to grow beyond the edge of the upper lip. Sideburns must not be worn below a point opposite the bottom of the ear. The hair of the head must not extend over the collar of the shirt. Uniformed employees must wear the prescribed uniform and badge.

Passengers crews may perform their duties without uniform coats and vests. They must wear a clean, plain, bright blue or white broadcloth shirt with long or short elbow-length sleeves, black four-in-hand or black clip-on bow tie of dacron-wool material with square ends (4½ inches long and 1¾ inches wide), black belt, black hose and black shoes. Ticket-punch, seat checks, time tables, etc. must be carried in such a manner as to assure a neat appearance at all times.

Rule J, page 4, Form 17305, ANNULLED.

New Second Paragraph to General Rule M:

Employees are prohibited from going on the roofs of cars except when necessary to give or pass signals during switching operations and then only after informing themselves of the locations of overhead wires, bridges and other obstructions in the area. Employees must not go on the roof of a car, not equipped with a roofwalk, at any time.

Rule M, page 5, Form 17305, AMPLIFIED.

New Second and Third Paragraphs of General Rule O:

The Hours-of-Service Law requires that no employee in train service shall be permitted to be continuously on duty for more than twelve consecutive hours, except in case of casualty, unavoidable accident or Act of God. Train Service employees must report to the Superintendent at least two hours in advance of the expiration of the time on duty, permitted by the Hours-of-Service Law.

After being on duty twelve consecutive hours, employee must not be required or permitted to again resume duty without having been off duty ten consecutive hours. After being on duty twelve hours in the aggregate in a twenty-four hour period, without having had a consecutive eight hour rest period in the interim, an employee shall not be required or permitted to again go on duty without having had at least eight consecutive hours off duty.

Second and Third paragraphs, General Rule O, page 6, Form 17305, ANNULLED.

New First Paragraph of General Rule P:

Sleeping or assuming an attitude of sleep while on duty, or gambling on Company property is prohibited.

First Paragraph, Rule P, page 7, Form 17305, ANNULLED.

New General Rule T

T-1. Switching movements over public road crossings not protected by a watchman or non-automatic gates, must have a member of the crew with a red flag by day and a red light by night stationed on the crossing to warn all highway traffic.

T-2. In general, automatic warning devices at road crossings will not operate for train or engine movements under the following circumstances:

(a) On Single Track:

1. When recrossing the road crossing after a reversal in direction of movement.
2. When approaching the crossing before or after a meet while the approach circuit on either side of the crossing is occupied.
3. When approaching the crossing while a switching movement is being made on the opposing approach circuit.

(b) On Two Or More Tracks:

1. When recrossing the crossing after a reversal in the direction of movement.
2. When moving against the established direction of traffic.

(c) On Siding And Side Tracks:

When moving on a siding or side track not equipped with approach circuit (See Time Table Local Instructions).

When such movement is made, automatic gates or warning signals must be operated manually. If not equipped for manual operation, movement must be protected by flagman as prescribed by Rule T-4.

T-3. Movements must not be made over road crossings protected by automatic gates until it is known that the gates are in DOWN position when the following indications are received:

- (a) RESTRICTING cab signal—Rule 290;
- (b) STOP and PROCEED signal—Rule 291;
- (c) STOP signal—Rule 292.

Crossings protected by automatic crossing gates operating with and against the current of traffic are equipped with a center track circuit extending through the crossing and to the insulated joints about forty feet beyond each side of the crossing.

When an engine or cars occupy this circuit, gates cannot be raised either automatically or manually, therefore crews must, whenever practical, avoid stopping engines or cars between the insulated joints.

Trains or engines operating against the current of traffic, approaching road crossings protected by automatic crossing gates which are operated by movements against the current of traffic, must not exceed a speed of 30 miles per hour from a point approximately 2600 feet from the crossing until passing over it.

Supplemental manual operation of gates may be made by inserting and turning switch key in box provided for that purpose, as follows:

(d) TO LOWER GATES—key-hole marked "LOWER".

(e) TO RAISE GATES—key-hole marked "RAISE", for the particular track for which it is desired to raise the gates.

(f) SWITCH KEY MUST NOT BE TURNED OR REMOVED until it is again desired to restore gates to automatic operation.

(g) GATES REMAINING IN DOWN POSITION when there are no movements on the approach circuit, must be reported to the Train Dispatcher immediately.

T-4. Where special instructions require train or engine crews to flag movements over certain road crossings, a member of the crew, with a red flag by day and a red light by night, shall precede engine or train to warn highway traffic until crossing is blocked by engine or cars.

Rule T, page 9, Form 17305, ANNULLED.

New Third Paragraph of General Rule V

All train service employes, train dispatchers, signalmen, block operators and track car drivers before going on duty, or returning to duty after having been off duty one or more hours, must read General Notices and read and sign for General Orders on the prescribed form, showing date and time of signature.

Third Paragraph, Rule V, page 11, Form 17305, ANNULLED.

DEFINITIONS

New Definition:

BLOCK. — A length of track of defined limits, the use of which is governed by block signals, cab signals, or both or Manual Block Rules.

Former definition of Block, page 13, Form 17305, ANNULLED.

MANUAL BLOCK. — A block, the control of which is maintained by a designated employe, through the use of communications, for which Manual Block Rules are in effect.

Definition of Positive Block, page 13, Form 17305, ANNULLED.

MANUAL BLOCK SYSTEM. — A block, or series of consecutive blocks for which Manual Block Rules are in effect.

Block Systems, page 13, Form 17305, AMPLIFIED.

CONTROL CAR. — A passenger car equipped with engine and air brake controls, whereby it may control an engine located elsewhere in a train.

Engines, page 14, Form 17305, AMPLIFIED.

ENGINE. — A unit propelled by any form of energy or a combination of such units operated from a single control.

Definition of Engine, page 14, Form 17305, ANNULLED.

ROUTE. — The way or course which is, or is to be, traveled.

Interlocking, page 14, Form 17305, AMPLIFIED.

SIGNAL ASPECT. — The appearance of a fixed signal, conveying an indication as viewed from the direction of an approaching train.; the appearance of a cab signal conveying an indication as viewed by an observer in the cab of an engine or control car.

Signals, page 15, Form 17305, AMPLIFIED.

SIGNAL INDICATION. — The information conveyed by the aspect of a signal.

Signals, page 15, Form 17305, AMPLIFIED.

REAR OF A SIGNAL. — The side of the signal from which the aspect is viewed.

Signals, page 15, Form 17305, AMPLIFIED.

ADVANCE OF A SIGNAL. — The side of the signal opposite from which the aspect is viewed.

Signals, page 15, Form 17305, AMPLIFIED.

LIMITED SPEED. — A speed not exceeding forty five (45) miles per hour.

Speeds, page 16, Form 17305, AMPLIFIED.

BLOCK STATION. — A place designated by time table as the limit of a block for which Manual Block Rules are in effect.

Block Station, page 16, Form 17305, ANNULLED.

ELECTRICALLY LOCKED SWITCH. — A hand operated switch equipped with an electrically controlled device which restricts the movement of the switch.

Definitions, Form 17305, AMPLIFIED.

SPRING SWITCH. — A switch equipped with a spring mechanism arranged to restore the switch points to normal position after having been trailed through.

Definitions, Form 17305, AMPLIFIED.

CONTROLLED POINT (CP). — A location, other than an interlocking where home signals and switches are remotely controlled.

Stations, page 16, Form 17305, AMPLIFIED.

TRACK CAR. — A hand car or a self-propelled car. The term "Track Car" shall include such self-propelled units as: Locomotive Cranes, Hy-Rail Cars, Weed Burners, Tie Tampers and other similar equipment.

Operating Rules

New Second Paragraph to Operating Rule 1:

Twenty Four Hour Time will be used for all operations. Twenty four hour time is a method whereby the hours of the day are counted consecutively from one minute past midnight, 0001 hours, until midnight, 2400 hours, the end of the day. A.M. and P.M. will not be used.

Rule 1, page 20, Form 17305, AMPLIFIED.

New Paragraph (c) to Operating Rule 3:

Conductors and Enginemen in freight service may compare watches with each other by train radio.

Rule 3, page 20, Form 17305, AMPLIFIED.

New sentence added to Second Paragraph of Operating Rule 9:

Where reference is made in the Rules of the Operating Department to a red light, a prescribed electric lantern with a prescribed red bulb may be used.

Rule 9, page 23, Form 17305, AMPLIFIED.

New Operating Rule 11:

A train finding a fusee burning on or near its track must:

(a) In Automatic Block System territory and where Block Signal Rule 261 is in effect:

Stop and extinguish the fusee and then proceed at reduced speed.

(b) Where no form of block system is in effect and when operating under "Occupied Block" in Manual Block System territory:

Stop; wait for fusee to burn out, then proceed at reduced speed.

Fusees must not be used on wooden bridges or structures liable to be damaged by fire.

Rule 11, page 23, Form 17305, ANNULLED.

New Paragraph (1) of Operating Rule 14:

- — o — Approaching public crossings at grade, to be prolonged or repeated until engine or control car shall have passed the crossing; when passing through tunnels; when passing trackman's portable whistle sign (See Rule 704); also when view is obstructed by weather or other conditions, approaching interlockings, yards or other points where men may be at work.

Rule 14(1), page 29, Form 17305, MODIFIED.

New Paragraph (m) of Operating Rule 14:

- Approaching station platforms, at which passenger trains stop, as prescribed by third paragraph of Rule 30.

Rule 14(m), page 29, Form 17305, ANNULLED.

New First Paragraph of Operating Rule 15:

The explosion of two torpedoes is a warning signal to be on the alert for flagman, obstruction or train ahead. The explosion of one torpedo will indicate the same as two, but the use of two is required.

First Paragraph, Rule 15, page 30, Form 17305, ANNULLED.

New Second, Third and Fourth Paragraphs to Operating Rule 19 (Existing Second and Third Paragraphs become Fifth and Sixth Paragraphs):

When a flashing type marker is used, only one marker is required to indicate the rear of the train.

By Day: Marker not flashing.

By Night: Marker flashing.

Flagman and other employees in charge of flashing type battery powered markers will display marker on right side of train, checking at intervals to insure that it is lighted at night.

Engines and Cars equipped with fixed electrical markers will continue to display two lighted markers at all times.

Rule 19, page 32, Form 17305, AMPLIFIED.

New Third Paragraph to Operating Rule 30:

All trains must sound engine or control car whistle as prescribed by Rule 14(m) when operating on a track adjacent to a station platform during hours of daylight; or when engineman observes a person or persons on or near station platform during hours of darkness.

Rule 30, page 35, Form 17305, AMPLIFIED.

New First Paragraph of Operating Rule S-88:

At meeting points between extra trains, the train order establishing the meet will designate which train must take siding except at sidings of assigned direction or otherwise provided.

First Paragraph of Rule S-88, page 39, Form 17305, ANNULLED.

New Operating Rule 91:

On main tracks where no form of block system is in effect, trains in the same direction must keep not less than ten minutes apart. Trains carrying passengers must operate under Manual Block Rules.

Rule 91, page 40, Form 17305, ANNULLED.

New Operating Rule D-97(b) (Existing Rule D-97(b) becomes Rule D-97(c)):

Except where Rule 261 is in effect, trains or engines operated against the current of traffic must be run with train orders and not exceed reduced speed. When Manual Block Rules are in effect, trains receiving "clear block" indication may run at normal speed.

Rule D-97, Page 43, Form 17305, AMPLIFIED.

New Paragraph Seven to Operating Rule 99 (Existing Paragraphs Seven and Eight become Paragraphs Eight and Nine):

Flagmen of freight trains in signal territory ONLY, when recalled by Engineman will use ten (10) minute burning red fusees in addition to torpedoes to provide protection under circumstances when Conductor, because of other duties, cannot remain at rear of train to make proper test of train air brakes.

Rule 99, page 42, Form 17305, AMPLIFIED.

New Second Paragraph to Operating Rule 103(b):

When cars are set out on a grade, or when cars are added to those already standing on a grade, the slack between cars must be bunched before engine is detached.

Rule 103(b), page 46, Form 17305, AMPLIFIED.

New First Paragraph of Operating Rule 104:

Members of the crew are responsible for the position of switches and derails used by them, except where switchtenders are stationed. Switches and derails must be properly lined after having been used, and where locks, hooks or latches are provided, they must be used to secure them.

First Paragraph, Rule 104, page 46, Form 17305, ANNULLED.

New Operating Rule 104(a):

Electrically-locked hand-operated switches may be locked or unlocked either from a control point or automatically through track circuits.

Instructions For Operating:

TO REVERSE, unlock and open electric lock box and when small semaphore assumes 90° position, throw small lever from "N" to "R". The switch may then be thrown in usual manner.

TO RESTORE to normal position, close the switch in usual manner, throw small lever in electric lock box from "R" to "N", then close and lock electric lock box.

TO CROSS OVER. End of crossover switch equipped with electric lock must be operated before the switch on the other end of crossover is operated. When restoring switch to normal, the end of crossover equipped with electric lock must be closed last.

Rule 104, page 46, Form 17305, AMPLIFIED.

New Operating Rule 107

107. When a passenger train is receiving or discharging traffic on the side toward a station platform, a train, engine or cars must not pass between it and the station platform unless proper safeguards are provided.

107(a). A passenger train must not go into a station where it is to stop while a train is stopped or moving on the track between it and the station platform.

107(b). When two or more trains are approaching a station, the train scheduled to receive or discharge traffic from the track farthest from station platform has precedence over all other trains in entering station platform.

107(c). All other trains must approach prepared to stop and must not enter limits of station platform if there is any possibility that the train having precedence will reach the station platform before the other trains have cleared the platform.

107(d). A train making an unscheduled stop to receive or discharge traffic from the track farthest from the station platform must not enter limits of station platform until it is known no other train will pass between it and the station platform.

Rule 107, page 49, Form 17305, ANNULLED.

New Operating Rule D-151:

Where two main tracks are in service, trains or engines must keep to the right unless otherwise provided by time table, General Order or Train Order.

Where two or more main tracks are in service they shall be designated by numbers and their use prescribed by time table or General Order.

(Former paragraph two revised and designated as New Rule D-97(b)).

Rule D-151, page 49, Form 17305, ANNULLED.

New fifth paragraph of Operating Rule 206

In transmitting Train Orders by telephone or train radio, the numbers of trains and engines in the address must be pronounced and then spelled, letter by letter. All stations and numerals in the body of an Order must first be plainly pronounced and then spelled, letter by letter thus: Aurora A-u-r-o-r-a, and One Naught Five, O-n-e N-a-u-g-h-t F-i-v-e.

Fifth paragraph, Rule 206, page 52, Form 17305, ANNULLED.

Addition to Eighth Paragraph of Operating Rule 206:

C C for Control Cars.

Eighth Paragraph of Rule 206, page 52, Form 17305, AMPLIFIED.

New last paragraph of Operating Rule 206

When two or more engines or units are coupled and a designation is made by engine numbers, the number of the leading unit will be used in Train Orders. Unless the units are rearranged or changed enroute, the designation initially established will be used until assignment is completed.

Last paragraph, Rule 206, page 53, Form 17305, ANNULLED.

New fourth paragraph of Operating Rule 217

To effect delivery of a Train Order by telephone or train radio to a train, the Operator must give to the Conductor, Engineman or other employe addressed, the complete Train Order including his own last name. The employe so receiving the Order must read it to the Operator, sign it as "received by" and then deliver a copy to each person addressed.

Fourth paragraph, Rule 217, page 58, Form 17305, ANNULLED.

New fifth paragraph of Operating Rule 217

The Operator will show on his office copy of the Train Order the name of the person to whom delivered by telephone or train radio and the time.

Fifth paragraph, Rule 217, page 58, Form 17305, ANNULLED.

Operating Rule 221, AMPLIFIED by addition of the following to the second paragraph.

After a Dispatcher requests an Operator to copy a "31" or "19" Order and receives the Operator's reply "Stop displayed," adding the direction; the following specific questions and replies must be transmitted between them:

<u>Dispatcher's Question</u>	<u>Operator's Reply</u>
1. Is red flag and red light displayed on track in full view of approaching train?	Flag and red light is displayed (naming location).
2. Is the interlocking signal on (designated track) in Stop position?	Interlocking signal on (designated track) is in Stop position.
3. Is the "reminder" on the machine lever that controls the signal in Stop position?	The "reminder" is now on the lever controlling the signal in Stop position.

These same questions and replies must be transmitted whenever there is a Train Order in effect at the time there is a change in the tour of duty of either the Operator or Dispatcher.

Rule 221, page 59, Form 17305, AMPLIFIED.

Operating Rule 223 amplified by the addition of the following abbreviations:

C Cfor Control Car
 HRS.....for Hours
 C Pfor Controlled Point
 Intfor Interlocking

Rule 223, page 61, Form 17305, AMPLIFIED.

New Second Paragraph of Train Order Form D-R:

All trains between the points named moving with the current of traffic in the same direction as designated train must, when practicable, receive a copy of the Order, and may then proceed on their schedules, or rights.

Second Paragraph, Train Order Form D-R, page 73, Form 17305, ANNULLED.

New Train Order Form R:

Providing for Movement on Tracks Where Rule 261 is in Effect When Home Signals Cannot Be Cleared.

(1) Home signal at Spring inoperative. No. 815 Eng 1524 has right over opposing trains on No. 1 track Spring to Excee.

(2) Home signal at Bank at stop account Extra 1541 west in block. Extra 1527 west has right over opposing trains Bank to CP 41.

The designated train must use the track shown between the points named. The track to be used must be cleared of opposing movements and levers of opposing controlled or interlocking signals blocked in 'stop' position before issuing this order.

(3) Home signals at CP 1, CP 2, CP 3 and CP 4 inoperative account power failure. Extra 1524 west has right over opposing trains CP 1 to CP 5.

Inoperative signals at two or more consecutive Controlled Points may be shown only when authority for movement may be given from first named Controlled Point to the Controlled Point in advance of last named Controlled Point.

(4) Extra 1527 east enter main track and has right over opposing trains Glidden to CP 58.

The designated train is authorized to enter the main track, after having cleared, at a non-electrically locked switch between Interlockings or Controlled Points. The track must be cleared of opposing movements and levers of opposing controlled or interlocking signals blocked in 'stop' position before issuing this order.

This order may be modified to read:

(5) After Extra 2501 west arrives at Glidden Extra 1527 east enter main track and has right over opposing trains Glidden to CP 58.

The second named train must not enter the main track until after the arrival of the first named train.

Forms of Train Orders, page 63, Form 17305, AMPLIFIED.

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New Operating Rules 230 through 246 and Form TC:

**FORM TC**

Order No. Date, 19

To Track Car Foreman

At

LINE R

Track Car No. RUN

to on track until

LINE W

Track Car No. WORK between

and on track

until

LINE O

..... track between

and OUT OF SERVICE.

OTHER INFORMATION

.....

..... Superintendent

Made at by Operator

230. Track cars will not be placed on, enter, or foul main or secondary track until authorized by train dispatcher on Form TC, except as provided by Rule 240(a).

231. Form TC, Line R, will be used to authorize movements in one direction. (Run from point to point.)

Trains or engines will not be permitted to move between limits shown until track car has been reported clear, except:

After all track cars have passed a point of control, train dispatcher may permit following movements on that portion of track to the rear of the point of control.

232. Form TC, Line W, will be used to authorize movement in either direction. (Work between the points shown.)

In areas specified by Time Table, when Form TC, Line W is used and where it may be necessary to permit a train to approach and pass through work limits:

- Foreman will install fixed signal as per Rule 711 at both ends of work limits.
- Train must receive a train order specifying the work limits of Form TC, Line W.
- Train must STOP at initial limit, sound engine whistle as per Rule 14(g) and proceed at YARD SPEED through the entire work limits or until receiving "proceed" signal with green flag when normal speed will be resumed.

233. Form TC, Line O, must be used to remove track from service. (Out of service between the points shown.)

Track cars, work and service trains will move on authority of the track foreman, without further track car orders or train orders after receiving Form TC, Line O.

234. The line for "Other Information" on Form TC will include any information necessary for safe movement.

Examples:

- a. Instructions to track car foreman to install fixed signal (Rule 711) as per Rule 232 sub paragraph a.
- b. Notation of number of additional pieces of equipment which may accompany track car addressed on Form TC.

235. Form TC will be numbered, addressed, transmitted, repeated, made complete and delivered in the same manner as specified for train orders. The train dispatcher must record all Form TC orders issued in the book provided for that purpose.

236. Track car foreman will read Form TC to occupants of track car before it is acted upon.

237. Track car must clear main or secondary track before time limit specified on Form TC unless another Form TC is issued to authorize use of track.

238. Track car foreman must immediately report to train dispatcher when track car is clear of main or secondary track. After track car has been reported clear to train dispatcher, the main or secondary track must not be occupied again by track cars until authorized by another Form TC.

239. Track cars must not be admitted to a track between two opposing controlled home signals unless track is clear of opposing trains, engines or track cars, and levers of such signals are blocked in "stop" position with approved blocking devices.

240(a). Form TC will not used for movements within interlocking limits. Track car movements within interlocking limits will be made upon permission of signalman in accordance with Rule 637.

(b). Track cars must not foul or operate within interlocking limits without permission of signalman and interlocking signal displaying a "proceed" indication. Signalman must be notified when movement has been completed unless there is a prior understanding. When "proceed" interlocking signal cannot be displayed, track car foreman will obtain verbal permission from signalman to proceed looking out for switches not properly lined and notify signalman when movement has been completed.

(c). Movement of track cars through unattended interlockings will be governed by signal indication, or in the absence of signals, by time table instructions.

241. Track cars approaching workmen on or near the track must sound a warning and move prepared to stop.

242(a). Flashers and/or gates must be actuated before track cars, other than Hy-Rail Cars, may proceed over crossing. At all other crossings, movement must be protected by flagman as per Rule T-4.

(b). Hy-Rail Cars will approach all grade crossings prepared to stop and will pass over such crossings when the way is clear.

243. Track cars will display by night; a white light to the front and a red light to the rear. Hy-Rail Cars must display headlights continuously on high beam when on tracks.

Drivers must know that flagman's signals (Rule 35) are available for immediate use.

244. When track car or equipment may foul or create a condition affecting the safe movement of trains moving on adjacent tracks, such tracks will not be fouled without permission of the train dispatcher. This will not relieve maintenance of way crews from protecting all tracks affected as per Rule 99.

245. Push trucks must be protected as per Rule 99.

246. When train is approaching on adjacent track, track car will stop and occupants will leave car on side away from approaching train. Occupants will stand clear of track car, away from direction of movement of train. When practicable, occupants will observe both sides of train for defects and communicate with train crew in accordance with Rule S.

Rules 231 through 246 and Form 49, pages 79 through 83, Form 17305 ANNULLED.

New Operating Rule 261

261. On portions of the railroad, and on designated tracks so specified in the time table, or by General Order, trains will be governed by block signals, whose indications will supersede the superiority of trains for both opposing and following movements on the same track.

261(a). When interlocking signals display stop, trains and engines, after complying with Rules 663, 664, or 671, must not move beyond interlocking limits until authorized by Train Order, Form R.

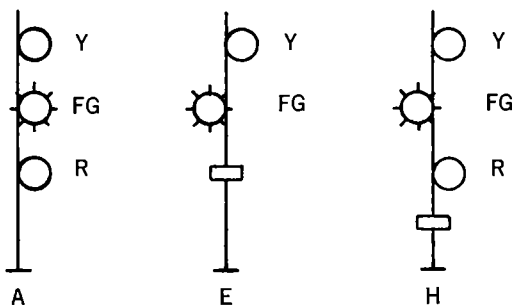
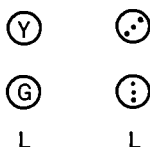
261(b). When controlled home signals display stop, trains and engines, must not pass home signal at Controlled Point until authorized by Train Order, Form R.

Rule 261, page 83 and Permissive Card Form B, page 84, Form 17305, ANNULLED.

FIXED SIGNALS

Note—Letters used to designate color of aspects as follows:

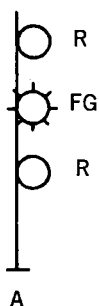
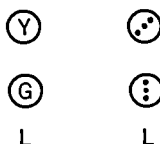
R - Red
 FY - Flashing Yellow
 Y - Yellow
 FG - Flashing Green
 G - Green

New Rule 281E**CAB SIGNALS**

Note: Fixed Signal Indication
 Supersedes Cab Signal
 Indication.

Indication—Proceed approaching next signal at Limited Speed.

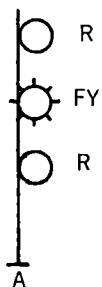
Name: Approach Limited.

New Rule 281F**CAB SIGNALS**

Note: Fixed Signal Indication
 Supersedes Cab Signal
 Indication.

Indication—Proceed; Limited Speed within interlocking limits.

Name: Limited Clear

New Rule 281G**CAB SIGNALS**

L



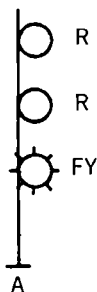
L

**Note: Fixed Signal Indication
Supercedes Cab Signal
Indication.**

Indication—Proceed; Limited Speed within interlocking limits preparing to stop at next signal.

Name: Limited-approach.

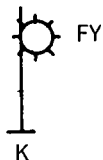
Rule 281, pages 87 and 88, Form 17305, AMPLIFIED.

New Figures A, K and L to Rule 288**CAB SIGNALS**

L



L




**Note: Fixed Signal Indication
Supercedes Cab Signal
Indication.**

Indication—Proceed; Slow speed within interlocking limits preparing to stop at next signal.

Name: Slow-approach.

Rule 288, page 95, Form 17305, AMPLIFIED.

New Figure N to Rule 293


Illuminated Red →  ← Affixed to Station (Interlocking or Block Station) Building.

Indication—Orders.

Name: Orders (See Rule 221)

Rule 293, page 100, Form 17305, AMPLIFIED.

New Figure N to Rule 293A

Signal Dark →  ← Affixed to Station (Interlocking or Block Station) Building.

Indication—No Orders.

Name: No Orders (See Rule 221)

Rule 293A, page 101, Form 17305, AMPLIFIED.

New Rules 400 through 406 (Manual Block Rules):

400. On portions of the railroad designated by time table, general order or train order, Manual Block Rules will be in effect.

401(a). Trains carrying passengers will proceed only after receiving a "clear block" indication.

(b). Other trains may proceed at normal speed after receiving "clear block" or at reduced speed after receiving "occupied block" indications. "Occupied block" indication may not be given if block is occupied by a train carrying passengers. If, after entering occupied block, a "clear block" indication is received, train may resume normal speed.

402. Block stations will be designated by time table, general order or train order.

403. At attended block stations: All trains must receive Clearance Card Form "A", Item 3 showing block indication.

Operator must determine block condition from employee in charge of block station in advance.

404. At unattended block stations: All trains must report arrival unless otherwise instructed, and receive advance block indication from train dispatcher.

405. When communications between block stations or between block station and train dispatcher fail, all trains may, if their superiority permits and after having waited ten minutes, proceed at reduced speed to the next block station in advance. Attempts will be made to communicate by train radio or other means at available points enroute to determine condition of block.

406. A block record must be maintained by block operators and train dispatcher of all movements and times must be recorded when blocks are secured, occupied and cleared.

Rules 400 through 406, (Positive Block Rules), pages 102 and 103, Form 17305, ANNULLED.

New Operating Rule D-508:

Except where Rule 261 is in effect, trains operated against the current of traffic must observe Manual Block Rules (Rules 400 through 406).

Rule 508, page 104, Form 17305, AMPLIFIED.

New Paragraph (c) to Operating Rule 509:

When operating under Rule 261, at restricted speed.

Rule 509, page 104, Form 17305, AMPLIFIED.

New Paragraph to Operating Rule 611:

Derails must be kept in derailing position, except when required to be in non-derailing position for an immediate movement.

Rule 611, page 110, Form 17305, AMPLIFIED.

New Operating Rule 628:

Verbal permission or hand signals must not be used to authorize movement when the proper indication can be displayed by the interlocking signal.

The use of hand signals is to be avoided, if possible, but may be used after signalman, and conductor or engineman have a complete understanding of the movement to be made and there is no possibility of the hand signal being seen by another engine or train movement for which it was not intended.

When movement through interlocking is authorized by verbal permission, signalman must use the following language:

"Train (or Engine) No. may proceed from track to track as though restricting signal were displayed."

Signalman must not authorize movement by verbal permission or hand signal until he has visually inspected the route to be used and observes that it is properly lined and safe for movement except at remote control interlockings where the route must be inspected by a member of the crew after the controlling signalman has authorized the movement through the interlocking, directing the route to be used by using the same language as illustrated in the preceding paragraph.

Where Rules S-97, D-97(b) or 261 require a train order to authorize movement beyond interlocking limits, the train order must be ready for delivery before authorizing movement through the interlocking and must be delivered before train or engine leaves interlocking limits.

Rule 628, page 112, Form 17305, ANNULLED.

New Operating Rule 637:

Movements of track cars within interlocking limits will be with permission of the signalman.

Signalman will obtain permission from the train dispatcher for the movement and inform track car foreman the time he may occupy the interlocking.

Movement will be made with proper signal indication.

After track car has entered the interlocking, all switches in the route and opposing home signals must be blocked with approved blocking devices. Blocking devices must not be removed until interlocking is known to be clear.

Interlocking Rules, page 113, Form 17305, AMPLIFIED.

New Operating Rule 663:

Trains or engines must not pass an interlocking signal indicating stop, or move in either direction after being stopped by the signalman when making a movement through an interlocking, except as prescribed by Rule 628 and at restricted speed.

Rule 663, page 114, Form 17305, ANNULLED.

New Operating Rule 664:

Trains or engines must not pass an interlocking signal indicating stop at a remote controlled interlocking until obtaining verbal permission from the controlling signalman as prescribed by Rule 628. After a member of the crew inspects the route, movement may proceed at restricted speed.

Rule 664, page 114, Form 17305, ANNULLED.

New Operating Rule 666:

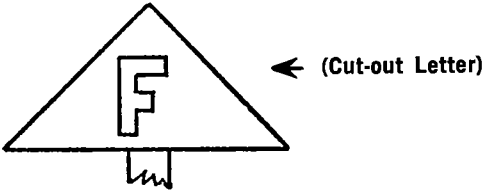
A member of a crew who has switching to perform within an interlocking must, before entering the interlocking, communicate with the Operator and inform him of the movements to be made and request information as to the existence of rusty rail or other abnormal conditions affecting the movements to be made.

Upon completion of the final movement, the Operator must be informed by a member of the crew when the train is ready to leave the interlocking.

When a train is routed to clear a main track over a power-operated switch within an interlocking and such movement is to be made over a rusty rail or other abnormal rail condition which is indicated by a marker, a member of the crew must report the train clear to the Operator. If such condition is not indicated by a marker, the Operator must, before permitting such a move to be made, inform a member of the train crew of such condition and require that a member of the crew report to him when the train is clear.

Interlocking Rules, page 114, Form 17305, AMPLIFIED.

New Operating Rule 700:



This sign will be used at new locations and as replacements are necessary for present signs.

No change in paragraphs listed under:

Indication—

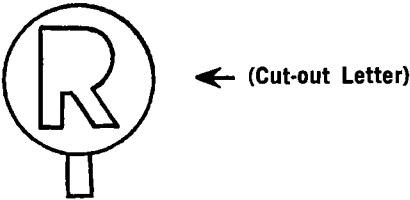
Name—

Location—

Rule 700, page 116, Form 17305, AMPLIFIED.

New Operating Rule 710:

Rusty Rail Marker Sign



Indication—Rusty rail condition

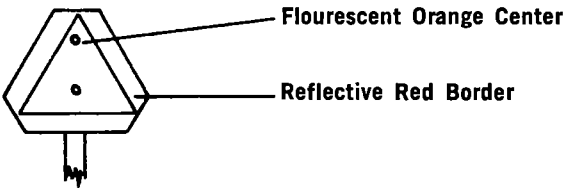
Name—Rusty rail Marker

Location—Adjacent to switch point on same side power switch movement is located.

Form 17305, AMPLIFIED.

New Operating Rule 711:

Work Limits of Form TC



Indication—Begin Work Limits

Name—Work Limit Sign

Location—To right of and adjacent to track to which it refers. (See Rule 232)

Form 17305, AMPLIFIED.

New Operating Rules 751 through 764:**TRAIN RADIO**

751. Train Radio is used for the transmission of information pertinent to railroad operation. Radios may be located at fixed points, known as base stations, on moving railroad equipment, or may be portable units carried by railroad employees.

752. Radios are under the jurisdiction of the Federal Communications Commission (FCC). The company and its employees are governed by the rules of the FCC and any violation is a Federal offense.

Employees shall permit inspection of the radio equipment in their charge and all FCC documents pertaining thereto, by a representative of the FCC, showing proper credentials, at any reasonable time.

753. Only FCC licensed employees are permitted to make any technical adjustments to a railroad radio. Failures and other difficulties of radio equipment must be reported to the train dispatcher as soon as practicable.

754. When attended, radio equipment must be ON at all times with volume adjusted to a clearly audible level.

Radio equipment provided with channels of foreign railroads must be tuned to these channels when operating over such foreign railroads or as directed by time table instructions.

755. Radio Base Stations and radio channels will be designated in the time table. Before transmitting, employees shall listen a sufficient interval to be certain that the channel is not in use. Communications must be as brief as possible.

756. Employees will conduct a test with the nearest Base Station when assuming charge of radio equipment. Base Stations will acknowledge by noting quality of reception followed by the time of day.

Example:

"CNJ engine 3674 calling Boyd for radio check. Over."

"Boyd to CNJ engine 3674. I read you loud and clear.

0736 Hours. Over."

"CNJ engine 3674 to Boyd. Roger and out."

Similar test must be made between base stations and between engine and caboose when caboose is equipped with radio.

If radio does not operate properly, the train dispatcher will be advised as soon as practicable.

757. Radio will be used whenever practicable to expedite the movement of trains; in case of radio failure, other means will be used immediately, to avoid delay.

758. All verbal or written instructions affecting the movement of trains, track cars, or involving equipment or track conditions, must be repeated back by employee receiving them.

Trains or track cars must be stopped before receiving train orders, Form 116 or track car orders by radio.

759. A distress call will be preceded by the word 'emergency' repeated three times. Such calls will be used only to cover initial reports of derailments, storms, washouts, fires, obstructions to tracks, or other matters which would cause serious delays to traffic, damage to property, injury to employees or the traveling public, and shall contain as complete information thereon as possible.

Employees shall give absolute priority to communications from another station in distress, and except in answering or aiding a station in distress shall refrain from sending any communications until there is assurance that no interference will result to station in distress.

760. No employe shall knowingly transmit any false distress communication, or any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent or profane language.

761. The indications of fixed signals may **NOT** be transmitted to trains approaching said signals by employes on other trains, Base Stations, etc.

762. Radio Procedure:

Employes using radios will identify themselves as illustrated in the following examples:

Note: All initial calls preceded by identification "CNJ".

From:

Base Station: Call-"CNJ Eport calling engine 1524. Over."
Reply-"Engine 1524 to Eport. Over."

Regular Train: Call-"CNJ Train 5410 calling Boyd. Over."
Reply-"Boyd to Train 5410. Over."

Extra Train: Call-"CNJ engine 1530 calling Excee. Over."
Reply-"Excee to engine 1530. Over."

Caboose to Engine: Call-"CNJ caboose calling engine 2501. Over."
Reply-"Engine 2501 to caboose. Over."

Officer: Call-"CNJ Trainmaster Korpita calling engine 3061. Over."

Reply-"Engine 3061 to Korpita. Over."

The word 'over' to be used when finished talking to indicate that employe being called or conversing with may now transmit.

The word 'roger' will be used during conversations to indicate "I understand you".

The word 'out' must be used to terminate all conversations as this indicates the transmission is complete and the channel is now clear for use by other employes.

763. When radio is used in making such movements such as switching, doubling, picking up, setting out, etc., employe directing movement must repeat instructions to move at intervals of no more than five seconds, stating distance to be moved if practicable. When movement is being made in this manner, engineman will stop immediately if radio communication is lost for a period exceeding five seconds unless hand signal can be seen. Such movement will remain stopped until either radio or hand signal communication has been re-established.

764. The word 'MAYDAY' is an internationally recognized distress call.

Railroad employes may hear such messages sent by aircraft, or in coastal areas, by boats. Employes hearing such messages must report them immediately to the Operations Center in addition to taking such appropriate action to relieve the distress as may be possible.

Instructions 1201 through 1207, pages 67 through 69, Form 20285, ANNULLED.

Form 17305, AMPLIFIED.

New Paragraph to Operating Rule 1461:

When approaching stations, vestibule doors must be closed on the side opposite the platform where passengers are to detrain.

Rule 1461, page 133, Form 17305, AMPLIFIED.

New Second Paragraph of Operating Rule 1463:

Flagmen on passenger trains must confine their duties to the last three cars in their trains.

Second Paragraph, Rule 1463, page 135, Form 17305, ANNULLED.

OPERATIONS STAFF

**Trainmaster—Road Foreman
Passenger**

R. B. SWEENEY

**Passenger
Trainmaster**

F. CROTCHFELT

**Road
Trainmaster**

J. J. KORPITA

**General Road Foreman
Of Engines**

T. W. CASEY

**Supt., Operating
Rules & Time Table**

R. G. HOEFT

Assistant Chief Train Dispatchers

G. L. WHITFIELD

F. A. GRIMM

W. P. LULKEN

R. J. FRENCH

E. F. MORRIS

Train Dispatchers

L. J. VETRANO

W. STEFANSKI

C. J. McCARTHY

R. BRADY

WHO ARE RAILROAD PATRONS?



They are the people most important to this carrier—in person, on the telephone or by mail.

They are not dependent on us—we are dependent on them.

They are not an interruption of our work—they are the purpose of it. We are not doing them a favor by serving them—they are doing us a favor by giving us an opportunity to serve them.

They are not outsiders to our business—they are part of it.

They are not cold statistics — they are flesh-and-blood human beings with feelings and emotions like our own.

They are people who bring us their business. It is our job to see that their business and requests are handled promptly and courteously.