

NY

The Pennsylvania Railroad

New York Zone

NEW YORK DIVISION

SPECIAL INSTRUCTIONS

Time Table No. 27

In Effect 3.00 A. M., Sunday, June 20, 1937

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

J. A. APPLETON,
General Manager.

A. M. SEIVARD,
Supervisor Pass. Service.

D. Y. GEDDES,
Superintendent.

G. F. WALTER,
Supervisor Frt. Service.

Original timetable from the collection of Rob Mandeville

scanned by Rob Schoenberg -- robs@railfan.net

<http://PRR.Railfan.net>

2023

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SPECIAL INSTRUCTIONS.

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| Emergency Whistle or Horn | Interlocking Station & Plant | Block Stations | Dist. between Stations | Dist. from New York | STATIONS | Station Signals | Sidings assigned direction Car capacity 45 ft. cars | | |
|------------------------------|---------------------------------|----------------|---------------------------|------------------------|---|--------------------|---|---|------|
| | | | | | | | E | W | Both |
| W | I | B | | | NEW YORK..... | | | | |
| W | I | B | 5.8 | 5.8 | A Block Station..... | A | | | |
| W | I | B | 2.8 | 8.6 | PORTAL..... | | | | |
| W | I | B | 0.4 | 9.0 | HUDSON..... | | | | |
| W | I | B | 0.5 | 9.5 | N Block Station..... | N | | | |
| W | I | B | 0.3 | 9.8 | HARRISON..... | | | | |
| | | | 0.2 | 10.0 | DOCK..... | | | | |
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| W | *I | *B | 0.8 | 11.8 | SOUTH STREET (Newark)..... | | | | |
| | | | 1.8 | 13.6 | HUNTER..... | | | | |
| | | | 0.8 | 14.4 | LANE..... | | | | |
| | | | 1.1 | 15.5 | NORTH ELIZABETH..... | | | | |
| H | I | B | 0.6 | 16.1 | ELIZABETH..... | | | | |
| | | | 0.0 | 16.1 | ELMORA..... | | | | |
| | | | 2.6 | 18.7 | SOUTH ELIZABETH..... | | | | |
| | | | 1.5 | 20.2 | LINDEN..... | | | | |
| | | | 0.6 | 20.8 | NORTH RAHWAY..... | | | | |
| H | I | B | 0.2 | 21.0 | RAHWAY..... | | | | |
| | | | 2.0 | 23.0 | UNION..... | | | | |
| | | | 0.7 | 23.7 | PA&W Branch { AVENEL..... | | | | |
| | | | 0.8 | 24.5 | EDGAR..... | | | | |
| | | | 1.0 | 25.5 | WOODBIDGE..... | | | | |
| W | I | B | 1.3 | 26.8 | GENASCO..... | | | | |
| | | | 1.1 | 27.9 | N.Y. & L.E. & R.R. { WC Block Station..... | WC | | | |
| | I | B | 1.2 | 29.1 | PERTH AMBOY..... | SA | | | |
| | | | 1.9 | 22.9 | SO. AMBOY JCT..... | | | | |
| | | | 1.2 | 24.1 | COLONIA..... | | | | |
| | | | 1.3 | 25.4 | SELIN..... | | | | |
| | | | 1.8 | 27.2 | MENLO PARK..... | | | | |
| H | I | B | 0.2 | 27.4 | METUCHEN..... | | | | |
| | | | 2.9 | 30.3 | EDISON..... | | | | |
| | | | 2.4 | 32.7 | STELTON..... | | | | |
| H | I | B | 1.5 | 34.2 | NEW BRUNSWICK..... | | | | |
| | | | 2.7 | 36.9 | CANAL..... | | | | |
| | | | 3.0 | 39.9 | ADAMS..... | | | | |
| | | | 2.5 | 42.4 | DEANS..... | | | | |
| H | I | B | 0.2 | 42.6 | MONMOUTH JUNCTION..... | | | | |
| | | | 4.3 | 46.9 | MIDWAY..... | | | | |
| H | I | B | 1.4 | 48.3 | PLAINSBO RO..... | | | | |
| | | | 0.1 | 48.4 | NASSAU..... | | | | |
| | | | 1.3 | 49.7 | PRINCETON JUNCTION..... | | | | |
| | | I B | 1.3 | 51.0 | Princeton Branch { PENNS NECK..... | KS | | | |
| | | | 0.1 | 51.1 | KS Block Station..... | | | | |
| | | | 4.2 | 52.6 | PRINCETON..... | | | | |
| H | I | B | 3.3 | 55.9 | LAWRENCE..... | | | | |
| W | I | B | 1.9 | 57.8 | MILLHAM..... | | | | |
| | | | 0.3 | 58.1 | FAIR..... | | | | |
| | | | 1.4 | 59.5 | TRENTON..... | | | | |
| H | I | B | 0.1 | 59.6 | MORRISVILLE..... | | | | |
| | | | | | MORRIS..... | | | | |
| | I | B | 6.3 | 65.9 | Trenton Branch { PHILA. DIV. CF Block Station..... | CF | | | |
| | | | 4.9 | 64.5 | TULLYTOWN..... | | | | |
| W | I | B | 1.2 | 65.7 | EDGELY..... | | | | |
| | | | 0.9 | 66.6 | GREENE..... | | | | |
| | | | 1.2 | 67.8 | BRISTOL..... | | | | |
| | | | 2.9 | 70.7 | CROYDON..... | | | | |
| | | | 1.6 | 72.3 | EDDINGTON..... | | | | |
| | | | 1.2 | 73.5 | CORNWELLS HEIGHTS..... | | | | |
| | | | 1.2 | 74.7 | ANDALUSIA..... | | | | |
| | | | 0.9 | 75.6 | TORRESDALE..... | | | | |
| | | | | | P. T. DIV. | | | | |
| W | I | B | 2.6 | 78.2 | HOLMESBURG JUNCTION..... | | | | |
| | | | 0.1 | 78.3 | HOLMES..... | | | | |
| | | | 7.7 | 86.0 | NORTH PHILADELPHIA..... | | | | |
| | | | 4.4 | 90.4 | PENNA.—30th STREET..... | | | | |
| | | | 0.0 | 90.4 | PENNSYLVANIA..... | | | | |
| | | | 0.9 | 91.3 | BROAD STREET (Suburban)..... | | | | |
| | | | 0.0 | 91.3 | PHILA.—BROAD STREET..... | | | | |

I—Interlocking Station and Plant.

B—Block Station.

NOTE.—Block Stations are open continuously.

Also unattended Block Stations controlled by open Block Stations.

*LANE Block and Interlocking Station will not control movements on Track No. 1. When making movements against current of traffic on Track No. 1, Block extends Hunter to Elmora.

KS | Unattended | Controlled by NASSAU

| Emergency Whistle or Horn | Interlocking Station & Plant | Block Stations | Dist. between Stations | Dist. from New York | STATIONS | Station Signals | Sidings assigned direction Car capacity 45 ft. cars | | |
|------------------------------|---------------------------------|----------------|---------------------------|------------------------|---------------------------------|--------------------|---|---|------|
| | | | | | | | E | W | Both |
| W | I | B | 0.2 | 0.2 | A Block Station..... | A | | | |
| W | I | B | 0.1 | 0.3 | KN Block Station..... | KN | | | |
| W | I | B | 0.0 | 0.3 | C Block Station..... | C | | | |
| W | I | B | 2.9 | 3.2 | JO Block Station..... | JO | | | |
| W | I | B | 0.3 | 3.5 | F Block Station..... | F | | | |
| W | I | B | 0.5 | 4.0 | Q Block Station..... | Q | | | |
| W | I | B | | | R Block Station..... | R | | | |
| W | I | B | | 4.5 | R Block Station (via Loop)..... | R | | | |
| | | | | | L. I. R. R. | | | | |
| W | I | B | | 3.9 | HAROLD..... | | | | |

JERSEY CITY TO HUDSON (PASSENGER TRACKS)

| Emergency Whistle or Horn | Interlocking Station & Plant | Block Stations | Dist. between Stations | Dist. from Jersey City | STATIONS | Station Signals | Sidings assigned direction Car capacity 45 ft. cars | | |
|------------------------------|---------------------------------|----------------|---------------------------|---------------------------|-----------------------|--------------------|---|---|------|
| | | | | | | | E | W | Both |
| W | I | B | 0.3 | 0.3 | JERSEY CITY..... | Z | | | |
| W | I | B | 1.6 | 1.9 | Z Block Station..... | Z | | | |
| | | | | | SC Block Station..... | SC | | | |
| | | | | | H. & M. R. R. | | | | |
| W | I | | 0.1 | 2.0 | JOURNAL SQUARE..... | WR | | | |
| W | I | | 0.0 | 2.0 | WR Block Station..... | WR | | | |
| W | I | B | 1.4 | 3.3 | HACK..... | | | | |
| W | I | B | 1.1 | 4.4 | GY Block Station..... | GY | | | |
| W | I | B | 1.8 | 6.2 | HUDSON..... | | | | |

HARSIMUS COVE TO WA-3, WAVERLY (FREIGHT TRACKS)

| Emergency Whistle or Horn | Interlocking Station & Plant | Block Stations | Dist. between Stations | Dist. from Harsimus Cove | STATIONS | Station Signals | Sidings assigned direction Car capacity 45 ft. cars | | |
|------------------------------|---------------------------------|----------------|---------------------------|-----------------------------|-----------------------|--------------------|---|---|------|
| | | | | | | | E | W | Both |
| W | I | | 0.5 | 0.5 | HARSIMUS COVE..... | JH | | | |
| W | I | B | 0.7 | 1.2 | BRUNSWICK STREET..... | | | | |
| W | I | B | 1.4 | 2.6 | SC Block Station..... | SC | | | |
| W | I | B | 1.9 | 4.5 | HACK..... | | | | |
| | | | 4.4 | 8.9 | GY Block Station..... | GY | | | |
| | | | 0.4 | 9.3 | WA-5-WAVERLY..... | | | | |
| | | | | | WA-3-WAVERLY..... | | | | |

GREENVILLE TO LANE

| Emergency Whistle or Horn | Interlocking Station & Plant | Block Stations | Dist. between Stations | Dist. from Greenville | STATIONS | Station Signals | Sidings assigned direction Car capacity 45 ft. cars | | |
|------------------------------|---------------------------------|----------------|---------------------------|--------------------------|------------------------------|--------------------|---|---|------|
| | | | | | | | E | W | Both |
| W | I | B | 1.4 | 1.4 | GREENVILLE..... | | | | |
| | | | | | BAY..... | | | | |
| | | | | | C. R. R. N. J. | | | | |
| W | I | | 1.6 | 3.0 | CY Interlocking Station..... | CY | | | |
| | | | 1.5 | 4.5 | WA-2-WAVERLY..... | | | | |
| | | | 1.1 | 5.6 | WA-3-WAVERLY..... | | | | |
| | | | 1.1 | 6.7 | WA-6-WAVERLY..... | | | | |
| W | I | B | 0.1 | 6.8 | LANE..... | | | | |

NOTE—Block Stations are open continuously.

| Emergency Whistle or Horn | Interlocking Station & Plant | Block Stations | Dist. between Stations | Distance from South Amboy Jct. | STATIONS | Station Signals | Sidings assigned direction Car capacity 45 ft. cars | | |
|------------------------------|---------------------------------|----------------|---------------------------|-----------------------------------|--|--------------------|---|---|------|
| | | | | | | | E | W | Both |
| | I | B | .0 | .0 | N. Y. & L. B. R. R. SA Block Station..... | SA | | | |
| | | | .0 | .0 | SOUTH AMBOY JUNCTION..... | | | | |
| | | | 0.2 | 0.2 | END—DOUBLE TRACK..... | | | | |
| | | †B | 1.6 | 1.8 | DEEP CUT..... | | | | |
| | | †B | 3.1 | 4.9 | EAST END..... | | | | |
| | | †B | 2.2 | 7.1 | OB BLOCK STATION..... | OB | | | |
| | | | 0.1 | 7.2 | OLD BRIDGE..... | | | | |
| | | | 0.9 | 8.1 | EAST SPOTSWOOD..... | | | | |
| | | | 1.3 | 9.4 | SPOTSWOOD..... | | | | 111 |
| | | | 0.9 | 10.3 | OUTCALT..... | | | | |
| | | †B | 1.3 | 11.6 | HELMETTA..... | GO | | | |
| H | I | B | 1.8 | 13.4 | JAMESBURG..... | JG | 190 | | 54 |
| | | | 2.5 | 15.9 | PROSPECT PLAINS..... | | | | 36 |
| | | †B | 1.7 | 17.6 | CRANBURY..... | CY | | | 41 |
| | | | 2.9 | 20.5 | HIGHTSTOWN..... | | | | 17 |
| | | †B | 1.0 | 21.5 | K Block Station..... | K | | | 57 |
| | | | 2.5 | 24.0 | WINDSOR..... | | | | 18 |
| | | †B | 3.0 | 27.0 | ROBBINSVILLE..... | NW | | | 46 |
| | | †B | 3.5 | 30.5 | YARDVILLE..... | DR | | | 75 |
| | | | 0.4 | 40.0 | TRENTON..... | | | | |
| | | | 0.2 | 39.6 | Borden's Branch HAMILTON AVENUE..... | | | | |
| | | | 0.8 | 39.4 | BROAD STREET (Trenton)..... | | | | |
| | | | 4.0 | 38.6 | LALOR STREET (Trenton)..... | | | | |
| | | | 0.7 | 34.6 | END DOUBLE TRACK (Borden's)..... | | | | |
| | I | B | 3.4 | 33.9 | BORDENTOWN..... | BO | | | 81 |
| | | | 1.0 | 34.9 | FIELDSBORO..... | | | | |
| | | | 1.9 | 36.8 | KINKORA..... | | | | 22 |
| | | †B | | | KINKORA (Kinkora Branch)..... | | | | |
| | | | 0.9 | 37.7 | ROEBLING..... | | | | 174 |
| | | | 0.8 | 38.5 | FLORENCE..... | | | | 32 |
| | | | 2.6 | 41.1 | STEVENS..... | | | | 52 |
| | I | B | 1.4 | 42.5 | EAST BURLINGTON..... | MJ | | | 96 |
| | | | 0.6 | 43.1 | BURLINGTON..... | | | | 82 |
| | | | 2.3 | 45.4 | EDGEWATER PARK..... | | | | |
| | | B | 0.9 | 46.3 | BEVERLY..... | BV | | | 22 |
| | | | 0.4 | 46.7 | WALL ROPE WORKS..... | | | | |
| | | | 0.5 | 47.2 | PERKINS..... | | | | |
| | | | 1.3 | 48.5 | DELANCO..... | | | | |
| | | | 0.1 | 48.6 | DELANCO DRAW..... | | | | |
| | | B | 0.6 | 49.2 | RIVERSIDE..... | KI | | | 31 |
| | | | 0.7 | 49.9 | CAMBRIDGE..... | | | | |
| | | B | 2.7 | 52.6 | RIVERTON..... | RV | | | 19 |
| | | | 0.6 | 53.2 | PALMYRA..... | | | | |
| | | | 0.6 | 53.8 | ARCH STREET (Palmyra)..... | | | | |
| | | | | | ATLANTIC DIV. | | | | |
| | I | B | 1.4 | 55.2 | MINSON..... | | | | |
| | | | 5.7 | 60.9 | CAMDEN..... | | | | |

NOTE.—Block Stations are open continuously except:
Also unattended Block Stations controlled by open Block Stations.

| | | |
|-----------|------------|---|
| †DEEP CUT | Closed | Open by Train Order. |
| †EAST END | Closed | Open by Train Order. |
| †OB | Unattended | Controlled by SA. |
| †GO | Unattended | Controlled by JG. |
| †CY | Unattended | Controlled by JG. |
| †K | Unattended | Controlled by JG. |
| †NW | Unattended | Controlled by BO. |
| †DR | Unattended | Controlled by BO. |
| †KIN-KORA | Unattended | Daily. Controlled by Birmingham. When Birmingham is closed controlled by Whittings. |
| BV | Closed | Daily 9.00 A. M. to 1.00 P. M. 5.20 P. M. to 5.20 A. M. |
| KI | Closed | Daily 10.00 A. M. to 2.00 P. M. 6.00 P. M. to 6.00 A. M. |
| RV | Closed | Daily 9.00 A. M. to 1.00 P. M. 5.00 P. M. to 5.00 A. M. |

| Emergency Whistle or Horn | Interlocking Station & Plant | Block Stations | Dist between Stations | Distance from Manunka Chunk | STATIONS | Station Signals | Sidings assigned direction Car capacity 45 ft. cars | | |
|------------------------------|---------------------------------|----------------|-----------------------------|--------------------------------|-----------------------------------|--------------------|---|---|-----------|
| | | | | | | | E | W | Both |
| | I | B | 0 | 0 | D. L. & W. R. R. MANUNKA CHUNK | U | | | 19 |
| | | | 3.2 | 3.2 | BELVIDERE | | | | 30 |
| | I | B | 0.9 | 4.1 | L. & H. R. RY. JUNCTION | G | | | 36 86 |
| | | | 1.3 | 5.4 | FOUL RIFT | | | | |
| | | | 1.5 | 6.9 | ROXBURG | | | | |
| | | | 1.2 | 8.1 | HUTCHINSON | | | | |
| | | †B | 1.6 | 9.7 | CR Block Station | CR | | | 67 101 |
| | | | 0.6 | 10.3 | MARTINS CREEK | | | | |
| | | | 2.2 | 12.5 | HARMONY | | | | |
| | | †B | 1.1 | 13.6 | DY Block Station | DY | | | 65 66 |
| | | | 2.3 | 15.9 | HUDSON YARD | | | | |
| | | †B | 1.3 | 17.2 | PHILLIPSBURG | PG | | | 59 83 |
| | | †B | 1.4 | 18.6 | KENT | | | | 133 |
| | | †B | 2.4 | 21.0 | WARREN | | | | 180 |
| | | | 1.4 | 22.4 | CARPENTERVILLE | | | | |
| | | | 3.5 | 25.9 | RIEGELSVILLE | | | | 20 |
| | | †B | 2.8 | 28.7 | HD Block Station | HD | | | 160 |
| | | | 0.8 | 29.5 | HOLLAND | | | | |
| | | †B | 3.2 | 32.7 | MILFORD | MD | | | 147 |
| | I | B | 3.5 | 36.2 | FRENCHTOWN | FN | | | 290 |
| | | | 3.3 | 39.5 | KINGWOOD | | | | |
| | | | 1.9 | 41.4 | TUMBLE FALLS | | | | |
| | | | 2.0 | 43.4 | BYRAM | | | | |
| | | †B | 1.3 | 44.7 | RK Block Station | RK | | | 91 |
| | | | 0.4 | 45.1 | RAVEN ROCK | | | | |
| | | | 3.3 | 48.4 | STOCKTON | | | | |
| | | B | 3.1 | 51.5 | LAMBERTVILLE | | | | 63 145 |
| | | †B | 3.9 | 55.4 | MOORE | | | | 112 |
| | | | 1.8 | 57.2 | TITUSVILLE | | | | |
| | | †B | 1.1 | 58.3 | WASHINGTON CROSSING | GW | | | 145 |
| | | †B | 2.7 | 61.0 | WB Block Station | WB | | | 145 |
| | | | 5.1 | 66.1 | WARREN STREET (Trenton) | | | | |
| | I | B | 0.1 | 66.2 | MG Block Station | MG | | | |
| | | | 0.1 | 66.3 | COALPORT | | | | |
| | | | 1.4 | 67.7 | TRENTON | | | | |

NOTE.—Block Stations are open continuously except:

Also unattended Block Stations controlled by open Block Stations.

| | | |
|---------|------------|---|
| †CR | Unattended | Controlled by G. |
| †DY | Unattended | Controlled by G. |
| †PG | Unattended | Controlled by G. |
| †Kent | Unattended | Controlled by G. |
| †Warren | Attended | Daily 5.00 A. M. to 9.00 P. M. |
| | Unattended | Controlled by FN 9.00 P. M. to 5.00 A. M. |
| †HD | Unattended | Controlled by Warren 5.00 A. M. to 9.00 P. M. |
| | | Controlled by FN 9.00 P. M. to 5.00 A. M. |
| †MD | Unattended | Controlled by Warren 5.00 A. M. to 9.00 P. M. |
| | | Controlled by FN 9.00 P. M. to 5.00 A. M. |
| †RK | Unattended | Controlled by Lambertville. |
| †Moore | Unattended | Controlled by MG. |
| †GW | Unattended | Controlled by MG. |
| †WB | Unattended | Controlled by MG. |

| Emergency Whistle or Horn | Interlocking Station & Plant | Block Stations | Dist. between Stations | Distance from Sea Girt | STATIONS | Station Signals | Sidings assigned direc. Car capacity 45 ft. cars. | | |
|------------------------------|---------------------------------|-------------------|---------------------------|---------------------------|---------------------|--------------------|--|---|------|
| | | | | | | | E | W | Both |
| | | | | | N. Y. & L. B. R. R. | | | | |
| | I | B | .0 | .0 | SEA GIRT..... | SG | | | |
| | | | 0.6 | 0.6 | MANASQUAN..... | | | | 63 |
| | | | 2.8 | 3.4 | ALLENWOOD..... | | | | |
| | I | B | 5.0 | 8.4 | FARMINGDALE..... | FA | | | 21 |
| | | †B | 4.6 | 13.0 | HOWELL..... | HW | | | 47 |
| | | | 3.0 | 16.0 | FREEHOLD..... | | | | 38 |
| | | | 3.4 | 19.4 | TENNENT..... | | | | 38 |
| | | †B | 1.3 | 20.7 | ENGLISHTOWN..... | NG | | | 38 |
| H | I | B | 6.8 | 27.5 | JAMESBURG..... | JG | | | |
| | | | 3.5 | 31.0 | DAYTON..... | | | | |
| | | | 2.1 | 33.1 | MONMOUTH JCT..... | | | | |
| H | I | B | 0.2 | 33.3 | MIDWAY..... | | | | |

NOTE.—Block Stations are open continuously except:

Also unattended Block Stations controlled by open Block Stations.

| | | |
|-----|------------|--|
| SG | Closed | Weekday: 7.20 P. M. to 3.20 A. M. |
| | | Sundays & Holidays: 12.01 A. M. to 4.20 A. M. 10.15 P. M. to 12.01 A. M. |
| †HW | Unattended | Controlled by FA. |
| †NG | Unattended | Controlled by FA. |

SPECIAL INSTRUCTIONS.

S1. A rule referred to by number, unless otherwise specified, is a rule in the Book of Rules.

Employes whose duties are affected by Time Tables must have with them while on duty a copy with all effective supplements properly inserted for all divisions or foreign railroads over which they are qualified to run.

TRAIN RULES.

S2. STANDARD TIME.

S2A. Eastern Standard Time applies on this division as indicated on the cover and title pages.

D201. Standard clocks are located as follows:

Attended Block Stations.

New York. Crew Dispatcher's Office, Sunnyside Yard.
Crew Dispatcher's Office, Pennsylvania Station

Jersey City. Train Dispatcher's Office.
Crew Dispatcher's Office.
Yard Master's Office, Henderson Street.
Assistant Yard Master's Office, Greene Street.
Yard Master's Office, Greenville.

Meadows. Yard Master's Office.
Engine Dispatcher's Office.

Newark. Station Master's Office.
Ticket Receiver's Office.
Yard Master's Office, WA-4.
Train Dispatcher's Office, WA-5.

Canal. Yard Master's Office.

Trenton. Baggage Room.
Assistant Yard Master's Office, Coalport.
Assistant Yard Master's Office, Barracks.
Engine House Foreman's Office.

South Amboy. . . Yard Master's Office.

Phillipsburg. . . . Yard Master's Office.

TIME TABLE.

S3. SYMBOLS.

S3A. The following symbols will be used as indicated by Rule 5 Ⓐ Ⓑ Ⓒ Ⓓ, etc.

S4. LETTERS AND CHARACTERS.**S4A. Rule 6 amplified:—**

The following letters and characters indicate:—

- S**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail, milk, newspapers or marketing.
- G**—Regular stop, Saturday only.
- H**—Regular stop to receive passengers, Saturday only.
- J**—Regular stop to discharge passengers, Saturday only.
- K**—Regular stop, Sunday only, to receive or discharge passengers.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- ‡**—Unattended Block Station.
- †**—Emergency Block Station—Opened by Train Order.
- No baggage service.
- ⊙**—No baggage service Sunday.
- ‡**—Indicates trains that will not be operated on specified dates shown on schedule pages.
- ✱**—Passenger train—schedule assigned to gas or gas-electric rail motor cars.
- ***—Passenger train—schedule assigned to handle passenger and freight equipment.
- ◇**—Passenger train—no train baggageman.
- MU**—Multiple unit.

D401.

- N**—Regular stop Daily except Sunday.
- P**—Stop on signal to discharge passengers from points South of Washington.
- Q**—Regular stop Daily except Saturday and Sunday.
- R**—Stop on signal to receive or discharge passengers to or from west of Philadelphia.
- T**—Stop on signal to receive or discharge passengers to or from south of Philadelphia.
- V**—Stop on signal to receive passengers Mondays and day following Labor Day.
- W**—Regular stop to receive or discharge passengers to or from west of Philadelphia.
- Y**—Regular stop Friday only.
- Z**—Regular stop to change engines.

S5. COLOR SIGNALS.

S5A. At the end of double track where switches are not interlocked, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

D501. Spring switch is equipped with electric switch lamp which will display green light in both directions when switch is in normal position, and red light in both directions when switch is in reverse position. Also, metal disc with white background and black letters ("SS") indicating spring switch.

D502. Track covered by a slow order, other than a train order or time table special instructions, will be indicated by a yellow flag or light placed to the right of track a sufficient distance ahead of the obstruction to reduce from maximum authorized speed to the speed required at point of obstruction.

A green flag or light placed to the right of track marks the end of restricted territory.

D503. For protection of trackmen working between automatic signals W37-W38 and east end of North River tunnels, also between west end of East River tunnels and F:—

A yellow flag or yellow light will be placed a sufficient distance from them to enable trains to reduce speed to 35 miles per hour. Speed must be reduced as soon as it can be accomplished with proper handling of train, after passing the yellow flag or yellow light, to conform with this requirement.

A green flag or green light will be placed at point where authorized speed may be resumed.

Engine whistle must be promptly sounded after yellow flag or yellow light is sighted to warn trackmen of approach of train.

S6. HAND, FLAG AND LAMP SIGNALS.**S7. ENGINE WHISTLE SIGNALS.****D701.** Unnecessary use of engine whistle is prohibited:

Between Jersey City and West Side Avenue, Jersey City.

Between Signal Bridge 555 and Delaware River Bridge.

Enginemen must exercise judgment and not sound whistle long or loud.

D702.Rule 14 (*d*) — — — — — in effect:

Sunnyside Yard-Loop Track A.

Newark-Track E.

Rule 14 (*db*) — — — — — o in effect:

Sunnyside Yard-Loop Track No. 1.

Dock to Hudson-Track No. 2.

Rule 14 (*dc*) — — — — — oo in effect:

Sunnyside Yard-Loop Track No. 2.

Track A.

N to Hudson Track No. 13.

Rule 14 (*ee*) — — — — — in effect:

Newark-Track W.

Rule 14 (*ef*) — — — — — o in effect:

Hudson to Dock-Track No. 3.

Rule 14 (*eg*) — — — — — oo in effect:

Sunnyside Yard-Sub. 1 Track.

Hudson to N-Track No. 8.

Track B.

Rule 14 (*eh*) — — — — — ooo in effect:

Sunnyside Yard-Sub. 2 Track.

D703. Rule 14 amplified:

Sound: — — — o o o.

Indication: Train will stop for coal, water, hot parts, etc. To be given when passing the last block station before reaching point where stop is to be made. This information must also be given as much earlier as possible by throwing off message at a block station. Signalman will immediately notify Train Dispatcher.

D704. Rule 14 (*l*) amplified:

Sound: — — — o o.

Indication: Approaching public crossings at grade, to be prolonged or repeated until crossing is reached, unless otherwise provided; also when view is obscured by weather and other conditions, approaching Interlocking Plants, Stations, Yards or other points where men may be at work on tracks.

D705. Rule 14 (*l*):

Engine whistle on H. & M. R. R. trains must be sounded at "R" signs.

D706. Rule 14 (*m*) modified:

Sound: — — —.

This whistle signal will not be used except when approaching railroad crossings at grade and non-stop points where mail is caught or delivered.

S8. EMERGENCY WHISTLE AND HORN SIGNALS AT INTERLOCKING PLANTS.**S9. COMMUNICATING SIGNALS.****D901.** Rule 16 amplified:Sound: (*ja*) o o o o o o

Indication: When standing—deplete brake pipe pressure.

D902. Rule 16 amplified:

Sound: — — — o

Indication: MU trains—motor wheels are spinning.

D903. Passenger trains must be started by communicating signal.

When communicating signal is inoperative and cannot be put in working condition without detention, train may proceed after Conductor and Engineman have an understanding as to how train is to be operated.

On H. & M. R. R. trains, when LIGHT communicating signal system fails, BELL communicating signal system must be used. When train does not start within a reasonable time after doors have been closed, signal of two bells originated by Rear Brakeman must be transmitted ahead in proper succession to Conductor, who must personally inform Engineman to accept BELL instead of LIGHT communicating signals, except at Newark, where Rear Brakeman will not pass BELL signal until instructed to do so by Station Master or his representative.

S10. TRAIN SIGNALS.

D1001. Night signals must be displayed by day as well as by night in tunnels and Pennsylvania Station Yard.

D1002. Rule 17a amplified.

(g) Approaching a fixed signal affecting the movement of the train when the weather conditions are such that, in the judgment of the engineman, his view of the signal will be thereby improved.

D1003. Rule 19 modified.

The bottom line under Figure 4, of Rule 19, page 24, Book of Rules, modified to read:

"Lights showing yellow to the outside, and red to the rear," and add the following:

Note: Markers will display colors to the rear as prescribed by Figures 5 and 6 when conditions require.

The paragraph preceding the NOTE under Figure 10, page 27, and Figure 14, page 29, modified to read:

"Marker lamps lighted showing yellow to the outside, and red to rear." The NOTE modified to read: "NOTE—Markers will display colors to the rear as prescribed by Figures 5 and 6 when conditions require."

D1004. Rule 19, figure 6, is not in effect.

Between Harold and Holmes, including Sunnyside yard.

Between Jersey City and Hudson (Passenger tracks).

Rule 19, Figures 3, 4, 10 and 14, amplified in this territory:

Double track—Rear of train by night when turned out against the current of traffic.

Three or more tracks—Rear of train by night on freight tracks with the current of traffic or on any track against the current of traffic.

D1005. Rule 19 modified.

Following signals will be displayed on rear of H. & M. R. R. trains as markers to indicate rear of train:

Rear of train by day—Yellow flag across doorway midway between top and bottom of door.

Rear of train by night—Two red electric lights near roof line and two red electric lights near floor line of car.

D1006. Rule 19 modified.

Display of yellow flags will be omitted on light engines between Meadows Enginehouse and N.

D1007. Rule 20a in effect on double, three or more tracks, except for passenger trains operating through engines:

To or from N. Y. & L. B. R. R.

To or from L. I. R. R.

To or from N. Y., N. H. & H. R. R.

To or from Atlantic Division.

D1009. Rule 21 modified.

(a) On single track portions of the division the display of white flags and white lights as prescribed by Rule 21 will be omitted on all extra trains, except passenger extras.

(b) A regular train will be identified by its engine number.

(c) A train must be informed by train order as to the number of the engine on an opposing superior regular train; however, if the engine number is not received by train order, the identification

will be made by a personal conference between the Conductors and Enginemen of trains involved.

(d) A train will obtain from the Signalman the number of the engine on a superior regular train in the same direction it is moving.

(e) When a regular train is named in a train order by its schedule number, the engine number must be stated in addition to the schedule number.

(f) Signalmen must observe and record the engine number on regular trains, and when reporting them will give the engine number in addition to the train number.

S10A.

RULE 21b.

21b. (DOUBLE, THREE, OR MORE TRACKS.) On portions of the railroad so specified on the time-table, the display of white flags and white lights, as prescribed by Rule 21, will be omitted. Regular trains must be designated by both schedule and engine number.

D1011. Rule 21b in effect on double, three or more tracks, except for passenger trains operating through engines:

To or from N. Y. & L. B. R. R.

To or from N. Y., N. H. & H. R. R.

To or from Atlantic Division.

D1013. Rule 26 amplified.

When a blue flag or blue light is placed at one or both ends of an engine, or cars to which an engine is attached, the Engineman and Fireman must be notified; they must also be notified when the blue flag or blue light is removed.

D1014. When an engine is detached from train with or without cars at night or when weather conditions require, a white light must be placed on front end of leading car of portion left standing.

Conductor and Engineman are responsible for complying with this instruction.

S11.

USE OF SIGNALS.

D1101. When a pusher engine is assisting a train coupled behind the cabin car and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fuses should be met by throwing the fuses off between the cabin car and pusher engine on the track the train is using, and not dropping them between that track and an adjoining track.

D1102. Rule 15a amplified.

Torpedoes must not be used in East and North River Tunnels, Pennsylvania Station Yard or on drawbridges.

D1103. Fuses must not be used on Jersey City Viaduct, Pennsylvania Station Yard, East and North River Tunnels or on wooden bridges and trestles, except to prevent an accident.

D1104. Minimum number of fuses and torpedoes, which must be carried as part of equipment in services indicated:

| | Fuses | Torpedoes |
|-----------------------------------|-------|-----------|
| Flagmen in Passenger Service..... | 10 | 20 |
| Flagmen in Freight Service..... | 12 | 12 |
| Engines in Road Service..... | 3 | 6 |
| Engines in Shifting Service..... | 3 | 4 |
| H. & M. R. R. trains..... | 4 | 10 |

Additional fuses and torpedoes must be carried when necessitated by weather or other conditions. In event supply becomes depleted enroute, proper advance information must be given in order that it may be replenished at convenient points.

D1105. Conductors and Flagmen in so far as the Flagman's equipment is concerned, Enginemen and Firemen in so far as the equipment on engine is concerned, are responsible for knowing they are properly equipped with necessary train signal appliances before starting from each terminal, as well as enroute.

D1106. Rule 723 amplified.

Head Brakeman (Train Baggage-man where no Head Brakeman is assigned, or Conductor when train crew consists of less than three (3) men, and Conductors of H. & M. R. R.) must place a red flag, red lamp and white lamp in head car of MU trains, also trains hauled by gas-electric cars or other self-propelled cars of similar type, for use as prescribed by Rule 723.

D1108. Rule 27.

Proper application in connection with Figure 1, Rule 287.

The marker light out on signal as shown in Figure 1, Rule 287, does not prevent the correct reading of that signal, and, therefore, the marker light being out should be reported from the next point of communication where this report can be made without serious delay to the train.

D1109. Rule 27.

Duplicate Signals are located on left side of track at:
First Home Signal on Eastward Track, A Interlocking.
Signal 4E25 Track 4 East River Tunnel.
Signal 2E21 Track 2 East River Tunnel.

When aspects of these signals conflict most restrictive indication must be observed.

D1110. Rule 28 modified.

Flag Station Signals have been removed at all stations. Enginemen and Conductors of trains scheduled to make flag stops must assure themselves there are no passengers before passing station without stopping.

D1111. Rule 30 modified.

Ring of engine bell may be omitted in tunnels.

D1112. Rule 34.

In calling signals, the name as it appears in the Book of Rules shall be used, omitting the word "signal," except Rule 275.

D1113. Rule 34 amplified.

Immediately upon seeing a fixed signal or a distant switch indicator, affecting the movement of their train, the engineman and fireman must, and when practicable the trainmen will, call its indication by name to each other.

D1114. Rule 34 amplified.

Sunnyside Yard, Pennsylvania Station Yard, and Jersey City.

When a train extends beyond first interlocking signal in such position that indication can not be seen by engine crew, train must not be moved until either engineman or fireman has observed signal or one of their trainmen has personally notified them, immediately prior to moving, that signal is in passing position.

S12. SUPERIORITY OF TRAINS.

D1201. Eastward and Northward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

D1202. A delayed regular train is superior by direction to an opposing train that is to be run by the same engine and crew.

S13.

BULLETIN BOARDS.

D1301. Location of bulletin board points on this Division, also the H. & M. R. R., Washington Terminal R. R., N. Y. and L. B. R. R., P.-R. S. L., D. L. & W. R. R., N. Y. N. H. & H. R. R., L. V. R. R., and W. S. R. R., where General Orders of this Division will be posted and delivered.

General Orders of other Divisions will be posted and delivered at points on this Division as indicated below:

| LOCATION | OTHER DIVISIONS | ZONES |
|--|--|--|
| Brooklyn—North 4th Street Freight Station. New York—37th Street Freight Station.... | | |
| Sunnyside—Crew Dispatcher's Office..... New York—Crew Dispatcher's Office..... Jersey City—Crew Dispatcher's Office..... Jersey City—Z Tower..... Henderson Street—Yard Master's Office... Greene Street—Asst. Yard Master..... Meadows—Yard Master's Office..... Meadows—Enginehouse..... Harrison—Yard Master's Office..... Greenville—Yard Master's Office..... Greenville—Asst. Yard Master's Office— Westbound Hump..... | Atlantic..... Phila. Terminal... Baltimore..... Philadelphia..... Maryland..... N. Y. & L. B. R. R. Washington Term'l P. R. S. L..... | D, E A, B, C B A, B, C A, B A, B, C |
| Newark—Clinton Ave.—Yard Clerk's Office. Waverly—Yard Master's Office..... Waverly—WA-5..... Canal—Yard Master's Office..... Princeton—Conductors' Room..... Trenton—Baggage Room..... Bristol—Weighmaster's Office..... | EXCEPTIONS: Long Island R. R. general orders will be posted at: Sunnyside—Crew Dispatcher's Office. New York—Crew Dispatcher's Office. | |
| Newark—Ticket Receiver's Office..... | | |
| Trenton—Assistant Yard Master's Office— Barracks..... Trenton—Assistant Yard Master's Office— Coalport..... Trenton—Enginehouse Foreman's Office... Phillipsburg—Yard Master's Office..... | Philadelphia..... Atlantic..... Phila. Terminal... Maryland..... P. R. S. L..... N. Y. & L. B. R. R. | A, B, C D, E A, B, C A A, B, C |
| Phillipsburg—Passenger Station..... L. & H. Ry. Jct., G Block Station..... | | |
| South Amboy—Crew Dispatcher's Office... | Atlantic..... Phila. Terminal... Philadelphia..... P. R. S. L..... N. Y. & L. B. R. R. | D, E A, B, C A, B, C A, B, C |
| HUDSON & MANHATTAN R. R. Hudson Terminal—No. 4 platform..... | | |
| WASHINGTON TERMINAL R. R. P. R. R. Conductor's Work-Room..... Enginehouse..... | | |
| NEW YORK & LONG BRANCH R. R. Bay Head Junction—Yard Master's Office.. | | |
| PENNSYLVANIA-READING SEASHORE LINES. Atlantic City—Station Master's Office, Enginehouse Foreman's Office..... | | |
| DELAWARE, LACKAWANNA & WESTERN R. R. Stroudsburg—Enginehouse, Gravel Place.. | | |
| NEW YORK, NEW HAVEN & HARTFORD R. R. Grand Central Terminal—Assistant Super- intendent's Office and Motor Shop..... Oak Point, New York—Motor Shop. Stamford, Conn.—Enginehouse..... Hartford, Conn.—Conductor's Room..... New Haven, Conn.—Crew Dispatcher's Office and Motor Shop Yard..... Springfield, Mass.—Conductor's Room..... Boston, Mass.—Conductor's Room..... | | |
| LEHIGH VALLEY R. R. Jersey City—Crew Dispatcher's Office..... Perth Amboy—Train Master's Office..... Lehighton—Crew Dispatcher's Office..... South Easton—Crew Dispatcher's Office... Wilkes-Barre—Station Master's Office..... Sayre—Train Master's Office..... Buffalo—Train Dispatcher's Office..... | | |
| WEST SHORE R. R. Weehawken—Yard Master's Office..... | | |

S14. GENERAL ORDERS.**S14A. Rule 75 amplified.**

D1401. 1. Conductors and enginemen must have a copy of all General Orders that pertain to any portion of a General Order Zone over which they are qualified to run either in part or as a whole. Conductors and enginemen will not be required to understand a General Order pertaining to territory over which they are not qualified to run.

The qualification page following the instructions under caption "Inspection of Passing Trains" in each conductor and engineman's Home Division time table must show their Home Division, Name, Occupation, and all General Order Zones over which they are qualified to run either in part or as a whole. If a conductor or engineman is qualified to run over a Foreign Division, the qualification page in their time table for that Division must show General Order Zones of that Division over which they are qualified to run.

The Bulletin Board Attendant will be governed accordingly in checking time tables.

2. The Bulletin Board Attendant will supervise the handling of the employes' register, matters pertaining to General Orders and delivery of time slips to conductors and enginemen.

He must personally witness the signatures of conductors and enginemen on their register, personally inspect time tables to ascertain that they contain all General Orders as outlined in paragraph (1), punch and insert sticker copies of such General Orders in time tables, and, after each conductor and engineman has registered and has his time table verified as to containing all copies of General Orders required, he will cancel the figures on Form "Z" so as to indicate the date of reporting for duty and numbers of necessary General Orders, then deliver to the person presenting the time table and Form "Z" his time slip and Form "Z" properly prepared.

An additional Form "Z" card or cards must be used if a conductor or engineman is qualified to run over more than eight (8) General Order Zones and a notation made following his name indicating the number of cards.

If a conductor or engineman reports for duty at a point where the General Orders received do not cover all the territory over which he is qualified to run, the General Order Clearance received there does not apply to territory not covered by General Orders sent there and he must not run over such territory until after having received General Order Clearance at a point to which General Orders covering it are sent, unless otherwise instructed by the Superintendent of that territory.

The use of a receipted card furnished by the Bulletin Board Attendant, and as referred to in the second paragraph of Rule 75, also the use of column with caption "last General Order" on employes' register, will be discontinued. The method of preparing Form "Z" is as follows: To indicate date of reporting for duty, cancel the star under proper date; however, if a conductor or engineman reports for duty twice on the same date, cancel the figure or figures of that date to indicate the second time reporting for duty. To indicate General Order information, cancel the star under proper number. The figures 1 to 9, inclusive, represent the last figure of numbers above an even hundred, and from 10 on the last two figures above an even hundred. The use of this punch must be confined to the Bulletin Board Attendant.

When a new time table is effective, or, after a Form "Z" card is used up, it must be turned in to the Bulletin Board Attendant, who will prepare a new card as follows:—

At the end of a month, with no change in time table, prepare a new card in such a manner as to show the same General Order information as was shown on the old card, and proper information for the first trip.

When a new time table is effective, the information shown on the old Form "Z" card need not be shown on the new one, but proper information for the first trip must be shown.

Cards turned in must be sent to the Superintendent by the Bulletin Board Attendant.

3. Before starting out on a run the engineman must show his General Orders to his fireman, and when he has no conductor he must also show his Form "Z" to his fireman. The conductor must show his General Orders to his trainmen.

4. When conductors and enginemen compare time, as required by Regulations 803, 807 and 817, they must in addition be governed as follows:—

(a) Check the qualification page in each other's time tables to determine necessary qualification information for that trip.

(b) Check the latest General Orders in each other's time tables.

(c) Compare their Forms "Z" for that trip.

5. In the application of these instructions, a pilot will be regarded the same as a conductor or engineman.

6. The foregoing instructions apply to conductors and enginemen when serving in that capacity.

All qualified conductors and enginemen, when not serving in that capacity, must be provided with a Form "Z," and when they register at the beginning of each day's work, present to the bulletin board attendant their time tables and have necessary General Orders inserted, also present their Form "Z" to be punched as provided by instructions covering conductors and enginemen serving in that capacity.

These instructions also apply to book of special instructions for such employes as are not furnished New York Division Time Tables.

D1402. General Order zones of this Division are as follows:

ZONE A.—Harold to western limits of A, Pennsylvania Station, New York, including Sunnyside Yard.

ZONE B.—Western limits of A, Pennsylvania Station, New York, and Jersey City, to western limits of Lane, including yards and branches.

ZONE C.—Western limits of Lane to mile post 76, including Perth Amboy and Woodbridge, Perth Amboy, Bonhamtown, Millstone, Rocky Hill, Princeton and Trenton Branches.

ZONE D.—Sea Girt to Monmouth Jet.

ZONE E.—South Amboy Jet. to Minson, including Bordentown Branch, and yard tracks Hamilton Avenue to Coalport.

ZONE F.—Chambers St. Bridge east of Fair to Manunka Chunk including Barracks Yard (west side), that part of Coal Port yard not included in Zone E and Flemington Branch.

General Orders for each zone will be numbered consecutively followed by the proper zone letter.

D1403. Conductors and enginemen of trains beginning their run from points at a time when no Bulletin Board Attendant is on duty, will ask the Superintendent for information as to last General Order issued, and if any have been issued of which they have no copy, they will be instructed by train order for that trip. On arrival at first point where there is a Bulletin Board Attendant on duty, they will comply with the requirements outlined in Special Instructions D1401.

D1404. Employes whose duties require them to be familiar with transportation rules and special instructions must pass a satisfactory examination within six months after employment and be reexamined at least once every three years, or at more frequent intervals where required by law, except where a man has in the interim passed examination for promotion.

D1405. Employes of foreign divisions or other railroads not having run over the New York Division or made a trip for the purpose of qualifying within a period of one year will be required to requalify on special instructions and physical characteristics.

Conductors and Enginemen ordered to run over any portion of a Division or foreign railroad, over which they are not qualified, must inform Crew Dispatcher, or, when conditions require, the Superintendent, that they are not qualified.

S15. TRACK ASSIGNMENTS.

D1501. Where double track is used, the tracks will be known as Eastward and Westward Tracks, unless otherwise designated.

Double Track.

A to Hudson.

Z to Hudson (Passenger Tracks).

Brunswick Street (Harsimus Branch) to WA-3 (Freight Tracks).

Greenville to Lane.

Union to WC.

Morris to CF.

Fair to end of double track BO.

BO to MJ.

Burlington to Minson.

JG to Midway.

End of double track SA to †OB.

MG to Fair.

D1502. On three or more tracks the current of traffic is as follows:—

Eastward Passenger.

Track No. 1 Holmes to Hudson.

Track A Union to Elmora.

Track A Newark.

Track E Newark (Rapid Transit Track).

Track No. 2 Dock to Hudson.

Track No. 13 N to Hudson.

Tracks Nos. 1 and 3, C and JO to Harold.

Westward Passenger.

Tracks Nos. 2 and 4 Harold to JO and C.

Track No. 8 Hudson to N.

Track No. 4 Hudson to Holmes.

Track No. 3 Hudson to Dock.

Track B Newark.

Track W Newark (Rapid Transit Track).

Track B Elmora to Union.

Eastward Freight.

Track No. 2 Holmes to Dock.

Westward Freight.

Track No. 3 Dock to Holmes.

D1503. Other assigned tracks and sidings.

Loop tracks Nos. 1 and 2 (running sidings) between F and R, current of traffic eastward on both tracks.

Loop track A, south of and next to Loop track No. 1 (within R Interlocking), current of traffic eastward.

Eastward Engine track between Q and Sunnyside Enginehouse.

Westward Engine track between Sunnyside Enginehouse and Q.

Engine track between east end Waldo Avenue Yard and Z.

Running track between Z and SC.

Morris track between Hack and GY.

Route between Hack and GY via Government Lead, No. 1 Ice House and Grape Yard Lead.

No. 0 track between GY switches and connection with Grape Yard Lead.

Engine track between Meadows and Hudson.

Center St. Branch between GY and River St., Newark.

Track No. 5 between Hudson and N.

Track No. 10 between N and Hudson.

West Newark Branch.

Set-off track, Waverly, between WA-6 and WA-3.

Perth Amboy Branch.

Bonhamtown Branch.

No. 5 track between Baldwin St. Yard, New Brunswick, and Canal.

Millstone Branch.

Rocky Hill Branch.

Millham Branch.

Running tracks between Hamilton Ave., Trenton, and Coalport.

Enterprise Branch.

Flemington Branch.

Martins Creek Branch.

Eastward Station track, Trenton, first track south of eastward high platform.

Westward Station track, Trenton, first track north of westward high platform.

Eastward siding between Jamesburg and †GO.

When a track south of and next to No. 1 track or Track A is used as an assigned track, it will be numbered and known as No. 0 track.

When a track north of and next to No. 4 track or Track B is used as an assigned track, it will be numbered and known as No. 5 track.

D1504. Passenger trains as specified will use tracks as follows, unless interlocking signals otherwise indicate:

| TRAIN | WILL USE TRACK No. | BETWEEN | To PASS TRAIN |
|-----------------|--------------------------|---------------------|---------------------|
| WESTWARD | | | |
| 179 | 3 | Dock to Elmora..... | 253 |
| 115 | 3 | Dock to Elmora..... | 303 |
| 715 | 3 | Dock to Elmora..... | 3827 |
| 751 | 3 | Dock to Elmora..... | 3785 |
| 49 | 3 | Dock to Elmora..... | 3797 |
| 221 | 3 | Dock to Elmora..... | 733 |
| 735 | 3 | Dock to Union..... | 271-3787 |
| 29 | 3 | Dock to Union..... | { 3793-2509 |
| | | | 3749 |
| 177 | 3 | Dock to Union..... | 3793 |
| 69-265 | 3 | Dock to Elmora..... | 3837 |
| 223 | 3 | Dock to Elmora..... | 3773 |
| 1085 | 3 | Dock to Elmora..... | 3791 |
| 227 | 3 | Dock to Elmora..... | 3841 |
| 229 | 3 | Dock to Elmora..... | 275 |
| 61 | 3 | Dock to Elmora..... | 3847 |
| EASTWARD | | | |
| 6 | 2 | Union to Dock..... | 3812-3752 |
| 22 | 2 | Union to Dock..... | 702 |
| 60 | 2 | Elmora to Dock..... | 254 |
| 66 | 2 | Union to Dock..... | 704 |
| 256-756 | 2 | Union to Dock..... | 3748 |
| 200 | 2 | Union to Dock..... | 3816 |
| 78 | 2 | Union to Dock..... | 3756 |
| 710 | 2 | Union to Dock..... | 28 to pass |
| 202 | 2 | Elmora to Dock..... | 3796 |
| 48 | 2 | Elmora to Dock..... | 3822 |
| 760 | 2 | Union to Dock..... | 44 |

S16. MOVEMENT OF TRAINS.**D1601.** Location of Train Dispatchers and Train Directors.

Jersey City—Train Dispatchers in charge of tracks:

A to Holmes; Z to Hudson; Union to WC; Princeton Branch; SA to Minson; SG to Midway; Fair to U; Morris to CF; Fair to BO.

WA-5 (Waverly)—Train Dispatchers in charge of freight tracks: SC to WA-3; Bay to Lane.

A (New York)—Train Directors in charge of tracks:

A to Harold, including Loop tracks between F and R.

S16A. Rules 83 and 83A.

D1602. Rule 83. Clearance message C. T. 1246 given by the operator without consulting the Dispatcher be used where information is given to train at its initial station on any division, or at a junction, or at a point where they pass from double to single track; and where the information is given by the Dispatcher to a train before reaching a point such as above indicated, it should be done by a train order.

Rule 83A. In the application of Rule 83A, this information may be given verbally.

D1603. Rules 88 and 89 modified.

Trains making a meet at a numbered switch by train order; train that can pull into siding must do so.

D1604. Rule 95.

When passenger trains are run in sections, Station Masters at New York, Jersey City, Trenton, Atlantic City, Philadelphia, Washington and Harrisburg, will verbally instruct Conductors, who will instruct Enginemen.

D1605. Rule 97A amplified.

On double, three or more tracks a passenger train not representing a schedule will run as Passenger Extra when proper signal is displayed or permission is given by Signalman, Yard Master or Station Master.

D1606. Circus trains will be run as Passenger Extras. Train Dispatcher must notify Signalman at first Block Station to be passed that train is being run as Passenger Extra.

D1607. When switches are not set for their movement, engines or cars must stop before reaching the fouling point.

S16B. Rule 98.

D1608. West Newark Branch, Frelinghuysen Avenue.—Derails for grade crossing, West Newark Branch and L. V. R. R. Interchange track are operated by three-lever machine, located between P. R. R. and L. V. R. R. tracks, east of Frelinghuysen Avenue. Instructions for operating levers are posted at machine.

D1609. Perth Amboy Branch, L. V. R. R. Crossing.—Home signals governing movements on L. V. R. R. tracks normally displayed for movements over crossing. Home signals governing movements on P. R. R. track normally display "Stop."

A separate push button for controlling each P. R. R. home signal is provided in a case marked PB, equipped with a P. R. R. switch lock. Each button is located adjacent to and on the same side of the L. V. R. R. tracks as the signal it controls.

P. R. R. trains will stop at home signal. A trainman must go to crossing and after assuring himself that no L. V. R. R. train is on or approaching the crossing on any L. V. R. R. track, will operate push button. After an interval of approximately two minutes the P. R. R. home signal governing movement desired will display aspect Figure 3, Rule 278. Train will then proceed over crossing beyond opposing signal.

Cases containing push-buttons must be kept locked when not in use.

D1610. Trains moving against current of traffic over Wire Mill Draw crossing, just east of Greenwood Avenue, Trenton, will be governed by the signal indication displayed for normal movement.

S16C. Rule 104.

Unless hand-operated switches in main track are listed in time-table as being in charge of a switch tender or a signalman, they must be operated by a member of train or engine crew using switch, except as otherwise provided in Rule 104 and at a meeting point where train holding main track may set switch for opposing train to enter siding.

Trains or engines must approach switches where switch tenders are stationed prepared to stop and must stop clear of any switch or route unless signal to proceed is received from switch tender.

A switch tender must not set a switch to divert an approaching train until he is assured of its identity and that its speed does not exceed 15 miles per hour.

D1611. Switch tenders are stationed at and have charge of main track switches as indicated:

| Location | Switches |
|-----------------------------------|---|
| Brunswick Street—Harsimus Branch. | Main track switches, except between hours 7.00 A. M. and 3.00 P. M., during which hours normal position of switches at Brunswick Street will be as follows: |

Eastward—from eastward track to No. 2 track (elevation).

Westward—from No. 6 track (elevation) to westward track via back way.

WA-5—Waverly.....Main track switches (Freight track).

WA-2—Waverly.....Main track switches (Freight track).

When trains are so notified by Train Order, Main Track Switches at Coalport will be operated by a Switch tender.

D1612. Signalmen are stationed at and have charge of main track switches at WA-3 and WA-6, Waverly, and at Warren during time Warren Block Station is open. Trains must approach main track hand-operated switches which are in charge of Signalman prepared to stop and must stop clear of any switch or route unless signal to proceed is received from Signalman. Signalman must not set hand-operated switches to divert an approaching train until its speed does not exceed 15 miles per hour.

D1613. Spring switch 1, South Amboy Jct., normal position for movement on main track. Westward movements from westward siding to main track will run through spring switch. Spring switch must be reversed for eastward movements from main track to westward siding.

Spring switch 2, at end of double track, South Amboy Jct., normal position for movements from main track to westward track. Eastward movements from eastward track to main track will run through spring switch. Spring switch must be reversed for westward movements to eastward track.

A train making trailing movement through a spring switch, if stopped before movement is completed, must not take slack or make reverse movement until spring switch is reversed by hand.

Track cars will not operate spring switches.

When spring switches Nos. 1 and 2 or Switch 3, South Amboy Jct., are hand operated for movement to or from the yard, they must not be returned to normal position until movement has cleared signal governing movement in opposite direction.

D1614. The following Switches are equipped with electric locks. When necessary to use Switch trainmen will receive unlock from the Signalman at office indicated.

Hand operated crossover located 400 feet east of Hudson connecting tracks 14 and 13, unlock by Hudson.

Crossover U. S. Cast Iron Pipe and Foundry Co. siding to westward main track, 4900 feet east of MJ, unlock by MJ.

Crossover A, between eastward and westward main tracks, 5100 feet east of MJ, unlock by MJ.

Turn-out, eastward main track to passing siding 4900 feet east of MJ, unlock by MJ.

Switch No. 2, leading to east leg of Wye, Bordentown Branch, 1000 feet east of BO, unlock by BO.

S16D. Rule 106 and 106a.

D1615. Rule 106.

Trains on all tracks are relieved from observing Rule 106 except at stations between Fieldsboro and Arch Street, Palmyra, inclusive, and the following stations:

| | | | | |
|--------|-------|------------|--------------------|--------|
| Avenel | Edgar | Woodbridge | Lalor St., Trenton | Dayton |
| | | | Broad St., Trenton | |

D1616. Rule 106a.

Crews of passenger trains must have all side and trap doors closed on opposite side from station platform when making station stop.

D1617. Passenger trains stopping at stations must not, unless otherwise instructed, discharge passengers across tracks used by trains in the opposite direction. Where there is a track fence between the track which they are using and the station platform to be used, Rule 106a must be observed and, unless the track fence has been removed, must be governed as follows:

| Station. | End of fence at which trains in both directions will stop. | Station. | End of fence at which trains in both directions will stop. |
|----------------------|--|--------------------|--|
| North Elizabeth.... | West end. | Colonia..... | East end. |
| Elizabeth..... | " " | Metuchen..... | " " |
| South Elizabeth.... | " " | New Brunswick.... | West end. |
| Linden..... | " " | Princeton Jct..... | " " |
| Rahway (No. 1 track) | " " | Bristol..... | " " |

D1618. Trains making stop at Trenton must not run No. 2 or No. 3 track without permission from Signalman. Eastward trains making stop at Rahway must not run No. 1 track eastern limits Union without permission from Signalman.

S16E. Rules 251, 253, 254.

D1619. Rule No. 251 in effect on double, three, or more tracks.

Stops for water, hot box attention, etc., will be considered work under the provisions of Rule 253.

D1620. The following tracks operated as assigned tracks for trains in both directions; Rule 90a in effect.

Running track Z to SC:

Trains entering or leaving this track at intermediate points must obtain permission and report clear to Signalman at Z.

Route between Hack and GY via Government lead, No. 1 Ice House and Grape Yard lead.

No. 0 track between GY switches and connection with Grape Yard lead.

Center Street Branch between N and River Street, Newark.

West Newark Branch.

No. 5 Track between Hunter and Lane.

Set-off track, Waverly, between WA-6 and WA-3.

Perth Amboy Branch, between connection at WC and Perth Amboy.

Bonhamtown Branch.

No. 5 track between Baldwin St. Yard and Canal.

Millstone Branch.

Rocky Hill Branch.

No. 5 track between Plainsboro and Nassau.

No. 5 track east of Millham. Trains using this track between ladder connections at east end of Enginehouse tracks and Millham must obtain permission and report clear to Signalman at Millham.

No. 5 track between Fair and connection with Millham Branch.—Trains entering or leaving this track at intermediate points must obtain permission from and report clear to Train Director, Fair.

Running track between Coalport and East Trenton.—Trains using this track must obtain permission and report clear to Assistant Yard Master at Southard Street bridge.

Enterprise Branch.

Flemington Branch.

Martins Creek Branch.

No. 0 track between Greene and Morris.

Kinkora Branch east of Kinkora.

D1621. The following tracks operated as assigned tracks; Rule 90b in effect.

Eastward Engine track Q to Sunnyside Enginehouse: Westward movements may be made on this track on permission from Signalman at Q.

Westward Engine track Sunnyside Enginehouse to Q: Eastward movements may be made on this track on permission from Signalman at Q. L. I. R. R. trains, before making a westward movement on this track, must obtain permission from Signalman at Q.

Engine track Z to east end Waldo Avenue Yard operated as a westward track. Eastward movements may be made on this track on permission from Signalman at Z. Westward trains will report clear at east end Waldo Avenue Yard.

Eastward track SC to Brunswick Street (Harsimus Branch): Westward movements may be made on this track on hand signal from Clerk-Switchtender at Brunswick Street. Between the hours of 7.00 A. M. and 3.00 P. M., eastward trains will stop at cross-over switch leading from eastward to westward track at Brunswick Street and report to Assistant Yard Master, JH.

Westward track Brunswick Street (Harsimus Branch) to SC. Eastward movements may be made on this track on permission from Clerk-Switchtender at Brunswick Street. Between the hours of 7.00 A. M. and 3.00 P. M., westward trains will stop at Brunswick Street and report to Signalman SC before proceeding. Movements against current of traffic will be made on permission of Signalman SC.

Center Street Branch between N and GY operated as eastward track. Westward movements may be made on this track on permission from Train Director at N.

Engine track Hudson to GY operated as eastward track. Westward movements may be made on this track on permission from Train Director at Hudson.

No. 0 Track Hudson to GY operated as eastward track. Westward movements may be made on this track on permission from Train Director at Hudson.

Eastward Freight track GY to Hack.

Westward Freight track Hack to GY.

Eastward movements on westward freight track between connection to Westbound Classification Yard, 1500 feet west of Hack and Hack, may be made on permission from Signalman at Hack.

Westward Freight track from a point 2150 feet east of WA-5 to WA-3.

Eastward Freight track WA-3 to a point 2150 feet east of WA-5.

Eastward track Lane to CY (C. R. R. of N. J.).

Westward track CY (C. R. R. of N. J.) to Lane.

No. 0 Track between Elmora and Junction with B. & O. R. R. operated as a westward track. Eastward movements may be made on this track on permission from Signalman at Elmora.

Siding between Princeton Junction and Princeton will be operated as a northward siding. Southward movements may be made on this track on permission from Signalman at Nassau.

No. 0 Track Fair to Millham operated as eastward track. Westward movements may be made on this track on permission from Train Director at Fair.

Eastward running track, Millham Branch, between East Trenton switches and Millham. Westward movements may be made on this track on permission from Signalman, Millham, a caution-slow-speed-signal at Millham in conjunction with a hand signal (yellow flag by day, yellow light by night), will be authority for westward movements Millham to East Trenton.

Westward running track, Millham Branch, between Millham and East Trenton switches. Eastward movements may be made on this track on permission from Signalman, Millham.

Eastward running track between Hamilton Avenue and Coalport.—Westward movements on this track may be made on permission from Signalman, MG. Trains entering or leaving this track must obtain permission from and report clear to Signalman, MG.

Westward running track between Coalport and Hamilton Avenue.—Eastward movements may be made on permission from Signalman, MG. Trains entering or leaving this track must obtain permission from and report clear to Signalman, MG.

Westward track Morris to CF.

Eastward track CF to Morris.

Middle Route Morris to CF operated as westward track. A Caution Slow Speed signal at CF in conjunction with hand signal (Yellow flag by day; yellow light by night) from Signalman CF will be authority for eastward movement on this track. Eastward movements on this track from intermediate points between Morris and CF may be authorized by Signalman at Morris. Train entering or leaving this track at intermediate points between Morris and CF must obtain permission from and report clear to Signalman at Morris.

Track north of and parallel with main track JG to †GO operated as an eastward siding. Westward movements may be made on this track on permission from Signalman at JG.

D1622. Rules 364 and 513.

Engines assisting trains out of yard at †East End and SA may uncouple in block between †OB and SA and, after obtaining permission from Signalman, may cross over and return to initial station on normal track.

D1623. Eastward movements on westward track from substation siding west of South Amboy Junction to end of double track SA may be made on permission of Signalman at SA.

D1624. Trenton Enginehouse—Trains using west ladder between connection to track No. 5 and inbound and outbound engine track connections must obtain permission and report clear to Signalman at Millham. Normal position of switch leading from track No. 5 to west ladder will be for movements to west ladder.

D1625. Shifting and light engine movements against current of traffic between Fair and MG will be made on permission from Signalman at MG. Before authorizing such movements, Signalman at MG must first arrange for proper protection and know that track on which movement is to be made is clear of opposing movements.

All other movements against current of traffic between Fair and MG will be by Train Order.

Caution-Slow-Speed indication on signal MG and, in addition, yellow flag or yellow lamp signal from Signalman at MG is authority for southward shifting and light engine movements against current of traffic on northward track MG to Fair.

Passing indication on signal at Fair and, in addition, yellow flag or yellow lamp signal from Switchtender at west end, Barracks Yard, is authority for northward shifting and light engine movements against current of traffic on southward track Fair to MG.

D1626. Rules 364 and 513.

Engines assisting westward trains from Trenton may uncouple between Fair and Hamilton Avenue, and promptly return to Fair.

D1627. Rule 364.

Engines assisting southward trains from †Kent may uncouple within yard limits and return to that point, but must be reported clear before any following train is permitted to proceed.

D1628. Edison—Movements from Edison to Perth Junction (L. V. R. R.) may be made under flag protection. Movements from Perth Junction (L. V. R. R.) to Edison may be made on permission of Signalman at Edison.

D1629. Siding between Switch 2, Phillipsburg, and Switch 5, Phillipsburg, must not be used without permission from Signalman at G.

Normal position of switch leading from passing siding to L. & H. R. R. bridge is for movements to or from L. & H. R. R. bridge.

D1630. Time Table of Long Island Railroad authority for movement of their regular trains, subject to rules of Pennsylvania Railroad and Special Instructions of New York Division, between New York and Harold.

D1631. Time Table of New York, New Haven & Hartford Railroad authority for movement of their regular trains, subject to rules of Pennsylvania Railroad and Special Instructions of New York Division, between New York and Harold.

D1632. Rules 81, 251 and 605 modified.

Eastward limits of Hudson to westward limits of N, trains will run against current of traffic by signals.

D1633. When delayed Pullman cars are attached to trains, stops of train on which cars are regularly assigned will be made to discharge passengers. Superintendent must be advised in advance of stops that will be made.

D1635. When Signal P-80 on Passaic Branch is in Stop position train on eastward freight track will stop at Plank Road Switches and ask for instructions.

D1636. In case of accident obstructing one or more tracks, after providing proper protection for obstructed tracks and reporting conditions, Conductor will promptly move that portion of train ahead of derailed or damaged cars to first interlocking station or point of communication where it can be placed clear of obstructed track.

Conductor or Engineman of any train following a train ahead, which is being delayed, will promptly communicate with Signalman, who will ask Train Dispatcher for instructions.

D1637. Conductor or Engineman of a train disabled or stalled in East River Tunnels will promptly communicate with Signalman who will ask Train Director for instructions.

D1638. At points where work is to be done, Conductors of freight trains will be located on front end of train to avoid delay.

D1639. Engineman must personally handle engine while loading and unloading floats and making movements on coal wharves.

D1640. Hostlers performing service outside of enginehouse territory must be governed by Rules and Special Instructions.

D1641. High Trestles, Coal Wharves.—Engines must be headed up. (Precaution against exposure of the crown sheet by low water.)

D1645. Devices for detecting broken or dragging equipment on trains moving with current of traffic in service as follows:

| | |
|---------|--|
| CANAL | { Eastward tracks Nos. 1 and 2 at Signal 348. Westward tracks Nos. 3 and 4 at Signal 309. |
| MIDWAY | { Eastward tracks Nos. 1 and 2 at Signal 430. Westward tracks Nos. 3 and 4 at Signal 395. |
| NASSAU | { Eastward tracks Nos. 1 and 2 at Signal 488. Westward tracks Nos. 3 and 4 at Signal 449. |
| MILLHAM | { Eastward tracks Nos. 1 and 2, 2700 feet west of Signal 554. Westward tracks Nos. 3 and 4 at Signal 527. |
| MORRIS | { Eastward tracks Nos. 1 and 2 at Signal 602. Eastward tracks Nos. 1 and 2, 2585 feet east of Signal 672. |
| GREENE | { Westward tracks Nos. 3 and 4 at Signal 633. |

When device is actuated on tracks Nos. 1 or 2 cab signals will indicate Caution-Slow-Speed and most favorable indication on fixed signals between location of device and interlocking (including interlocking home signals) will be Approach.

When device is actuated on tracks Nos. 3 or 4 cab signals will indicate Caution-Slow-Speed and most favorable indication on fixed signals between location of device and interlocking (including interlocking home signals) will be Approach.

Trains receiving Caution-Slow-Speed indication on cab signals in conjunction with Approach indication on fixed signals between point where device is located and interlocking will stop as soon as proper handling of train will permit, report to Signalman and be governed by his instructions.

Non-equipped trains receiving Approach indication on fixed signals between point where device is located and interlocking (including interlocking home signals) must not exceed speed of 20 miles per hour.

D1646. Automatic train stops (trippers) are located as follows:

At all automatic signals in East and North River Tunnels except Signals 1E28, track No. 1, and E28, track No. 3.

At all signals which govern the movement into each tunnel with current of traffic.

At all signals which govern the movement into North River Tunnels against current of traffic.

Jersey City Route: Hackensack Passenger Drawbridge—Westward Home signal; Eastward Home signal.

Journal Square: Interlocking Home signal Westward H. & M. R. R. Tunnel track 493 feet east of SC.

Interlocking Home signal Westward H. & M. R. R. Tunnel track 470 feet west of SC.

Interlocking Home signal Westward H. & M. R. R. Tunnel track 645 feet west of SC.

Interlocking Home signal Westward H. & M. R. R. Tunnel track west end of Journal Square station platform.

Interlocking Home signal Westward Station track west end of Journal Square station platform.

Interlocking Home signal Westward H. & M. R. R. Tunnel track 470 feet west of Journal Square station platform.

Interlocking Home signal Eastward H. & M. R. R. Tunnel track east end of Journal Square station platform.

Interlocking Home signal Eastward Station track east end of Journal Square station platform.

At all points, release mechanism is located in the case immediately adjacent to the signal.

D1647. When a train equipped with automatic train stops (trippers) is stopped by a signal at which an automatic train stop is located, in complying with Rule 509 or 629, to enable the train to proceed, the Conductor or Engineman, or such person as they may designate, must at once place the release key on the triangular shaft in the end of the mechanism case and turn to the right. This releases the automatic stop arm so that it will not trip the train valve, but the key must be held to the right until engine has passed over the stop. With multiple unit equipment, the key must not be released until the entire train has passed over the stop.

D1648. At automatic signals which govern movements into and through North River tunnels, the automatic train stop must not be released or the signal passed until the Conductor or Engineman obtains verbal permission as specified herein.

Note:—A. C. type equipment not equipped with automatic train stops (trippers) will not be required to release the automatic stop arm, but must obtain permission to proceed from Train Director, A.

If, for any reason, the automatic stop arm cannot be released by using release key, Conductor or Engineman will immediately notify Train Director by telephone and obtain permission to pass same in tripping position. When this occurs, great care must be exercised to avoid damage to train.

If means of communication fails and permission cannot be obtained, automatic train stop may be released and train proceed using extreme care until signal indications show that normal movement may be resumed. If, for any reason, the Engineman cannot plainly see that track is clear a safe distance ahead, before train proceeds, a member of the crew must be sent ahead prepared to give stop signal if necessary.

When a train handled by an electric engine has one or more engines assisting at rear of train, the automatic train stops on the assisting engine or engines must be made inoperative by closing cutout cocks in brake pipe leading to automatic train stop. This must be done before movement is started.

After assisting service has been completed, cutout cocks must immediately be opened to restore normal operation.

Conductors and Enginemen must have in their possession automatic train stop release key.

D1649. Minimum distance from signal to point at which automatic train stop (tripper) at that signal will go to tripping position is as follows:

| | |
|------------------------------|-----------|
| North River, North Tube..... | 1503 feet |
| North River, South Tube..... | 1355 feet |
| East River, Line No. 1..... | 1622 feet |
| East River, Line No. 2..... | 1250 feet |
| East River, Line No. 3..... | 1050 feet |
| East River, Line No. 4..... | 1335 feet |

When trains equipped with automatic train stops exceed above lengths, crews must take precaution to prevent trains being tripped, either by cutting out tripping device on rear cars or by operating tripper release mechanism until entire train has passed signal.

S16F. Automatic Highway Crossing Signals.

Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve engineers from complying with Rules 30 and 31. They operate when trains approach crossings with or against the current of traffic on main tracks only, except that at the following locations they do not operate for movement against the current of traffic: New Brunswick Turnpike-Dayton, Friendship Road-Dayton, Fairview Avenue-Riverside, Coopertown Road-Delanco and Jones Street-East Burlington. Trains moving against the current of traffic must approach these crossings at not to exceed one-half their maximum authorized speed, prepared to stop short of an obstruction, and must prolong or repeat warning whistle (Rule 14 (l).)

Trains moving on sidings or in yards which cross a highway where automatic highway crossing signals are installed, will run carefully, sounding the warnings as prescribed by Rules 30 and 31.

If a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in opposite direction over the crossing unless protection is provided as prescribed by Rule 103a.

To avoid unnecessary operation of the automatic highway crossing signals, switches must not be left open, nor cars left standing on the main track longer than necessary within operating limits of such signals.

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is safe for vehicles or pedestrians to cross the track, the trainman will say "all right" and beckon to cross.

At the following locations—Fairview Street-Riverside and Cooper Street-Beverly—a device is provided to cut out the operation of automatic highway crossing signals by trainmen. When such device is used, no movement may be made over the crossing by their train unless protection is provided as prescribed by Rule 103a, or the automatic operation of these signals has been restored.

Employees should observe the operation of automatic highway crossing signals and report by wire to the Superintendent any failures to operate properly.

D1650. Electric light indicators have been installed on the instrument cases of all Flashing Light Signals and Crossing Bells protecting road crossings except at the following locations:

P. A. & W. BRANCH:

All crossings protected by Flashing Light Signals.

SEA GIRT TO MONMOUTH JUNCTION:

Gifford's Curve Road—3,959 feet west of Allenwood.

Allaire Road—1 mile, 4,043 feet west of Allenwood.

Yellow Brook Road—1 mile, 4,151 feet west of Farmingdale.

Fairfield Road—4,692 feet east of Howell.

Howell Road—97 feet west of Howell.

Edinger Road—3,131 feet west of Howell.

Friendship Road—579 feet west of Dayton.

MANUNKA CHUNK TO TRENTON:

Public Road (Mackeys)—5,284 feet south of Belvidere.

Eddinger's Road—2,226 feet, south of Carpenterville.

Public Road—1.915 feet north of Riegelsville.

Finesville Road—350 feet south of Riegelsville.

Roberts Road—3,404 feet north of Titusville.

Indicator light will be displayed when train is operating the Flashing Light Signals or Crossing Bells. Absence of indicator light indicates commercial power has failed and that signals or bells will be entirely dependent upon storage battery, which may become exhausted and create a dangerous condition if commercial power is not restored within a reasonable period of time.

Crews and other employees will report to Superintendent by wire if indicator light is not displayed as train approaches crossing.

D1651. Shifting movements over public highway or private crossings at grade not protected by a Crossing Watchman must be protected by a member of crew and the speed over such grade crossing must not exceed six (6) miles per hour.

D1652. Rule 832, amplified:

Where Highway Crossing signals or Automatic Alarm Bells are in operation, Crossing Watchmen are in no way relieved from performing their duties in the manner prescribed by the rules.

To the signal equipment for each crossing watchman or gate-man, add:

Fusees,
Whistle.

Fourth paragraph to read:

"When a train, engine or any type of rail equipment is approaching, watchmen must place themselves in the middle of the highway, near the track, and remain there until it is safe for vehicles and pedestrians to cross the track. By day they will display a Stop sign, holding it in upright position so that the word "STOP" will plainly appear to any person approaching on the highway. By night, or when Stop sign cannot be plainly seen, they will display a red light, swinging it across the direction of highway traffic, care being used not to show the red light to an approaching train, engine or any type of rail equipment except when necessary to stop it."

D1653. West Newark Branch—Elizabeth Avenue and Peddie Street Crossing—trains must stop clear of stop sign;—Before making a movement across Elizabeth Avenue, Conductor or Engineman must go to signal control box, located at the southeast corner, or to the switch box, located on traffic signal mast on the southwest corner of Elizabeth Avenue and Peddie Street, insert switch key in opening marked "Key" and wait until traffic lights on Peddie Street go to Amber or "caution," then turn key to right, which will hold highway traffic signals in their most restrictive position. Key must remain in this position in box until movement over crossing has been completed, after which Conductor or Engineman must restore traffic lights to normal operation by turning key to left and removing from box.

Movement must not be made across Elizabeth Avenue when traffic light for Elizabeth Avenue indicates "Proceed."

D1654. Trenton:—

Where highway traffic has been obstructed by train on crossing, such traffic must be allowed to proceed, if possible, before crossing is again obstructed by train in either direction.

Trains stopping over highway crossings and obstructing traffic must be cut, except when less delay to highway traffic will result from not cutting train.

Conductor of train that may stop over a crossing and block highway traffic must have trainmen so located that cut may be made without unnecessary delay.

Crews required to do shifting must not leave any portion of their trains standing so as to obstruct highway crossings.

Trains and other movements must approach highway crossings prepared to stop if crossing gates are not lowered or crossing not protected by Crossing Watchman. The position of crossing gates at night will be indicated by a yellow light showing to trains and red light to highway traffic.

At crossings not protected by crossing gates or when crossing gates are inoperative, Crossing Watchman must stand on crossing in such location as to afford best view to Enginemen of approaching trains and by day display combination sign fixed on a staff consisting of a standard stop sign held at right angle to line of highway traffic and yellow disc same size as stop sign held at right angle to view of approaching Enginemen: by night, combination hand lamp showing red to public and yellow to approaching trains must be swung in a large arc parallel with tracks to stop highway traffic. Display of yellow disc by day and yellow light by night will indicate to Enginemen that highway crossing is clear.

A signal displayed to trains by Crossing Watchman indicating crossing is clear must not be changed, except, in case of emergency, to prevent accident. Enginemen must keep sharp lookout for change of signals by Crossing Watchman to prevent accident.

Attention of employes is called to necessity of allowing fire apparatus to cross tracks without delay. Fire gongs are located at or near the following crossings: Montgomery Street, Warren Street, Willow Street, Hermitage Avenue, Perry Street, State Street, South Broad Street, Hamilton Avenue, Cass Street and Lalor Street, and when sounded, indicate that fire is in locality where it will be necessary for fire apparatus to cross tracks. Crossing Watchmen and Signalmen will arrange to hold trains back sufficient time to allow apparatus free movement across tracks.

D1655. Trains or engines must come to stop before passing over following crossings and a trainman must station himself in centre of crossing with a red flag or red light and stop all highway travel before giving signal to engineman to proceed. Stop signs are located on both sides of crossings.

Jersey City—Washington Street.

Harrison—Fourth Street: Track leading to Public Service Electric & Gas Company's plant. Track can only be used between hours of 2.00 A. M. and 5.00 A. M.

Center Street Branch—Harrison—First Street, Second Street and First and Essex Streets; Newark—Center and River Streets.

West Newark Branch—Street crossings not protected by Crossing Watchman.

Genasco—Cutter's siding, Amboy Avenue crossing.

Perth Amboy Branch—Hall Avenue, Washington Street, William Street, Broad Street and Easton Avenue.

Bonhamtown Branch—N. J. Route No. 25.

Millstone Branch—Grade crossing 1,839 feet west of junction with Main Line; Voorhees, N. J. Route No. 27; Middlebush, Millstone-New Brunswick Turnpike; East Millstone, Millstone-New Brunswick Turnpike.

Monmouth Junction—Tower Road, Tail Track.

Rocky Hill Branch—Monmouth Junction, Ridge Road and New Road; Kingston, State Route No. 26 and Kingston Road; Rocky Hill, Conrad Sebolt siding, Franklin-Georgetown Pike.

East of Millham—W. & J. Sloane Company's siding, Bear Swamp Road Crossing.

Fair Ground Siding, East State Street Crossing. L. A. Young Company Siding, East State Street Crossing.

Enterprise Branch—Cherry Tree Lane and Hutchinson Mills, Lawrence Road crossing.

Morrisville—Old Line Tracks, Pennsylvania Ave. and Washington Street crossings. Naught track.

Warner Co. siding, Philadelphia and Bristol Turnpike.

Edgely—Paterson Parchment Paper Co. siding, Philadelphia and Bristol Turnpike.

Bristol—Old Line Tracks—Street crossings.

Lambertville—Flemington Branch, Public road crossing.

Yardville—Trenton Road crossing.

Burlington—Old Mt. Holly Branch, N. J. Route No. 25.

D1656. Trains on sidings blocking private road crossings must be patrolled by trainmen and train cut if anyone desires to use private crossing. This does not relieve trainmen of cutting for public road crossings.

D1657. Woodbridge—While shifting movements are being made at sidings South of eastward main track, trainmen must protect South side of Main Street and Green Street Crossings.

D1658. Freehold—Main Street: Eastward trains making station stop must not obstruct Main Street. While station stop is made, crossing gates will be raised. Before proceeding, engine bell must be sounded and crossing gates lowered or crossing protected by Crossing Watchman.

Westward trains must make station stop with rear end clear of Main Street, after which, crossing gates will be raised. If necessary to take slack in starting, train must not move over crossing until crossing gates are lowered or crossing is protected by Crossing Watchmen.

D1659. Jamesburg—Sherman Street: Trains and engines using east leg of wye between switches 1 and 2 must come to stop, unless crossing is protected by trainman, and proceed with caution.

D1660. Jamesburg—Gatzmer Avenue: Trains and engines waiting on siding at switch 2 for permission to occupy main track must not obstruct Gatzmer Avenue.

D1661. Riverton—Main Street: Eastward trains making station stop must not obstruct Main Street with a westward train at or approaching station.

D1662. Bordentown—Park Street: Trains and engines using east leg of wye between switches 1 and 2 must come to stop, unless crossing is protected by trainman, and proceed with caution.

D1663. Trenton—Warren Street, northward;
Broad Street, westward;

Passenger trains, when possible, must make station stop with rear end clear of street crossing.

D1664. Moore—Delaware River Quarry & Construction Company siding over River Road: Trains and engines will stop clear of River Road before crossing over same in either direction.

D1665. Phillipsburg—Union Square: Trains and engines in either direction must approach crossing prepared to stop.

D1666. Cars must not be placed on sidings between clearance posts located as follows:—

100 feet east and west of crossing west of Arch Street Station, Palmyra.

100 feet east and west of first crossing west of Beverly.

50 feet east and west of Maple Avenue on G. W. Helme Co. siding, Helmetta.

150 feet east and west of tile works crossing 1800 feet east of Old Bridge.

S17. MOVEMENT BY TRAIN ORDERS.

D1701. Between Mile Post 76 and Holmes.

Train Orders will be issued by authority and over signature of Superintendent, New York Division.

D1702. While a train order signal is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in the last paragraph of Rule 221-A, and Special Instruction D1706.

D1703. When a slow order to be delivered to a train affects a track close to the block station, Signalman must bring train to a very low speed before delivering order.

D1704. Enginemen of helping engines must be provided with copy of orders pertaining to movement of trains.

D1705. Train orders copied by Conductors, Enginemen or Drivers must be endorsed on face of order with name and occupation and turned in with time cards at completion of trip or day. Employe receiving time cards and orders will daily forward orders to Division Operator at Jersey City.

D1706. At following Interlocking Stations, a yellow flashing light signal located directly below fixed signals as indicated, will be used instead of yellow train order signal prescribed by Rule 290.

This yellow flashing light signal will apply to trains that are governed by fixed signal under which it is located, and will be used in manner Rule 221A provides for using yellow train order signal.

In connection with using it, when Signalman goes on ground to hand orders to Engineman and Conductor, he will also give train a hand signal as may be necessary to insure proper delivery of orders, using a yellow flag by day and a yellow light by night.

The display of a red train order signal, as prescribed by Rule 289, when conditions require, will be continued.

Where yellow flashing light signals are not installed, Rules and instructions for delivery of train orders to trains governed by fixed signals remain in effect.

Hack—Home signal governing eastward movements on eastward freight track, and home signal governing westward movements on westward freight track.

Dock—Home signals at east end Newark Station Platform, governing eastward movements on tracks Nos. A, 1, 2, 3 and E.

Home signals at east end of Interlocking governing westward movements on tracks Nos. 2, 3 and 4.

Hunter—Home signals governing eastward movements on tracks Nos. 1 and 2.

Home signals governing westward movements on tracks Nos. 3 and 4.

Home signal governing eastward movements from Lehigh Valley R.R. connection.

Bay—Each home signal governing movements over Draw Bridge.

Trains receiving yellow flashing light signal at Hack will stop and Conductor or Engineman immediately call Signalman for orders.

D1707. The use of E.L. as prescribed in Rule 206 is discontinued.

S18. YARDS AND YARD INSTRUCTIONS.

D1801. Yard Masters may give verbal permission to run against the current of traffic at following points after arranging for protection.

Waverly Yard-Eastward No. 1 running track located north of Waverly Hump Yard. Movements permitted by Train Dispatcher at WA-5 subject to direction of Yard Master. Westward movements on this track will be made by verbal instructions of Train Dispatcher at WA-5 and must not foul switches at west end of this track without permission from Signalman at WA-6. At WA-4 and WA-6 trains must keep clear of switches in eastward No. 1 running track, also freight tracks, until permission is obtained from Signalman.

Tracks between WA-5 and WA-2 operated as yard tracks.

Martins Creek Yard—All trains and yard engines must move in the vicinity of the junction with the L. & N. E. R. R. and D. L. & W. R. R. prepared to stop unless the track is seen or known to be clear. Attention is called to Rule 7a of current time table of L. & N. E. R. R., viz.: (7a Within yard limits the main track may be used, protecting against first-class and second-class trains. Third-class, extra trains and yard engines must move within yard limits prepared to stop unless the track is seen or known to be clear) and rules 404 and 412 of current time table of D. L. & W. R. R., viz., rule 404: (Yard limits are defined by yard limit signs at Hill Yard, East Bangor, Bangor, Pen Argyl territory, Nazareth, Martins Creek, Martins Creek Junction (on Martins Creek Branch) and Bath Junction). Rule 412: (The movement in either direction of trains or engines between division post at end of Martins Creek Branch and the east end of the Delaware River bridge must be under protection of flagman against opposing trains or engines).

Phillipsburg Yard—For all movements in either direction on No. 1 Running track between Switch Cabin 3 and †Kent, permission must be obtained from Assistant Yard Master or Switch-tender at Switch Cabin 3.

Siding from Phillipsburg Yard to Switch 1, Warren, assigned for making up southward trains. Northward trains must not move over this portion of siding without obtaining permission from Yard Master or his representative, except in emergency, when it may be used under protection prescribed by Rule 99.

S18A. Rule 97.**D1802. Rule 97, modified.**

Movements on main track within yard limits may be made without train orders.

D1803. Rules 93 and 317d amplified:

The use of the main track within yard limits authorized by Rules 93 and 317d applies to engines not authorized by time table schedule or train order to use the main track within yard limits, and they may do so without train orders. Under Manual Block operation, before entering the block, the conductor or engineman must notify the signalman when it is desired to make such a yard movement; they must not exceed a speed of 15 miles per hour, prepared to stop short of other yard movements, extra trains or obstructions; they are not required to protect against other yard movements and extra trains.

Rules 19 and 21 will not apply to such yard movements, but by night at least one red light must be displayed on the rear, and if the movement is made past a block station by day at least one yellow flag must be displayed on the rear to indicate the rear.

Except as hereby provided, all Rules and Special Instructions applicable to trains must be observed.

D1804. Yards indicated by Yard Limit Boards are located as follows:

Pennsylvania Station Yard—Tenth Avenue Portals to Sixth Avenue Portals, New York.

Sunnyside Yard—Sunnyside Portals to Laurel Hill Avenue.

Princeton Junction—Princeton Branch track including East and West Legs of wye to a point 2,600 feet North of Nassau.

Princeton—Princeton to a point 6200 feet South of Princeton.

South Amboy—1212 feet west of †Deep Cut to South Amboy, and Junction N. Y. & L. B. R. R.

Old Bridge—1900 feet west of end of double track †OB to 3630 feet east of †East End.

Jamesburg—One-half mile west of Helmetta to one mile west of

Jamesburg and one and one-half miles east of Jamesburg to 2100 feet west of Jamesburg on Jamesburg Branch.

Freehold—3300 feet west of Switch 2, Freehold, to 1500 feet east of Freehold.

Sea Girt—1500 feet west of Switch 2, Manasquan, to Sea Girt.

Hightstown—3920 feet east of Hightstown to 731 feet west of H.K.

Bordentown—1500 feet west of Fieldsboro to 1320 feet west of M. P. 32.29, and 1322 feet east of West End double track on Bordentown Branch.

Burlington—West Burlington siding to 1500 feet east of Cross-over A.

Trenton—300 feet west of Trenton to 6861 feet west of Lalor Street. Junction at Fair 163 feet north of signal 4 to Mile Post 4, Bel-Del. R. R. Junction at Millham to Hamilton Avenue via Millham Branch including Millham Wye and Coalport Yard and to Junction at Fair via No. 5 track including Barracks Yard.

Manunka Chunk—Junction with D. L. & W. R. R. to 207 feet south of Switch 2, Manunka Chunk.

Belvidere—4890 feet south of L. & H. R. Ry. Junction to 3625 feet north of Switch 1, Belvidere.

Martins Creek—All tracks at Martins Creek (excepting main line track and lap sidings), to Division Post, 550 feet south of Delaware Bridge.

Phillipsburg—525 feet south of Switch 1, Warren, to 1500 feet north of Tail Track Switch to L. & H. R. Ry. Yard.

Flemington—4000 feet north of Flemington Passenger Station (C. R. R. of N. J.) to 1200 feet south of P. R. R. Junction switch, including tracks to P. R. R. Freight Station.

Lambertville—617 feet south of Switch 5, Lambertville, to 500 feet north of Lambertville Trap Rock Company switch and 800 feet north of Mile Post 1, on Flemington Branch.

S19. SPEED TABLE.

| Time per Mile | Miles per Hour | Time per Mile | Miles per Hour | Time per Mile | Miles per Hour | Time per Mile | Miles per Hour |
|------------------|----------------------|------------------|----------------------|------------------|----------------------|------------------|----------------------|
| Min. Sec. | | Min. Sec. | | Min. Sec. | | Min. Sec. | |
| 0.36 | 100 | 0.48 | 75 | 1.12 | 50 | 2.24 | 25 |
| 0.38 | 95 | 0.51 | 70 | 1.20 | 45 | 3.00 | 20 |
| 0.40 | 90 | 0.55 | 65 | 1.30 | 40 | 4.00 | 15 |
| 0.42 | 85 | 1.00 | 60 | 1.43 | 35 | 6.00 | 10 |
| 0.45 | 80 | 1.05 | 55 | 2.00 | 30 | 12.00 | 5 |

S20. SPEED RESTRICTIONS.

S20A. Freight cars equipped for passenger train service must have steam heat line, air signal line, steel wheels, E7 safety valve, three position retaining valve, and air brake cylinder—10" minimum diameter.

On account of braking arrangement, when passenger trains have class X-29, or other types of freight cars equipped for passenger train service, they must have passenger equipment cars in proportion to freight cars, not less than:

1 passenger to 1 freight, when lading is between 25,000 and 50,000 pounds.

2 passenger to 1 freight, when lading is between 50,000 and 75,000 pounds.

3 passenger to 1 freight, when lading is between 75,000 and 100,000 pounds.

For two such passenger equipped freight cars, the lading of which is less than 25,000 pounds each, at least one regular passenger equipment car must be included in the makeup of the train.

1 empty passenger equipped freight car to equal 1 passenger car.

The weight of lading in a car in express service loaded with mixed freight normally does not exceed 25,000 pounds—occasional carload shipments exceed 50,000 pounds in which case the weight should be ascertained from the Railway Express Agent.

When the makeup of a passenger train is such that the number of allowable loaded freight cars exceeds the limit above prescribed, the train must be operated under the regulations and speed restrictions which apply to freight trains, as well as the use of retaining valves on grades as required by the Brake and Train Air Signal Instructions No. 99-B-1.

D-2001**MAXIMUM SPEED**

| | | MILES PER HOUR |
|---------------------|---|----------------|
| Passenger trains... | Main Line: | |
| | Between Harold and East River tunnels..... | 55 |
| | Through East River tunnels..... | 50 |
| | Through Pennsylvania Station Yard..... | 15 |
| | Through North River tunnels..... | 50 |
| | Between North River tunnels and home signal 4500 feet east of Hudson..... | 70 |
| | Between home signal 4500 feet east of Hudson and Signal 79 Tracks 2 and 3..... | 60 |
| | Between Jersey City and Z..... | 15 |
| | Between Z and Signal Bridge 34-35.. | 50 |
| | Between Signal Bridge 34-35 and Hudson..... | 60 |
| | Between Hudson and Signal 79 Tracks Nos. 1 and 4..... | 35 |
| | Between Signal 79 and CRR of NJ Overhead Bridge..... | 45 |
| | Between Westward Home Signal Dock and Westward Drawbridge Signal Dock, Tracks E, A & W... | 30 |
| | Between Westward Drawbridge Signal Dock and West End of Station Platform, Newark, Tracks E and W..... | 45 |
| | Between C. R. R. of N. J. overhead } Track 4..... | 60 |
| | bridge and Signal } Tracks 1, 2 and 3..... | 55 |
| | Bridge 96-97.... | |
| | Between Signal Bridge 96-97 and Hunter..... | 70 |
| | Between Hunter and } Tracks 1 and 4..... | 75 |
| | Elmora..... } Tracks 2 and 3..... | 70 |
| | Between Elmora } Tracks 1 and 4.... | 75 |
| | and Union... } Tracks A, 2, 3 and B..... | 70 |
| | Between Union and } Tracks 1 and 4.. | 75 |
| | Millham..... } Tracks 2 and 3.. | 55 |
| | Between Millham } Tracks 1 and 4.. | 75 |
| | and Holmes..... } Tracks 2 and 3.. | 70 |
| | MU engines, except MU trains made up entirely of motor cars and trailer semi-permanently coupled equipment and H. & M. R.R. trains must not exceed..... | 65 |
| | MU trains made up entirely of motor car and trailer semi-permanently coupled equipment must not exceed..... | 70 |
| | H. & M. R. R. trains must not exceed..... | 50 |
| | With freight engines must not exceed..... | 50 |
| | P. A. & W. Branch: | |
| | With passenger engines..... | 65 |
| | With freight engines..... | 50 |
| | MU trains..... | 65 |
| | Princeton Branch: | |
| | With passenger engines..... | 30 |
| | With freight engines..... | 30 |
| | MU trains..... | 30 |
| | Between Sea Girt and Monmouth Jct.: | |
| | With passenger engines..... | 60 |
| | With freight engines..... | 50 |
| | Between South Amboy and Bordentown: | |
| | With passenger engines, except type M1 engines..... | 50 |
| | With type M1 engines..... | 40 |
| | With freight engines, except type M1 engines..... | 50 |
| | Between Trenton and Bordentown: | |
| | With passenger engines, except type M1 engines..... | 60 |
| | With type M1 engines..... | 40 |
| | With freight engines, except type M1 engines..... | 50 |
| | Between Bordentown and Minson: | |
| | With passenger engines, except type M1 engines..... | 60 |

| | | MILES |
|---------------------|---|----------|
| | | PER HOUR |
| D2001.—Con. | Bet. Bordentown and Minson:—Con. | |
| | With type M1 engines..... | 50 |
| | With freight engines..... | 50 |
| Passenger trains... | Between Manunka Chunk and Trenton: | |
| | With passenger engines..... | 60 |
| | With freight engines..... | 50 |
| | Main Line: | |
| | Passenger trains will be governed by freight train speed where speed for passenger trains is not specified. | |
| | Between Harold and East River tunnels | 30 |
| | Through East River tunnels..... | 15 |
| | Through Pennsylvania Station Yard... | 8 |
| | Through North River tunnels..... | 15 |
| | Between North River tunnels and home signal 4500 feet east of Hudson..... | 50 |
| | Between home signal 4500 feet east of Hudson and Signal 79..... | 25 |
| | Between Jersey City and Z..... | 15 |
| | Between Z and Passaic Branch jump-over bridge, GY..... | 50 |
| | Between Passaic Branch jumpover bridge, GY, and C. R. R. of N. J. overhead bridge..... | 25 |
| | Between C. R. R. of N. J. overhead bridge and Hunter..... | 40 |
| | Between Hunter and Holmes..... | 50 |
| Freight trains.... | Harsimus Branch..... | 15 |
| | Harrison Branch..... | 10 |
| | Meadows Branch No. 1..... | 10 |
| | Meadows Branch No. 2..... | 10 |
| | Centre Street Branch..... | 10 |
| | West Newark Branch..... | 15 |
| | Passaic Branch..... | 30 |
| | New York Bay R. R..... | 30 |
| | P. A. & W. Branch..... | 30 |
| | Perth Amboy Branch..... | 10 |
| | Bonhamtown Branch..... | 10 |
| | Millstone Branch..... | 20 |
| | Rocky Hill Branch..... | 10 |
| | Princeton Branch..... | 20 |
| | Trenton Branch..... | 20 |
| | Between Sea Girt and Midway..... | 40 |
| | Between South Amboy Jct. and Minson. | 40 |
| | Between Trenton and Bordentown.... | 40 |
| | Between Manunka Chunk and Trenton. | 40 |
| | Flemington Branch..... | 20 |
| | Millham Branch..... | 10 |
| | Florence Branch..... | 10 |
| | Enterprise Branch..... | 10 |

Freight trains that consist of mineral freight or having a mineral freight fillout must not exceed speed of 30 miles per hour. When handling such trains, Conductors must know that Enginemen have been so advised.

| | |
|---|----|
| Circus trains..... | 35 |
| Snow plows..... | 15 |
| Snow flangers, while being operated..... | 6 |
| Chloride cars, while being operated..... | 10 |
| Wreck trains (except where freight train speeds are lower). | 30 |
| Track cars..... | 20 |
| Work trains (except where freight train speeds are lower).. | 40 |

D2002. SPEED INDICATED BELOW MUST NOT BE EXCEEDED BETWEEN STATIONS, ON CURVES AND OVER BRIDGES:

| | | MILES PER HOUR | |
|--|---------------------------|----------------|------|
| | | Psg. | Frt. |
| | | Trains | |
| Main Line: | Between Stations | | |
| Z Interlocking slip switches | Types E, G and K..... | 10 | .. |
| | Types O, P, L, GG and R | 5 | .. |
| | All other type engines... | 15 | 15 |
| Journal Square: H. & M. R. R. trains over switches to or from station and yard and on westward H. & M. R. R. track from west end of station to Westward Passenger track..... | | 8 | .. |

| | MILES PER HOUR | |
|---|----------------|-------------|
| | Psg'r. Trains | Frt. Trains |
| D2002.—Continued. | | |
| Through Newark station—type M1 engines, unless otherwise restricted..... | 25 | 25 |
| Between west end Newark station and Hunter—type M1 engines unless otherwise restricted..... | 55 | 50 |
| Rahway—Adjacent to station platforms—type M1 engines..... | 25 | 25 |
| West end Union from track 1 to track A over turnout..... | 20 | 20 |
| Midway—through interlocking..... | .. | 20 |
| Nassau—through interlocking..... | .. | 20 |
| Fair Interlocking—over tracks 5 and 6..... | 10 | 10 |
| Trenton—Adjacent to station platforms, tracks 1 and 4, except type M1 engines..... | 60 | 45 |
| Type M1 engines..... | 25 | 25 |

Between SC and GY and via Passaic Branch to WA-3.

Freight Tracks:

| | | |
|---|----|----|
| Between SC and west end of Hackensack River Bridge..... | .. | 25 |
| Between west end of Hackensack River Bridge and GY..... | .. | 15 |
| Between point one mile east of WA-5 and WA-3.. | .. | 10 |

P. A. & W. Branch

| | | |
|--|----|----|
| Woodbridge, Westward trains—between 1200 feet east of Green Street and 250 feet west of Main Street | 30 | 30 |
| Eastward trains—between 1200 feet west of Main Street and 250 feet east of Green Street. | 30 | 30 |

Between Minson and South Amboy Jct.:

| | | |
|---|----|----|
| Riverside—between Pavilion Avenue and Fairview Street..... | 15 | 15 |
| Burlington—Trains in both directions not stopping at Burlington must consume at uniform speed four and one-half minutes between westward home signal MJ and Reed Street, West Burlington. Train in both directions stopping at Burlington must consume at uniform speed two minutes between westward home signal MJ and Burlington and two minutes between Burlington and Reed Street, West Burlington. Fireman must be on seat box with bell ringing in both directions between MJ and Reed Street, West Burlington. | | |
| Bordentown—Third Street crossing..... | 20 | 20 |
| Between Bordentown and †K..... | 45 | 30 |
| Between †K and Hightstown..... | 20 | 20 |
| Between Hightstown and Second Highway Crossing—2500 feet east of Hightstown..... | 30 | 30 |
| Between 2500 feet east of Hightstown and Jamesburg..... | 45 | 30 |
| Between Jamesburg and Yard Limit Board, South Amboy..... | 50 | 30 |
| Between Yard Limit Board, South Amboy, and SA.. | 30 | 30 |

Bordentown Branch:

| | | |
|---|----|----|
| Between east end Trenton Station and west end, Fair Interlocking, trains to and from Bordentown Branch..... | 10 | 10 |
| Between west end Fair and Hamilton Avenue, Trenton—both tracks..... | 20 | 20 |

MILES PER HOUR
Psgr. Frt.
Trains Trains

Bordentown Branch:—Continued.

| | | |
|--|----|----|
| Between Lalor Street, Trenton, and Hamilton Avenue, Trenton, Eastward track..... | 25 | 25 |
| Between Hamilton Avenue, Trenton, and Lalor Street, Trenton, Westward track..... | 40 | 40 |

Between Monmouth Jct. and Sea Girt:

| | | |
|---|----|----|
| Between Jamesburg and one mile east of Jamesburg | 45 | 40 |
| Between Jamesburg and Church Street Crossing, ¹ 4142 feet east of Jamesburg— | | |

Daily, except Saturday, Sunday and Holidays—

| | | |
|---|----|----|
| 9.30 A. M. to 1.00 P. M. and 6.00 P. M. to 6.30 A. M..... | 10 | 10 |
|---|----|----|

Saturdays—

| | | |
|--|----|----|
| 9.30 A. M. to 11.59 A. M. and 6.00 P. M. to 6.30 A. M..... | 10 | 10 |
|--|----|----|

Sundays—

| | | |
|--|----|----|
| 9.00 A. M. to 5.00 P. M. and 11.00 P. M. to 8.00 A. M..... | 10 | 10 |
|--|----|----|

May 31—

| | | |
|---|----|----|
| 9.00 A. M. to 3.00 P. M. and 8.30 P. M. to 6.30 A. M..... | 10 | 10 |
|---|----|----|

July 5—September 6—

| | | |
|--|----|----|
| 9.30 A. M. to 4.00 P. M. and 11.00 P. M. to 6.30 A. M..... | 10 | 10 |
|--|----|----|

Between Switch No. 2, Freehold, and Hudson Street Crossing, 1387 feet east of Freehold—

| | | |
|---------------------------------|----|----|
| Unless otherwise specified..... | 30 | 30 |
|---------------------------------|----|----|

Daily except Saturday, Sunday and Holidays—

| | | |
|---|----|----|
| 9.45 A. M. to 1.30 P. M. and 6.00 P. M. to 6.15 A. M..... | 10 | 10 |
|---|----|----|

Saturdays—

| | | |
|--|----|----|
| 9.30 A. M. to 12.01 P. M. and 5.45 P. M. to 6.15 A. M..... | 10 | 10 |
|--|----|----|

Sundays—

| | | |
|--|----|----|
| 9.30 A. M. to 5.00 P. M. and 11.00 P. M. to 7.30 A. M..... | 10 | 10 |
|--|----|----|

May 31—

| | | |
|---|----|----|
| 9.15 A. M. to 3.00 P. M. and 8.00 P. M. to 6.15 A. M..... | 10 | 10 |
|---|----|----|

July 5—September 6—

| | | |
|--|----|----|
| 9.45 A. M. to 4.15 P. M. and 10.45 P. M. to 6.15 A. M..... | 10 | 10 |
|--|----|----|

| | | |
|--|----|----|
| Between Switch No. 2, Manasquan, and SG..... | 30 | 30 |
|--|----|----|

Between Switch No. 2, Manasquan, and Main Street Crossing, 150 feet east of Manasquan—

Daily except Saturday, Sunday and Holidays—

| | | |
|--|----|----|
| 10.30 A. M. to 1.30 P. M. and 5.30 P. M. to 6.00 A. M..... | 10 | 10 |
|--|----|----|

Saturdays—

| | | |
|---|----|----|
| 10.30 A. M. to 12.30 P. M. and 5.30 P. M. to 6.00 A. M..... | 10 | 10 |
|---|----|----|

Sundays—

| | | |
|--|----|----|
| 9.45 A. M. to 5.15 P. M. and 10.45 P. M. to 7.15 A. M..... | 10 | 10 |
|--|----|----|

May 31—

| | | |
|--|----|----|
| 10.00 A. M. to 3.00 P. M. and 7.00 P. M. to 6.00 A. M..... | 10 | 10 |
|--|----|----|

July 5—September 6—

| | | |
|---|----|----|
| 10.00 A. M. to 4.30 P. M. and 10.30 P. M. to 6.00 A. M..... | 10 | 10 |
|---|----|----|

Between Monmouth Junction and Jamesburg, between Mile Post 24.9 and Mile Post 22.11—

| | | |
|-----------------------------|----|--|
| K4 and G5 type engines..... | 50 | |
|-----------------------------|----|--|

| | | |
|--|----|--|
| C. R. R. of N. J. crossing at Farmingdale..... | 40 | |
|--|----|--|

Between Trenton and Manunka Chunk:

| | | |
|---|----|----|
| Between Fair and Fowler Street, Trenton..... | 20 | 20 |
| Between Fair and †WB M-1 engines..... | 15 | 15 |
| American Horse Shoe Co. crossing 1187 feet North of Phillipsburg..... | 10 | 10 |

| | MILES PER HOUR | |
|--|------------------|----------------|
| | Psg'r. Trains | Frt. Trains |
| Flemington Branch: | | |
| Connection with C. R. R. of N. J., Flemington... | | 10 |
| CURVES. | | |
| Trains Must Not Exceed the Following Speed on Curves: | | |
| Main Line: | | |
| East end loop track, Sunnyside Yard..... | 15 | 15 |
| West End Jersey City Viaduct and SC..... | 40 | 25 |
| Between Signal Bridge 34 and SC, Eastward Passenger track..... | 35 | 25 |
| Between SC and a point 300 feet west of Signal Bridge 29, Westward Passenger track..... | 25 | 25 |
| Manhattan Transfer loop track..... | 5 | 5 |
| Between Elizabeth and South Elizabeth..... | 55 | 45 |
| Passaic Branch: | | |
| Produce Yard lead from east end of drawbridge to a point 700 feet east thereof type M1 engines. | 5 | 5 |
| P. A. and W. Branch: | | |
| West of Union..... | 30 | 25 |
| WC to switch connection in eastward main track west side of C. R. R. of N. J. overhead bridge (eastward trains)..... | 20 | 15 |
| Princeton Branch: | | |
| Princeton Junction—East leg of "Wye"..... | 15 | 15 |
| West leg of "Wye"..... | 15 | 15 |
| Between Minson and South Amboy Jct.: | | |
| Second curve west of Old Bridge, except type M1 engines..... | 45 | 30 |
| Type M1 engines..... | 30 | 30 |
| Bordentown Branch: | | |
| Between BO and east end of Crosswick Creek bridge, except type M1 engines..... | 20 | 20 |
| Type M1 engines..... | 5 | 5 |
| Between Trenton and Manunka Chunk: | | |
| Reverse curve south of Mile Post 5 located one and one-half miles south of †WB..... | 50 | 40 |
| Reverse curve south of Moore..... | 50 | 40 |
| Reverse curve north of Switch 1, Moore..... | 45 | 40 |
| Reverse curve 4100 feet north of Switch 1, Moore, to Switch 5, Lambertville..... | 50 | 40 |
| Reverse curve north of Switch 1, Riegelsville.... | 50 | 40 |
| Between M.P. 43, located one mile north of Riegels- ville, to M.P. 44, located two miles north of Riegelsville..... | 45 | 40 |
| Reverse curve at M.P. 48, located 6430 feet north of Warren Block Station..... | 55 | 40 |
| Between one-half mile south of Kent and Kent... | 30 | 30 |
| Between M. P. 52, located north end of Hudson Yard and Switch 4, DY..... | 50 | 40 |
| Between M.P. 57, located 3000 feet south of Martins Creek, and Manunka Chunk—All curves except the following: | 50 | 40 |
| First curve north of Belvidere station..... | 40 | 40 |
| First curve south of M.P. 67, located 4200 feet south of Manunka Chunk..... | 40 | 40 |
| First curve south of Manunka Chunk..... | 15 | 15 |
| Martins Creek Branch: | | |
| D. L. & W. R. R. 1200 type engines between north end of Branch and north end of curve at south end of Branch..... | 15 | 15 |
| H8 and H9 type engines operating backward on curve at south end of Branch..... | 5 | 5 |

| Bridges | Passenger Trains With Passenger Engines | | | Freight Trains With Freight Engines | | | |
|--|--|--------------------------------|------------|--|--------|------------|----|
| | Except K4 Streamlined K4 with 250P75 tender K5, M1 and M1A | K4 with 250P75 tender K5 | M1 and M1A | Except QL1- M1-M1A-II | L1 | M1 and M1A | I1 |
| Hackensack Drawbridge— New York Route..... | 45 | X | X | (a) 45 | X | X | X |
| Jersey City Viaduct..... | (e) 50 | X | X | 15 | X | X | X |
| Hackensack Drawbridge— Jersey City Route..... | 45 | 45 | 45 | (a) 45 | (a) 45 | (a) 45 | X |
| No. 6.16 over Main Line at GY—Passaic Branch..... | 15 | 15 | 15 | 15 | 15 | 15 | 10 |
| Passaic Branch Drawbridge —GY..... | 15 | 15 | 15 | (a) 15 | (a) 15 | (b) 15 | 10 |
| No. 9.65—East End South Street (Newark)..... | (d) 70 | 45 | 45 | 50 | 50 | 45 | X |
| No. 12.12—Waverly Jump- over No. 1 track..... | 75 | 60 | 50 | 50 | 50 | 50 | X |
| No. 12.37—First Bridge West of Lane..... | 75 | 70 | 55 | 50 | 50 | 50 | X |
| No. 12.98—East End North Elizabeth Platform..... | 75 | 70 | 40 | 50 | 50 | 40 | X |
| No. 14.05—C. R. R. of N. J. Elizabeth..... | 75 | 60 | 50 | 50 | 50 | 50 | X |
| No. 14.59—430 feet East of Elmora..... | 55 | 55 | 40 | 45 | 45 | 40 | X |
| No. 14.79—East End South Elizabeth..... | 75 | 70 | 40 | 50 | 50 | 40 | X |
| Between Rahway and 1300 feet West of Edison —Over all Bridges..... | 75 | 75 | 55 | 50 | 50 | 50 | X |
| Between 835 feet West of New Brunswick and West End of Elevation —Over all Bridges..... | 75 | 50 | 35 | 50 | 50 | 35 | X |
| No. 53.64—6600 feet East of Millham..... | 75 | 60 | 55 | 50 | 50 | 50 | 45 |
| No. 57.54—Second Bridge East Delaware River..... | 75 | 75 | 60 | 50 | 50 | 50 | 45 |
| No. 58.03—East of Morris- ville..... | 75 | 60 | 50 | 50 | 50 | 50 | 45 |
| No. 58.16—West of Morris- ville..... | 75 | 60 | 50 | 50 | 50 | 50 | 45 |
| Between Greene and 2700 feet West of Bristol—all Bridges..... | 75 | 75 | 50 | 50 | 50 | 50 | X |
| No. 74.10—East of Torres- dale..... | 75 | 75 | 55 | 50 | 50 | 50 | X |
| No. 12.20—Delanco Draw- bridge..... | (h) 20 | (f) 15 | 15 | (a) 20 | (a) 20 | (a) 15 | X |
| No. 15.52—Warren Street, Edgewater Park..... | (h) 60 | (f) 40 | 30 | 40 | 35 | 30 | X |
| No. 0.49—Crosswick's Creek, Bordentown Branch..... | (h) 20 | (f) 15 | 5 | 20 | 20 | 5 | X |
| No. 2.40—Prospect Street, Trenton, Bel.-Del. R. R.. | 30 | X | X | 30 | 30 | X | X |

(a) Over draw spans freight trains running against the current of traffic, ten (10) miles per hour.

(b) M type engines running against the current of traffic or double headed, ten (10) miles per hour.

(c) K2, K4, O, P, L, GG, R type engines, twenty (20) miles per hour.

(d) O, P, GG, R type engines, forty-five (45) miles per hour.

(f) K5 engine prohibited.

(h) O, P, L, GG, R type engines being hauled must conform to speed for K4 with 250 P75 tender.

X Prohibited.

D2003. Minimum running time for trains in either direction between New York, Jersey City and Holmes.

| | Passenger Trains on Passenger Tracks | Passenger Trains on Freight Tracks | Multiple- Unit Trains at 65 miles per hour | Freight Trains at 50 miles per hour | Freight Trains at 30 miles per hour |
|-------------------------------|---|---|---|--|--|
| | Min. Sec. | Min. Sec. | Min. Sec. | Min. Sec. | Min. Sec. |
| Harold..... | 0 44 | .. .. | 0 44 | .. .. | 1 24 |
| F..... | 4 48 | .. .. | 4 48 | .. .. | 11 3 |
| JO-C..... | .. .. | .. .. | .. .. | .. .. | .. .. |
| Harold to JO-C. | 5 32 | .. .. | 5 32 | .. .. | 12 27 |
| Jersey City | | | | | |
| SC..... | 2 49 | .. .. | 2 31 | .. .. | .. .. |
| Hudson..... | 4 58 | .. .. | 4 58 | 7 15 | 8 36 |
| | | | | | |
| Jersey City to Hudson..... | 7 47 | .. .. | 7 29 | .. .. | .. .. |
| New York | | | | | |
| Portal..... | 8 00 | 8 00 | 8 11 | 16 54 | 19 18 |
| Hudson..... | 2 30 | 2 30 | 2 33 | 4 05 | 5 12 |
| N..... | 0 33 | 0 33 | 0 33 | 0 69 | 0 69 |
| Dock..... | 0 53 | 0 53 | 0 53 | 1 44 | 1 44 |
| Hunter..... | 2 16 | 2 16 | 2 18 | 2 32 | 3 58 |
| Lane..... | 1 35 | 1 35 | 1 47 | 2 21 | 3 36 |
| Elmora..... | 2 20 | 2 20 | 2 37 | 2 55 | 5 01 |
| Union..... | 4 00 | 4 18 | 4 38 | 5 54 | 9 49 |
| Edison..... | 5 07 | 6 57 | 5 55 | 7 43 | 12 50 |
| Canal..... | 5 26 | 7 24 | 6 21 | 8 12 | 13 38 |
| Midway..... | 6 43 | 9 08 | 7 56 | 10 36 | 17 03 |
| Nassau..... | 4 34 | 6 13 | 5 17 | 7 44 | 11 48 |
| Millham..... | 6 05 | 8 16 | 7 00 | 9 21 | 15 17 |
| Fair..... | 1 32 | 1 54 | 1 59 | 2 17 | 3 48 |
| Morris..... | 1 31 | 1 35 | 1 41 | 2 10 | 3 36 |
| Greene..... | 5 36 | 6 00 | 6 28 | 8 26 | 14 02 |
| Holmes..... | 9 27 | 10 08 | 10 55 | 14 15 | 23 39 |
| | | | | | |
| New York to Holmes..... | 1 hr. 8 min. | 1 hr. 20 min. | 1 hr. 17 min. | 1 hr. 48 min. | 2 hr. 45 min. |
| Union..... | | | | | |
| WC..... | 6 20 | .. .. | .. .. | .. .. | 11 36 |
| | | | | | |

In case of delay enroute, the number of minutes delayed must be added to the minimum time.

D2004. The following classes of engines moving light must not exceed speed as follows:

| STEAM ENGINES | FORWARD | BACKWARD |
|-------------------------|---------|----------|
| A..... | 15 | 15 |
| B..... | 20 | 20 |
| C..... | *20 | *20 |
| D..... | 50 | 30 |
| E..... | 50 | 30 |
| G..... | 50 | 30 |
| H..... | 40 | 25 |
| I..... | *40 | *25 |
| K..... | 50 | 30 |
| K5..... | 40 | 30 |
| L..... | 40 | 25 |
| M..... | 40 | 25 |
| ELECTRIC ENGINES | | |
| B-BB..... | 20 | 20 |
| DD..... | 50 | 50 |
| GG..... | 75 | 75 |
| L..... | 40 | 40 |
| O..... | 50 | 50 |
| P..... | 75 | 75 |
| R..... | 75 | 75 |

*C1 and I1 engines must not exceed speed of 10 miles per hour between GY and WA-5.

D2005. Various:

| | MILES PER HOUR |
|--|----------------------|
| Over track tanks while taking water..... | 45 |
| Trailing through spring switches..... | 15 |
| Running against current of traffic..... | { Psgr. 50 Fr. 40 |
| Running backward with cars or pushing cars..... | { Psgr. 30 Fr. 20 |
| Passenger trains assisted by pusher engine with air brake controlled by leading engine..... | 50 |
| Trains running through passing sidings, or using running sidings, No. 0 or No. 5 track and yard tracks, must run prepared to stop short of train or obstruction, not to exceed (unless otherwise specified)..... | 20 |
| Dead engines of a design having two or three pairs of drivers and no trucks..... | 20 |
| Dead engines of a design having four pairs of drivers and no trucks..... | 25 |
| Two or more such dead engines in the same train shall be separated by one or more cars. | |
| Snow Plows—passing a passenger train or passenger station..... | 4 |
| (They must be brought to a stop before meeting or passing a passenger train on adjacent track.) | |
| Train with a steam derrick—(a) with boom trailing.... | 30 |
| (b) with boom forward.... | 20 |
| (Speed must be reduced when not consistent with safety.) | |
| Trains having pile drivers that are on their trucks..... | 30 |
| Over track scales..... | 4 |
| B type steam shifting engines..... | 20 |
| Diverting movements over turnout or crossovers not interlocked, unless otherwise specified (except with M1 engines)..... | 15 |
| Z Block Station to and from sidings (E, G, K, P, GG, R type engines)..... | 5 |
| C1 type engines either forward or backward..... | 20 |
| C1 type engines on curves having a radius from 150 to 200 feet either forward or backward..... | 5 |
| (They must not be operated on curves less than 150 feet radius.) | |

| | MILES PER HOUR |
|--|-------------------------------|
| B and BB type electric engines..... | 20 |
| Harold Interlocking—(L. I. R. R.) Diverging and converging routes at all junction points passing to and from one track to another, or through cross-overs except as otherwise noted..... | 15 |
| Between eastward home signal, Line No. 1, and a point 300 feet east thereof on No. 4 track..... | 25 |
| Main line tracks No. 1 and No. 3 and North Side Branch track No. 1 over diverging route at H to P. R. R. Lines Nos. 2 and 4:— | |
| Passenger trains..... | 25 |
| Freight and work trains..... | 20 |
| Over switches at Jamesburg..... | 20 |
| M, P, GG, R type engines over curves of 600 feet radius..... | 15 |
| M, P, GG, R type engines over curves of 400 feet radius..... | 5 |
| M, P, GG and R type engines (either operating or being hauled) over following tracks or diverting over following hand-thrown and interlocked crossovers and turnouts..... | 5 |
| | Interlocked I Handthrown H |
| Pennsylvania Station Area—R type engines diverting.. | I |
| Crossover from No. 5 to No. 6 track.. JH Interlocking.. | I |
| Crossover from No. 6 to No. 7 track.. JH Interlocking.. | I |
| Jersey City Passenger Yard—All diverting movements..... | H-I |
| Waldo Avenue Yard—All diverting movements..... | H |
| Eastward Passenger track to Waldo Ave. Yard lead..... | SC Interlocking.. I |
| Movable point crossovers in Freight track..... | GY Interlocking.. I |
| From Eastward track to Government lead..... | GY Interlocking.. I |
| Crossover, Center St. Branch to East- ward Engine track..... | GY Interlocking.. H |
| From No. 11 track to No. 10 track East end..... | Hudson..... I |
| From No. 4 track to No. 6 track East end..... | N Interlocking... I |
| From No. 6 Track to No. 4 track West end..... | N Interlocking... I |
| From No. 5 track to No. 6 track East end..... | N Interlocking... I |
| From No. 1 track to No. 13 track.... | N Interlocking... I |
| From No. 14 track to Crucible Steel Co. Siding..... | N Interlocking... I |
| Switch to South St. Yard from No. 1 track..... | South St.(Newark) H |
| South Broad Street Yard—All diverting movements.... | H-I |
| Crossover between Main Freight tracks west of WA-6.. | H |
| Trailing crossover west of WA-5, low grade..... | H |
| Diamond Crossover at WA-5..... | H |
| Crossover from Westward Main track to diamond cross- over, WA-5..... | H |
| Movable point crossing east of WA-5..... | H |
| Passaic Branch—Facing crossover 2400 feet east of WA-5..... | Waverly..... H |
| New York Bay Railroad—Crossover from Eastward Main track to Oak Island Interchange..... | H |
| Durant Yard—All diverting movements..... | H |
| From No. 4 track to Freight yard.... | Elmora..... I |
| Oliver Coal Co. siding from B track.. | Rahway..... H |
| Siding from No. 1 track..... | Iselin..... H |
| Siding from No. 4 track..... | Menlo Park..... H |
| Siding from No. 4 track..... | Stelton..... H |
| Switch from No. 1 track to Janeway & Carpenter..... | New Brunswick.. H |
| Switch from No. 4 track to yard.... | Midway..... I |

Interlocked I
Handthrown H

| | | |
|---|---------------------------|---|
| Crossover from No. 5 to No. 6 track | | |
| Monmouth St..... | Fair Interlocking. | I |
| Crossover from No. 6 to No. 5 track | | |
| State St..... | Fair Interlocking. | I |
| Switches east and west end No. 7 track | | |
| Trenton..... | Fair Interlocking. | I |
| Switches west end of low platform | | |
| Trenton..... | Fair Interlocking. | I |
| Switches in slip crossing in No. 5 track | Fair Interlocking. | I |
| Barracks Yard—Diverting movements | | |
| on ladders, east and west ends..... | Trenton..... | H |
| Trenton Branch—All diverting movements on electrified track, West Morrisville Yard..... | | H |
| Switch from O track to old line..... | Greene Interlocking..... | I |
| Crossover from No. 5 to No. 4 track. | Cornwells Heights | H |
| Crossover eastbound to westbound... | Dayton..... | H |
| Westbound track to River Wye..... | E. Burlington.... | H |
| Church Brick Co. side-track..... | Fieldsboro..... | H |
| Double crossovers between east and west bound..... | BO Interlocking.. | H |
| Work train side-track..... | Bordentown..... | H |
| Smith's coal yard..... | Yardville..... | H |
| Courtney's side-track..... | Yardville..... | H |
| East end of Passing Siding..... | Robbinsville..... | H |
| Monmouth Co. Farmers Exchange... | Hightstown..... | H |
| E. B. C. siding..... | Hightstown..... | H |
| Grover Bros. side-track..... | Hightstown..... | H |
| East end Freight House siding..... | Cranbury..... | H |
| East and west end of crossover..... | Cranbury..... | H |
| West end of F eight House Siding... | Cranbury..... | H |
| No. 2 switch..... | Cranbury..... | H |
| East end of Freight House Siding... | Prospect Plains... | H |
| No. 2 switch..... | Prospect Plains... | H |
| No. 1 switch..... | Jamesburg..... | H |
| East end of No. 3 siding..... | Jamesburg..... | H |
| West end of No. 3 siding..... | Jamesburg..... | H |
| 1st crossover west of JG { Camden, } JG Interlocking.. | I | |
| | { So. Amboy } | |
| 1st crossover east of JG { Route } JG Interlocking.. | I | |
| East end of Freight delivery siding... | Helmetta..... | H |
| Boiler house siding..... | Helmetta..... | H |
| Freight house siding..... | Old Bridge..... | H |
| Tile works side-track..... | Old Bridge..... | H |
| Crossover 1000' east of Mile Post 3... | West of South Amboy..... | H |
| Crossover 1000' east of Mile Post 2... | West of South Amboy..... | H |
| Connection to N. Y. & L. B. R.R.... | South Amboy Jct. | I |
| Reformatory crossover eastbound to westbound..... | Rahway..... | H |
| Security side-track from eastbound... | Avenel..... | H |
| Station side-track from westbound... | Avenel..... | H |
| Woodbridge Feed & Coal Co. side-track from eastbound..... | Woodbridge..... | H |
| Crossover eastbound to westbound... | Woodbridge..... | H |
| Fostsanback side-track from westbound | Genasco..... | H |
| Crossover between westward and eastward track..... | West of Hamilton Ave..... | H |
| Switch to Roebling plant (back entrance) from eastward track..... | Trenton..... | H |
| Switch to Alpaugh Coal Co. from eastbound..... | Trenton..... | H |
| Switch to Wilson & Stokes Lumber Co. from eastbound..... | Trenton..... | H |
| Switch to Cass St. yard from eastbound..... | Trenton..... | H |
| Switch to Home Rubber Co. from eastbound..... | Trenton..... | H |
| Switch to Roebling Buck Thorn Co. from eastbound..... | Trenton..... | H |

Interlocked I
Handthrown H

| | | |
|--|--------------|---|
| Switch to Mott's Siding east and west end from eastbound..... | Trenton..... | H |
| Switch to American Coal & Ice Co. from eastbound..... | Trenton..... | H |
| Switch to Lator St. yard from east- bound..... | Trenton..... | H |

D2007. Rule 750 amplified.

When necessary to clear the main track, engines with any main or side rods disconnected may be moved to a terminal at not exceeding the following speeds:—

| Type of Engines. | Miles per Hour. |
|---------------------------|-----------------|
| N 1s } C 1 } I 1s } | 8 |
| All others | 15 |

If engines with any main or side rods disconnected while on the main track, have interference between cross-heads or guide and front crank pin, on account of front wheels getting out of register, engineman must notify the Superintendent and receive instructions for further movement.

When it is necessary to move a light engine with any main or side rods disconnected, from a terminal to another point, the Master Mechanic or Road Foreman of Engines will notify the Superintendent the speed permitted before the engine is dispatched and the latter will then issue the necessary instructions.

S21. SIGNAL RULES

Rules 282, 283, 284 and 285 changed to read:

RULE 282

INDICATION—A TRAIN EXCEEDING ONE-HALF ITS MAXIMUM AUTHORIZED SPEED HERE MUST AT ONCE REDUCE TO NOT EXCEEDING THAT SPEED. WHERE A FACING SWITCH IS CONNECTED WITH THE SIGNAL, APPROACH THAT SWITCH PREPARED TO STOP. APPROACH NEXT SIGNAL PREPARED TO STOP.

NAME—CAUTION SIGNAL

— — — — —

RULE 283

INDICATION—A TRAIN EXCEEDING ONE-HALF ITS MAXIMUM AUTHORIZED SPEED HERE MUST AT ONCE REDUCE TO NOT EXCEEDING THAT SPEED. APPROACH NEXT SIGNAL PREPARED TO STOP.

NAME—APPROACH-SIGNAL

— — — — —

RULE 284

INDICATION—APPROACH NEXT SIGNAL AT NOT EXCEEDING ONE-HALF THE SPEED AUTHORIZED FOR PASSENGER TRAINS AT NEXT SIGNAL, BUT NOT EXCEEDING 30 MILES PER HOUR.

NAME—APPROACH-RESTRICTING-SIGNAL

— — — — —

RULE 285

INDICATION—PROCEED AT NOT EXCEEDING ONE-HALF THE SPEED AUTHORIZED FOR PASSENGER TRAINS HERE, BUT NOT EXCEEDING 30 MILES PER HOUR.

NAME—CLEAR-RESTRICTING-SIGNAL

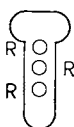
D2102. In conforming to the speed requirements when operating under Rule 282 (caution signal) and Rule 283 (approach signal), the train should not exceed one-half its maximum authorized speed when passing the signal, but not necessarily before reaching it; however, where the signal cannot be seen a sufficient distance to reduce to not exceeding one-half its maximum authorized speed at the signal, the speed should be so reduced as soon as proper handling of the train will permit, and this therefore requires a reduction of speed immediately upon the signal being in sight.

S21a.

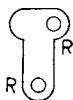
SIGNAL ASPECTS

D2103. THE FOLLOWING SIGNAL ASPECTS NOT STANDARD IN ACCORDANCE WITH RULES 275 TO 290 ARE IN SERVICE ON THIS DIVISION.

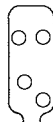
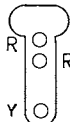
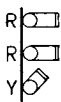
Key to Signal Aspects.—R-Red G-Green Y-Yellow



INDICATION—Stop. NAME—Stop-Signal. Rule 275 amplified.



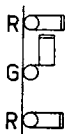
INDICATION—Stop-Then proceed in accordance with Rule 509 or 660. NAME—Stop-and-Proceed-Signal. Rule 276 amplified.



INDICATION—Proceed at not exceeding 15 miles per hour with caution prepared to stop short of train or obstruction.

NAME—Caution-Slow-Speed-Signal.

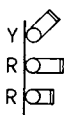
Rule 278 amplified.



INDICATION—Proceed at not exceeding one-half the speed authorized for passenger trains here, but not exceeding 30 miles per hour.

NAME—Clear-Restricting-Signal.

Rule 285 amplified.



INDICATION—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Approach next signal prepared to stop.

NAME—Approach-Signal.

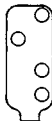
Rule 283 amplified.



INDICATION—Approach next signal prepared to stop. A train exceeding 15 miles per hour at point involved must at once reduce to not exceeding that speed.

NAME—Approach-Signal.

Rule 283 amplified in Pennsylvania Station Yard area.



INDICATION—Approach next signal at not exceeding one-half the speed authorized for passenger trains at next signal, but not exceeding 30 miles per hour.

NAME—Approach-Restricting Signal.

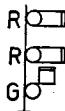
Rule 284 amplified.



INDICATION—Proceed.

NAME—Clear-Signal.

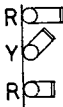
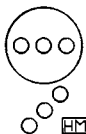
Rule 286 amplified.



INDICATION—Proceed at not exceeding 15 miles per hour.

NAME—Clear-Slow-Speed-Signal.

Rule 281 amplified.



INDICATION—Proceed at not exceeding 15 miles per hour prepared to stop at next signal.

NAME—Slow-Speed-Signal.

Rule 279 amplified.



INDICATION—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Where a facing switch is connected with the signal, approach that switch prepared to stop. Approach next signal prepared to stop.

NAME—Caution-Signal.

Rule 282 amplified.



INDICATION—Proceed—Manual or controlled
Manual block clear.

NAME—Clear—Block—Signal.

Rule 287 amplified.

When letters H-M are displayed, signal must not be accepted by any trains except electric trains to and from H. & M. R. R.

H. & M. Deadhead trains only, may accept, when displayed, top arm of signal governing eastward movements on eastward passenger track, west end of Journal Square Station, but must not accept top arm of signal governing eastward movements on eastward passenger track east end of Journal Square Station.

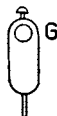
H. & M. trains must not accept bottom arm of signal governing eastward movements on eastward passenger track west end of Journal Square Station except when H-M is displayed.

MJ, Westward Home Signal, located 5130 feet east of MJ and the Eastward Home Signal, located 60 feet west of MJ, in addition to giving indication as to the condition of block, will act as distant signal to the next home signal.

KI, during hours KI is open, the eastward block signal located 500 feet east of KI will display Approach indication when block is clear and home signal for Delanco draw in Stop position.

During hours KI is open, trains will accept Approach indication on this signal as Block Clear, but must comply with Rule 283. Rule 287 amplified.

DISTANT SWITCH INDICATOR ASPECTS:



INDICATION—Switch Open.

NAME—Caution Indicator.

INDICATION—Switch Closed.

NAME—Clear Indicator.

Distant Switch Indicator in service at following points:

CARPENTERVILLE:

Southward Distant Switch Indicator located 3829 feet North of, and protecting switch to Edingers Siding.

STOCKTON:

Southward Distant Switch Indicator located 6250 feet North of and protecting switch No. 1.

S22.

BLOCK SIGNAL RULES.

D2201. Four wheel cabin cars must not be allowed to stand in an automatic block unless the block is occupied by other cars or engine. Necessary care must be used at all interlocking plants, and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman.

D2202. A Work train entering its working limits in block territory, operated under Rules 317a or 318a, will be admitted under Stop Signal by train order, if the condition of the block permit. When its working limits are in a territory operated under Rules 317b and 318b, it will be admitted under Permissive Block Signal, if the conditions of the block permit.

D2203. Rules 317a, 317b, 318b modified.

When necessary for a train to enter a block behind a train in order to return to main track to proceed in the opposite direction, it may do so under protection, after securing permission from the Signalman as prescribed by Rule 365. Signalmen must obtain permission from Train Dispatcher to make such movements and will observe Rule 326, and the train must enter the block only far enough to clear the main track switch.

D2204. Rule 320 modified.

Signalman may, when necessary, arrange for block in advance when notified by Signalman of the next Block Station in the rear that a train is in the second block in the rear.

D2205. Rule 365 and 505e modified.

Freight flagmen, when authorized by conductor or engineman, may report clear to signalman.

D2206. Rule 362 (first paragraph amplified).

Trains must not pass a stop signal without receiving a caution card (Form D), a clearance card (Form C), or a train order authorizing them to do so, nor must an engine returning to its train in the block pass a stop signal without clearance card (Form C).

S23. MANUAL BLOCK SYSTEM.

D2301. Rules 301 and 375, inclusive, are in effect as follows, except that Rules 317a, 317b, 318a and 318b will apply only on portions of the Division as specified:

Princeton Branch.

Between SA and Minson.

Between SG and Midway.

Between U and MG.

D2302. Rule 317a will apply:

Princeton Branch.

Between SG and JG.

D2303. Rule 317b will apply:

Between †OB and BO.

Between U and MG.

All movements against current of traffic, except between Hunter and Dock on No. 3 track and between H and N.

D2304. Rule 318a.**D2305.** Rule 318b will apply.

Between SA and †OB.

Between BO and Minson.

Between Eastward Block Signal, Monmouth Junction, and JG (Eastward Track), and JG and Midway (Westward Track).

S23A. UNATTENDED BLOCK STATIONS.

An unattended block station is a point designated by a sign, indicating the limits of a block, the use of which is controlled by Manual Block System Rules, except as hereby modified.

D2307. Unattended block stations are controlled by the signalman specified in time-table, or Special Instructions.

The sign indicating an unattended block station will display by day the station call, and, in addition, by night a red light and a yellow light horizontal; the yellow light next to the main track.

The signalman may give a train oral permission to enter one block, and by the use of Clearance Card (Form K) may authorize a train to pass one or more unattended block stations.

Unless otherwise provided, trains must stop at unattended block stations, and conductor or engineman must obtain permission from the signalman to enter, and ascertain condition of the block, and report clear.

If from any cause, conductor or engineman is unable to communicate with the signalman either by the usual means of communication or the use of commercial lines and should no cause for detaining the train be known, it may proceed through that block on its rights or time-table authority, preceded by a flagman to the next point of communication and report to the Superintendent.

Conductors and enginemen finding an unattended block station sign imperfectly displayed, or absent, must, if practicable, correct it, or replace the light, and report the fact to the Superintendent.

(To be printed on green paper, size 5½ x 3½)

 FORM
K

 THE PENNSYLVANIA RAILROAD
CLEARANCE CARD

 FORM
K

_____ Block Station _____ M. _____ 19____

To Conductor and Engineman: Train _____

Proceed at _____

As though _____ signal was displayed.

Report clear at _____

Signalman.

The signalman may issue this card only when authorized by the Superintendent. Before issuing it, the signalman must have proper understanding with other signalmen, if any, having authority over blocks mentioned, and must know that blocks mentioned above have been duly reported clear of opposing trains, and clear of trains that may not be followed in the same block by the train addressed.

The conductor and engineman receiving this card properly filled out and signed, or authorized by the signalman to fill it out, may proceed as directed above.

D2308. A train receiving Clearance Card (Form K) to pass an unattended block station, and arrives at such station after the time for it to become an open block station, must identify the train to the signalman before accepting a signal to proceed at that station, as Clearance Card (Form K) is thereby annulled.

D2309. Clearance card (Form K), authorizing a train to pass one or more unattended block stations without stopping, is annulled when train clears the main track and reports clear of the block.

S24. CONTROLLED MANUAL BLOCK SYSTEM.

S25. AUTOMATIC BLOCK SYSTEM.

D2501. Except as otherwise provided by Cab Signal Rules Special Instructions, Rules 501 and 505b (except where 505a is in effect) to 514, inclusive, are in effect as follows:—

Between Harold and Hudson.

“ Z and Hudson Passenger Tracks.

“ Hudson and Holmes.

“ SC and Hackensack Freight Drawbridge, Freight Tracks.

“ GY and Signal P-104, Passaic Branch.

“ Bay and CY (C. R. R. of N. J.).

“ Union and WC, P. A. & W. Branch.

“ SA and end of double track SA.

Between end of double track SA and westward block signal near †Deep Cut on westward track.

Between End of double track, Bordentown Branch, Bordentown, and Fair.

Between MG and Fair.

On Eastward track, between Midway and Eastward Block Signal Monmouth Jet.

D2502. In Automatic Block System territory, if, in connection with a train using hand operated main track switches, the entire movement clears a block and the switches used that affect that block are restored to normal position, thereby clearing signals affecting that block, regardless of whether the train has or has not been reported clear of the block, it must not again enter that block without permission from the signalman, unless otherwise instructed by the Superintendent.

D2502A. (Double, Three or More Tracks.) In Automatic Block System territory at interlockings where there is no block signal that governs the use of the block from the limits of the interlocking, the home signals governing the use of routes leading to that block will, in addition, govern the use of the block with the current of traffic to the next block signal beyond the interlocking.

D2503. Unless it is known that gasoline motor cars, and cars of similar type or construction will operate automatic signals and shunt track circuits at interlockings and electric switch locking, they must not be operated in Automatic Block Signal territory unless special provision is made for Manual Block protection, and such gasoline motor cars, and cars of similar type or construction, must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman. Signalman and leverman must assure themselves that such cars have cleared the switches of an interlocking before attempting to operate them.

S25A. Rule 505a.

D2504. Rule 505a is in effect between Harold and Hudson, between Hunter and Dock on No. 3 track, and between SA and end of double track SA.

In making arrangements to reverse traffic on main tracks, the same care must be exercised as though traffic lever control did not obtain. When traffic has been established in either direction on any main track, before the traffic levers are reversed, the Train Director or Signalman at each end of the track affected must know that the last movement in the direction of traffic previously established has cleared.

S25B. CAB SIGNAL RULES.

Definitions.

Cab Signal.—Three or four indication position light signal located in engine cab indicating a condition affecting the movement of a train.

Cab Signal System.—A series of consecutive blocks governed by cab signals operated by electric agency actuated by a train or by certain conditions affecting the use of a block, and used in conjunction with block and interlocking signals.

Equipped Engine.—An engine equipped with cab signal apparatus including whistle and acknowledger in operative condition for the direction in which it is to move.

Equipped Train.—A train operating under cab signal protection.

D2506. Cab Signal System in service on main tracks operating with current of traffic:

Westward.—Between eastern limits Harold and eastern limits JO and C Interlockings; between western limits A Interlocking and Holmes; between western limits Z Interlocking and Hudson (Passenger Route) and between Union Interlocking and WC Interlocking.

Eastward.—Between Holmes and western limits A Interlocking; between eastern limits JO and C Interlockings and eastern limits Harold; between Hudson and western limits Z Interlocking (Passenger Route) and between WC Interlocking and Union Interlocking.

Against current of traffic:

Between western limits A Interlocking and eastern limits Hudson (both tracks) and between Hunter and Dock on No. 3 track.

Cab Signals will not indicate conditions ahead when engine is—

- (a) Moving against current of traffic (unless track is equipped for movement against current of traffic).
- (b) Pushing cars.
- (c) Not equipped for backward running and is running backward.

Cutting-in Sections Located.

For Westward Trains:

Harold:

New York Connecting Railroad track from a point 3100 feet east of Signal NY-3.73 to that signal.

Westward Passenger Tracks Nos. 2 and 4—from a point 330 feet east of signals Nos. E37 to those signals.

F Interlocking.

Track Sub. No. 1.—From a point 150 feet east of dwarf signal governing westward movements to that signal.

Track Sub. No. 2.—From a point 150 feet east of dwarf signal governing westward movements to that signal.

Track Sub. No. 3.—From a point 150 feet east of dwarf signal governing westward movements to that signal.

Track Sub. No. 4.—From a point 150 feet east of dwarf signal governing westward movements to that signal

A Interlocking.

6X track.—From a point 564 feet east of home signal governing westward movements to that signal.

5X track.—From a point 384 feet east of home signal governing westward movements to that signal.

4X track.—From a point 200 feet east of home signal, located 797 feet west of "A" Interlocking Station, governing westward movements to that signal.

3X track.—From a point 200 feet east of home signal, located 797 feet west of "A" Interlocking Station, governing westward movements to that signal.

2X track.—From a point 383 feet east of home signal governing westward movements to that signal.

1X track.—From a point 535 feet east of home signal governing westward movements to that signal.

Z to Hudson—Westward Passenger Track—from a point 360 feet east of Signal No. 13, to that signal.

SC Interlocking—Running track Z to SC from a point 340 feet east of dwarf signal governing westward movements to that signal.

Harsimus Cove Branch Westward Freight Track—from a point 300 feet east of westward distant signal for SC to that signal.

WR Interlocking.

Westward Rapid Transit Track.—From a point 165 feet east of dwarf signal, located 290 feet west of WR, governing westward movements to that signal.

Track No. 17.—From a point 90 feet east of dwarf signal, located 340 feet west of WR, governing westward movements to that signal.

Track No. 4 from a point 300 feet east of Signal 79 to that signal.

Westward freight track (low grade) from a point 1000 feet east of westward Distant Signal for Lane to that signal.

Jamesburg Branch Westward Track—from a point 1500 feet east of westward Distant Signal for Midway to that signal

Southward main track Bel.-Del. R. R. between a point 78 feet west of center Coalport Drawbridge and Signal No. 7.

West end Trenton Station between Dwarf Signals governing westward movements from Westward Station Track and tracks 6 and 7, respectively, to Dwarf Signal governing westward movement from Westward Station Track to track 4.

For Eastward Trains:

Trenton Branch.—From a point 1475 feet west of Eastward Home Signal for "Morris" to that signal.

Bordentown Branch.—Between a point 650 feet west of Dwarf Signal governing eastward movements on Eastward Station Track and that signal.

Bordentown Branch.—Between a point 650 feet west of Dwarf Signal governing eastward movements from track at north side of low platform and that signal.

Millham—No. 5 track from a point 300 feet west of eastward Home Signal for Millham to that signal.

Princeton Branch.—From a point 300 feet south of northward Home Signal for Nassau to that signal.

Approaching distant Signal SG.

Hudson.

Track No. 1.—From a point 430 feet west of home signal, located 1330 feet west of Hudson, governing eastward movements to that signal.

Track No. 13.—From a point 2130 feet west of home signal, located 250 feet east of Hudson, governing eastward movements to that signal.

East River Tunnels.—Eastward Passenger Track No. 1. From a point 130 feet west of Signal No. 1E02 to that signal.

East River Tunnels.—Eastward Passenger Track No. 3. From a point 120 feet west of Signal No. 3E02 to that signal.

The following Rules are in effect:

1. Except as provided in paragraph 5-a, a non-equipped engine or train must not be dispatched from any of the following terminals or divisions for movement in cab signal territory:

New York Division Terminals.

Atlantic Division Terminals.

Philadelphia Terminal Division Terminals.

Philadelphia Division Terminals.

Maryland Division Terminals.

Baltimore Division Terminals.

New York and Long Branch R. R. Terminals.

L. V. R. R. Terminals.

Long Island Railroad Terminals.

N. Y. N. H. & H. R. R. Terminals.

Pennsylvania-Reading Seashore Line Terminals.

2. The required departure tests must be made by the engine-man before entering cab signal territory.

Testing sections, additional to those at terminals, located:

Trenton.—No. 5 track at west end of station platform. Eastward station track, 225 feet west of east end of eastward platform. North side low platform track 225 feet west of east end of eastward platform.

South Amboy Junction.—Between SA and end of double track SA from a point 1100 feet west of SA to a point 100 feet west thereof.

Loop Yard Manhattan Transfer.—East ends of loop and ladder tracks.

Journal Square Station.—West ends of Eastward Rapid Transit tracks A and C. West ends of Westward Rapid Transit tracks F and R.

Pennsylvania Station.—East end of tracks Nos. 5 to 12, inclusive, and east end tracks Nos. 14 to 18, inclusive. West end of track Nos. 1 to 17, inclusive, and track 5, Yard A. East end of tracks Nos. 12 to 21, inclusive (Long Island).

Cab Signal Test Section on Track No. 5, Yard A, has two dead sections, each 16 feet long, locations of which are marked with white paint on third rail protection board.

Engines dispatched from Stroudsburg for movement in cab signal territory will make departure test at Trenton.

3. Unless authorized by the Superintendent, an equipped engine must not enter cab signal territory without having cut-out cock fixed in cut-in position.

4. When Cab Signal and fixed signal aspects conflict, the more restrictive indication governs, except when there is a failure in the cab signal apparatus or when cab signal aspects conflict with fixed signal aspects at two fixed signal locations in succession thereby indicating a probable defect in the cab signal apparatus, a train may proceed as a non-equipped train, governed by fixed signal indication, to the next point of communication, report and be governed by instructions from the Superintendent. When there is a failure in the Cab Signal apparatus, Engineman

may cut out the warning whistle if it continues sounding, after he has acknowledged.

5. Unless authorized by the Superintendent, a non-equipped train must not exceed speed as follows:

Trains other than passenger trains, 25 miles per hour.

Passenger trains, 35 miles per hour.

Such movements must not be made except when authorized by the Superintendent.

5-a. The following are authorized to be dispatched and moved as non-equipped trains and must not exceed a speed of 55 miles per hour:

D.C. Electric engines equipped with automatic train stops (trippers), light or with trains, and Long Island Railroad MU trains equipped with automatic train stops (trippers) except those from the North Side Branch or Montauk Branch.

The following are authorized to be dispatched and moved as non-equipped trains and must not exceed a speed of 25 miles per hour:

Non-equipped engines and gas-electric cars moving light to or from shops.

Non-equipped work and wreck trains.

Non-equipped engines moving light, yard and drill engines, runners (passenger or freight, with or without cars) between Z and N, N and Lane, Lane and Union, Union and WC, Millham and Morris.

Non-equipped Bel.-Del. trains between Morris and Fair.

The following are authorized to be dispatched and moved as non-equipped trains and must not exceed a speed of 15 miles per hour:

Non-equipped N. Y., N. H. & H. engines through Harold to or from Sunnyside Yard.

6. Cab signal aspects, indications and names are shown in Rules 278, 283, 284, 286. Cab signal indications do not supersede fixed signal indications, except when cab signal changes to a more restrictive or a more favorable aspect after passing a fixed signal.

7. _____

8. If, after passing a fixed signal, cab signal changes from Caution Slow Speed to a more favorable aspect, speed must not be increased until the train has run its length.

9. Except within interlocking limits, if cab signal changes to Caution Slow Speed, a train or engine may proceed at not exceeding 15 miles per hour expecting to find a train in the block, broken rail, obstruction, or switch not properly set. A train or engine exceeding 15 miles per hour must at once reduce to not exceeding that speed.

If, after entering interlocking limits under a more favorable fixed signal indication than that given by Clear Slow Speed signal, cab signal changes to Caution Slow Speed, stop; and secure permission from signalman before moving in either direction.

D2507. When cab signal and fixed signal aspects conflict, engineman will, in addition to complying with cab signal rules, report the occurrence to the Superintendent from the next point of communication where this report can be made without serious delay to the train.

D2508. In cab signal territory, if the cab signal warning whistle sounds longer than six seconds, the fireman on an engine or the trainman nearest operating compartment on an MU car, will immediately go to the engineman.

S25C.

RULE 511a.

When moving from main track to siding, switch must remain open until train is clear, and when moving from siding to main track, switch must be opened before main track is fouled.

S25D. GRADE SIGNALS.**D2509. Location of Grade Signals:—**

EAST OF LAWRENCE:—

No. 2 track, signal No. 496 and signal No. 506.

HARSIMUS COVE TO WA-3 (FREIGHT TRACKS):—

Eastward track, signal No. 34 and signal No. 40.

A tonnage freight train finding these signals in stop position may proceed without stopping at a speed not exceeding 15 miles per hour, expecting to find a train in the block, broken rail, obstruction or switch not properly set. For other trains, stop, then proceed in accordance with Rule 509 B.

A tonnage freight train, as referred to in Rule 277, is a train having 80% of the authorized slow freight engine rating, or, having in excess of 90 cars, including the cabin car.

Before entering territory where grade signals are in use, conductor must notify engineman of the authorized slow freight engine rating for that trip, exact tonnage or number of cars in train and changes due to setting off or picking up cars.

S26. INTERLOCKING RULES.

D2601. Rule 663 amplified. Trains or engines must not pass an Interlocking Stop-signal without receiving Clearance Card (Form C) or train order. The signalman may authorize a conductor or engineman to fill out Clearance Card (Form C).

D2602. INSTRUCTIONS FOR MANUAL OPERATION OF REMOTE CONTROLLED SWITCHES.

1. Permission to operate remote control electric switches, at end of double track, Bordentown, end of double track, Burlington, and Switch No. 1, Frenchtown, by hand must be obtained from Signalman who will give such instruction as may be necessary.

2. The switch must first be examined by the employe who is to operate it, to determine if points are obstructed by foreign matter. If so, the obstruction must be removed with a stick or similar implement. **DO NOT USE HANDS.** If, after its removal, the switch can be operated normally and signal to proceed can be displayed, no further action is necessary.

3. (a) IF THE SWITCH WILL MOVE IN RESPONSE TO THE OPERATION OF THE LEVER in the machine, but no indication that it has so moved is received, the Signalman will place the controlling lever at the center position and apply a blocking device.

(b) The employe on the ground will then take the crank from its housing (locked with a switch lock) by moving it in the slot in the box to a position when it can be removed. This will cut power from the switch.

(c) The employe on the ground must then secure the closed point of the switch against the stock rail by a spike in the head tie, and the spike must pass through the tie plate. A wooden wedge must be driven between the open point and the stock rail. If more than one set of switch points are operated by one lever, as in a crossover, each set of switches so operated must also be similarly secured. Examination must then be made of all other switches, if any, in or leading to the route over which movement is to be made, to insure they are in proper position, after which movement may be made.

(d) Spikes, wedges, spike maul and claw bar are located in accordance with instructions posted at switch.

4. (a) IF THE SWITCH CANNOT BE OPERATED FROM THE INTERLOCKING MACHINE and it is not in the desired position, the Signalman shall, if possible, place the controlling lever at the indicating point corresponding to the desired position of the switch, apply a blocking device and keep the lever in this position until all movements are completed. If the lever cannot be moved, due to a failure of the electric switch lock, it shall remain in the position in which it is locked.

(b) The employe on the ground will then take the crank from

its housing in accordance with instruction 3(b). Place it on the main shaft of the switch mechanism which is covered with a hinged cap on the side or top of the mechanism (painted white and locked with a switch lock), turn in the direction it will operate until the switch points have completed their full movement to the position desired and it can be turned no further. *There is no danger of breaking anything.* After the switch is in the position desired, spike and wedge it in accordance with instruction 3(c).

5. (a) When the movements are completed the switch must be restored to the position in which it was found, or left as the Signalman may direct, and the crank restored to its housing, and both the housing and the cover on the mechanism be locked. The Signalman must be fully advised as to the condition in which the switch is left.

S27. NON-INTERLOCKED SWITCHES CONNECTED WITH MANUAL AND CONTROLLED

D2701. MANUAL BLOCK STATION SIGNALS.

| BLOCK STATION | NON-INTERLOCKED SWITCHES CONNECTED |
|---------------------|---|
| "BO" | Scissors crossovers between eastward and westward main tracks; switch leading to Bordentown Branch, and switch at east end of Wye. |
| "MJ" | Crossover switches between main tracks, switch leading from passing siding to eastward main track, and switches leading from westward track to U. S. Cast Iron Pipe & Foundry Company siding. |
| "BV" | Crossover switches between main tracks and switch leading from eastward main track to Freight House siding. |
| "KI" | Crossover switches between main track and switch leading from westward main track to east end of storage siding. |
| Lambertville | Switch No. 2 to Flemington Branch. Switch No. 3 to west end of passing siding. Switches Nos. 4 and 5 to Freight Yard. |

S28. TRACK CARS, ETC.

(a) General definition of track car—amplified:

Track Car—A hand car or self-propelled car or truck, which may be manually moved to or from the track.

(b) Rule 829, paragraph 10, amplified:

Track cars must not be operated except as prescribed by Rule 80 when so provided in the time-table.

(c) Rule 80, paragraph 5, amplified:

They will not be authorized to represent or run as a section of a schedule; and under Manual Block System Rules will be operated as a train other than a passenger train, and may be admitted by Train Order and under Stop block signal to a block following a passenger train in Manual Block territory.

(d) Rule 80, amplified:

When track cars are approaching road crossings at grade, the trackman's whistle or other alarm signal provided for the purpose must be sounded before reaching the crossing, and track cars must approach all such crossings prepared to stop.

(e) Rule 206, amplified:

The prefix H. C. to hand car running number will be used when issuing train orders or instructions to drivers of hand cars.

(f) Track cars must be equipped with Flagman's signals as follows:

Day Signals—two red flags, torpedoes and fuses.

Night Signals—two red lanterns, two white lanterns, torpedoes and fuses.

D2801.

(1) Track cars will be operated over entire Division as provided for by Rule 80.

(2) Track cars must not be used in Controlled Manual Block System territory or in Automatic Block System territory unless special provision is made for Manual Block protection.

(3) In Automatic Block System territory, signalmen will not permit trains or track cars to follow track cars without instructions from the Superintendent. He must also comply with Rule 221c when a track between his block station and the next block station in advance is occupied by a track car.

(4) In the application of Automatic Block System rules to track cars, signalmen must not give permission, nor a fixed signal, authorizing a track car to enter a block at any point without authority from the Superintendent.

(5) To avoid delay to passenger trains, track car extra must clear main track and report clear to the Superintendent, or signalman before a passenger train is due to leave the block station in the rear.

(6) Track cars will not operate spring switch.

(7) Track cars must not pass an attended block station without verbal permission or proper hand signal in addition to fixed signal.

(8) Track cars will not operate automatic or semi-automatic signals, or highway crossing warning signals, neither will they shunt track circuits at interlockings. Electric switch locking must not be depended upon for protection to movement made by such cars: signalmen and levermen must assure themselves that such cars have cleared the switches before operating same.

(9) Pony trucks must use the least important track available and be loaded so as to permit prompt removal from the track upon the approach of a train: when practicable they must run on the rail nearest the ditch, and on double, three, or more tracks, on a track against the current of traffic: they must not use a track under conditions when an approaching train can not be seen in ample time to clear the track for the train, except in cases of emergency and then not until after a flagman has been placed in position where train can be stopped before reaching the pony truck. In yards they must not be used except by permission of the yard master and under proper protection.

(10) Velocipedes to be operated by authority of the Superintendent.

(11) Signalmen will not admit a one-man track car to a block which is occupied by an approaching train, nor permit any train to enter a block which is occupied by a one-man track car without instructions from the Superintendent.

(12) The last four numerals of the present M. W. number shall be known as the running number.

(13) Track cars must not pass over remote controlled switches without permission from the signalman and will report clear after having cleared same.

(14) In the movement of track cars at interlockings, the following instructions will govern: The signalman before clearing the signal for movement of a track car through, or giving permission for the movement within the interlocking, must secure all affected switch levers with standard blocking device, the levers to remain secured in this manner, until the driver of the track car reports that the movement has been completed. The driver of the track car must report immediately to the signalman when the movement has been completed.

(15) Pony trucks may shunt track circuits and must not be used within interlockings except by permission of signalman.

(16) The following instructions relative to the operation of track cars, in effect:

An employe who has been on duty sixteen consecutive hours during any 24 hour period shall not be permitted to operate nor be responsible for the operation of a track car until after he has had 10 consecutive hours of rest.

An employe who has been on duty 16 hours in the aggregate during any 24 hour period shall not be permitted to operate nor be responsible for the operation of a track car until after he has had 8 consecutive hours of rest.

An employe coming within the provisions of paragraph 1 or 2 must take action through his immediate superior at least two hours in advance of the time his services should be restricted to avoid being called upon to operate or be responsible for the operation of a track car when on duty in excess of 16 hours.

Employes called upon for such service before the expiration of the full rest period, as required in paragraph 1 or 2, must report the fact to his immediate superior before going on duty.

D2802. BURRO CRANE—A motor driven car used to lay rail, etc. Such equipment must not be depended upon to operate automatic signals, nor shunt track circuits at interlocking and electric switch locking. They cannot be easily or quickly moved to or from track. They will be numbered for identification, as a running number, and when no car number is used, the last four figures of the badge plate should be used.

The prefix B. C. to number will be used when issuing train orders or instructions to drivers.

All rules and special instructions governing the movement of track cars will apply to the movement of Burro Cranes.

D2803. SPERRY CAR—A motor driven car used to detect defective rail. Such equipment must not be depended upon to operate automatic signals, nor shunt track circuits at interlocking and electric switch locking. They cannot be easily or quickly moved to or from track. They will be numbered for identification.

All rules and special instructions governing the movement of track cars will apply to the movement of Sperry cars.

S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS.

D2901. Equipment as designated must not be permitted on tracks, bridges, etc., named:

A letter or symbol under class of engine indicates restriction in the use thereof and refers to a note below in explanation.

Absence of letter or symbol indicates no restriction.

| MAIN LINE OR BRANCH. | A R D16 H6 | C1 | E2 E3 | E6 H8 H9 | G5 | I1 | N1 N2 CC2 | K2 K4 | L1 | K5 M1 | B1 BB2 DD DD1 L5 L6 O1 P5 GG1 R1 |
|--|---------------------|-----|----------|----------------|-----|-----|-----------------|----------|-----|----------|---|
| Sunnyside to Manhattan Transfer. | V | A | V | V | V | A | A | V | A | A | U |
| Main Line—Jersey City to Mile Post 76..... | ... | CD | ... | ... | ... | H | A | E | K | EQ | U |
| Hudson Street Branch..... | A | A | A | A | A | A | A | A | A | A | A |
| Harsimus Branch..... | ... | A | ... | ... | ... | A | A | L | O | O | ... |
| Marion Yard..... | ... | A | ... | ... | ... | A | A | A | A | A | A |
| Meadows Branch No. 1..... | F | A | F | F | A | A | A | A | A | A | A |
| Meadows Branch No. 2..... | F | A | F | F | A | A | A | A | A | A | A |
| Harrison Branch..... | F | A | A | A | A | A | A | A | A | A | A |
| Centre Street Branch: GY— River Street..... | ... | CFG | FG | FG | S | A | A | S | S | QS | T |
| Passaic Branch: GY—WA3..... | ... | B | ... | ... | ... | BC | A | ... | ... | ... | ... |
| Connection with Manufactur- ers' Branch—C. R. R. of N. J. | W | A | A | A | A | A | A | A | A | A | A |
| South Street Yard, Newark..... | ... | A | ... | ... | M | A | A | M | M | A | T |
| N. Y. Bay R. R.: Greenville —Lane..... | ... | A | A | A | A | A | A | A | A | A | U |
| West Newark Branch..... | ... | A | A | A | A | A | A | A | A | A | A |
| Waverly Wye..... | ... | ... | ... | ... | ... | A | A | ... | P | P | A |
| P. A. & W. Branch..... | ... | ... | ... | ... | ... | A | A | ... | ... | ... | ... |
| Perth Amboy Branch..... | ... | ... | ... | ... | R | R | A | R | R | R | A |
| Bonhamtown Branch..... | ... | A | ... | ... | ... | A | A | N | A | N | A |
| Millstone Branch..... | ... | ... | ... | ... | ... | A | A | N | A | N | A |
| Rocky Hill Branch..... | ... | A | ... | Z | A | A | A | A | A | A | A |
| Princeton Branch..... | ... | A | ... | ... | ... | A | A | L | A | A | ... |
| Trenton Branch..... | ... | ... | ... | ... | ... | A | J | ... | ... | ... | T |
| Minson to Jamesburg..... | ... | A | ... | ... | ... | A | A | ... | ... | Y | T |
| Monmouth Jet. to South Am- boy Jet..... | ... | ... | ... | ... | ... | ... | A | ... | ... | ... | T |
| Jamesburg to Sea Girt..... | ... | A | ... | ... | ... | A | A | L | ... | A | A |
| Trenton to Manunka Chunk..... | ... | A | ... | ... | ... | A | A | A | ... | Y | A |
| Martins Creek Branch..... | ... | A | ... | ... | A | A | A | L | A | A | A |
| Bordentown to Trenton..... | ... | A | ... | ... | ... | A | A | ... | ... | Y | T |
| Flemington Branch..... | ... | A | ... | ... | ... | A | A | L | ... | A | A |
| Millham Branch..... | ... | A | ... | ... | ... | A | A | L | ... | A | A |
| Enterprise Branch..... | ... | A | A | A | A | A | A | A | A | A | A |
| Florence Branch..... | ... | A | ... | ... | ... | A | A | L | A | A | A |

- A—Prohibited.
- B—Permitted for light movements only.
- C—Prohibited on tracks equipped with third rail.
- D—Prohibited with cars between Holmes and Greene and between Midway and Hunter.
Prohibited on No. 1 and No. 4 tracks between Morris and Fair.
Prohibited east of Hunter, except on freight tracks between GY and SC.
- E—K4 engines with 250P75 tenders, K4 stream line engines, K5 and M1 engines prohibited over Jersey City viaduct.
M1 engines prohibited track No. 5 Millham to West Ladder Track, Trenton Engine House.
K5 engines equipped with smoke deflectors prohibited east of Holmes.
- F—H, C, E and D class engines prohibited on all sidings.
- G—Prohibited west of Passaic River.
- H—Permitted Morris to Midway, except on tracks Nos. 1 and 4 between Morris and Fair.
- J—CC2 engines prohibited.
- K—Prohibited from a point 600 feet east of west end of Jersey City Viaduct to Jersey City.
- L—K4 engines equipped with 250P75 (25,000 gallon) tenders and K4 stream line engines prohibited.
- M—GK and L type engines prohibited on tracks Nos. 2, 4 and 6, South Street Yard.
- N—Permitted to a point 1,700 feet clear of main line.
- O—L1 engines equipped with stoker must not be diverted over switches at Grove Street, as injector overflow casting will not clear bridge girder. M1 and K5 engines prohibited for diverting movements over slip switches at JH.
- P—M1 engines with 21,000 or 25,000 gallon tenders may be turned by removing high bumper at WA-5.
- Q—M1 engines not equipped with 45° elbow on injector overflow pipe must not be used on track equipped with third rail.
- R—Prohibited in Perth Amboy Yard.
- S—Prohibited west of N.
- T—Permitted to operate over electrified track and may be hauled over non-electrified track.
- U—L5, L6, P5, GG1, R1 type engines unsafe for movement through slip switch at west end of No. 39 crossover and No. 35 turnout at KN.
P5, GG1, R1 type engines prohibited on east end Track No. 9, Sunnyside Yard; Tracks Nos. 17 and 18, Waldo Avenue Yard. P5 and GG1 type engines permitted on lead to West Newark Branch from L. V. R. R. Connections at 5 miles per hour, R1 type engines prohibited.
R1 type engines prohibited over No. 59 switch to Track No. 15 JO.
Movement of more than two of following type engines: L5, P5, GG1, R1, or any one of these type engines and one DD1 or two O1 type engines, coupled, is prohibited between west end of Hackensack River Drawbridge, Portal, and Sunnyside Yard.
Four O1 type engines coupled must not be operated over Hackensack River Drawbridge, Portal.
- V—Permitted Manhattan Transfer to Homestead portals.
- W—Safe for movement of A and B type engines.
- Y—M1 engines prohibited over east leg Bordertown wye, and north of ‡ WB.
M1 engines may be turned on the Barracks Yard Wye by using the South Plug track, the Bel Del connection and the Bank track. They must be operated forward movement only on Bank track and must not exceed speed of 5 miles per hour on the Bank and South Plug tracks.
K5 engines prohibited.
M1 engines may operate on eastward running track between Hamilton Avenue, Trenton and Coalport, forward movement only, speed must not exceed 5 miles per hour.
- Z—H9 type engines permitted on main track to point 7596 feet west of connection to track No. 4.

NOTE.—N. H. R.R. electric engines may operate to and from Pennsylvania Station, New York, conforming to restrictions shown for P5 engines.

K4 streamlined engines may operate conforming to restrictions for K4 engines equipped with 250P (25000 gallon) tenders.

| SIDINGS | A B D16 H6 | C1 | E2 E3 E6 H8 H9 | G5 | I1 N1 N2 CC2 | K2 K4 | L1 K5 M1 | B1 BB2 DD DD1 L5 L6 O1 P5 GG1 R1 |
|---|---------------------|----|----------------------------|----|-----------------------|----------|----------------|---|
| Main Line | | | | | | | | |
| Post Office—Beef House Siding, Newark..... | | A | | | A | | A | C |
| Wilkinson & Gaddis, South Street, Newark..... | F | A | A | A | A | A | A | A |
| Elizabeth Yard— No. 1 Team Track..... | | | | | A | | | |
| All other Tracks..... | | A | | A | A | A | A | A |
| Distillers Company, Ltd., Siding, Linden..... | F | A | A | A | A | A | A | A |
| McNeil Siding, Rahway..... | | A | | A | A | A | A | |
| All sidings off the Janeway & Car- penter Track, New Brunswick.... | F | A | A | A | A | A | A | A |
| Johnson & Johnson, New Brunswick. | F | A | A | A | A | A | A | A |
| Deans Sidings, Deans..... | | | | | A | | A | |
| No. 5 Track East of Walker Gordon Switch, Plainsboro..... | | A | | A | A | A | A | A |
| Connection No. 4 Track to Princeton Branch, Princeton Jct..... | | A | | | A | | A | |
| St. Francis Indus. School, Eddington. | F | A | A | A | A | A | A | A |
| Eddington Lumber & Supply Co., Eddington..... | F | A | A | A | A | A | A | A |
| Badenhausen Siding, Cornwells Heights..... | F | A | A | A | A | A | A | A |
| Schutte & Koerting Co., Cornwells Heights..... | F | A | A | A | A | A | A | A |
| F. A. Simmons Nos. 1 & 2, Cornwells Heights..... | F | A | A | A | A | A | A | A |
| Brown Oils Co., Andalusia..... | F | A | A | A | A | A | A | A |
| Team Track, Torresdale..... | | A | | A | A | A | A | |
| Trestle, Torresdale..... | A | A | A | A | A | A | A | A |
| P. A. & W. Branch | | | | | | | | |
| Freight House Yard, Rahway..... | | A | | A | A | A | A | |
| Hamilton Cooperage Co., Rahway.... | | A | A | A | A | A | A | A |
| McMullins Sidings, Rahway..... | | A | A | A | A | A | A | A |
| New Jersey Reformatory, Rahway.... | | A | A | A | A | A | A | |
| Philadelphia Quartz Co., Rahway.... | | A | A | A | A | A | A | A |
| Steel Equipment Co., Avenel..... | | A | A | A | A | A | A | |
| Tyson Brothers Co, Edgar..... | | A | A | A | A | A | A | A |
| James E. Berry Co., Woodbridge..... | | A | A | A | A | A | A | A |
| James Klein Co., Woodbridge..... | | A | A | A | A | A | A | A |
| Valentines Siding, Genasco..... | | A | A | A | A | A | A | A |
| Superior Coal Co., Genasco..... | | A | A | A | A | A | A | A |
| Hampton Cutter, Genasco..... | | A | A | A | A | A | A | A |
| Barber Asphalt Pav. Co., Genasco.... | | A | | A | A | A | A | A |
| South Amboy Jct. to Minson | | | | | | | | |
| J. R. Such Siding, Milepost 3..... | | A | | A | A | A | A | A |
| Freight House Siding, Spotswood..... | | | | | A | A | A | A |
| Helme Co., Coal Trestle, Helmetta.. | A | A | A | A | A | A | A | A |
| Coal Trestle, Cranbury..... | | A | | A | A | A | A | A |
| Coal Trestle, Hightstown..... | | A | | A | A | A | A | A |
| Hutchinsons, Windsor..... | | A | | A | A | A | A | A |
| Kooler Brothers, Yardville..... | | A | | A | A | A | A | A |
| Morris Coal Co., Yardville..... | | A | | A | A | A | A | A |
| Sand Pit Track, Yardville..... | | A | | A | A | A | A | A |
| Reeders Coal Siding, Bordentown.... | | A | | A | A | A | A | A |
| Roebings—Beyond No. 4 Gate, Roebing..... | A | A | A | A | A | A | A | A |
| Devlins Trestle, Burlington..... | F | A | A | A | A | A | A | A |
| Wall Rope Works, Beverly..... | | A | | A | A | A | A | A |
| Wall Paper Co., Beverly..... | | A | | A | A | A | A | A |
| Fruit Growers Assoc., Beverly..... | | A | | A | A | A | A | A |
| Riverside Metal Co., Riverside..... | | A | | A | A | A | A | A |
| J. T. Evans Co. (Beyond Sign), Riverton..... | A | A | A | A | A | A | A | A |
| H. L. Williams Co. (Beyond Sign) Arch Street, Palmyra..... | A | A | A | A | A | A | A | A |
| Bordentown Branch | | | | | | | | |
| Canal Drawbridge West of Lalor St., Trenton..... | F | A | A | A | A | A | A | A |
| Roebings (Front Ent.), Trenton..... | | A | | A | A | A | A | A |
| Trenton Pottery Co., Trenton..... | | A | | A | A | A | A | A |
| Sea Girt to Monmouth Jct. | | | | | | | | |
| West End of Pass. Sdg., Farmingdale | | A | | A | A | A | A | A |
| East End of C. R. R. Interchange, Farmingdale..... | | A | | A | A | A | A | A |
| Foundry Track (Beyond Sign) Free- hold..... | A | A | A | A | A | A | A | A |
| Trenton to Manunka Chunk | | | | | | | | |
| Delaware River Quarry & Const. Co., Moore..... | | A | A | A | A | A | A | A |
| Mercer Co., Workhouse, Moore..... | | A | A | A | A | A | A | A |
| J. W. Smith's Sons, Stockton..... | | A | A | A | A | A | A | A |
| Raven Rock Quarry (West of Road Crossing), Raven Rock..... | | A | A | A | A | A | A | A |
| Chemical Siding, Milford..... | | A | A | A | A | A | A | A |
| Tirrel Bros., Milford..... | | A | A | A | A | A | A | A |

A—Prohibited. C—R1 prohibited. F—Class A and B engines permitted on sidings.

D2904. On account of that portion of bridge No. 2.24 over Storage Siding, Prospect Street, Trenton, being lower than the portion over the main track, cars or lading more than 15 feet 2 inches in height must not be moved under the bridge on the siding.

D2906. Wreck and work derricks not exceeding 16 feet 1½ inches above top of rail may be operated in overhead AC electric territory except as follows:

Main Line—

East and North River Tunnel—14 feet 6 inches.

Eastward passenger track, Journal Square Station—15 feet 3½ inches.

Sunnyside Yard—

Harold Avenue overhead bridge—15 feet.

Honeywell Avenue overhead bridge—15 feet 1½ inches.

Movement of derricks exceeding above heights must only be made on written permission of Superintendent and must be accompanied by a qualified electrician.

Before such movements are made, power must be shut off from overhead trolley wire over track on which derrick is to move. Before making such movements, conductors must know that the boom is down tight and properly fastened.

D2907. Freight, Express, or Passenger Car Movement through the Pennsylvania Tunnels at New York.

All hatch covers on cars for movement through Pennsylvania Tunnels, New York, must be closed and secured before entering the tunnels.

Cars which must be excluded from movement:

(1) Express Cars containing carload shipments of any explosives or other dangerous articles shown in Railway Express Agency—Regulations for the Transportation of Explosives and other dangerous articles—I. C. C. 213 and supplements thereto.

(2) Express cars containing L. C. L. shipments of laboratory or other samples of forbidden and acceptable explosives shown in paragraphs 21 and 22; also fireworks, sub-paragraph (J), of paragraph 22, poison gases, compressed gases, as well as inflammable liquids, other than specified in paragraph 115 as published in Railway Express Agency Tariff I. C. C. No. 213 and supplements thereto.

(3) Freight cars containing any quantity of explosives named in Regulations 620 (a), 620 (b) and 620 (c) or Dangerous articles other than Explosives named in dangerous article list of I. C. C. Regulations for the Transportation of Explosives and other Dangerous Articles as found in B. W. Dunn's Freight Tariff No. 2 and P. R. R. General Notice No. 225-A and supplements thereto and reissues thereof. This restriction includes all cars which require protection of the following placards: Explosives, Inflammable, Acid or Corrosive, Compressed Gas, Poison Gas and Poisonous.

(4) Tank Cars.

(5) Cars with wooden sills.

(6) All cars which will not pass the American Railway Association Third-Rail clearance diagram.

(7) Cars exceeding in height above top of rail 14 feet 6 inches at brake wheel and exceeding the clearance limitation of the New York Tunnels.

(8) Cars exceeding dimensions shown in General Notice No. 207.

Cars which may be moved: All Pennsylvania cars up to and including H 21-A and all loaded foreign cars not exceeding 110,000 pounds marked capacity which are not otherwise barred by foregoing limitations.

Operating limitations which should be observed:

(a) Passenger trains must not exceed 30 cars.

(b) Freight trains must not exceed 30 cars or 800 tons.

(c) One electric engine only to be used per freight train unit.

Passenger and baggage type cars must be of all-steel construction; refrigerators or freight type cars to be restricted to those of all-steel underframe.

Cars equipped for lighting of any type must be by electricity.

Coal or charcoal ranges or heaters in cars of other than all steel construction must have fires extinguished before entering tunnels. Conductors must know that fires are extinguished.

S30.**ELECTRICAL OPERATION.**

D3001. Power Directors are located and have jurisdiction as follows:

New York—East of west portal North River Tunnels.
Jersey City—West of west portal North River Tunnels.

D3005. Following tracks equipped for A. C. electrical operation:

Main Tracks Between—

Harold and Holmes.

Z and Hudson (Passenger tracks).

Harsimus Cove and WA-3 (Freight tracks).

Greenville and Lane.

Union and WC.

SA and end double track SA.

End double track SA and Deep Cut (Westward track).

End double track SA and 662 feet west thereof (Eastward track).

Midway and JG:

Eastward track Midway to 2640 feet east thereof.

Westward track Midway to 1380 feet east thereof.

Princeton Junction and Princeton.

Morris and CF:

Westward track Morris to 3481 feet west thereof.

Eastward track Morris to 4053 feet west thereof.

Middle Route Morris to 4646 feet west thereof.

Fair and BO:

Westward track Fair to east side Greenwood Avenue overhead bridge, Trenton.

Eastward track Fair to 300 feet west Greenwood Avenue overhead bridge, Trenton.

Yard Tracks and Sidings—

Sunnyside Yard including Loop tracks, Sub tracks, Long Island connecting track, Gosman Avenue Yard and Tracks Nos. 101 to 106 inclusive P. X. T.

Pennsylvania Station (New York) Yard.

Jersey City Passenger Yard—Tracks Nos. 1 to 9 inclusive, Track No. 11 and connection to Running track.

Engine track Z to east end Waldo Avenue Yard.

Running track Z to SC.

Waldo Avenue Yard—Tracks Nos. 2, 7, 17, 18, including leads to Engine track at east end of Waldo Avenue Yard and lead to Eastward Passenger track at SC.

Harsimus Cove—Tracks equipped with overhead wires, including Loop track connection to Z.

Meadows Yard—Tracks equipped with overhead wires.

Manhattan Produce Yard—Tracks equipped with overhead wires including route between Hack and GY via Grape Yard lead, No. 1 Ice House and Government lead, Display Yard lead from connection to Government lead to connection with Track No. 0, Modoc track from crossover switches GY to connection with Track No. 0 and Track No. 0 from connection to Grape Yard lead west of Hack to Hudson.

Eastward Engine track Hudson to GY.

Manhattan Transfer—Tracks Nos. 5, 6, 10, 11, also Tracks Nos. 14, 15 and 16 from east end hand-operated crossover located 400 feet east of Hudson to 1400 feet west of Hudson, including lead to Naught Track east of Hudson.

Newark—Post Office and Beef House Siding.

Greenville Yard—Tracks equipped with overhead wires.

Waverly Yard—Tracks equipped with overhead wires.

Hunter Street Yard—Tracks equipped with overhead wires, including connection to Track No. 0 and Track No. 0 including connection to Track No. 1, Hunter.

South Broad Street Yard—Tracks equipped with overhead wires.

Track No. 5 from connection to L. V. R. R. connecting track Hunter to Lane, including east end Tracks A and B, Durant Yard.

Waverly—West Yard Track No. 4, including connection to Track No. 6.

Track No. 0 from connection to Track A Elmora to 3135 feet west thereof.

Rahway—Siding (Tail Track) from switch connection to westward track, 1066 feet west Signal A205 to 510 feet east of switch connection.

South Amboy—MU Yard and Ladder Track (west end Interchange Track). Sub Station Siding from connection to westward track to 432 feet east thereof.

Canal—Track No. 5 between Baldwin Street Yard, New Brunswick, and Canal, including west end Baldwin Street Yard. Ladder track west end Mile Run Yard, including lead to Passenger Yard.

MU Yard and Millstone Branch to 1700 feet west of Main Track connection and Track No. 0 from connection with Track No. 1 to 275 feet west thereof.

Monmouth Junction—Track No. 0 from connection to eastward track to 1068 feet west thereof.

Rocky Hill Branch Track from connection to Track No. 4 to 730 feet east thereof.

Princeton Junction—Track No. 5 from connection to Princeton Branch to 3230 feet east thereof.

Princeton Junction to Princeton—Siding Track.

Lower Yard—Tracks 7 to 16, inclusive.

Millham Branch—Westward Track from connection to Eastward Track to 720 feet west thereof.

Millham to Fair—Tracks Nos. 0 and 5.

Trenton—Barracks Yard—East Side Tracks Nos. 1 and 2.

West Side—Tracks Nos. 1, 2, 3, 4, 5, 6, 7, 12, 13, 14.

Passenger Station—West Side—Westward Station Track and Tracks Nos. 6 and 7.

East Side—Eastward Station Track; North Side Low Platform; South Side Low Platform; Track No. 1 Station Yard and Wall Track.

Crossover from Track No. 0 to Wall Track under Chestnut Avenue overhead bridge.

Morris to Greene—Track No. 0.

Bristol Yard—Tracks equipped with overhead wires.

Torresdale—Siding from connection to Track No. 1 to 1900 feet west thereof.

D3006. Canal—Engine crews requiring water at standpipe on Track No. 5 must operate sectionalizing switch No. 55, located on Catenary pole 31.60, to open position before going on top of tender. Operation of this switch to "OPEN" de-energizes and grounds catenary over Track No. 5 from 57 feet east of to 280 feet west of standpipe. Sectionalizing switch must be restored to "CLOSED" position after taking water.

D3007. Torresdale—Before making movements with A. C. equipment on siding, trainmen must operate Sectionalizing Switch No. 10, located on Catenary pole 74.09 to "CLOSED" position. Sectionalizing Switch must be restored to "OPEN" position after completing movement.

D3008. Following tracks equipped for D. C. electrical operation:
Main Tracks Between—

Harold and 500 feet west of eastward home signal Bridge, Portal. SC (Connection H. & M. R. R.) and Hudson (Passenger Route).

Track No. 4 Hudson to (H. & M. R. R. Connection) Dock.

Track W Dock (H. & M. R. R. Connection) to Newark.

Track E Newark to Dock (H. & M. R. R. Connection).

Track 1, Dock (H. & M. R. R. Connection) to Hudson.

Yard Tracks and Sidings—

Tracks east of east portals, North River Tunnels, except the following tracks in Sunnyside Yard:

Tracks Nos. 1 to 44, inclusive.

Tracks Nos. 56 to 66, inclusive.

Boiler House Track.

Wheel Tracks Nos. 1, 2, and 3, Shop Yard.

Turntable Track.

Supply Track.

Team Track north of P. X. T. Building.

Gosman Avenue Storage Tracks.

Interchange track located north of track Sub. 4.

"R" Interlocking

Loop "A".

Lead No. 2, west of crossover No. 23.

Lead No. 3, west of crossover No. 27.

Lead No. 4, west of crossover No. 29.

Lead No. 5, west of crossover No. 31.

Manhattan Transfer Loop Yard.

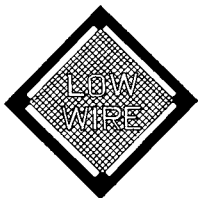
Manhattan Transfer Tracks Nos. 6, 8, 13, and west end of Track No. 16.

Yard Tracks E and W Newark to South Street.

Tail Track, Newark.

D3010. At certain locations on Main tracks and in Yards, minimum clearance of approximately 24 feet, 6 inches, has been provided between trolley wire and top of rail to permit employees to ride or work on top of cars or other equipment in performance of their duties.

Such locations will be designated High Wire Territory, the limits of which will be marked by High Wire and Low Wire signs—



Employees must exercise caution and not permit any part of their person or equipment to get closer than three feet to energized wires.

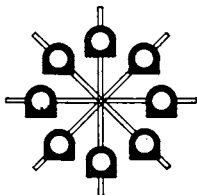
D3011. Multiple unit cars equipped with pantographs with a maximum operating height of less than 24 feet 6 inches must not be operated in High Wire Territory with pantograph in raised position.

D3016. Phase Breaks in overhead trolley wire located as follows:

New York Route—Eastward and Westward Tracks, 1500 feet east of Signal W38 extending 200 feet east of and 200 feet west of Catenary pole W3.44.

Phase Break signs, marked "PB," located on first Catenary pole in advance of break.

Position light Phase Break indicators of type shown below for eastward movements on eastward and westward tracks located on Signal Bridge W38 and for westward movements on westward track on Catenary Pole W3.05 and for westward movements on eastward track on ground mast 186 feet west of Signal W31.



When any position light Phase Break Indicator is displayed, Enginemen of electric engines and multiple unit trains on all tracks must be governed as follows:

One engine with one pantograph up—place controller in “OFF” position before entering the Phase Break, keeping it in that position until after the Phase Break has been passed.

One engine with both pantographs up; two or more engines and multiple unit trains—drop pantographs before entering the Phase Break, keeping them down until after the Phase Break has been passed.

When position Light Phase Break Indicator is not displayed, pantographs must not be dropped for the Phase Break and power may be used.

D3020. Special Instructions for Employees in Electrified Territory, issued in book form C. T. 290, in effect.

D3021. Employees working on or near energized wires must obtain permission and proper protection from Power Director.

D3022. Conductors are responsible for knowing that Trainmen; Enginemen are responsible for knowing that Firemen; Foremen are 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.

D3023. When an overhead wire failure occurs that may obstruct adjoining tracks, all tracks must be immediately protected.

D3024. Pantograph poles and rubber gloves are located at all Block and Interlocking Stations in electrified territory.

D3025. When double pantographs are used, passenger trains hauled by two or more A. C. electric engines must operate with both pantographs raised on leading unit and rear pantograph raised on each trailing unit. Should rear pantograph of trailing unit become damaged necessitating using front pantograph, rear pantograph of leading engine should then be lowered and front pantograph used.

Freight trains hauled by two or more A. C. electric engines may operate with two pantographs raised on each of two leading units and with rear pantograph raised on each trailing unit.

D3026. During sleet storms, when double pantograph order is in effect, pantograph shoes of electric engines and multiple unit cars operating in passenger service will be examined at Trenton.

Enginemen of all eastward passenger trains making station stop will stop with front end of leading engine opposite east end of eastward station platform.

Enginemen of all westward passenger trains making station stop will stop with front end of leading engine opposite west end of westward station platform.

Approaching Trenton the Fireman must operate boiler in manual control using stack blower, to permit engineman to lower pantographs.

Immediately after stopping Engineman must lower pantographs to permit qualified electrician to make pantograph shoe inspection. Engineman must not raise pantographs until after this inspection is completed and he has been so advised by the qualified electrician that pantographs may be raised.

D3028. Electric engine and multiple unit train crews must make frequent inspections of pantographs enroute. In the case of multiple unit trains this can be done at station stops by train crews; in the case of engines, it must be done not only at station stops but repeated enroute between stops and if the train is doubleheaded, both engines are to be inspected.

If pantograph shoe or frame is broken or badly bent, indicating having been struck or having struck something, pantograph must be lowered and train immediately stopped (giving consideration to drifting to the first available telephone providing no further damage would result in so doing) reporting condition to Superintendent as promptly as possible, giving location, in order that other trains may be stopped before reaching point of trouble. If it is known no immediate repairs are necessary raise good pantograph and proceed. If immediate repairs are necessary be governed by instructions in the C. T. 290.

It is important that Enginemen and Firemen, when inspecting engines at terminals or intermediate points and while running over the road, give particular attention to condition of pantograph, especially shoes. Excessive wearing of pantograph shoe usually shows up on edge, in form of a split, which may be easily detected by underneath inspection. Also check for bent or dented shoes and look for broken or missing horns or other unusual condition of pantograph. If any defective condition of pantograph or shoe is noted enroute, pantograph should be at once lowered, raising the other pantograph and notify Superintendent by message at first available point, giving brief description of trouble and location on road where defective pantograph was first noted, also make report of same on M. P. 62-E, M. P. 217 or other authorized reports, on arrival at terminal.

It is imperative that pantograph be inspected at every available opportunity.

D3030. When necessary to de-energize catenary or Third Rail to prevent loss of life or damage to property, Power Director must be immediately notified and person so notifying Power Director must await his instructions.

D3031. When an A. C. electric engine or an A. C. multiple unit car becomes derailed pantograph must be immediately lowered.

When there is a possibility that contact between A. C. electric engines or A. C. multiple unit cars and electric return circuit, as represented by running rail, may be broken, pantographs must be immediately lowered. No pantograph shall be raised until it has been definitely known that A. C. electric engine or A. C. multiple unit car is again making proper contact with electric return circuit.

D3032. When there is a possibility that contact between D. C. electric engines or D. C. multiple unit cars and electric return circuit, as represented by running rail, may be broken, third rail contact shoes must be removed from contact with third rail.

D3040. Alternating Current Multiple Unit Car Equipment Instructions No. 66-C (except last paragraph of Instruction No. 48, page 51); Engineman's Instructions No. 215; Pennsylvania-Hudson & Manhattan Railroad Companies Electric Train Service Instructions No. 138-A; issued in book form, in effect.

D3041. Emergency train brake attachment to master controller of electric engines must be in service on end from which engine is operated, with following exceptions:

1. When making shifting movements.
2. During backward movement, when engineman is required to look backward out of cab windows.
3. When Enginemen are being instructed by a qualified instructor.
4. When operating in freight service emergency train brake attachment must be inoperative.

D3042. Back up movements with light electric engines, except movement of single engine with stream line cab, Fireman must take position on forward end of engine in direction of movement and control movement of engine by means of hand signals to Engineman. He must observe all signals affecting movement of his engine and will be held responsible for disregarding same.

D3043. When two or more trains using electric power stop on the same track a short distance apart, train that is close to a train ahead must not start until preceding train has been under headway 30 seconds.

D3044. When more than two D. C. electric engines are coupled together, power must not be used on more than two engines.

D3047. Not more than two persons in addition to engine crew, except in special cases, permitted to ride on front platform of multiple unit trains or electric engines.

D3050. Tonnage Rating and Notch Restrictions for operation of electric engines in Passenger Service:

P-5a Engines—

1040 tons or less—No notching restrictions.

1041 to 1100 tons—Controller handle must not be moved above 18th notch.

1101 to 1200 tons—Controller handle must not be moved above 17th notch.

1201 to 1250 tons—Controller handle must not be moved above 16th notch.

Trains will be double headed when tonnage exceeds 1250 tons.

GG-1 and R-1 Engines—

1120 tons or less—No notching restrictions.

1121 to 1180 tons—Controller handle must not be moved above 18th notch.

1181 to 1280 tons—Controller handle must not be moved above 17th notch.

1281 to 1330 tons—Controller handle must not be moved above 16th notch.

Trains will be double headed when tonnage exceeds 1330 tons.

In computing tonnage for electric engines hauled dead in trains:

P-5a, 197 tons. GG-1, 230 tons. R-1, 201 tons.

In computing tonnage for operation of P-5a, R-1 and GG-1 electric engines in passenger service, weight of each car as given in following table must be used:

90 tons—Diner.

85 tons—Pullman, Business.

80 tons—PB-70, PBM-70, PBM-70a, BM-70, Cafe, M-70, B-74a, B-74b, B-70, B-70a.

75 tons—B-60, B-60a, B-60b, when in mail storage service.

65 tons—P-70, (R-50, R-50a, R-50b, REA Cars, B-60, B-60a, B-60b, when in express service).

55 tons—B-60, B-60a, B-60b, when empty.

Conductors must advise enginemen weight of train. This information must be given to enginemen taking charge of engines at an intermediate point by enginemen relieved.

Engineman must know weight of train before leaving any originating point, and before leaving any point where make-up of train is changed.

Conductor and Engineman must report to Superintendent before moving trains exceeding tonnage rating shown.

D3051. No train in excess of 2000 tons can be handled through North or East River Tunnels without double heading.

D3053. The overload relay setting for each main motor circuit on GG-1 electric engines will be 3000 amperes.

It is desired to keep cab amperage, under ordinary circumstances, below 2800 amperes when starting. If necessary to use 2800 amperes or more in starting, a detail report must be made at end of trip. After starting, limit current to 2500 amperes up to 17th notch inclusive; from 17th to 22nd notch inclusive current must not exceed 2200 amperes.

D3054. Adjusted tonnage rating for P-5a engines in freight service is as follows:

| Between | Eastward or Northward | | Westward or Southward | |
|--------------------------------------|-----------------------|-----------|-----------------------|-----------|
| | Factor | Adj. Tons | Factor | Adj. Tons |
| Potomac Yard—Fulton Jct. | 5 | 2500 | 5 | 2500 |
| Fulton Jct.—Bay View..... | 5 | 2500 | 5 | 1640 |
| Bay View—Edge Moor..... | 7 | 3900 | 7 | 3700 |
| Edge Moor—Grays Ferry.. | 10 | 3900 | 10 | 3900 |
| Grays Ferry—Jersey Terminals..... | 10 | 3900 | 10 | 3530* |

*Helper to be furnished out of Waverly Yard when handling over 3350 adjusted tons.

In using these ratings it should be borne in mind that they require momentum operation of ruling grades and certain intermediate grades and in case train is stopped on such grades, assistance must be procured before starting.

These engines must not be operated beyond 15th notch, speed restriction carefully observed, starting and acceleration closely watched and weak field operation for long periods avoided as much as possible.

Passenger electric engines (assigned to passenger service) may be used on freight trains in emergency cases, but only when steam engines or freight assigned electric engines are not available.

When passenger assigned electric engines are so used adjusted tonnage limits and notching restrictions now in effect for P-5a engines in freight service must be observed.

P-5a type engines hauling westward freight trains of 3528 or more adjusted tons, if stopped on ascending grade between a point 2640 feet west of Trenton Station and east end Delaware River bridge, must not, on account of possible overheating, attempt to start train without assistance.

D3055. Various classes of A. C. electric engines may be operated in multiple by use of control jumpers as follows:

- B-1 with B-1 class only.
- GG-1 with GG-1 class only.
- L-5 with L-5 class only.
- L-6 with L-6 or L-6a.
- O-1 with O-1 class only.
- O-1a with O-1a class only.
- O-1b with O-1b class only.
- O-1c with O-1c class only.
- P-5 with P-5 or P-5a class, which includes old and modified.
- R-1 with R-1 class only.

D3056. Master Controller handle must in no case be blocked, fastened or otherwise tampered with in such a manner as to prevent spring tension returning it to Emergency Position if engineman's hand is removed.

D3057. Engineman before leaving operating compartment on multiple unit equipment must make full service application of the brakes, remove brake valve and master controller handles keeping same in his possession.

D3058. When necessary to keep pantographs down on A. C. Multiple Unit equipment, the ground switch must be fully closed and pinned.

D3059. When an engineman moves from one end of a multiple unit car or train to operate from opposite end, a full service application of brakes must be made and brake pipe cutout cock closed before brake valve handle is removed. This to insure brakes being applied on train or car after brake valve handle is removed.

D3060. Movements made with multiple unit cars by two Enginemen operating from opposite ends, the Engineman operating when stopping must make a full service application of brakes and after lapping brake valve, close cutout cock in brake pipe. The Engineman on opposite end will release brakes by placing brake valve handle in release position and opening cutout cock in brake pipe. This to insure Engineman on operating end having control of brakes at all times.

D3061. When moving D. C. Multiple Unit cars in yards, Enginemen must be on forward end in direction of movement.

D3062. Multiple Unit trains must not assist in starting trains hauled by steam or electric engine.

D3063. Operation of one A. C. Multiple Unit car is prohibited except when shifting (except as provided in Special Instruction D3064). 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.

D3064. Combined cars 4551 and 4553 are equipped with over-load relay emergency switch sealed in cut-in position to be broken and cut out in case of brake failure, for single unit operation on Princeton Branch.

D3065. Regulation of Electric Heat on Trains:

Power Directors must obtain temperature readings from initial terminals of Multiple Unit trains at frequent intervals and direct display at locations named below, heat numeral signs in accordance with following:

Temperature above 55 degrees No. 0 heat numeral.

Temperature between 55 and 30 degrees No. 1 heat numeral.

Temperature between 30 and 21 degrees No. 2 heat numeral.

Temperature below 21 degrees No. 3 heat numeral.

Car Inspectors at terminals must heat cars to correct temperature prior to departure.

No. 3 heat applied to a cold car will bring temperature to 65 degrees in approximately following elapsed time:

| Outside Temperature | Time |
|-----------------------|--------------------|
| 0 to 10 degrees..... | 2 hours 10 minutes |
| 10 to 20 degrees..... | 1 hour 50 minutes |
| 20 to 30 degrees..... | 1 hour 25 minutes |

D3066. Heat numeral signs 0—1—2—3 will be displayed at:

Sunnyside Yard.....Crew Dispatcher's Office.

New York.....Crew Dispatcher's Office.

New York (Hudson Terminal)..Bulletin Board.

Jersey City.....Crew Dispatcher's Office.

Newark.....Ticket Receiver's Office.

South Amboy.....Yard Master's Office.

Canal.....Yard Master's Office.

Trenton.....Baggage Room.

Asst. Yard Master (West Barracks.)

Trainmen must observe heat board posted at initial terminals to ascertain what heat board is in effect, after which they will check this against the heat switches of cars in their train and know that they are heated to the proper temperature.

D3070. Multiple unit cars with motor inoperative may be placed in trains at terminals as follows when necessary:

| TOTAL NUMBER OF CARS IN TRAIN Between | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|----|
| | Number of cars in train with inoperative traction motors | | | | | | |
| Philadelphia—Trenton..... | 0 | 1 | 1 | 2 | 2 | 2 | 3 |
| Philadelphia—Jersey City..... | 0 | 1 | 1 | 2 | 2 | 2 | 3 |
| Philadelphia—New York..... | 0 | 1 | 1 | 1 | 2 | 2 | 3 |
| New York—New Brunswick, South Amboy or Trenton..... | 0 | 1 | 1 | 1 | 2 | 2 | 3 |
| Jersey City—New Brunswick, Trenton, Philadelphia or South Amboy..... | 0 | 1 | 1 | 2 | 2 | 2 | 3 |
| Princeton Branch..... | 0 | 1 | 1 | 1 | 2 | 2 | 3 |

NOTE—When motors on a double unit car are inoperative, such car and its trailer are to be counted as two cars.

This practice is permissible only to move inoperative cars to car shops for repairs and, otherwise, only in extreme cases of deranged car supply to avoid long delays.

D3071. When traction motors become inoperative enroute, Enginemen and Trainmen must be governed by Instruction No. 64, Book 66-C and report conditions at first opportunity to Superintendent.

D3072. A. C. electric engines must have pantographs down and hand operated ground switches closed while being sanded.

D3074. Brake pipe pressure on an A. C. Multiple Unit car must not be changed above 90 pounds and on a D. C. Multiple Unit car above 70 pounds when handled by an engine.

D3080. A. C. electric engines or A. C. Multiple Unit cars moved through North or East River Tunnels must not have hand ground switches or ground contactors closed.

D3081. Pantographs must not be dropped between west portal of North River Tunnels and east portal of East River Tunnels; on Sub-1 and Sub-2 tracks under L. I. R. R. tracks east of F Tower and under overhead structures, except in Yard A and west end of Yard E, Pennsylvania Station, New York, or in case of emergency, and then only after controller is in "OFF" position and control switches to blower motors, air compressor and heaters have been opened, or until it is known that trolley wire is de-energized. There is no restriction raising lowered pantographs in this territory.

D3082. Enginemen of New Haven engines responsible for knowing that changeover switch is in A. C. position, the D. C. pantograph locked down and third rail contact shoes in raised position clear of third rail and protection board.

Employees are prohibited from moving A. C. changeover switch from A. C. position.

D3083. Firemen on electric engines must not operate an electric engine except under personal supervision of Engineman, who must be in cab with Fireman when he is handling engine. Engineman must not allow Fireman to handle engine while making movements in and around Pennsylvania Station, New York; between New York and Newark and between New York and Harold.

D3084. H. & M. R. R. Enginemen must use electric brake, except eastward trains from Newark, must make station stop at Harrison with automatic brake.

On eastward trains not stopping at Harrison, Engineman must make running test with automatic brake between Newark and Harrison.

Automatic brake must also be tested prior to departure from Yard.

D3085. H. & M. R. R. Enginemen and Trainmen on "lay up" trains must turn all drum switches to "OFF" position. Before uncoupling or coupling cars, it must be known that drum switches are in "OFF" position. After makeup of train has been completed, drum switches may be turned to "ON" position, indicating GREEN on panel board in end of each car.

H. & M. R. R. Rear Brakemen of westward trains, after arrival at Newark must personally turn drum switch of rear car to "OFF" position.

H. & M. R. R. Conductors of eastward trains, when taking position on trains, must personally turn drum switch of head car to "ON" position.

D3086. Portable third rail jumpers have been placed at east end, westward platform Harrison and at all interlocking stations in D. C. electrified territory. They must be replaced after using.

D3088. H. & M. R. R. Compromise car couplers are located at SC, Hack, GY and Hudson Block Stations and at east end, westward platform Harrison.

D3089. Engines and cars must stop clear of insulated rail joints on east end of Tracks Nos. 2 to 9, inclusive, Jersey City Passenger Station. Locations of insulated joints are designated by yellow stripe painted across tracks and red sign with yellow cross suspended adjacent to track.

D3090. Fires originating from electrical causes must be extinguished with earth, sand, or Lux portable fire extinguishers.

Water or Pyrene must not be used unless it is known that the electric current has been shut off.

D3091. In event of fire or serious flashing developing on trains while in East or North River Tunnels every effort must be made to get train out of tunnel as quickly as possible. Engineman must be notified at once but train must not be stopped unless there is a reason to believe that derailment or personal injury may otherwise result.

Trainmen must close all doors, windows and ventilators as quickly as possible.

If fire should occur in interior of any car or threaten to communicate to it, passengers must be removed from this car to an adjacent car as quickly as possible but no more doors must be opened than necessary to make expeditious transfer.

After this is done, fire extinguishers may be used to put out fire; but employes are cautioned to play only sufficient of liquid as is necessary to extinguish fire, so as to reduce to greatest possible extent fumes given off when this liquid comes in contact with fire, thus insuring least amount of inconvenience and discomfort to our patrons.

In event of electrical trouble, Engineman must be at once advised and his instructions carried out.

In case Engineman discovers fire of any magnitude on roadway in East or North River Tunnels, he must attempt to stop train within reasonable distance before reaching fire in order that smoke or fumes may not reach train. If it is found to be impossible to stop train before reaching fire, train should proceed until it has passed beyond fire, provided that condition of track is such that it is safe to proceed. Should train be stopped by an emergency application close to or over fire, train must be started as quickly as possible and moved to a safe distance beyond fire.

D3092. In event of an accident or irregularity occurring to train in tunnel which endangers safety of passengers or train, immediate action must be taken to get passengers to place of safety. If safe to move, train proceed to first tunnel exit.

Exits can be reached from left-hand side of train in direction of current of traffic, located as follows:

North River Tunnels—Weehawken Shaft; Eleventh Avenue Shaft.

East River Tunnels—First Avenue Shafts; Long Island City Shafts.

D3093. Tunnel alarm system consists of alarm boxes, indicated by a blue light, located not more than 800 feet apart on opposite bench walls to signals which govern movements with current of traffic, and are connected to indicators in offices of Train Director, Power Director as well as Sub-Stations and Interlocking Stations controlling operation of trains in respective tunnels, where each series of alarm boxes is located.

Each box is numbered and contains two levers, one "BLUE" and one "RED." Blue lever is marked "POWER" and when pulled trips circuit breakers controlling Third Rail Section adjacent to box, thus "cutting off" power, and at same time sending in two alarms to connected indicators. Red lever is marked "FIRE" and when pulled performs same function as power lever, but sends in two additional alarms.

Appliances belonging to this system must not be tampered with, and must be used only in an emergency which makes it necessary for preservation of life or property to remove energy from Third Rail.

Person who pulls lever must at once telephone circumstances to Train Director.

All employes charged with movement of trains, maintenance of or repair to track or signals, or engaged in any kind of work in tunnels, must familiarize themselves with location and use of tunnel alarm boxes.

When Power Director, New York, receives indication from a box of tunnel alarm system, he must notify Train Director at A Block Station, who will arrange for holding all trains out of tunnel involved.

D3094. Tunnel alarm bells located at various automatic signals which govern movement with current of traffic are so connected that when power leaves Third Rail of section in advance of signal, the signal will display its most restrictive indication and alarm bell will ring until power is restored. Train must not pass signal while alarm bell is ringing without authority from Train Director, at A Block Station.

S31. EMPLOYES' REGISTER.

S31A. When reporting for duty, trainmen, enginemen and firemen in road and yard service must personally sign a register in the presence of Assistant Train Master, Yard Master, Station Master, Agent, Engine House Foreman or their representatives, or Operator, when register is signed at a Block Station, who will witness the signatures.

D3101. Registers for this purpose are located as follows:

| LOCATION | Passenger Train Crews | Passenger Yard Crews | Freight Crews | Engine Crews |
|--|--------------------------|-------------------------|---------------|--------------|
| Brooklyn—North 4th Street..... | | | X | X |
| New York—37th Street Freight Station..... | | | X | X |
| Sunnyside Yard—Crew Dispatcher's Office..... | X | X | X | X |
| New York—Crew Dispatcher's Office..... | X | X | | X |
| Jersey City—Crew Dispatcher's Office..... | X | | X | X |
| Jersey City—"Z" Tower..... | | X | X | X |
| Henderson Street—Yard Master's Office..... | | | X | X |
| Greene Street—Assistant Yard Master's Office... | | | X | X |
| Meadows—Yard Master's Office..... | | | X | X |
| Meadows—West end Produce Yard..... | | | X | X |
| Meadows—Enginehouse..... | | | X | X |
| Harrison—Yard Master's Office..... | | | X | X |
| Newark—Ticket Receiver's Office..... | X | X | | X |
| Newark—Clinton Avenue Yard..... | | | X | X |
| Waverly—Yard Master's Office WA-4..... | | | X | X |
| Waverly—WA-5 Office—East end..... | | | X | X |
| Greenville—Yard Master's Office..... | | | X | X |
| Greenville—Westbound Hump—Assistant Yard Master's Office..... | | | X | X |
| Canal—Yard Master's Office..... | X | | X | X |
| Princeton—Conductors' Room..... | X | | | X |
| Trenton—Baggage Room..... | X | X | | X |
| Trenton—Asst. Yard Master's Office—Barracks... | X | | X | X |
| Trenton—Asst. Yard Master's Office—Coalport... | | | X | X |
| Trenton—Enginehouse Foreman's Office..... | | | X | X |
| Bristol—Weighmaster's Office..... | | | X | X |
| South Amboy—Yard Master's Office..... | X | | X | X |
| Long Branch—Conductors' Room..... | X | | | X |
| Bay Head Junction—Telegraph Office..... | X | | X | X |
| Phillipsburg—Yard Master's Office..... | | | X | X |
| Stroudsburg—Gravel Place Enginehouse..... | | | | X |
| Stroudsburg—Stroudsburg Tower..... | X | | | |

X—The class of crews reporting at points indicated.

D3102. Passenger trainmen, unless otherwise instructed, will report for duty prior to leaving time of trains as follows, personally signing crew register, ready for duty, not later than time specified: Sunnyside Yard—1 hour, 10 minutes prior to scheduled leaving time of train from Pennsylvania Station, New York, and 30 minutes prior to scheduled leaving time of train from PXT. Pennsylvania Station, New York—30 minutes prior to scheduled leaving time.

Jersey City—20 minutes prior to scheduled leaving time.

Rahway—10 minutes prior to scheduled leaving time.

Canal—15 minutes prior to scheduled leaving time.

Princeton—15 minutes prior to scheduled leaving time.

Trenton—15 minutes prior to scheduled leaving time.

South Amboy—25 minutes prior to scheduled leaving time.

Long Branch—20 minutes prior to scheduled leaving time.

Bay Head Junction—35 minutes prior to scheduled leaving time.

Stroudsburg—30 minutes prior to scheduled leaving time.

Passenger trainmen deadheading will sign crew register 10 minutes prior to leaving time of train on which deadheading.

Passenger trainmen for trains to and from New Haven R. R. will report for duty 10 minutes prior to arrival of train.

Passenger trainmen terminating duty at Sunnyside Yard, Pennsylvania Station (New York) and Jersey City will personally sign crew register.

Passenger trainmen of L. I. R. R. will report for duty at Pennsylvania Station, New York, prior to leaving time of trains, as follows:

Multiple unit service—15 minutes.

Other service—20 minutes.

D3103. Passenger engine crews, unless otherwise instructed, will report for duty prior to leaving time of trains as follows, personally signing crew register and ready for duty, not later than time specified:

ELECTRIC ENGINES—

Sunnyside—For trains from Sunnyside Yard—1 hour 45 minutes prior to scheduled leaving time of trains from New York.

Sunnyside—For trains from New York—1 hour 15 minutes prior to scheduled leaving time of train.

Sunnyside—For trains from Jersey City—1 hour 45 minutes prior to scheduled leaving time.

Jersey City—30 minutes prior to scheduled leaving time.

South Amboy—45 minutes prior to scheduled leaving time.

Trenton—45 minutes prior to scheduled leaving time.

STEAM ENGINES—

Meadows—For trains from Manhattan Transfer—1 hour 15 minutes prior to scheduled leaving time of train from Manhattan Transfer.

Meadows—For trains from Jersey City—1 hour 30 minutes prior to scheduled leaving time of train from Jersey City.

South Amboy—50 minutes prior to scheduled leaving time.

South Amboy—For trains from Union—1 hour 30 minutes prior to scheduled leaving time of train from Union.

Long Branch—45 minutes prior to scheduled leaving time.

Bay Head Junction—50 minutes prior to scheduled leaving time.

Trenton—1 hour 15 minutes prior to scheduled leaving time.

MULTIPLE UNIT TRAINS—

New York—20 minutes prior to scheduled leaving time.

Jersey City—20 minutes prior to scheduled leaving time.

Canal—20 minutes prior to scheduled leaving time.

South Amboy—30 minutes prior to scheduled leaving time.

Princeton—20 minutes prior to scheduled leaving time.

Trenton—40 minutes prior to scheduled leaving time (equipment from west yard).

Trenton—45 minutes prior to scheduled leaving time (equipment from east yard).

* * *

L. I. R. R. Enginemen reporting for duty at New York, will be at their trains not less than 10 minutes in advance of leaving time. They are not relieved of reporting to Crew Dispatcher and examining bulletin board before going on duty.

New Haven R. R. Enginemen reporting for duty at New York, will report not less than 40 minutes prior to leaving time of train from New York.

D3104. Train and engine crews, after having been off duty one hour or more, must re-register.

S32.

PERSONAL INJURIES.

S32A. Emergency calls for Surgeons will have preference over other business, except train orders and power emergency calls.

Employees injured on company property, or while on company business, will be treated by the nearest physician named on following page, without cost, throughout their disability. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals named on following page.

Passengers or others injured on company property will receive first attention by the Medical Examiner or Company Surgeon, without cost; at points where it is impossible to obtain their services, the company will be responsible for the cost of reasonable surgical attention by an outside Surgeon for the first services rendered, subsequent attention will be determined by direction of proper official.

D3201.

**MEDICAL EXAMINERS AND
COMPANY SURGEONS.**

| LOCATION | NAME AND ADDRESS | TELEPHONE No. |
|------------------|---|--|
| Long Island City | Wm. J. Lavelle, 30-52 Crescent St..... | Stilwell 4-0666 or Astoria 8-0426. |
| New York..... | J. S. Moses, Pennsylvania Station.. | Penna. 6-6000. |
| | Judson C. Fisher, 386 Fourth Avenue... | UPtown 2451. |
| | A. P. Harrison, Jersey City Pass. Sta.. | Lexington 2-2680. |
| Jersey City..... | Geo. J. Brick, 43 Cottage St..... | Jersey City 380. |
| | Henry Reich, Medical Towers, Clinton Avenue..... | Journal Sq. 2-4138. |
| Newark..... | Paul Keller..... | Market 2-4093. |
| | 15 Washington St.... | Humboldt 2-5459. |
| Elizabeth..... | S. F. Wade, 555 Newark Ave..... | Elizabeth 2-5214. |
| Perth Amboy... | W. E. Ramsay, 240 High St..... | Perth Amboy 4-0004. |
| | J. Francis Weber 264 Main St..... | So. Amboy 360. |
| South Amboy... | *E. H. Eulner, 216 Henry St..... | So. Amboy 216 or So. Amboy 4-0831. |
| Asbury Park.... | Oliver K. Parry, 601 Bangs Ave..... | Asbury Park 3546. |
| Point Pleasant.. | Frank Denniston, 422 River Ave..... | Point Pleasant 164. |
| Metuchen..... | J. D. Witmer, 456 Middlesex Ave... | Metuchen 6-1573. |
| New Brunswick. | Herbert W. Nafey, 51 Livingston Ave.... | New Brunswick 4304 or 1827. |
| | H. T. Richardson, Trenton Passenger Station or 1457 Pennington Road..... | P. R. R. Ext. 63 or Trenton 2-5555. |
| Trenton..... | J. A. Connolly, 212 W. State St..... | Trenton 9791. |
| Bristol..... | W. C. LeCompte, 237 Radcliffe St..... | Bristol 636. |
| Jamesburg..... | J. W. McKiñstry, Railroad Ave..... | Jamesburg 141 or 161 |
| | L. T. Salmon, 41 Bridge St..... | Lambertville 50. |
| Lambertville.... | *L. C. Williams, 61 Bridge St..... | Lambertville 89. |
| Phillipsburg... | Paul F. Drake, 85 Summit Ave..... | Phillipsburg 5-3101. |
| Belvidere..... | G. Wyckoff Cummins, 202 Mansfield St.... | Belvidere 30. |
| Stroudsburg.... | J. Anson Singer, 116 Washington St... | Stroudsburg 734. |
| | Robert E. Sievers, 15 Walnut St..... | Bordentown 14. |
| Bordentown.... | *C. D. Mendenhall, 412 Farnsworth Ave.. | Bordentown 11. |
| Roebbling..... | J. H. Hornberger, 4th and Main Sts.... | Florence 144. |
| | E. R. Mulford, 100 East Broad St.... | Burlington 370. |
| Burlington..... | *R. D. Anderson, 465 High St..... | Burlington 360. |

* Alternate.

**MEDICAL EXAMINERS AND COMPANY
SURGEONS.—(Continued.)**

| LOCATION | NAME AND ADDRESS | TELEPHONE NO. |
|----------------|--|----------------------------------|
| Riverside..... | R. I. Downs, 40 Scott St..... | Riverside 130. |
| Riverton..... | Harry L. Rogers, 408 Main St..... | Riverton 203 or Riverton 132. |
| Camden..... | A. P. Isenberg, Camden Terminal.... | P. R. R. Ext. 37. |
| | Paul M. Meeray, 405 Cooper St..... | Camden 1125. |

D3202. LOCATION OF HOSPITALS.

| LOCATION | NAME AND ADDRESS | TELEPHONE NO. |
|------------------|---|----------------------|
| Long Island City | St. Johns— 12th St. & Jackson Ave. | Stillwell 4-6310. |
| | West Side— 446 West 43rd St..... | Medallion 3-5520. |
| New York..... | Bellevue— First Ave. & 26th St.. | Caledonia 5-1133. |
| | French— 324 West 30th St..... | Lackawanna 4-3060. |
| | City—Baldwin Ave..... | Bergen 3-7000. |
| Jersey City..... | St. Francis— East Hamilton Place.. | Delaware 6-1050. |
| | Beth-Israel— 201 Lyons Ave..... | Waverly 3-6000. |
| Newark..... | St. Michaels— 306 High St..... | Market 2-7610. |
| | St. James— Jefferson St..... | Market 2-6437. |
| Elizabeth..... | Elizabeth General— 925 East Jersey St.... | Elizabeth 2-3400. |
| Rahway..... | Rahway—Jefferson Ave. | Rahway 7-0034. |
| Perth Amboy... | City— New Brunswick Ave.. | Perth Amboy 4-0871. |
| South Amboy... | South Amboy— Bordentown Ave..... | South Amboy 320. |
| Long Branch.... | Monmouth Memorial— Third Ave..... | Long Branch 3600. |
| Asbury Park.... | Fitkin Memorial— Asbury Park, N. J.... | Asbury Park 8800. |
| Point Pleasant.. | Dr. E. Denniston (Pri- vate)—River Ave.... | Point Pleasant 164. |
| | Middlesex General— Somerset St..... | New Brunswick 12. |
| New Brunswick. | St. Peters—Easton Ave. | New Brunswick 2000. |
| | St. Francis— Hamilton Ave. and Chambers St..... | Trenton 2-4141. |
| Trenton..... | McKinley Memorial— Brunswick Ave..... | Trenton 2-5116. |
| | Mercer— 446 Bellevue Ave..... | Trenton 8241. |
| Bristol..... | Dr. J. Fred Wagner (Pri- vate)—435 Radcliffe St. | Bristol 2112. |
| | Warren— Wilbur Ave..... | Phillipsburg 5-1131. |
| Phillipsburg.... | Easton— 20th and Lehigh Sts. (Easton, Pa.)..... | Easton 6221. |
| Stroudsburg.... | General—East Brown St. | Stroudsburg 936. |
| Riverside..... | Zurbrugg Memorial— Franklin St..... | Riverside 210. |
| | Cooper— 6th and Stevens Sts... | Camden 6600. |
| Camden..... | West Jersey— Mt. Ephraim and At- lantic Aves..... | Camden 364. |

D3203. First-Aid Boxes and Stretchers:**First-Aid Boxes, location of:**

In all passenger carrying cars, including baggage cars and mail cars, and in cabin cars.

At each passenger and each freight station.

At yard offices and other suitable places in the larger yards, Car Inspectors' offices, power plants, sub-stations, block and interlocking stations, tool houses, pump houses, M.W. cabins, wreck trains, shop and engine houses, camp cars and on each track and hand car and as provided by a State law.

Stretchers:

One stretcher should be carried on each combined car and baggage car, to be placed in stretcher box.

One stretcher must be carried on each passenger train, except MU trains.

Stretchers have been placed in each block, interlocking and passenger station in electrified territory.

S33. USE OF TELEPHONES.

S33A. Employees using telephones in connection with train movements must satisfy themselves beyond doubt that they are in communication with proper persons.

Persons using telephones must yield the line promptly for train movements.

If telephone fails, trainmen will use any means of communication to avoid delay.

When used for Block Operations, transmitting train orders or making any arrangement pertaining to the movement of trains by trainmen, the conductor or engineman must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 105.

The same precaution must be taken to insure accurate transmission and proper delivery of train orders and instructions as is required by the rules in transmitting by telegraph. The essential features of all verbal arrangements and instructions such as train numbers, engine numbers, information in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

D3301. Many telephones at outlying points are located in boxes which are equipped with cut-out switches, which cuts the telephone off the line when the door is closed; if necessary to wait for a call, the door should be kept open in order that the bell will ring.

When through using telephone, door must be closed to avoid damage to equipment due to exposure to the weather and to avoid personal injury.

Employees using telephones which are equipped with knife switches must open the switch when through using telephone.

Employees using these telephones should report promptly any defective equipment, absence of train order blanks, etc.

D3302. Telephone boxes at outlying points in the electrified territory are equipped with three-way switches with telephone lines connected with:

- 1—Power Director.
- 2—Telephone Switch-board.
- 3—Tower on each side of telephone.

When necessary to clear any line to get the Power Director, the words "POWER EMERGENCY" will be used; all other persons using line at that time must yield the line at once.

Detailed instructions posted in each box.

D3303. LIST OF TELEPHONES.

Telephones are located at or near Automatic signals, Home Interlocking signals and hand switches to main track.

D3305. In East and North River Tunnels loud ringing bells have been provided for calling. These bells are located at all telephones, and in some cases between telephones.

Persons who have no direct connection and wish to communicate with any person in the tunnels should call central and state

to the operator the person wanted, and in which tunnel they are located.

Calls are as follows:

| | |
|--|------------------|
| Telephone Exchange..... | 1 Long. |
| Trainmen and Emergency Call..... | 2 Short. |
| Trackmen..... | 3 Short. |
| Telegraph and Telephone Repairmen..... | 4 Short. |
| Signal Maintainer..... | 1 Long, 1 Short. |
| Patrolmen..... | 1 Long, 2 Short. |

S34. MISCELLANEOUS.

S34A. Locomotive cranes and such other pivoted machinery equipped with swinging booms of which a part may swing or extend outward, must not be moved in revenue trains unless form C. T. 310 is attached, one to each side of the pivoted machinery when moving on its own wheels or to the car upon which it may be loaded, and form 310-a to the billing. When such shipments are set off for repairs that may effect the requirements of A. A. R. Loading Rules, they must not be moved except upon authority of the Trainmaster, and not until proper inspection, and billing has been endorsed by Agent or Yardmaster, "Reinspected atand loaded as per A. A. R. Loading Rules."

Conductor, when setting off such shipments for repairs, must notify the proper officer that it is pivoted machinery.

D3401. Rule 724 amplified.

Enginemen and Firemen will handle and fire engines and electric engine steam heat boilers in such manner as will eliminate emission of steam and smoke as far as practicable in Newark Passenger Station.

D3403. Regulation Of Steam Heat On Trains.

Heating and Ventilating Systems for Passenger Trains, Instructions No. 103-B and Air Conditioning Systems for Passenger Trains, No. 213a, in effect except as otherwise provided for;

WESTWARD TRAINS.

Sunnyside Yard.

Trains, prior to departure from Sunnyside Yard, must have steam train line blown out either from yard steam plant or electric engine and all Steam Admission or Regulating Valves closed.

Fire in steam heat boilers of electric engines must be extinguished between east portal of East River and west portal of North River Tunnels.

Pennsylvania Station, New York.

When station steam plant is used, steam train line must be blown out and all Steam Admission or Regulating Valves closed just prior to departure.

Fire in steam heat boiler must be immediately relighted after engine passes west portal of North River Tunnel. When steam pressure of 175 pounds has been attained, steam heat starting valve must be opened wide and regulating valve adjusted to 125 pounds and this pressure maintained until after passing Hunter, when pressure will be adjusted to required pressure for heating train unless signal (Rule 16-J) is received for increased steam pressure.

Steam admission or regulating valves on all cars must be closed right after departure from Pennsylvania Station, New York, and remain closed until after passing Hudson to insure main steam line and traps being properly cleared of condensation before steam is admitted to radiators in cars.

Trainmen, when steam appears at rear of train, must adjust steam train pipe end valve to permit a slight exhaust of steam, and open Steam Admission or Regulating Valves, commencing at rear car, to maintain correct temperature.

In event main steam line becomes water-logged steam admission or regulating valves on all cars must be closed and steam pressure from engine increased until condensation is cleared at rear end, after which steam admission or regulating valves may be again opened.

If steam does not appear at rear of train before passing North Elizabeth, train crew will immediately make an examination of all end valves to definitely ascertain they are wide open. Conductor will then signal (Rule 16-J) Engineman for additional steam pressure and if this does not result in steam coming through to rear of train within a reasonable time, conductor will treat the situation the same as other defects and stop train at a convenient point, in order to locate and correct trouble before steam heat line freezes or causes discomfort to passengers.

EASTWARD TRAINS.

Steam pressure must be maintained in steam train line until passing Portal Block Station, where steam heat starting valve must be closed and fire extinguished in steam heat boiler. Trainmen must open rear steam train line end valve at Portal Block Station and as soon as practicable thereafter must open all Steam Admission, Regulating and blow off valves as required by Paragraph 42, Book No. 103-B.

New Haven engines must have fires lighted in steam heat boilers on lay-up track 5A, Pennsylvania Station, New York, in sufficient time prior to departure from that track preparatory to coupling to eastward trains, to insure full steam pressure. Steam heat boiler fire to be extinguished before leaving lay-up track 5A to enter Station and immediately re-lighted after leaving east portal of tunnel at Sunnyside.

Trainmen of Eastward trains enroute to New Haven Railroad must open rear steam train line end valve and close Steam Admission or Regulating Valves; also open blow-off valves on cars so equipped, at Portal Block Station.

New Haven Railroad Trainmen, when steam appears at rear of train, after leaving East River Tunnels, must adjust steam train line end valve to permit a slight exhaust of steam and manipulate Steam Admission or Regulating Valves and Blow-off Valves, commencing at rear car, to maintain correct temperature.

Paragraphs 18, 19 and 41, Book 103-B, Amplified.

18. At terminal or division points where locomotives are attached to trains, enginemen must have pressure adjusted to 125 pounds in order to blow out steam train pipe promptly, and this pressure must be maintained until inspectors or trainmen advise that steam is passing through train.

19. The pressure reducing valve must then be adjusted to furnish approximately eight (8) pounds pressure for each car in the train with rubber hose steam train line connections, and ten (10) pounds pressure for each car with metallic steam train line connections when the outside temperature is below 30°. When the outside temperature is 30° or above, approximately five (5) pounds pressure for each car should be furnished with either type of steam connections. These amounts must be maintained over the entire Division. The maximum pressure, however, should not exceed 115 pounds for any number of cars with rubber steam hose connections, and 175 pounds with metallic steam connections.

20. Eliminated.

41. With metallic steam train line connections on tender of locomotive and the front end of first car in train, the steam pressure on the locomotive may be increased from 115 pounds to

125 pounds, and 10 additional pounds for every additional pair of metallic steam connections between cars from the front end of the train, in consecutive order, up to a total maximum of 175 pounds for trains of 10 or more cars when weather conditions are such to require this maximum pressure.

Car Inspectors must notify Conductors number of complete pairs of Metallic Steam Train Pipe connections in consecutive order from engine. Conductors must notify Engineman.

Conductor and Engineman are responsible for knowing that sufficient steam pressure is turned back from engine to keep main steam line and traps clear of condensation at all times.

D3404. Following instructions effective in connection with use of steam heat on passenger trains during Summer season:

NEW YORK-PHILADELPHIA SERVICE: No steam heat to be provided unless weather conditions justify. Nos. 179, 203 and 218, or other trains operating occupied sleeping cars, steam to be provided for toilet purposes.

NEW YORK-WASHINGTON SERVICE: Steam hose to be coupled on all trains. No steam heat to be provided unless weather conditions justify.

Westward—Steam for toilet purposes to be provided on Trains 111, 169 and 141, or other trains operating occupied sleeping cars from New England points.

Eastward—Steam for toilet purposes to be provided on all trains operating occupied sleeping cars, from Train 102 to Train 122, inclusive.

THROUGH WESTERN SERVICE: Steam hose to be coupled on all trains. No steam heat to be provided unless weather conditions justify.

Westward—Steam for toilet purposes to be provided on Train No. 29.

Eastward—Steam for toilet purposes to be provided on all trains operating occupied sleeping cars, from Train 6 to Train 30, inclusive.

BUFFET-PARLOR CAR SERVICE: Trains carrying buffet-parlor cars (not lounge cars), steam to be provided for buffet service.

PARKED SLEEPERS: Steam to be provided for toilet purposes.

All other trains will not require steam hose coupled.

D3405. Brake and Train Air Signal Instructions No. 99-B-1 in effect.

D3406. 99-B-1 Modified.

Angle Cock Clamps to lock angle cocks in open position on all passenger equipped cars and engines removed.

Angle Cocks are to be used when attaching and detaching engines or cars in passenger train service.

Instructions 7, 7A, 8 and 8A of Book 99-B-1, Brake and Train Air Signal Instructions are annulled, except, that portion of Instruction 8-A, reading as follows:

"SWITCHING ROAD TRAIN—EITHER SETTING OFF OR ADDING CARS—All switching of cars should be controlled by the air brake.

The speed of trains while shifting, should be controlled by the air brake, and in no case should shifting or road movements be made unless the brake system is charged to at least 70 pounds."

DOUBLEHEADING CLASS P-5a ENGINES—The upper brake pipe hose will continue to be used without angle cocks. Brake pipe pressure must be reduced 25 pounds, after which the brake valve handle placed in emergency position, before attaching or detaching the engines when doubleheading. The upper brake pipe hose must be carried in dummy couplers when not in use.

D3407. Trainmen riding in cabin cars must make frequent observations of air brake gauge to see that brake pipe pressure is normal. If gauge indicates brake pipe pressure is not normal, arrangements must be made to stop train and ascertain cause.

D3408. Mechanical gap-closers are located on Platform No. 10, adjacent to Track No. 18, Pennsylvania Station, New York, 62 feet and 188 feet, respectively, west of "C" Tower, operated from controlling device located on column midway between mechanical gap-closers.

Emergency controlling devices are located on column adjacent to each mechanical gap-closer and lever is to be operated after glass has been broken by small iron hammer attached to each emergency controlling device.

Trains placed on Track No. 18 for loading must stop so that third rail shoes of car on east end of train are in contact with 8-foot section of dead third rail located on east end of Track No. 18 opposite west end of "C" Interlocking. Westward movements to this track will stop with west end of leading car opposite number on platform or track which corresponds with number of cars in train.

Color light indicators are located 8 feet above and in the center of each mechanical gap-closer, indicating as follows:

Purple—Mechanical gap-closer withdrawn; train can be moved.

Red—Mechanical gap-closer extended; train must not be moved.

D3409. The system of train starting signals at New York consists of mechanism cases located in platform columns adjacent to each track and bearing numbers corresponding to number of track controlled light indications in each case and near top of column, also in respective Interlocking Stations controlling movement on various tracks and at respective ticket gates.

System is to be operated as follows:—

One minute before train is ready to leave, Conductor will notify controlling Interlocking Station by placing key, provided for that purpose, on triangular shaft of one of the cases, and turning it in direction indicated for the train. If passengers are being admitted at east end of station platform, Conductor will use one of the cases east of concourse, and if passengers are being admitted at west end of station platform, will use one of the cases west of concourse.

The Interlocking Station must acknowledge receipt of signal by lighting indicator near top of case, after which Conductor may remove key. At same time indicator will be lighted in top of railing post at ticket gate.

If prompt acknowledgment is not received from Interlocking Station, Conductor must immediately notify Interlocking Station that train is ready to leave and that signal is out of order.

Ticket Examiner must, at proper time, close gate and push button near top of railing post, which will light indicator near top of column on side adjacent to track upon which train is standing.

Conductor must see that all passengers admitted through gate have been loaded, and must, at the proper time, give communicating signal for train to proceed.

Immediately before departure Conductor must restore system to normal by pushing button near bottom of case.

If indicator near top of column has not been received at leaving time, Conductor must ascertain if Ticket Examiner is withholding signal. If not, train may proceed.

D3410. Windows of cars occupied by passengers must be arranged as follows:

CLOSED.—Eastbound in North River Tunnels and Westbound in East River Tunnels.

MAY REMAIN OPEN IN WARM WEATHER.—Westbound in North River Tunnels and Eastbound in East River Tunnels.

Trainmen of eastbound trains when approaching North River Tunnel and westbound trains when approaching East River Tunnel must announce "Please close windows—train is approaching Tunnel."

D3411. Trainmen on eastward Uptown trains approaching Newark must announce:—"Newark, change for Jersey City and Hudson Terminal. Passengers for Pennsylvania Station, New York, remain on this train."

Trainmen on eastward Downtown trains approaching Newark must announce "Newark, change for Pennsylvania Station, Seventh Avenue and Thirty-third Street, New York."

Trainmen on westward trains approaching Newark must announce "Newark, change cars for" (naming such points as the train is advertised to connect for).

D3412. Toilet room doors of cars must be locked between Sunnyside Portals and New York; while in Pennsylvania Station; between New York and Newark; between Jersey City and Newark; between North Elizabeth and South Elizabeth. Toilet room doors on Pullman cars may remain unlocked west of North River Tunnels and west of Journal Square. In case of emergency, doors may be opened upon request.

D3413. Rule 737 modified.

Search or flood lights located under the vestibule of business cars may be displayed on the rear end of trains.

D3414. Rule 737 amplified electric illuminated signs may be displayed on rear of passenger trains.

D3415. Cars carrying passengers must be fully lighted while passing through tunnels and Pennsylvania Station Yard, and while passengers are loading or unloading in New York.

D3416. Where concrete bumpers are at the end of a track, cars will be left standing 15 feet from the bumper.

D3417. Where station stop markers are located, Engineman must stop front end of engine opposite marker number corresponding to number of cars in train, unless otherwise instructed by Conductor.

MU station stop markers are designated by letter "M" except when located on ties.

D3419. Where wheels are overheated due to brakes sticking and after releasing and cutting the brake out on the car in question, a thorough examination must be made of the overheated wheels and where cracks are found as given herein, the car must be set out of the train:

1. Transverse cracks (cracks at right angle to plane of wheel) in tread of wheel which are over $2\frac{3}{4}$ inches in length, or extend into throat of flange, or extend across top of flange.
2. Wheels with crack in plate, circular crack between hub and rim of wheel.
3. Wheels cracked radially through plate from wheel fit towards rim.

D3420. Jacks and materials for use in case of hot journals are located at:

Manhattan Transfer.

- *Waverly.....Car Inspector's Building.
- *Rahway Station.....Under west end of Westbound Platform.
- *Perth Amboy Junction.. Yard Clerk's Office.
- *Mile Run Yard.....About opposite the Engine Yard.
- *Monmouth Junction....South of No. 1 track adjacent to station.
- Trenton.....Station Platforms.
- *Bristol.....South side of No. 1 track about opposite Scale House.

* Indicates that car inspectors are not always at these points to take care of hot boxes.

When cars develop hot boxes, hot journals, or similar conditions, likely to result in fire, making it necessary to set them off on the road or in yards, train crews must take the necessary precautions to prevent fire. At outlying points where there are no inspectors, the waste, in case of a hot box, should be taken out of the journal box and thoroughly drenched with water to prevent the possibility of blazing after the car is cut off and left.

D3421. Rule 702, paragraph 9, revised:

Defective hose removed enroute must be tagged to show train number, initial and number of car or engine, date and place of removal. Enginemen to send hose from engine to Enginehouse Foreman. Conductors to send hose from passenger equipment cars to Foreman Car Inspectors at terminals; from freight cars, to be delivered to first available Car Inspector, who will furnish a new one. Freight Conductors must carry, as part of their equipment, a supply of Form M. P. 401 "Conductor's Report of Repairs Made and Material Applied to Foreign and Individual Freight Cars by Train and Engine Crews" and use these forms as directed thereon.

D3422. Car replacers for emergency use are placed at all interlockings between R and Hudson, inclusive, each set bearing a mark indicating where it belongs.

They may be taken by Trainmen with permission of Signalman, or forwarded by direction of Superintendent to any point where they may be required, but must be immediately returned to the point where they belong. Signalman will report to Superintendent when car replacers are not returned promptly.

D3423. The position of vents on loaded refrigerator cars must not be changed except in case of necessity and when changed must be restored to their original position as soon as possible.

D3424. When necessary to take slack to start train, the front engineman will do so, after having first given whistle signal to apply brakes. If not successful in starting train after having taken slack with front engine the rear engineman will take slack, after having given whistle signal to apply brakes. When there are two engines on front end of train, the leading engineman only will take slack, and when there are two helpers on rear, the rear engineman only will take slack. In starting train under either of the above conditions, the engineman next to train will not use steam until necessary to supplement the other engine. Enginemen must use care and good judgment to avoid damage to train.

Enginemen of helping engines on rear of train must know that air brakes are released before attempting to start.

Trainmen must be in position to give signals and to assist in holding train when necessary to take slack.

D3425. Smoking is permitted in the lounge end of all sleeper-observation cars operating in exclusive Pennsylvania Railroad Service.

D3427. Rule 706 modified:

Designated uniformed employes must wear the standard uniform November 1st to April 30th, both inclusive.

The uniform designated for summer use only, or standard mohair coats, may be worn May 1st to October 31st, both inclusive.

Coats must be buttoned except when trainmen are actually engaged in lifting transportation.

D3428. Rule 707.

On passenger trains making local stops, side and trap doors must be kept closed between stations whenever practicable to do so.

D3429. On H. & M. R. R. trains, front and rear end doors will be closed and locked.

D3433. Trainmen will furnish passengers, upon request within State of New Jersey, a slug to procure free drinking cup to comply with New Jersey State Law. Supply of slugs may be obtained from Crew Dispatchers.

D3434. Trainmen must not pass over container cars while cars are in motion.

D3435. Close clearance exists in various locations in the New York Terminal area. Employees must use care and take precautions necessary to protect against injuries.

D3436. Gillman & Brown emergency knuckle should not be applied to an A.R.A. type "D" or "E" coupler. Standard knuckle should be applied. Gillman & Brown emergency knuckles may be used when necessary for couplers of makes other than A.R.A. type "D" or "E" coupler. Emergency knuckles must be removed at first inspection point.

D3438. Passenger Trainmen and Railway Postal Clerks:

East River Tunnels—Mail catchers on postal cars must be removed between Harold and New York.

North River Tunnels—Mail catchers on postal cars will be carried in fittings on door posts. Side door of postal car, where mail catcher is located, must be kept closed by the Railway Mail Service clerks at all times while passing through North River Tunnels, to prevent mail catcher swinging out.

Inspectors and Trainmen will be responsible for knowing that this is done.

Where requirements of circular issued by Post Office Department necessitates delivery of mail from moving trains, Train Baggage-men and Railroad Postal Clerks are hereby instructed to throw off mail bags and newspapers at stations at points designated. It must be distinctly understood this does not in any way relieve Train Baggage-men and Railway Postal Clerks from using all possible precaution against liability of injuring anyone in throwing off mail and newspapers. Speed must be reduced consistent with safety to mail and newspapers delivered.

| | |
|----------------------------------|--|
| Linden..... | Westward—West end of station platform and waiting room. Eastward—No mail or newspapers thrown from moving trains. |
| Colonia..... | Eastward—100 feet East of crossing. Westward—West of Westward platform. |
| Iselin..... | Eastward—West of Eastward platform. Westward—200 feet East of road crossing |
| Stelton..... | Eastward—East of platform near crane. Westward—West of Westward platform. |
| Deans..... | Eastward—West of Eastward platform, West of road crossing. Westward—West of road crossing, West of platform. |
| Monmouth Junction.... | Eastward—between pump house and stand pipe East of Eastward platform. Westward—East of Westward platform. |
| Plainsboro..... | Eastward—East of Eastward platform. Westward—West of Westward platform. |
| Tullytown..... | Eastward—between Freight House and Fallsington Road. Westward—150 feet East of mail crane. |
| Bristol..... | Eastward—50 feet East of Eastward platform in chute. Westward—West of Westward platform in chute. |
| Croydon (Bridgewater P. O.)..... | { Eastward—East of Eastward platform and East of road crossing. Westward—East of Westward platform, and between crane and platform. |

Eddington.....Eastward—East of platform.
Westward—on Lawn East of station.

Cornwells Heights.....Eastward—500 feet East of road crossing.
Westward—at foot of crane.

Andalusia.....Eastward—150 feet East of Eastward platform.
Westward—150 feet East of Westward platform.

Torresdale.....Eastward—25 feet West of Eastward platform.
Westward—West of Westward platform.

Fieldsboro.....Beside mail crane.

Carpenterville.....Beside mail crane on eastward side.

Tennent.....West of Westward platform.

No mail or newspapers to be thrown from moving trains at other than above specified points.

S35. INSPECTION OF PASSING TRAINS.

D3501. Rule 703 amplified.

The following instructions must be observed as far as practicable and other duties will permit. Employes will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable.

Trainmen of freight and passenger trains will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot boxes, objects protruding that they may result in damage or injury, will signal members of such trains, calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so.

Train and engine crews on moving trains will be on the lookout for signals, when passing other trains, interlocking, block, water, coaling and other stations, sidings, highway crossings where Crossing Watchmen are on duty and points where trackmen are working, and when practicable, exchange signals.

The following signals will be used where other signals are not required:

| | |
|--|---|
| HOT JOURNAL | By day —Nose held with one hand, with other hand pointed toward track. |
| | By night—Lamp swung vertically in a small circle, lamp to be held by guard wire around globe. |
| BRAKES STICKING | By day —Hands shoved in sliding motion out from body. |
| | By night—Lamp raised and held stationary. |
| BROKEN WHEELS DEFECTIVE TRUCK DRAGGING BRAKE CONNECTION, LADING SHIFTED OVER SIDE OR END OF CAR, SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITIONS. | Stop signal. |

**PENNSYLVANIA RAILROAD
NEW YORK ZONE
NEW YORK DIVISION**

JERSEY CITY, N. J., JUNE 12, 1937.

**GENERAL ORDER No. 2701—Zone A
2701—Zone B
2701—Zone C
2701—Zone D
2701—Zone E
2701—Zone F**

EFFECTIVE 3:00 A. M., SUNDAY, JUNE 20, 1937.

Time Table No. 27 takes effect 3:00 A. M., Sunday, June 20, 1937, and contains the necessary instructions issued in General Orders up to and including:

No. 2604—Zone A
No. 2608—Zone B
No. 2604—Zone C
No. 2602—Zone D
No. 2605—Zone E
No. 2602—Zone F

all of which must be removed from the Bulletin Boards.

Each employe must carefully examine Time Table No. 27 to see that his copy is complete with all scheduled pages properly lined up, and note changes: also note important changes in Special Instructions.

Employes must turn in Old Time Tables and Books of Special Instructions to Bulletin Board Attendants after Time Table No. 27 takes effect.

This General Order is printed in Time Table No. 27 and will not be issued in sticker form.

A. Siding between switches Nos. 1 and 3, "DY" Block Station, blocked with stored cars.

B. P. A. & W. BRANCH—RAHWAY:

Siding (tail track) from a point 30 feet east of signal A-205 to a point 320 feet east thereof—REMOVED.

New trailing point hand-operated connection in westward track with pipe-connected derail leading to siding (tail track) 208 feet east of signal A-205—IN SERVICE.

West end of siding (tail track) from connection to westward track 1,066 feet west of signal A-205 — REMAINS IN SERVICE, deadended 30 feet east of signal A-205.

C. SOUTH AMBOY JUNCTION TO MINSON:

Overhead catenary from Raritan River Railroad Overhead Bridge, located 5,792 feet west of SA to † Deep Cut—OUT OF SERVICE.

Special Instruction D3002 modified accordingly.

D. AVENEL:

Temporary highway grade crossing located 200 feet west of former highway grade crossing—IN SERVICE.

Avenel Station platforms moved east 100 feet.

Trains making station stop will stop with cars clear of construction work at west end of platforms and exercise caution discharging passengers.

**E. MANUNKA CHUNK TO TRENTON:
TRENTON:**

Temporary grade crossing located 175 feet north of Coalport Drawbridge for use of trucks filling in old canal—IN SERVICE.

Crossing protected by Crossing Watchman, 7:00 A. M. to 3:30 P. M., Mondays to Fridays, inclusive.

F. BORDENTOWN BRANCH:

Temporary siding (capacity 20 cars) and facing point hand-operated turnout equipped with pipe connected derail leading from westward track located 32 feet west of Cass Street—IN SERVICE.

G. UNION:

Signal 186 at North Rahway governing eastward movements on track "A" out of service as automatic signal; in service as interlocking home signal controlled from Union.

Interlocked facing-point crossover leading from track "A" to track "O," located 150 feet east of Signal Bridge 186 and controlled from Union—IN SERVICE.

Interlocked dwarf signal governing westward movements on track "A", located 550 feet east of Signal Bridge 186 and controlled from Union—IN SERVICE.

Interlocked dwarf signals governing eastward and westward movements on Track "O", located 130 feet and 550 feet, respectively, east of Signal Bridge 186, and controlled from Union—IN SERVICE.

H. SOUTH AMBOY JUNCTION TO MINSON:

Hand operated switch connection leading to new Substation Siding, facing point for eastward movement located 200 feet east of Outcalt, equipped with pipe connected derail—IN SERVICE.

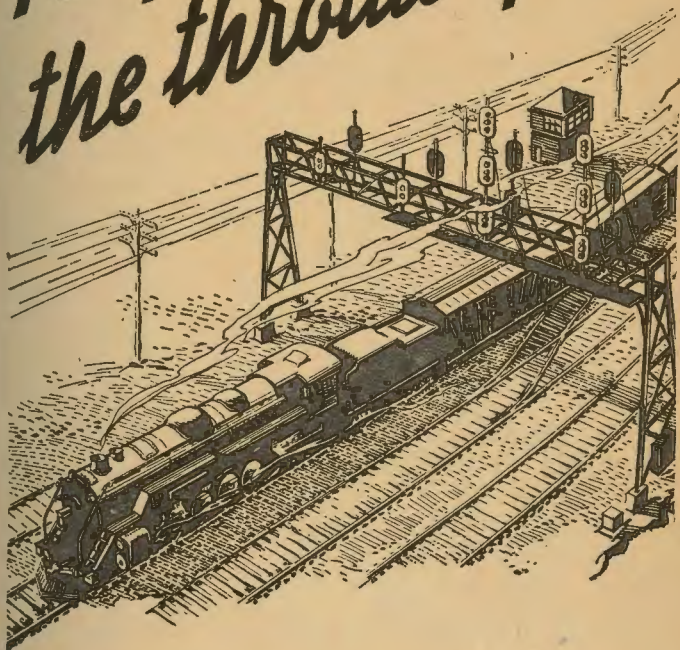
New siding (capacity 20 cars) located 1,000 feet east of Windsor with hand-operated turnout and pipe connected derail, serving the Tidewater Stone and Supply Company—IN SERVICE.

I. JERSEY CITY TO HUDSON (Passenger Tracks):

Speed of 25 miles per hour must not be exceeded on eastward passenger track between Signal 34 and first interlocked home signal governing eastward movement on eastward passenger track, Journal Square.

D. Y. GEDDES,
Superintendent.

Keep the throttle open!



Railroads met Depression's challenge with ACTION » » with freight trains on faster, more convenient schedules; with new and improved passenger train equipment; with millions of dollars spent for new facilities including air-conditioning; with reductions in fares.

From these betterments in service and economies in operation everyone benefits—the railroads, railroad employes, travelers and shippers, other industry—the public at large. For prosperous railroads mean a prosperous nation.

The railroads serve the nation's vital transportation needs more efficiently today than ever before. *Let's keep the throttle open!*

ASSOCIATION OF AMERICAN RAILROADS

SAFETY FIRST

BE

CAREFUL

TODAY