



# PENNSYLVANIA-READING SEASHORE LINES

\* \* \*

## TIMETABLE No. 2

In effect { 4.01 A.M.  
Sunday } April 27, 1969

\* \* \*

FOR THE GOVERNMENT OF EMPLOYEES ONLY

\* \* \*

EASTERN STANDARD TIME

**R. E. BLOSSER**  
General Manager

**Original timetable from the collection of Rob Mandeville**

**PDF Conversion by Rob Schoenberg -- r08sch@gmail.com**

**<http://PRR.Railfan.net>**

**2024**



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**EASTERN STANDARD TIME**

**R. E. BLOSSER**  
**General Manager**

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## NOTE — Applies on pages 3 to 7, inclusive:

Rule 221-A in effect at all Train Order offices unless otherwise indicated.

B Indicates Rule 221-B in effect.

C Indicates Rule 221-C in effect.

O Indicates automatic interlocking.

K Indicates controlled by.

P Indicates in service part-time.

R Indicates remotely controlled from.

S Indicates controlled station at other than dispatcher's office.

X Indicates in service continuously.

◆ Indicates radio channel 2. PRSL yard channel.

★ Indicates radio channel 1. PRSL road channel.

Holidays: New Years, Memorial, Independence, Labor, Thanksgiving, Christmas.

## MAIN LINE

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Dist. from Camden	Sidings Assign. direc'n Car capacity 50 ft. cars		
						North	South	Both
X	X	X		JERSEY	4.8			
X				DIVIDE R Jersey	5.2			
				DIVISION POST (Phila. Div.)				
				969 feet North of Mt. Vernon Ave.				
				VERNON	6.0			
				HADDONFIELD	6.4			
				WOODCREST	8.6			
				ASHLAND	9.5			
				LINDENWOLD	11.8			21
X				KIRK R Winslow	12.1			
				LUCASTON	13.5			34
				WEST BERLIN	14.9			
				REED CROSSING	15.7			
		P★		BERLIN	16.2		12	
				BISHOP	17.3			
				ATCO	18.8		11	
				WATERFORD	22.5	17		
				ANCORA	24.5			
X	P	P★		WINSLOW (Cape May Br.)	27.2			
				HAMMONTON	30.0			51
			X	HAM R Winslow	32.0			
			X	ELWOOD	36.2			
			X	EGG R Winslow	40.8			
			X	EGG HARBOR	41.1			
			X	GATE R Winslow	44.4			
				POMONA	46.8			
X				TIDE R Atlantic	51.9			50
				ABSECON-Pleasantville	52.1			
				Conn. Pleasantville Sec. Trk.	56.0			
X	P	P★		ATLANTIC	57.6			
				ATLANTIC CITY	57.9			
The direction from Jersey to Atlantic City is southward.								
PLEASANTVILLE SECONDARY TRACK								
				McKEE CITY	58.9			
				PLEASANTVILLE (Linwood Sec. Trk.)	59.8			66. 150
				MILE POST 56 (Main Line)	64.1			
The direction from McKee City to Mile Post 56 is southward.								
LINWOOD SECONDARY TRACK								
				PLEASANTVILLE (P'ville Sec. Trk.)	59.8			
				NORTHFIELD	61.1			
				LINWOOD	63.2			
The direction from Pleasantville to Linwood is southward.								
Interlocking, Block and Block-Limit Stations in service part-time as follows:								
Stations				Hours in service				
Berlin				1.00 P.M. to 9.00 P.M. Daily except Saturday, Sunday and Holidays.				
Winslow				5.45 A.M. to 9.45 P.M. Daily except Sunday and Holidays.				
				6.30 A.M. to 10.30 P.M. Sunday and Holidays.				
Atlantic 60208				5.35 A.M. to 9.35 P.M. Daily.				

**CAPE MAY, OCEAN CITY AND WILDWOOD BRANCHES**

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Dist. from Camden	Stidings Assign. direc'n Car capacity 50 ft. cars		
						North	South	Both
X	P	P★		WINSLOW (Main Line) .....	25.9			
				FOLSOM .....	29.4			
				RICHLAND .....	38.0			
				MILMAY .....	41.7			
				DOROTHY .....	44.4			
X	P	P★		TUCKAHOE .....	53.3			
X	P	P★		TUCKAHOE .....	53.8			39
				PETERSBURG .....	56.6			
				PALERMO .....	59.6			75
				CROOK HORN BRIDGE .....	61.8			
				51st STREET (Ocean City) .....	61.9			30
				84th STREET (Ocean City) .....	63.7			
				24th STREET (Ocean City) .....	64.8			
				14th STREET (Ocean City) .....	65.8			
				END-BEGIN BLOCK SIGN .....	66.1			
				OCEAN CITY (10th Street) .....	66.3			
				WOODBINE JCT.—Woodbine..	57.4			
				DENNISVILLE .....	60.7			23
				GOSHEN .....	65.2			25
				CAPE MAY COURT HOUSE .....	68.3			40
				WHITESBORO .....	71.5			
				WILDWOOD JCT .....	72.5			30
				GRASSY SOUND BRIDGE .....	74.9			
				WEST WILDWOOD .....	75.8			
				END-BEGIN BLOCK SIGN .....	75.8			
				WILDWOOD .....	76.5			
				WILDWOOD JCT .....	72.5			30
				RIO GRANDE .....	73.8			15
				ERMA .....	76.1			
				CANAL MOVABLE BRIDGE .....	78.1			
			X	HARBOR BRANCH JCT .....	78.4			
			X	CAPE MAY .....	80.0			
				The direction from Winslow to Ocean City, Wildwood and Cape May is southward.				

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

Stations	Hours in service
Tuckahoe	5.30 A.M. to 9.30 P.M. Daily except Saturday, Sunday and Holidays.
Wildwood Jct.	By Train Order or General Order

**Block-Limit Stations controlled as follows:**

Block-Limit Station	Controlled by
Harbor Branch Jct. Cape May	Tuckahoe when in service. Winslow when Tuckahoe is not in service. Brown when Winslow and Tuckahoe are not in service.

**Movable Bridges, not part of an Interlocking.**

Bridge	Bridge Operator on duty
Grassy Sound	5.15 A.M. to 9.15 P.M. Daily except Saturday, Sunday and Holidays.
Canal	5.00 A.M. to 9.00 P.M. Daily except Saturday, Sunday and Holidays.
Crook Horn	5.45 A.M. to 9.45 P.M. Daily except Saturday, Sunday and Holidays.

Holidays: New Years, Memorial, Independence, Labor, Thanksgiving, Christmas.

# CAPE MAY, OCEAN CITY AND WILDWOOD BRANCHES

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Dist. from Camden	Sidings Assign. direc'n Car capacity 50 ft. cars		
						North	South	Both
X	P	P★		WINSLOW (Main Line).....	25.9			
				FOLSOM.....	29.4			
				RICHLAND.....	38.0			
				MILMAY.....	41.7			
				DOROTHY.....	44.4			
X	P	P★		TUCKAHOE.....	53.8			
X	P	P★		TUCKAHOE.....	53.8			89
				PETERSBURG.....	55.5			
				PALERMO.....	59.5			75
				CROOK HORN BRIDGE.....	61.8			
				51st STREET (Ocean City).....	61.9			80
				34th STREET (Ocean City).....	63.7			
				24th STREET (Ocean City).....	64.8			
				14th STREET (Ocean City).....	65.8			
				END-BEGIN BLOCK SIGN.....	66.1			
				OCEAN CITY (10th Street).....	66.8			
				WOODBINE JCT.—Woodbine..	57.4			
				DENNISVILLE.....	60.7			23
				GOSHEN.....	65.2			25
				CAPE MAY COURT HOUSE.....	68.8			40
				WHITESBORO.....	71.5			
		P		WILDWOOD JCT.....	72.5			80
				GRASSY SOUND BRIDGE.....	74.9			
				WEST WILDWOOD.....	75.8			
				END-BEGIN BLOCK SIGN.....	75.8			
				WILDWOOD.....	76.5			
		P		WILDWOOD JCT.....	72.5			80
				RIO GRANDE.....	73.8			15
				ERMA.....	76.1			
				CANAL MOVABLE BRIDGE.....	78.1			
		X		HARBOR BRANCH JCT.....	78.4			
		X		CAPE MAY.....	80.0			
				The direction from Winslow to Ocean City, Wildwood and Cape May is southward.				

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

Stations	Hours in service
Tuckahoe	5.30 A. M. to 9.30 P.M. Daily.
Wildwood Jct.	5.15 A.M. to 9.15 P.M. Daily except Sunday and July 4 and Sept. 1.

**Block-Limit Stations controlled as follows:**

Block-Limit Station	Controlled by
Harbor Branch Jct.	Wildwood Jct. when in service.
Cape May	Tuckahoe when Wildwood Jct. is not in service.
	Winslow when Tuckahoe and Wildwood Jct. are not in service.

**Movable Bridges, not part of an Interlocking.**

Bridge	Bridge Operator on duty
Grassy Sound	5.15 A.M. to 9.15 P.M. Daily except Saturday, Sunday and July 4 and Sept. 1. 11.15 A.M. to 8.30 P.M. Saturday. 11.15 A.M. to 7.15 P.M. Sunday and July 4 and Sept. 1.
Canal	5.00 A.M. to 9.00 P.M. Daily except Sunday and July 4 and Sept. 1. 11.15 A.M. to 7.15 P.M. Sunday and July 4 and Sept. 1.
Crook Horn	5.45 A.M. to 9.45 P.M. Daily except Sunday and July 4 and Sept. 1. 10.30 A.M. to 7.30 P.M. Sunday and July 4 and Sept. 1.



# MILLVILLE BRANCH MANUMUSKIN AND LEESBURG SECONDARY TRACKS

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Dist. from Camden	Sidings Assign. direc'n Car capacity 50 ft. cars		
						North	South	Both
X	X	X★		COOPER.....				
				12th STREET.....				
				DIVISION POST.....	1.08			
X				MILL..... R Brown.....	1.5			
X	X	X★		SOUTH CAMDEN.....	2.6			
				BROWN (Clementon Br.).....	2.8			
				YORKSHIP.....	3.0			
				GLOUCESTER.....	4.3			
				SOUTH GLOUCESTER.....	4.9			
				BROOKLAWN.....	5.5	19		
				WESTVILLE.....	6.1			
				SOUTH WESTVILLE.....	6.7	38		
				NORTH WOODBURY.....	7.9			
X	P	P★		WOODBURY (Penns Grove Br.).....	8.8			45
				WOODBURY HEIGHTS.....	10.2			
				WENONAH.....	11.9			
				SEWELL.....	13.7			
				PITMAN.....	16.8			
X	P	P★		GLASSBORO (Bridgeton Sec.).....	18.2			
			X	SOUTH GLASSBORO.....	19.0			
				CLAYTON..... K Glassboro*.....	21.9			
				FRANKLINVILLE.....	24.6		75	
				IONA.....	25.7			
				MALAGA.....	28.2			
				LAKE.....	29.6			
				NEWFIELD.....	30.4			117
			X	NORTH VINELAND.....	31.8			
				HOME..... K Glassboro*.....	34.0			43
				LANDIS (CRR of NJ Crossing).....	34.6			
			X	VINELAND.....	34.6			
				SOUTH VINELAND K Glassboro*.....	37.4			53
				END-BEGIN BLOCK SIGN.....	39.9			
				MILLVILLE.....	40.0			12
				SWIFT.....	40.2			
				WOOD.....	41.2			
				MENANTICO.....	43.6			
				MANUMUSKIN.....	46.3			
				TERMINUS.....	48.6			
				MANUMUSKIN.....	46.8			
				PORT ELIZABETH.....	48.6			
				MAURICETOWN.....	50.2			
				DORCHESTER.....	51.4			
				LEESBURG—880 ft. South of	52.6			
				The direction from Camden to Terminus-Leesburg is southward.				
				*Controlled by Woodbury when Glassboro is not in service, by Brown when Woodbury and Glassboro are not in service.				

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

Stations	Hours in service
Woodbury	10.00 P.M. Sunday until 10.00 P.M. the following Saturday.
Glassboro	6.45 A.M. to 10.45 P.M. Daily except Sunday. 60 207

# **PENNS GROVE BRANCH**

## **DEEPWATER POINT SECONDARY TRACK**

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Dist. from Camden	Sidings Assign. direc'n Car capacity 50 ft. cars		
						North	South	Both
X	P	P★		WOODBURY (Millville Br.)	8.8			
				SHELL	10.9			
				THOROFARE	11.8			
				PAULSBORO MOVABLE BRIDGE	18.7			
			X	PAULSBORO K Woodbury*	14.8			47
			X	GIBBSTOWN K Woodbury*	17.1			45
				REPAUPO	18.6			
				BRIDGEPORT	20.7			
				BRIDGEPORT MOVABLE BRIDGE	21.8			
				JUMBO MOVABLE BRIDGE	24.0			
			X	PEDRICKTOWN K Woodbury*	25.0			84
				FRIENDSHIP	28.4			
			X	PENNS GROVE K Woodbury*	28.7			
				PENNS GROVE	28.7			
				CARNEYS POINT	30.7			
				DEEP WATER POINT	32.7			

The direction from Woodbury to Penns Grove is southward.  
\*Controlled by Brown when Woodbury is not in service.

### **SALEM SECONDARY TRACK**

X	P	P★		WOODBURY (Millville Br.)	8.8			
				CLARKSBORO	13.7			8
				MICKLETON	14.8			
				RULON ROAD	18.6			
				SWEDESBORO	19.5			31
			X	WOODSTOWN K Woodbury*	26.4			15
				ALLOWAY JUNCTION	32.1			
				END - BEGIN BLOCK SIGN	35.8			
				SALEM	37.5			

The direction from Woodbury to Salem is southward.  
\*Controlled by Brown when Woodbury is not in service.

### **BRIDGETON SECONDARY TRACK**

X	P	P★		GLASSBORO (Millville Br.)	18.2			
				ELMER	26.8			
				HUSTED	31.0			
			X	COHAN (CRR of NJ Crossing) K Glassboro*	36.4			
				BRIDGETON	38.9			

The direction from Glassboro to Bridgeton is southward.  
\*Controlled by Woodbury when Glassboro is not in service. By Brown when Woodbury and Glassboro are not in service.

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

Stations	Hours in service
Woodbury	10.00 P.M. Sunday to 10.00 P.M. the following Saturday.
Glassboro	6.45 A.M. to 10.45 P.M. Daily except Sunday. <del>6.45</del>

Movable Bridges, not part of an Interlocking.

Bridge	Bridge Operator on duty
Paulsboro	2.00 P.M. to 10.00 P.M. Daily except Sunday. 10.00 P.M. to 6.00 A.M. Daily except Saturday.
Bridgeport	3.59 P.M. to 11.59 P.M. Daily except Sunday. 11.59 P.M. to 7.59 A.M. Daily except Saturday.

# CLEMENTON BRANCH

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Dist. from Camden	Sidings Assign. direc'n Car capacity 50 ft. cars		
						North	South	Both
X	X	X★		BROWN (Millville Br.)	2.8			
				SHIPYARD	3.0			
				WEST COLLINGSWOOD	4.5			
				OAKLYN	5.1			
				AUDUBON	5.3			
				ORSTON	6.2			
				HADDON HEIGHTS	6.9			21
				BARRINGTON	7.6			
				MAGNOLIA	8.9			
				SOMERDALE	10.3			
				STRATFORD	11.3			
				LAUREL SPRINGS	12.0			
				GARDEN LAKE	12.5			
				CLEMENTON	13.4			12
				PINE VALLEY	14.3			
				ALBION	16.0			
				PENBRYN	17.4			
				WILLIAMSTOWN JCT.	18.2			
				FLORENCE	19.7			
				CEDAR BROOK	21.3			
				BRADDOCK	22.4			
X	P	P★		BLUE ANCHOR .. { Main Line }	23.3			
				WINSLOW .. { Cape May Br. }	25.9			

The direction from Brown to Winslow is southward.

## GRENLOCH SECONDARY TRACK

X	X	X★		BROWN (Millville Br.)	2.8			
				MT. EPHRAIM	6.3			
				BELMAWR	7.4			
				RUNNEMEDE	8.7			
				GLENDORA	9.4			
				BLenheim	11.3			
				BLACKWOOD	12.0			
				LAKELAND	13.1			
				GRENLOCH	13.4			

The direction from Brown to Grenloch is southward.

## WILLIAMSTOWN SECONDARY TRACK OUT OF SERVICE

X	P	P★		GLASSBORO (Millville Br.)	18.2			
				DOWNER	22.1			
				CHURCH STREET	25.2			
				WILLIAMSTOWN	25.7			

The direction from Glassboro to Williamstown is southward.

## WOODBINE SECONDARY TRACK

				WOODBINE 1839 feet North of	56.8			
				WOODBINE JCT. 3960 feet South of	60.0			

The direction from Woodbine to Woodbine Jct. is southward.

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

Stations	Hours in service
Winslow	5.45 A.M. to 9.45 P.M. Daily except Sunday and Holidays. 6.30 A.M. to 10.30 P.M. Sunday and Holidays.
Glassboro	6.45 A.M. to 10.45 P.M. Daily except Sunday. 5:27

Holidays: New Years, Memorial, Independence, Thanksgiving, Christmas.

# LINDENWOLD TO ATLANTIC CITY, OCEAN CITY, WILDWOOD, CAPE MAY

8

STATIONS	FIRST CLASS			
	#●301 DAILY EX. SAT. & SUN.	●125	#●127 DAILY EX. SAT. & SUN.	#●129 DAILY EX. SAT. & SUN.
	A. M.	P. M.	P. M.	P. M.
LINDENWOLD .....		\$ 5.00	\$ 5.05	\$ 5.37
KIRK .....		5.01	5.06	5.38
BERLIN .....		5.06	5.11	5.43
BISHOP .....				
WINSLOW .....		Will run		
MILMAY .....		Sat. Sun.		
TUCKAHOE .....		and		
PALERMO .....		Nov. 27		
51st STREET (Ocean City)		Dec. 25		
84th STREET (Ocean City)	Will not run	Jan. 1	Will not run	Will not run
24th STREET (Ocean City)	Nov. 27		Nov. 27	Nov. 27
14th STREET (Ocean City)	Dec. 25		Dec. 25	Dec. 25
OCEAN CITY (10th Street)	Jan. 1		Jan. 1	Jan. 1
CAPE MAY C. H. ....				
WILDWOOD JCT. ....	\$ 6.06			
WILDWOOD .....	\$ 6.14			
WILDWOOD-RIO GR'DE HARBOR BR. JCT. ....	NOTE			
CAPE MAY .....				
WINSLOW .....		5.17	5.20	5.54
HAMMONTON .....	\$ 5.21	\$ 5.24	\$ 5.58	
HAM .....	5.23	5.27	6.01	
EGG .....	5.31	5.34	6.08	
EGG HARBOR .....	\$ 5.33	\$ 5.36	\$ 6.10	
GATE .....	5.36	5.37	6.13	
TIDE .....	5.44	5.47	6.21	
ABSECON-Pleasantville .....	\$ 5.45	\$ 5.48	\$ 6.22	
ATLANTIC CITY .....	\$ 5.55	\$ 5.58	\$ 6.32	
	A. M.	P. M.	P. M.	P. M.
	301	125	127	129

NOTE—No. 301 is superior by direction to No. 350 Wildwood Jct. to Wildwood.

# SOUTHWARD

9

## FIRST CLASS

	#363 DAILY EX. SAT. & SUN.	#263 DAILY EX. SAT. & SUN.	#463 DAILY EX. SAT. & SUN.	#131 DAILY EX. SAT. & SUN.	#135 DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 5.50			\$ 6.15	\$ 8.30
	5.51			6.16	8.31
	5.56			6.21	8.36
	6.07				
	6.21				
	\$ 6.35	\$ 6.38			
		F 6.47			
		\$ 6.51			
		F 6.55		Will not run	Will not run
		\$ 6.58		Nov. 27	Nov. 27
		F 7.01		Dec. 25	Dec. 25
		\$ 7.04		Jan. 1	Jan. 1
	\$ 6.55				
	\$ 7.03		\$ 7.22		
	\$ 7.11				
	NOTE		\$ 7.25		
			\$ 7.31		
			\$ 7.35		
				\$ 6.32	\$ 8.47
				6.36	8.51
				6.39	8.54
				6.46	9.01
				\$ 6.48	\$ 9.03
				6.51	9.06
				6.59	9.14
				\$ 7.00	\$ 9.15
				\$ 7.10	\$ 9.25
	P. M.	P. M.	P. M.	P. M.	P. M.
	363	263	463	131	135

NOTE—No. 363 is superior by direction to No. 330 Wildwood Jct. to Wildwood.

FIRST CLASS					
	#●363 DAILY EX. SAT. & SUN.	#●263 DAILY EX. SAT. & SUN.	#●463 DAILY EX. SAT. & SUN.	#●131 DAILY EX. SAT. & SUN.	#●135 DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 5.50			\$ 6.10	\$ 8.30
	5.51			6.11	8.31
	5.56			6.16	8.36
	6.07				
	6.21				
	\$ 6.35	\$ 6.38			
		F 6.47			
		\$ 6.51			
		F 6.55		Will not run	Will not run
		\$ 6.58		Nov. 27	Nov. 27
		F 7.01		Dec. 25	Dec. 25
		\$ 7.04		Jan. 1	Jan. 1
	\$ 6.55				
	\$ 7.03		\$ 7.22		
	\$ 7.11				
	NOTE		\$ 7.25		
			7.31		
			\$ 7.35		
				\$ 6.27	\$ 8.47
				6.31	8.51
				6.34	8.54
				6.41	9.01
				\$ 6.43	\$ 9.03
				6.46	9.06
				6.54	9.14
				\$ 6.55	\$ 9.15
				\$ 7.05	\$ 9.25
	P. M.	P. M.	P. M.	P. M.	P. M.
	363	263	463	131	135

NOTE—No. 363 is superior by direction to No. 330 Wild-wood Jct. to Wildwood.



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**PRSL GO 207**

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**PRSL GO 207**

# ATLANTIC CITY, OCEAN CITY, WILDWOOD AND CAPE MAY TO LINDENWOLD

STATIONS	FIRST CLASS			
	100	450	250	350
	A. M.	A. M.	A. M.	A. M.
LINDENWOLD.....	\$ 6.38			\$ 7.35
KIRK.....	6.37			7.34
BERLIN.....	6.33			7.30
BISHOP.....				
WINSLOW.....				7.20
MILMAY.....				7.06
TUCKAHOE.....			\$ 6.48	6.52
PALERMO.....			F 6.39	
51st STREET (Ocean City)			\$ 6.34	
34th STREET (Ocean City)	Will not run		F 6.30	
24th STREET (Ocean City)	Nov. 27		F 6.28	
14th STREET (Ocean City)	Dec. 25		F 6.25	
OCEAN CITY (10th Street)	Jan. 1		\$ 6.22	
CAPE MAY C. H.....				\$ 6.30
WILDWOOD JCT.....		\$ 6.05		\$ 6.24
WILDWOOD.....				\$ 6.16
WILDWOOD-RIO GR'DE		\$ 6.02		
HARBOR BR. JCT.....		5.55		NOTE
CAPE MAY.....		\$ 5.52		
WINSLOW.....	6.23			
HAMMONTON.....	\$ 6.19			
HAM.....	6.16	Will not run	Will not run	Will not run
EGG.....	6.09	Nov. 27	Nov. 27	Nov. 27
EGG HARBOR.....	\$ 6.07	Dec. 25	Dec. 25	Dec. 25
GATE.....	6.04	Jan. 1	Jan. 1	Jan. 1
TIDE.....	5.56			
ABSECON-Pleasantville.....	\$ 5.55			
ATLANTIC CITY.....	\$ 5.45			
	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.
	±●100	±●450	±●250	±●350

NOTE—No. 301 is superior by direction to No. 350 Wildwood Jct. to Wildwood.

# ATLANTIC CITY, OCEAN CITY, WILDWOOD AND CAPE MAY 12 TO LINDENWOLD

STATIONS	FIRST CLASS			
	100	450	250	350
	A. M.	A. M.	A. M.	A. M.
LINDENWOLD.....	\$ 6.53			\$ 7.36
KIRK.....	6.52			7.34
BERLIN.....	6.48			7.30
BISHOP.....				
WINSLOW.....				7.20
MILMAY.....				7.06
TUCKAHOE.....			\$ 6.48	6.52
PALERMO.....			F 6.39	
51st STREET (Ocean City)			\$ 6.34	
34th STREET (Ocean City)	Will not run		F 6.30	
24th STREET (Ocean City)	Nov. 27		F 6.28	
14th STREET (Ocean City)	Dec. 25		F 6.25	
OCEAN CITY (10th Street)	Jan. 1		\$ 6.22	
CAPE MAY C. H.....				\$ 6.30
WILDWOOD JCT.....		\$ 6.05		\$ 6.24
WILDWOOD.....				\$ 6.16
WILDWOOD-RIO GR'DE		\$ 6.02		
HARBOR BR. JCT.....		5.55		NOTE
CAPE MAY.....		\$ 5.52		
WINSLOW.....	6.38			
HAMMONTON.....	\$ 6.34			
HAM.....	6.31			
EGG.....	6.24	Will not run	Will not run	Will not run
EGG HARBOR.....	\$ 6.22	Nov. 27	Nov. 27	Nov. 27
GATE.....	6.19	Dec. 25	Dec. 25	Dec. 25
TIDE.....	6.11	Jan. 1	Jan. 1	Jan. 1
ABSECON-Pleasantville.....	\$ 6.10			
ATLANTIC CITY.....	\$ 6.00			
	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.
	±●100	±●450	±●250	±●350

NOTE—No. 301 is superior by direction to No. 350 Wildwood Jct. to Wildwood.



## FIRST CLASS

	102	104	108	112	330
	A. M.	A. M.	A. M.	A. M.	P. M.
	\$ 7.52	\$ 8.15	\$ 9.15	\$ 9.25	
	7.51	8.14	9.14	9.24	
	7.47	8.10	9.10	9.20	
				Will run	
				Sat. Sun.	
	Will not run	Will not run	Will not run	and	Will not run
	Nov. 27	Nov. 27	Nov. 27	Nov. 27	Nov. 27
	Dec. 25	Dec. 25	Dec. 25	Dec. 25	Dec. 25
	Jan. 1	Jan. 1	Jan. 1	Jan. 1	Jan. 1
					\$ 7.21
					\$ 7.13
					NOTE
	7.35	7.58	8.58	9.08	
	\$ 7.31	\$ 7.54	\$ 8.54	\$ 9.04	
	7.28	7.51	8.51	9.01	
	7.21	7.44	8.44	8.54	
	\$ 7.19	\$ 7.42	\$ 8.42	\$ 8.52	
	7.15	7.38	8.38	8.48	
	7.08	7.31	8.31	8.41	
	\$ 7.07	\$ 7.30	\$ 8.30	\$ 8.40	
	\$ 6.57	\$ 7.20	\$ 8.20	\$ 8.30	
	A. M.	A. M.	A. M.	A. M.	P. M.
	DAILY	DAILY	DAILY		DAILY
	EX. SAT.	EX. SAT.	EX. SAT.		EX. SAT.
	& SUN.	& SUN.	& SUN.		& SUN.
	±102	±104	±108	112	±330

NOTE—No. 363 is superior by direction to No. 330 Wildwood Jct. to Wildwood.

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**PRSL GO 207**

## MILLVILLE BRANCH—SOUTHWARD

STATIONS	FIRST CLASS			
	‡●757 DAILY EX. SAT. & SUN.	‡●769 DAILY EX. SAT. & SUN.	‡●773 DAILY EX. SAT. & SUN.	
	A. M.	P. M.	P. M.	
Leave				
BROADWAY.....Bus		4.24	5.29	
5th & FEDERAL.....Bus				
12th & FEDERAL.....Bus		4.28	5.37	
12th STREET (Phila. Div.)..	\$ 7.26	\$ 4.30	\$ 5.40	
MILL.....	7.28	4.32	5.42	
BROWN.....	7.30	4.34	5.44	
YORKSHIP.....		F 4.35	\$ 5.46	
GLOUCESTER.....				
SOUTH GLOUCESTER.....				
BROOKLAWN.....		F 4.38	\$ 5.50	
WESTVILLE.....		\$ 4.40	\$ 5.52	
SOUTH WESTVILLE.....			\$ 5.54	
NORTH WOODBURY.....				
WOODBURY.....	7.40	\$ 4.44	\$ 5.58	
WOODBURY HEIGHTS.....		F 4.47	\$ 6.02	
WENONAH.....		\$ 4.50	\$ 6.05	
SEWELL.....		F 4.53	\$ 6.08	
PITMAN.....		\$ 4.57	\$ 6.12	
GLASSBORO.....	\$ 7.50	\$ 5.02	\$ 6.17	
CLAYTON.....			F 6.23	
FRANKLINVILLE.....	NOTE	NOTE	F 6.27	
MALAGA.....				
NEWFIELD.....			\$ 6.35	
HOME.....			6.40	
VINELAND.....			\$ 6.41	
MILLVILLE.....			\$ 6.50	
Arrive				
	A. M.	P. M.	P. M.	
	757	769	773	

‡ Will not run Nov. 27, Dec. 25, Jan. 1.

NOTE—No. 757 is superior by direction to No. 758 Woodbury to Glassboro.

NOTE—No. 769 is superior by direction to No. 770 Woodbury to Glassboro.

**PASSENGER HIGHWAY BUS SERVICE TRIPS  
BETWEEN  
OCEAN CITY—STRATHMERE—SEA ISLE CITY  
TOWNSEND INLET—AVALON AND STONE HARBOR**

**SOUTHWARD****NORTHWARD**

Will Not Run Nov. 27, Dec. 25, Jan. 1	WILL NOT RUN JUNE 16 TO SEPT. 5, INC.				Will Not Run Nov. 27, Dec. 25, Jan. 1
	363 Daily Ex. Sat. & Sun.	STATIONS			350 Daily Ex. Sat. & Sun.
	P.M.	Leave	Arrive	A.M.	
	6.52	.....51st STREET (Ocean City).....		6.29	
	7.01	.....STRATHMERE (Tecumsha Ave.) .....		6.20	
	7.08	.....SEA ISLE CITY.....		6.13	
	7.16	.....TOWNSEND INLET.....		6.05	
	7.21	.....AVALON (6th St. & 2nd Ave.).....		6.00	
	7.28	.....AVALON (21st St. & 2nd Ave.).....		5.55	
	7.39	.....STONE HARBOR (96th Street).....		5.42	
	P.M.	Arrive	Leave	A.M.	

# MILLVILLE BRANCH—NORTHWARD

17

STATIONS	FIRST CLASS			
	756	758	770	
	A. M.	A. M.	P. M.	
Arrive				
BROADWAY.....Bus	7.34	8.37		
5th & FEDERAL.....Bus	7.31	8.34		
12th & FEDERAL.....Bus	7.27	8.30		
12th STREET (Phila. Div.)	\$ 7.24	\$ 8.27	\$ 5.32	
MILL.....	7.22	8.25	5.28	
BROWN.....	7.20	8.23	5.25	
YORKSHIP.....	\$ 7.18	F 8.21		
GLOUCESTER.....				
SOUTH GLOUCESTER.....				
BROOKLAWN.....	\$ 7.14	F 8.17		
WESTVILLE.....	\$ 7.12	\$ 8.15		
SOUTH WESTVILLE.....	\$ 7.10			
NORTH WOODBURY.....				
WOODBURY.....	\$ 7.06	\$ 8.11	5.14	
WOODBURY HEIGHTS.....	\$ 7.03	F 8.08		
WENONAH.....	\$ 6.59	\$ 8.05		
SEWELL.....	\$ 6.56	F 8.02		
PITMAN.....	\$ 6.51	\$ 7.58		
GLASSBORO.....	\$ 6.47	\$ 7.55	\$ 5.04	
CLAYTON.....	F 6.40			
FRANKLINVILLE.....	F 6.35	NOTE	NOTE	
MALAGA.....				
NEWFIELD.....	\$ 6.27			
HOME.....	6.24			
VINELAND.....	\$ 6.23			
MILLVILLE.....	\$ 6.15			
Leave	A. M.	A. M.	P. M.	
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	
	±●756	±●758	±●770	

± Will not run Nov. 27, Dec. 25, Jan. 1.

NOTE—No. 757 is superior by direction to No. 758 Woodbury to Glassboro.

NOTE—No. 769 is superior by direction to No. 770 Woodbury to Glassboro.

## OFFICES OPEN FOR SALE OF TICKETS

Stations	Monday to Friday	Saturday	Sunday and Holidays
Atlantic City%	8.00 AM to 3.00 PM	Closed	Closed
Cape May	7.00 AM to 4.00 PM	Closed	Closed
Glassboro	6.40 AM to 3.40 PM	Closed	Closed
Lindenwold	6.40 AM to 10.40 AM 2.20 PM to 6.20 PM	Closed	Closed
Hammonton	7.00 AM to 11.00 AM 1.30 PM to 4.00 PM	Closed	Closed
Ocean City 10th St.	6.10 AM to 10.00 AM 1.00 PM to 3.10 PM	Closed	Closed
Wildwood	6.00 AM to 11.00 AM 1.30 PM to 3.00 PM	Closed	Closed
Woodbury	8.00 AM to 5.00 PM	Closed	Closed

%Will open 5.30 A.M. Monday; 5.30 A.M. Tuesday when Monday is a holiday.

Holidays: New Year's Day  
 Washington's Birthday  
 Memorial Day  
 Independence Day  
 Labor Day  
 Thanksgiving Day  
 Christmas Day

## TRAINS WAIT FOR CONNECTIONS

Trains must wait for their respective connections unless otherwise ordered, and must not be ordered to leave without connections unless a delay of more than five (5) minutes will result. When late, conductors must advise the train dispatcher whether or not they have passengers for connecting trains, giving number and destination.

## ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD

## PENNSYLVANIA-READING SEASHORE LINES

Stations	WY-843 (3)	CM-91 (2)	WY-33 (2)	CA-299 (2)	WY-351 (2)	CA-289 (2)	WY-841 (2)	WY-847 (2)	WY-391 (a) (2)	CA-295 (2) (c)	WY-79 (2)	CA-297 (2)	WY-343 (10)	WY-379 (3)	WY-81 (3)
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
PAVONIA YD. ....	12.30	8.00	8.30	9.30		10.30	2.30	3.30			5.00	7.30			
BULSON ST. YD. ....															
WOODBURY .....											9.30			9.45	10.30
GLASSBORO .....								6.30							
GIBBSTOWN .....															
CARNEY'S PT. ....	7.00														
PEDRICKTOWN .....							5.00								2.30
SALEM .....														12.30	
BRIDGETON .....															
CLAYTON .....													9.15		
MILLVILLE .....			11.45		9.55								2.15		
DORCHESTER .....					1.30										
PASSERELLI SDG. ...															
MAGNOLIA .....				10.30											
WILLIAMSTOWN JCT..												10.00			
WINSLOW .....						3.00				4.15					
TUCKAHOE .....		1.45							3.45						
CAPE MAY .....									5.30						
OCEAN CITY .....															
ATLANTIC CITY .....										7.30					
Arrive	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.

The time shown conveys no timetable authority.

(a) Monday and Thursday—Wildwood ; Wednesday—Woodbine  
 Friday—Ocean City  
 (2) Daily except Sunday  
 (3) Daily except Saturday  
 (11) Monday, Wednesday and Friday  
 (10) Daily except Saturday and Sunday  
 (c) Mon., Wed. and Fri.—McKee City, Linwood

# ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

## PENNSYLVANIA-READING SEASHORE LINES

Stations	WY-846 (2)	WY-840 (2)	WY-842 (2)	WY-80 (2)	CA-286 (2)	WY-344 (10)	WY-390 (2)	CA-294 (2) (c)	WY-34 (2)	WY-350 (2)	CA-300 (2)	CM-90 (2)	CA-298 (2)	WY-50 (2)	WY-380 (2)
Arrive	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
PAVONIA YD. ....	12.30	1.30	2.00	2.00	3.00				3.30		5.30	6.30	8.00		
BULSON ST. YD. ....														8.15	
WOODBURY .....															8.45
GLASSBORO .....				10.30											
GIBBSTOWN .....	8.30														
CARNEYS PT. ....			7.30												
PEDRICKTOWN .....		7.30												9.15	7.30
SALEM .....															
BRIDGETON .....															
CLAYTON .....															
MILLVILLE .....						5.30			1.30	5.30					
DORCHESTER .....										2.30					
PASSERELLI SDG. ...						3.00									
MAGNOLIA .....											4.30				
WILLIAMSTOWN JCT..					2.00										
WINSLOW .....								2.45					4.00		
TUCKAHOE .....							2.00					3.30			
CAPE MAY .....							11.00								
OCEAN CITY .....															
ATLANTIC CITY .....								11.30							
Leave	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

The time shown conveys no timetable authority.

(a) Monday and Thursday—Wildwood; Wednesday—Woodbine  
 Friday—Ocean City  
 (2) Daily except Sunday  
 (3) Daily except Saturday  
 (11) Monday, Wednesday and Friday  
 (10) Daily except Saturday and Sunday  
 (c) Mon., Wed. and Fri.—McKees City, Linwood

# SPECIAL INSTRUCTIONS

## GENERAL RULES

### Rules etc.; Governing PRSL Operation

100B-1A. Penn Central Book of Rules; Brake and Train Air Signal Instructions; General Notice No. 225E (Regulations for the Transportation of Explosives and Other Dangerous Articles) Safety Rules etc.; are in effect on the Pennsylvania-Reading Seashore Lines.

### Uniforms

100J1-1A. Designated uniformed employes must wear the standard uniform November 1 to April 30, inclusive.

The uniform designated for summer use only or standard mo-hair coat may be worn May 1 to October 31, inclusive.

Coats must be buttoned except when trainmen are actually engaged in lifting transportation.

A black four-in-hand or black clip-on bow tie of dacron-wool material with square ends, 4½ inches long and 1¾ inches wide may be worn.

Passenger trainmen in suburban commuter service and on Race trains may perform their duties without uniform coats and vests during the period May 15 to September 15, inclusive, or at any time when outside temperature exceeds 80 degrees. They must wear a clean, plain white broadcloth shirt with long or short elbow-length sleeves (trainmen who have objectionable markings on the forearm, tattoos, etc., must not wear short elbow length sleeves), black belt, black hose and black shoes.

Paraphernalia must be carried in such manner as to assure a neat appearance at all times.

### Snow Melting Oil—Use of

100L-1A. Oil for melting snow is used on switches of interlockings.

Unauthorized employes are prohibited from handling hydrocarbon (snow melting oil) or containers, regardless of whether they are loaded or empty.

Smoking or using open flame (including oil hand lanterns) where this oil is stored is prohibited.

### Safety Rule Book S-7-A—(Rev.)

100M-1A. Train, Engine and other Transportation Employes (except station employes) are required to know the Safety Rule of the day, which is printed in the timetable. They are also required to know the meaning, intent and application of the Rule.

Conductors and Enginemen will assure themselves that members of their crew also know and fully understand the Rule.

### Employes Permitted to Ride on Engines, etc.

100O-1A. Referring to Rule O, the following designated personnel will be permitted to ride on freight trains and engines, or on front platforms of R.D.C. Budd Cars: Staff Officers and Assistants, Movement Directors, Train Dispatchers, Supervisors and Inspectors C & S, Transportation Supervisors.

It is desired that not more than three men ride in the cab of an engine hauling a passenger train.

Under no circumstances are more than four men to be allowed to ride in the cab of an engine hauling a passenger train; two men in addition to the engine crew.

**100R-2A. Medical Officers and Surgeons**

Location	Name and Address	Telephone Number
CAMDEN.....	F. H. Ehmann, M.D., 22 Federal St.	WO 3-2300 Ext. 307
PENNSAUKEN.....	Paul M. Mecray, M.D., Cooper River & Pkwy. West	663-3501
MILLVILLE.....	J. S. Knowles, M.D., Harrison Ave.	TA 5-0052
OCEAN CITY.....	Herschell Pettit, M.D., 807 Wesley Ave. (Office Only)	399-0176
PENNS GROVE.....	Harry F. Suter, M.D., 49 West Main St.	AX 9-2202

**100R-3A. Location of Hospitals**

Location	Name and Address	Telephone Number
ATLANTIC CITY..	Atlantic City—26 S. Ohio Ave.	344-4081
BERLIN.....	West Jersey (Southern Div.) Townsend Ave. & W. H. Pike	767-5500
BRIDGETON....	Bridgeton—Irving Avenue	GL 1-6600
CAMDEN.....	Cooper—Sixth and Stevens Sts.	WO 4-6600
CAMDEN.....	West Jersey—Mt. Ephraim and Atlantic Avenues	WO 3-8830
CAMDEN.....	Our Lady of Lourdes— 1600 Haddon Avenue	WO 3-4300
CAPE MAY COURT HOUSE..	Burdette Tomlin—Lincoln Ave.	465-7171
ELMER	Community— W. Front St.	358-2341
HAMMONTON....	Wm. B. Kessler Memorial— Central Ave. & W. H. Pike	561-6700
MILLVILLE	Millville—North High Street	Taylor 6-3500
SALEM.....	Salem County Memorial— Woodstown Road	YE 5-1000
SOMERS PT.	Shore Memorial— Sunny Ave.	927-3501
VINELAND.....	Newcomb—State Street	OX 1-9000
WOODBURY.....	Underwood—509 N. Broad St.	845-0100

**100R-4A. First Aid Boxes and Stretchers, Location of****First Aid Boxes:**

In all passenger carrying cars, including baggage cars and mail cars, cabin cars and auto trucks company owned.

At each passenger and each freight station.

At yard offices and other suitable places in the larger yards, car inspectors' office, power plants, substations, block and interlocking stations, tool houses, wreck trains, shop and engine houses, camp cars and on track cars and as provided by 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.

**100R-5A. New Jersey State Police**

<b>Headquarters</b>	<b>Bell Telephone Number</b>
Absecon.....	641-4250
Berlin.....	RO 7-0248
Bridgeton .....	GL 1-0100
Cape May Court House.....	485-7141
Hammonton.....	LO 1-1800
Malaga.....	694-3277
Mantua.....	UL 7-0044
Mays Landing.....	625-1104
Port Norris.....	Port Norris 35
Turnerville .....	CA 7-2500
Woodstown.....	769-0774

**OPERATING RULES****STANDARD TIME**

**1001-A1.** Eastern Standard Time applies on this Railroad.

**TIMETABLES**

**1004-A.** All First Class Trains on pages 8 to 16 are passenger carrying trains unless otherwise indicated.

**LETTERS AND CHARACTERS**

**1004-B.** The following letters and characters in schedules 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 or newspapers.

**G**—Regular stop, Saturday only.

**H**—Regular stop, Saturday only, to receive passengers

**J**—Regular stop, Saturday only, to discharge passengers.

**K**—Regular stop, Sunday only.

**L**—Stop on signal, Sunday only, to receive or discharge passengers.

**M**—Regular stop daily except Saturday and Sunday.

**N**—Regular stop daily except Sunday.

●—No baggage service.

⊕—No baggage service Sunday.

✚—Passenger train—rail motor car.

\*—Passenger train—with passenger and freight equipment.

◇—Passenger train—no train baggageman.

⚡—Will not run on specified dates shown on schedule pages.

**1004-B1**

**X**—Stop to cut off connection.

**Z**—Stop north of Interlocking.

**SIGNALS**

**1007-A1.** In addition to carrying Flagging Equipment, as required by Rule 99, rear trainman of RDC trains, on which there is no head trainman, must place a red flag and a white light in head car of train for use in case of emergency. When a head trainman is assigned, he must place the red flag and white light in head car of train.

## EMERGENCY SIGNALS

**1013-A1.** Emergency Signals — Whistle or Horn in service as follows:

All attended interlocking stations except — Tuckahoe.

### Fusees and Torpedoes

**1035-A1.** On account of fire hazard, lighted fusees must not be displayed on open deck bridges or trestles unless necessary to prevent an accident.

### Lamps on Standing Equipment

**1035-A2.** Between sunset and sunrise, or, when weather conditions do not permit a good view, a lighted red lantern must be placed on each end of car, or drafts of cars, left standing on the following streets:

Camden:—Delaware Ave.

Atlantic City:—Mediterranean Ave., Mississippi Ave.

These red lanterns to be placed as a warning to other traffic, unless such cars are protected by a member of the crew.

**1035-B1.** Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

	Fusees	Torpedoes
Passenger Service	10	10
Freight Service	12	12
Engines	3	6
Engines in Helper Service	6	6
Track Cars	4	8
Crossing Watchmen	3	None
Detector Cars and Burro Cranes	6	12

**NOTE**—In event that the supply becomes depleted during a trip, proper advance information must be given in order that the supply may be replaced at convenient points.

## SUPERIORITY OF TRAINS

**1072-A1.** Northward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

## GENERAL ORDERS

### Bulletin Boards, Employees' Registers, Standard Clocks

**1075-A1.** Location of Bulletin Boards where General Orders of the PRSL and other railroads are posted and delivered. Locations of Employee's Registers and Standard Clocks.

Bulletin Board	Employee's Register	Standard Clock	Location	Other Railroads
X	X	X	Pavonia—Crew Dispatcher's Office	
X	X	X	Pavonia—Engine House	
X	X	X	Bulson St. Yard Master's Office	PC—Eastern
X	X	X	Coopers Point—Yard Office	PC—Eastern
X	X	X	Paulsboro—Yard Office	PC—Eastern
X	X	X	Carneys Pt. (Penns Grove Terminal) Conductors' Room	PC—Eastern
X	X	X	Salem—Conductors' Room	PC—Eastern
X	X	X	Bridgeton—Conductors' Room	PC—Eastern
X	X	X	Millville—Conductors' Room	PC—Eastern
X	X	.....	Millville—Yard Office	PC—Eastern
X	X	.....	Ocean City—Conductors' Room	PC—Eastern
X	X	X	Wildwood—Oak Avenue (Summer Only)	PC—Eastern
X	X	X	Cape May—Passenger Station	PC—Eastern
X	X	X	Atlantic City—Conductor's Room	PC—Eastern
.....	.....	X	Train Dispatchers Office Camden	
.....	.....	X	Ocean City Passenger Station	
.....	.....	X	All Open Block Stations	

NOTE—X indicates in service.

### Qualification of Conductor or Engineman

**1075-A5(a).** An engineman who has not made a trip in Road Service, as such, within a period of six (6) months over the portion of railroad on which he is to operate within the State of New Jersey must not be used on such portion of the road until he has been re-examined and qualified by the proper officer.

A fireman must not operate an engine in the State of New Jersey unless he is a promoted engineman and has qualified on the physical characteristics of the portion of the road to be used in the same manner as prescribed for an engineman. (This paragraph will not apply to engine crews assigned to yard engines while working within confines of yards).

**1075-A5(b).** If absent from all railroad duty for thirty (30) days or more conductors, enginemen, firemen and trainmen reporting to operate a train in road service in or through the State of New Jersey must notify the bulletin board supervisor of such absence. The bulletin board supervisor will examine the employe so reporting to ascertain the employe's knowledge and understanding of any General Orders or changes in the operating rules which may have been issued during his absence. The result of this examination will be shown on C.T. 1515 which will also show the signature of both the employe and the examiner, and will be forwarded to the proper authority for filing.

If the employe does not qualify or reports at a point where a bulletin board supervisor is not on duty, the employe must communicate with the Superintendent of Transportation (Train Dispatcher) for further instructions. If qualified by the Train Dispatcher the C.T. 1515 will be prepared and signed by the latter.

#### **Crews Relieved No Register**

1075-A6. Conductor of crew relieving a crew at point where there is no employes' register will be responsible for the engine and train crew when starting work, but all employes must personally register at the first opportunity after going on duty.

#### **Deadheading**

1075-A7. When deadheading is necessary in connection with all classes of service, it will be combined with service (4-E-1), unless otherwise notified.

### **OBSERVATION OF TRAINS FOR DEFECTS**

#### **Dragging Equipment Detector**

1078-A1. Main track for Southward movement 457 feet south of Mile Post 53, south of Absecon.

### **MOVEMENT OF TRAINS**

1083-A1. Rule 83: Except on portions of the railroad where Rule 261 is in effect, the information as to the arrival or departure of superior trains will be furnished on form C T 1246 or by message, by the operator at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

Except: At Brown (Clementon Branch), Woodbury, Glassboro, Tuckahoe, Wildwood Jct., and Winslow, a Proceed Signal displayed for Southward train will indicate that all trains due which are superior have arrived or left and at Winslow (Clementon Branch), Glassboro, Wildwood Jct., Tide, and Tuckahoe a Proceed Signal displayed for Northward train will indicate that all trains due which are superior have arrived or left. At Wildwood, Cape May, Ocean City and Millville, permission, to occupy Main Track will indicate that all Trains due which are superior have arrived or left.

**Yard Limits**

1093-A1. Yard limits indicated by yard limit signs as follows:

<b>Track</b>	<b>Between</b>	<b>and</b>
<b>Penns Grove Br.</b>	1993 ft. south of Woodbury	1833 ft. north of Mile Post 10
	2956 ft. south of Mile Post 13	1970 ft. south of Mile Post 15
	2000 ft. north of Mile Post 16	2000 ft. south of Mile Post 17
	1000 ft. north of Mile Post 23	2560 ft. south of Mile Post 25
<b>Salem Secondary Track</b>	1993 ft. south of Woodbury	1596 ft. north of Mile Post 10
	1538 ft. south of Mile Post 18	1026 ft. north of Mile Post 20
	2841 ft. south of Mile Post 25	780 ft. south of Mile Post 26
<b>Bridgeton Secondary Track</b>	728 ft. north of Mile Post 18	815 ft. north of Mile Post 19
	2045 ft. south of Mile Post 25	2185 ft. south of Mile Post 26
	880 ft. north of Mile Post 36	To end of Main Track at Bridgeton
<b>Millville Branch</b>	2145 ft. south of Woodbury	2035 ft. south of Woodbury Heights
	1600 ft. south of Mile Post 17	1200 ft. north of Mile Post 19
	3579 ft. north of Mile Post 39	1003 ft. south of Mile Post 41
<b>Ocean City Br.</b>	Tuckahoe Interlocking Station	65 ft. north of Mile Post 54
	345 ft. north of 14th Street	To end of Main Track at Ocean City
<b>Cape May Br.</b>	Tuckahoe Interlocking Station	2000 ft. south of Mile Post 54
	175 ft. north of Mile Post 72	811 ft. north of Mile Post 73
	1583 ft. south of Mile Post 78	To end of Main Track at Cape May Block-Limit Station
<b>Wildwood Br.</b>	Wildwood Jct. Station	554 ft. south of State Highway No. 9
	530 ft. north of Grassy Sound Movable Bridge	To end of Main Track at Wildwood
<b>Clementon Br.</b>	1000 ft. north of Mile Post 8	Mile Post 9
	200 ft. north of Mile Post 17	Florence Station
<b>Williamstown Secondary Track</b>	Glassboro Interlocking Station	6960 ft. south of Glassboro Interlocking Station

**1093-A2.** Except where otherwise provided, engines of regular trains may occupy main track within yard limits on the time of trains to be run by same engine, for the purpose of switching train or turning engine.

**1093-A3.** Regular trains operating between Tuckahoe and Ocean City, between Wildwood Jct. and Wildwood, between Wildwood Jct. and Cape May and within yard limits at Wildwood Jct., are relieved from complying with Rule 99.

#### **YARD LIMITS – APPLICATION OF RULE S-93**

(State of New Jersey)

**1093-A4.**



Reflectorized  
Background

**INDICATION**—Proceed in accordance with Rule S-93.

**NAME**—Yard Limit Sign.

**Authority to Proceed as an Extra**

**1097-A1.** Referring to the Note to Rules S-97 and D-97 when a train is to run as a Passenger Extra it will be notified by the operator.

#### **Non-Interlocked Railroad Crossings at Grade**

**1098-A1.** Movement of trains or engines on tracks of the P.R.S.L. over non-interlocked railroad crossings at grade will be governed as follows:

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Cohan CRB of N.J.	Stop Sign	Stop.	Stop before crossing. Know crossing is clear.	
Landis CRB of N.J.	Position Light	More favorable than Stop.	Reduce Speed to 15 miles per hour.	1

**NOTE 1.** If signals governing Pennsylvania-Reading Seashore Line trains are found in Stop position, movements over the crossing may be made after ascertaining that no train is approaching and after providing the protection required by RULE 99 in both directions; reporting the fact to the train dispatcher.

#### **Movable Bridge—Not Part of an Interlocking**

**1098-B1.** At the following locations trains must not proceed over movable bridge without proceed hand signal from the bridge operator in addition to fixed signal indication. In the absence of hand signal from bridge operator, a trainman must precede the train across the movable bridge.

Paulsboro Bridgeport Crook Horn Grassy Sound

Movable bridges listed below will be open for water traffic when bridge operator is not on duty.

Hours when bridge operator is on duty will be shown on the appropriate station page.

Paulsboro Bridgeport Crook Horn Grassy Sound Canal

**1098-B2.** When verbal permission is used to advance a southward train or engine at Canal Movable Bridge, train or engine must proceed prepared to stop short of broken rail or switch not properly lined between Canal and north leg of wye switch.

### APPLICATION OF RULE 99

(State of New Jersey)

**1099-A3.** When trains are operating under Manual Block Signal System Rules the requirements of Rule 99 for following movements will apply when Rule 316 is in effect, and when operating under Automatic Block Signal System Rules the requirements of Rule 99, in so far as protecting against following trains is concerned, will have been complied with when full protection is afforded against trains moving at Restricted speed.

**1103-A1.** Public crossings at grade. Wherever crossing protection is operated manually, it must be restored to normal after movement is completed and control boxes must be locked.

### COLUMN TABLE FOR PUBLIC CROSSINGS AT GRADE

X — Indicates method of operation.

**COLUMN 1** — Trains or engines must stop before passing over highway crossing and a member of the crew must protect the crossing in advance of each movement.

**COLUMN 2** — Automatic highway crossing protection provided on sidings, yard or other tracks, indicates the approach of a train.

**COLUMN 3** — Apparatus provided to interrupt operation of automatic highway crossing protection automatically.

**COLUMN 4** — Apparatus provided to interrupt operation of automatic highway crossing protection manually.

**COLUMN 5** — Trains or engines must stop within limit marked by yellow stripe on side of rail (approximately 70 feet each side of crossing) but clear of highway until crossing protection is operating and highway is clear. If automatic protection fails to function, member of crew must protect the crossing in advance of each movement.

**COLUMN 6** — Highway crossing protection must be operated manually to protect train movement.

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Main Line: West Berlin	Atlantic Avenue	Formiglia Bros.	X	...	...	...	...	...	...
Reed Crossing	Harkers Lane	Delivery	...	X	...	...	X	...	...
Atco	Atco Avenue	No. 1 & No. 2	...	...	X	...	...	...	...
Hammonton	Washington Avenue	Delivery	X	...	...	...	...	...	...
	Orchard Street		X	...	...	...	...	...	...
	Pleasant Street		X	...	...	...	...	...	...
	Passmore Avenue		X	...	...	...	...	...	...
	Line Street	Delivery & Yard	X	...	...	...	...	...	...
	13th Street	Delivery	X	...	...	...	...	...	...
	12th Street		X	...	...	...	...	...	...
Egg Harbor	11th Street	Delivery & Yard	X	...	...	...	...	...	...
	Atlantic Avenue	Better Built Door	X	...	...	...	...	...	...
	Mays Landing Ave.	Delivery (Old Rdg.)	X	...	...	...	...	...	...
	Liverpoole Avenue	Main	...	...	X	...	...	...	...
	Philadelphia Ave.		...	...	X	...	...	...	...

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Egg Harbor-Gate	All Crossings	Gate Siding	...	...	...	...	...	...	1
Gate	All Crossings	Gate-Turf	X	...	...	...	...	...	...
	Aloe Street	Lenox Inc.	X	...	...	...	...	...	...
Atlantic City	Ohio Avenue	Delivery	X	...	...	...	...	...	...
	Bacharach Blvd.		X	...	...	...	...	...	...
	Indiana Avenue		X	...	...	...	...	...	...
	Illinois Avenue		X	...	...	...	...	...	...
Pleasantville Sec. Trk.: Pleasantville	Franklin Blvd.	Secondary & Rdg. Conn.	X	...	...	...	...	...	...
	Main Street	Secondary	X	...	...	...	...	...	...
	Second Street	Secondary & Siding	X	...	...	...	...	...	...
	New Road—U.S. Route 9		X	...	...	...	...	...	...
Pleasantville north of	Black Horse Pike—U.S. Route 40-322	Secondary	...	...	...	...	X	...	1-16
Linwood Sec. Trk.: Pleasantville	Second Street	Secondary	X	...	...	...	...	...	...
P'ville-Linwood	All Crossings		...	...	...	...	...	...	2
Northfield	Tilton Road		X	...	...	...	...	...	...
Clementon Branch: Shipyard to West Collingswood	Seventh Street	Main	...	...	X	...	...	...	...
	Eighth Street		...	...	X	...	...	...	...
	Ninth Street		...	...	X	...	...	...	...
	Tenth Street		...	...	X	...	...	...	...
	Mt. Ephraim Ave.		...	...	X	...	...	...	...
	Seventh Street	Industrial	...	X	...	...	...	...	1
	Eighth Street		...	X	...	...	...	...	1
	Ninth Street		...	X	...	...	...	...	1
	Tenth Street		...	X	...	...	...	...	1
	Mt. Ephraim Ave.		...	X	...	...	...	...	1
West Collingswood	Collings Avenue	Main	...	...	X	...	...	...	...
Audubon	Merchant Street	Main	...	...	X	...	...	...	...
Orston	Pine Street	Main	...	...	X	...	...	...	...
	Chestnut Street		...	...	X	...	...	...	...
Haddon Heights	West Atlantic Ave.	Eastern Dist.	X	...	...	...	...	...	...
Barrington	Clements Bridge Rd.	Main	...	...	X	...	...	...	...
	Browning Road		...	...	...	X	...	...	...
Magnolia	Davis Road		...	...	X	...	...	...	3
	Lincoln Avenue		...	...	X	...	...	...	4-17
Stratford	Laurel Avenue		...	...	X	...	...	...	...
Laurel Springs	Elm Avenue		...	...	X	...	...	...	...
Clementon	Berlin Road	J. S. Collins	...	...	X	...	...	...	...
	Atlantic Avenue		X	...	...	...	...	...	...
Penbryn	New Freedom Road	Main	...	...	X	...	...	...	...
Williamstown Jct.	New Freedom—Williamstown Rd.		...	...	X	...	...	...	...
	New Freedom—Brooklyn Road		...	X	...	...	...	...	...
	Atlantic Avenue	Gustin-Bacon Co.	X	...	...	...	...	...	...

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Cape May Branch: Cape May Ct. Hse.	Goshen Road	New Connection	X	...	...	...	...	...	...
Rio Grande	Bay Shore Road— U.S. 47	Siding	...	X	...	...	...	...	1
Cape May	Broad Street	Station & Yard	...	X	...	...	...	...	5
	Elmira Avenue & Bank Street	Atlantic City El. Co.	X	...	...	...	...	...	...
	Broadway	Cape May Pt. Trk.	X	...	...	...	...	...	...
	Bay Shore Drive		X	...	...	...	...	...	...
Woodbine Sec. Trk.: Woodbine	DeHirsch & Lincoln	Farmers Co-op	X	...	...	...	...	...	...
Ocean City Branch: Ocean City	35th, 34th, 16th & 14th Streets	Main	...	...	...	...	...	...	1
	Haven Ave., 12th St., and Alley	Shoemaker Lumber Co.	X	...	...	...	...	...	...
	Haven Ave. & 11th Street	Berger Lumber Co.	X	...	...	...	...	...	...
Bealeys Pt. Trk.: Palermo	Butter Road	Atlantic City El. Co.	...	X	...	...	...	...	...
	Church Road		...	X	...	...	...	...	...
	Tuckahoe Road		...	X	...	...	...	...	...
Wildwood Branch: Wildwood Jct.	Shore Road—U.S. Route 9	Main	...	...	...	...	...	...	1
Wildwood	Park Blvd.	Station & Yard	X	...	...	...	...	...	...
Millville Branch: Brown	Van Hook Street	No. 1 & No. 2	...	...	X	...	...	...	6
	Broadway	New York Ship	X	...	...	...	...	...	8
	All Crossings	Gloucester A. C.	X	...	...	...	...	...	8
Gloucester	Essex Street	No. 1 & No. 2	...	...	X	...	...	...	...
	Morris Street		...	...	X	...	...	...	...
	Mercer Street		...	...	X	...	...	...	...
	Middlesex Street		...	...	X	...	...	...	...
	Chambers Street		...	...	X	...	...	...	...
	Hudson & Paul Sta.		...	...	X	...	...	...	...
	Monmouth Street		...	...	X	...	...	...	...
	Cumberland Street		...	...	X	...	...	...	...
	Cumberland Street	Delivery	...	X	...	...	...	...	...
	Market Street	No. 1 & No. 2	...	...	X	...	...	...	...
	Powell Street	No. 2	...	...	X	...	...	...	...
	All Crossings	Old Gloucester Br.	X	...	...	...	...	...	8
Westville	U.S. Route 130	Busby Bros.	...	X	...	...	...	X	...
	U.S. Route 45	Texas Co.	X	...	...	...	...	...	...
	U.S. Route 130		...	X	...	...	X	...	...
South Westville	Olive Street	No. 2	...	...	X	...	...	...	...
North Woodbury	Park Avenue	No. 1 & No. 2	...	...	...	...	...	...	9
Woodbury	E. Barber Avenue See Note 11	Main and Sec.	...	...	X	...	...	...	11
Woodbury Heights	Elm Avenue		...	...	X	...	...	...	...
Sewell	Turners Road (Tylers Mill Road)	Main	...	X	...	...	...	...	...
Pitman	Holly Avenue	Delivery	...	X	...	...	X	...	...
	Railroad Avenue	No. 1 & No. 2	...	...	...	...	...	...	18

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Glassboro	Ellis Street	No. 1	...	...	X	...	...	...	...
	Wilmer Street		...	...	X	...	...	...	...
Clayton	Atlantic Avenue	Hungerford & Terry	X	...	...	...	...	...	...
Franklinville	Swedesboro Road	Siding	...	X	...	...	X	...	...
Lake	Lake Road	Main	...	...	X	...	...	...	...
Newfield	Catawba Avenue	Siding	...	X	...	...	X	...	...
	Pearl Street		...	X	...	...	X	...	...
Home	Park Drive	Public Del.	...	X	...	...	X	...	...
Vineland	West Blvd.	Angelucci Coal Co.	X	...	...	...	...	...	...
		Kimco Co.	X	...	...	...	...	...	...
		Freight Station	X	...	...	...	...	...	...
South Vineland	Sherman Avenue	Siding	...	X	...	...	X	...	...
Clayville	Main Road	Goffs	X	...	...	...	...	...	7
	Lincoln Avenue		X	...	...	...	...	...	7
Millville	Wheaton Ave. (Main Road)	T. C. Wheaton Co.	X	...	...	...	...	...	12
	High Street—U.S. Route 47	Wye	...	X	...	...	...	...	13
	Buck Street	Millville Mfg. Co.	X	...	...	...	...	...	...
	Second Street (Passenger Station)	All Tracks	X	...	...	...	...	...	...
Manumuskin Sec. Trk.: Millville	McNeal Street	Secondary	X	...	...	...	...	...	...
Leesburg Sec. Trk.: Port Elizabeth	Delsea Drive—U.S. Route 47	Secondary	X	...	...	...	...	...	...
Mauricetown	Mauricetown Road		X	...	...	...	...	...	...
Grenloch Sec. Trk.: East Gloucester	Collins Avenue	Secondary	X	...	...	...	...	...	...
	Nicholson Street		X	...	...	...	...	...	...
	Crescent Blvd.—U.S. 130		...	...	...	...	X	...	20
Mt. Ephraim	Kings Highway		X	...	...	...	...	...	...
Bellmawr	Anderson Avenue		X	...	...	...	...	...	...
	Browning Road		X	...	...	...	...	...	...
Runnemede	Pvt. Rd. 2,780 feet south of Browning Road		X	...	...	...	...	...	...
	Smith Lane		X	...	...	...	...	...	...
	Clements Bridge Rd.		X	...	...	...	...	...	...
Glendora	Station Avenue		X	...	...	...	...	...	...
Blenheim	Almonesson Avenue		X	...	...	...	...	...	...
	Clementon Avenue		X	...	...	...	...	...	...
Blackwood	Church Street		X	...	...	...	...	...	...
	Pine Street	Delivery	X	...	...	...	...	...	...
Lakeland	Asyla Road	Secondary	X	...	...	...	...	...	...
Penns Grove Branch: Thorofare	Grove Road	Main	...	...	X	...	...	...	...
	Jessup Road	Shell Co.	...	X	...	...	...	...	...

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Thorofare	Grove Road	Shell Co.	...	X	...	...	...	...	...
	Fowler Road		...	X	...	...	...	...	...
	Paradise Road		...	X	...	...	...	...	15
Paulsboro	Delaware Street	Main	...	...	X	...	...	...	...
		Yard	...	X	...	...	X	...	...
	Penn Line Street	Main	...	...	X	...	...	...	...
		Yard 1, 2 & 3	...	X	...	...	X	...	...
	Commerce Street	Main	...	...	X	...	...	...	...
		Yard	...	X	...	...	X	...	...
Gibbstown	N. School Street	Main	X	...	...	...	...	...	14
	Main Street (Repaupa Avenue)		X	...	...	...	...	...	...
	U.S. Route 130	Monsanto Co.	...	X	...	...	X	...	16
Friendship	Lovers Lane	Jordan Coal Co.	X	...	...	...	...	...	...
	Penns Grove Road	Main	X	...	...	...	...	...	...
Penns Grove	Pitman Avenue	Main	X	...	...	...	...	...	...
	Main Street	Yard	X	...	...	...	...	...	...
Deep Water Point Secondary Track: Penns Grove	Maple Avenue	Secondary	X	...	...	...	...	...	...
Carneys Point— Deep Water Point	Narrow Gauge	DuPont	...	...	...	...	...	...	19
Deep Water Point	Between Shipping House & Inter- change track		X	...	...	...	...	...	...
	Neoprene Road		X	...	...	...	...	...	...
Salem Secondary Trk.: Swedesboro	Locke Avenue	Swedesboro Supply Co.	X	...	...	...	...	...	...
		Calif. Packing Co.	X	...	...	...	...	...	...
Rulon Road	Rulon Road—U.S. Route 322	Secondary	...	...	X	...	...	...	...
Bridgeton Sec. Trk.: M.P. 21—22	Franklinville- Swedesboro Road	Secondary	X	...	...	...	...	...	...
Elmer	Front Street—U.S. Route 40		X	...	...	...	...	...	...
	Main Street		X	...	...	...	...	...	...
	Broad Street		X	...	...	...	...	...	...
Cohan	Rosenhayn Avenue		X	...	...	...	...	...	...
Bridgeton	Penn Street (Indian Avenue)	Secondary & Hajoca	X	...	...	...	...	...	...
	Irving Avenue	Secondary	X	...	...	...	...	...	...
	East Avenue		X	...	...	...	...	...	...
	U.S. Route 49		...	...	...	...	X	...	...
Williamstown Secondary Track: Glassboro	Broad Street—U.S. Route 47	Secondary	X	...	...	...	...	...	...
M.P. 23—24	Tuckahoe Road— N.J. 555		X	...	...	...	...	...	...
Williamstown	Clayton Road		X	...	...	...	...	...	...
	Church Street		X	...	...	...	...	...	...
	Chestnut Street		X	...	...	...	...	...	...

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Williamstown	Blue Bell Road	Secondary	X	...	...	...	...	...	
	Main Street		X	...	...	...	...	...	
	Black Horse Pike-- U.S. Route 322		X	...	...	...	...	...	
Coopers Point-- Bulson St. Trk.: Camden	Delaware Avenue	Campbell Soup Co.	X	...	...	...	...	...	
	Front Street		X	...	...	...	...	...	
	Beckett Street	Belt Line	X	...	...	...	...	...	
Bulson St. Yard	Jefferson Street	All tracks	X	...	...	...	...	...	
Camden	All crossings between & including Jefferson Street and Front St.	Industrial track	X	...	...	...	...	...	
All Locations	All Private Crossings	Sidings	...	...	...	...	...	...	21

**NOTE**—The member of the crew assigned to protect a crossing as required by this instruction, must use a red flag by day and a red light by night to properly warn traveling public of the approach of a train, car or engine.

**NOTE 1**—Trains or engines must approach the crossing prepared to stop unless it is known that the automatic highway crossing protection is operating properly. If the automatic highway crossing protection is not operating properly, before making movement over crossing, a member of the crew must be stationed on the crossing to give warning to persons using the highway.

**NOTE 2**—A speed of 10 miles per hour must not be exceeded over highway grade crossings between Pleasantville and Linwood. The engine bell must be sounded for a period of not less than 20 seconds before each crossing is reached and until passed.

**NOTE 3**—Barrington, south of: The facing hand-operated switch for southward movement at Davis Road 5,128 feet south of Barrington Station is equipped with automatic circuit feature to interrupt operation of flashing light highway crossing signals. After switch has been operated to reverse position, cars standing on main track and clear of insulated joints south of crossing will not cause flashing lights to operate. Trains making shifting movement over crossing or a northward train operating under a Stop-and-Proceed signal must know that highway crossing protection is operating properly. If highway crossing protection is not operating properly, a member of the crew must be stationed on crossing to give warning to persons using the highway.

**NOTE 4**—Magnolia, north of: The facing point hand-operated switch for northward movement at Lincoln Avenue 1,122 feet north of Magnolia Station is equipped with automatic circuit feature to interrupt operation of flashing light highway crossing signals. After switch has been operated to reverse position, cars standing on main track clear of insulated joint north of crossing will no longer cause flashing lights to operate.

Trains making shifting movement over crossing and a southward train operating under a Stop-and-Proceed signal, must know that highway crossing protection is operating properly. If highway crossing protection is not operating properly, a member of the crew must be stationed on crossing to give warning to persons using the highway.

**NOTE 5**—Broad Street crossing is protected by flashing light highway crossing signals which operate automatically for southward movements to all tracks. For northward movements, 30 seconds before train moves, a member of the crew will operate push button. Push buttons are located on west side of No. 1 track for No. 1 track, and between No. 1 and No. 2 track for No. 2 track and No. 3 track. Flashing light will automatically cut out when train clears the crossing.

**NOTE 6**—Southward trains or engines operating under a fixed signal more restrictive than MEDIUM CLEAR, must approach the CC signs prepared to stop and must not pass CC signs until a signal to proceed is displayed on Home Signal at Viola St., and the automatic crossing protection is operating properly at Van Hook Street.

Southward trains or engines authorized to pass STOP signal at Viola St., and northward trains or engines authorized to pass STOP signal at Brown Interlocking Station, must approach all crossings between Van Hook Street and Chelton Avenue prepared to stop unless automatic crossing protection is known to be operating properly. If automatic highway crossing protection is not operating properly, a member of the crew must be stationed on the crossing to give warning to persons using the highway.

**NOTE 7**—At night, or when weather conditions require, a member of the crew shall be stationed on each side of track with a red light while train or engine is crossing over or blocking the crossing to give warning to persons using the highway.

**NOTE 8**—Before passing over Broadway at night, or when weather conditions require, a member of the crew shall be stationed on each side

of track with a red light while train or engine is crossing over or blocking the crossing to give warning to persons using the highway.

NOTE 9—Trains or engines must stop before passing over the following public highway crossing at grade, during the hours there is no crossing watchman on duty, and unless otherwise provided, a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location	No Crossing Watchman on Duty Between the Hours of
Millville Branch	Park Ave.	North Woodbury	11.00 P.M. to 7.00 A.M. Daily 7.00 A.M. to 11.00 P.M. Sunday

NOTE 10—Northward trains delayed for a period of two minutes or longer between a point 3,400 feet north of Woodbury Heights Station and northward Home Signal 2,171 feet south of Woodbury Block and Interlocking Station must approach East Barber Avenue 1,543 feet south of Woodbury Block and Interlocking Station prepared to stop unless full protection is afforded by highway crossing protection.

NOTE 11—Woodbury: Shifting movements must not be made over Cooper Street, East Barber Ave. or South Barber Ave. (Glassboro Road) grade crossings until it is known that highway crossing protection is operating properly. If highway crossing protection is not operating properly, a member of the crew must be stationed on the crossing to give warning to persons using the highway.

NOTE 12—Before passing over Wheaton Avenue (Main Road), a member of the crew shall be stationed on each side of track with a red flag by day and a red light by night, while train or engine is moving over or standing on the crossing to stop approaching highway traffic.

NOTE 13—Stop signs are located 200 feet north and south of U. S. Route 47 on "WYE" track. Trains and engines must stop at "STOP" sign before proceeding over crossing and must complete movement beyond "STOP" sign before making reverse movement.

NOTE 14—Gibbstown: Trains or engines must stop before passing over North School Street and a member of the crew must protect the crossing in advance of each movement and while such movement is passing over the crossing.

NOTE 15—Shell Co.: At Paradise Road, flashing light highway signals operate automatically for southward movements. Northward movements must stop on track circuit extending 150 feet south of the crossing and before crossing over the highway it must be observed that highway crossing signals are operating and that crossing is clear for the movement.

NOTE 16—An apparatus is provided for manual operation of the highway crossing signals should they fail to operate automatically.

NOTE 17—Magnolia—Lincoln Ave.: Trains or engines making shifting movements over Lincoln Avenue between 11.20 A.M. and 1.10 P.M. (Local Time) must be protected by a member of the crew in advance of each movement over crossing.

NOTE 18—Glassboro—Railroad Ave.: Shifting movements must not be made over Railroad Avenue grade crossing until it is known that highway crossing protection is operating properly. If highway crossing protection is not operating properly a member of the crew must be stationed on the crossing to give warning to persons using the highway.

NOTE 19—Deep Water Point: On yard tracks at Carneys Point and Deep Water Point, at grade crossing of narrow gauge industrial tracks of the DuPont Company, trains or engines must stop not more than 100 feet nor less than 50 feet from crossing and not proceed until it is known that the route is clear and there is no approaching movement on industrial tracks.

NOTE 20—At Crescent Blvd. (U. S. Route 130) manually controlled electric switches controlling highway traffic signals are located in cabinets on east side of track on north and south side of highway. The cabinets are locked with switch locks and must be locked after being used. Before making movement over crossing a member of the crew must reverse switch in cabinet and assure themselves that highway traffic has stopped. After movement has been made, switch in cabinet on opposite side of highway must be reversed and cabinet locked. If highway traffic signals fail, before making movement over highway, a member of the crew must be stationed on crossing to give warning to persons using the highway.

NOTE 21—Private Crossings: 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 train for public road crossings immediately.

NOTE—See Special Instruction 1156-A4 for Budd Cars.

### 1104-A1. Normal Position of Switches and Crossovers at Specified Locations

Switch Located at	Connecting	With	Normal Position is for Movements
Wildwood Jct.	Main Track Wildwood Jct.— Cape May	Wildwood Branch	To Cape May

### 1104-C1. Operator in Charge of Main Track Hand-Operated Switches when Block Station is Open

Location	Switches
Wildwood Jct. (Note A)	Switch connecting Wildwood and Cape May Branches.
Berlin (Note B)	Switch connecting No. 1 and No. 2.

NOTE A—Trains must stop clear of switch unless flag or lamp signal is received from operator in addition to fixed signal indication.

NOTE B—Southward trains routed from No. 1 to No. 2 Track at Berlin will receive hand signal to proceed from operator with yellow flag or lamp which will be authority to enter No. 2 Track.

### Hand-Operated Switches Equipped with Electric Locks

1104-D1. The following switches are equipped with electric lock; permission to unlock must be obtained from operator before switch lock is removed from keeper:

Location	Switch	Controlled by
North of Newton Creek	N. Y. Shipyard track, north of Newton Creek	Brown
South of Newton Creek	Gloucester Yard	Brown
Tuckahoe	Wye Switch, Cape May Br.	Tuckahoe
Tuckahoe	Siding switch 1600 ft. South of Interlocking Station. (Cape May Branch)	Tuckahoe
Glassboro	Williamstown Branch	Glassboro
Glassboro	Field track	Glassboro

**1104-D2.** The following switches are equipped with electric lock, not controlled by operator.

Location	Switch	Note
No. of Brown	Switch to 7th Street Extension Switch to Terminal Whse. of N. J.	2 2
Woodcrest	Switch to Langston Co.	2
Ashland	Switch to Public Delivery Track	2
Lindenwold	Switch north end Kirk siding. Switch south end Kirk siding.	2 2
Lucaston	Switch to south end siding	2
Gate	Switch to Atlantic City Race Track.	2
Mile Post 56	Switch to Newfield Sec. Track.	2

**NOTE**—The switch lock on these switches must not be removed from keeper until after permission has been obtained from operator. Instruction for operation of switches will be posted in telephone box or at another convenient location adjacent to switch.

**NOTE 1**—When switch lock is removed from keeper, electric lock releases in five minutes after which switch can then be operated.

**NOTE 2**—To enter from main track, train or engine must occupy track circuit which extends 70 feet in advance of switch, before switch can be opened.

#### **1105-A1. Spring Switches Located**

Location	Normal Position	Route for Which Sprung	Note
Atlantic City— Connecting No. 1 to No. 2 Station Track	No. 1 Station Track	No. 2 Station Track	
Atlantic City— Connecting No. 1 to No. 3 Station Track	No. 3 Station Track	No. 1 Station Track	
Swift— Connecting Manumuskine Secondary Track with Industrial Track and Station Track	Manumuskine—Industrial	Station Track	

#### **Receiving or Discharging Traffic**

**1107-A1.** In the application of Rule 107, at the following stations, passenger trains in the direction specified, receiving or discharging passengers, will make station stop to block street or road crossings named and will not clear the crossing when approaching trains will endanger persons using the crossing.

Station	Crossing	Location	Direction
Egg Harbor	Philadelphia Avenue	76 ft. south	South
South Westville	Olive Street	52 ft. north	South

All trains making stops which necessitates blocking street or road crossings must not cut nor pull clear of crossing unless it is known that no trains are approaching on other tracks, without first providing protection to highway traffic.

**Secondary Tracks**

1116-A1. Trains and engines will protect against following movements on secondary tracks as indicated:

Track	Between	And
Salem Secondary Track	Woodbury	Salem
Bridgeton Secondary Track	Glassboro	Bridgeton

**Track Assignments****1151-A1. Single Track**

Track	Between	And
Main Line	Division Post (Phila. Div.)	Kirk
Main Line	Winslow	Atlantic
Clementon Branch	Brown	Winslow
Millville Branch	Division Post	Mill
Millville Branch	No. Woodbury	Glassboro
Millville Branch	Glassboro	Millville
Cape May Branch	Winslow	Cape May
Ocean City Branch	Tuckahoe	Ocean City
Wildwood Branch	Wildwood Jct.	Wildwood
Penns Grove Branch	Woodbury	Penns Grove

**1151-B1. Two or More Tracks**

Current of traffic is as follows:

Main Line Between :	No. 2 Track	No. 1 Track
Kirk and Berlin	.....	Northward
Berlin and Winslow	Southward	Northward
Millville Branch Between : Mill and No. Woodbury	Southward	Northward

**NOTE—Tracks are Numbered from East to West.**

**1151-D1. Secondary Tracks of No Assigned Direction**

Track	Between	And	Controlled by	Note
Grenloch (S)	Brown	Grenloch	Brown	1 5
Deep Water Pt. (S)	100 feet south of South leg of Wye at Penns Grove.	Switch leading to Atl. Elec. Light & Power Co.; Deepwater Point	Woodbury	1 2 5
Salem (S)	Woodbury	Salem	Woodbury	1 2
Bridgeton (S)	Glassboro	Bridgeton	Glassboro	1 3 7
Williamstown (S)	Glassboro	Williamstown	Glassboro	1 3 5
Leesburg (S)	Manumuskin	880 ft. South of Leesburg	Glassboro	1 3 5
Manumuskin (S)	Swift	1.75 miles South of Manumuskin	Glassboro	1 3 5
Woodbine (S)	1,839 feet north of Woodbine	Woodbine Jct.	Tuckahoe	1 5
Pleasantville (S)	McKee City	Conn. with Main Line at MP 56	Atlantic	1 5
Linwood (S)	Pleasantville	Linwood	Atlantic	1 5

(N) (S) Indicates timetable direction, from point first named.

NOTE 1—Passenger trains, carrying passengers, must not operate via this track without train orders; except when used for the purpose of clearing main track.

NOTE 2—Controlled by Brown when Woodbury is not in service.

NOTE 3—Controlled by Woodbury when Glassboro is not in service, by Brown when Glassboro and Woodbury are not in service.

NOTE 4—When movement has been completed it must be reported clear except when clearing at an interlocking or block station.

NOTE 5—Rule 110 applies.

NOTE 6—Rule 99 will not apply.

NOTE 7—At Glassboro, trains from Bridgeton Secondary Track to south leg of Wye must obtain permission from operator before opening switch to enter Wye.

**APPLICATION OF RULE 152**

(State of New Jersey)

**1152-A1.** When a train crosses over to or obstructs another track, it must first be protected as prescribed by Rule 99, except where Rule 605 is in effect.

## PASSENGER TRAIN OPERATION

### Hot Journals—Roller Bearings

1154-A1. Passenger trainmen must obtain from crew dispatcher and carry with them while on duty 200 DEGREE Tempilstik during the months of April through October, inclusive, and 175 DEGREE Tempilstik during the months of November through March, inclusive. To determine when the roller bearing journal box is overheated to the extent that it must not be continued in service, proper Tempilstik must be used by stroking the outside surface of the top of the journal box. If a liquid smear results, temperature is in excess of allowable limit and report must be made to Superintendent for instructions.

### Doors in Passenger Equipment

1154-A2. Passenger trainmen and employees of the Pullman Company must keep doors of toilet rooms in passenger equipment locked while trains are standing at terminal stations, and while passing through Camden, Ocean City, Wildwood and Cape May.

While passing over Watershed between Pomona and Absecon.

Exceptions to the above may be made when passengers are in distress.

Collision post doors must be closed when RDC Budd Cars are operating between Haddonfield and Atlantic City and between Haddonfield and Tuckahoe.

### Draining Steam Heat Lines

1154-A3. Blowing or draining steam heat lines on trains is prohibited while passing station platforms, street crossings or sidewalks and streets paralleling the railroad.

### Locking Passenger Equipment

1154-A4. All passenger equipment stored overnight or for weekends at outlying points, must be locked.

## FREIGHT TRAIN OPERATION

### 1155-A1. Winslow—Winslow Jct.

PRSL Trains and Engines operating on the Central Railroad Company of New Jersey tracks at Winslow Junction will be governed by the Following CRR of NJ Rules and Instructions:

1. Obtain permission to occupy CRR main track from CRR Train Dispatcher at Long Branch and report when PRSL movement is clear.
2. RULE T—Switching movements over public road crossings not protected by a watchman or non-automatic gates, must have a member of the crew with a red flag by day and a red light by night, stationed on the crossing to warn all highway traffic.

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

3. RULE 700—A sign at a highway grade crossing with cut-out letter "F" will be used at new locations and as replacements are necessary for present signs:

Indication — Last paragraph of RULE T must be compiled with for all movements over crossing.

Name — Flag over crossing sign.

Location — To the right of and adjacent to tracks to which it refers.

#### 4. SPECIAL PROTECTION AT CROSSINGS:

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

<u>Location</u>	<u>Track</u>	<u>Crossing</u>
Winslow Jct.	Other Than Main	Egg Harbor Road

5. **RULE 93**—Yard limits must be indicated by yard limit signs. Within yard limits on other than main tracks, trains and engines must not exceed yard speed unless track is known to be clear.

6. **RULE S-93(a)**—Within yard limits the main track may be used, clearing first and second class trains as prescribed by the rules, or protecting as per **RULE 99**, but not protecting against other trains or engines. Trains other than first and second class trains within yard limits must not exceed yard speed, unless the main track is known to be clear.

**NOTE:** (a) There are no first or second class trains scheduled at Winslow Jct.

(b) "Known to be clear" includes when track is known to be clear by signal indication.

7. **Yard Speed**—A speed that will permit stopping within one-half the range of vision.

8. Rules 14(1) and 30 will apply approaching Egg Harbor Rd.

#### Brake and Train Air Signal Instructions

**1155-A2.** The following instruction, supplementary to the Brake and Train Air Signal Instructions 99-D-1 in handling of freight trains will apply:

It will not be necessary for enginemen of mineral or relay freight trains for which a Brake Pipe Pressure of 95 lbs. is being maintained on connecting regions to reduce this Brake Pipe Pressure until arrival at final terminals.

#### Movement at Lucas Paint Co.—Lucaston

**1155-A3.** At Lucas Paint Co., Lucaston, movable steel plates have been installed on rails of lacquer track about 3 cars lengths from point of Switch. Cars must not be placed on this track until it is known that plates have been removed.

#### Spotting Cars

**1155-A4.** When spotting cars closer than 100 feet to a bumping block or end of track on a trestle, air hose must be coupled and air brakes working on all cars.

#### Movement of Cars over Jefferson Avenue

**1155-A5.** Movement of cars over Jefferson Avenue crossing on Bulson Street yard track must not be made unless attached to engine.

#### Pusher Engines

**1155-A6.** When pushing freight trains, pusher engines will ease off passing over crossovers or turnouts when making diverging movements, exercising care to avoid slack action.

**1155-A7.** Maximum power on rear of freight trains must not exceed 5200 diesel horsepower.

**1155-A8.** To prevent unnecessary blocking of highway grade crossings in the area north of Brown Block and Interlocking Station, trains and engines will be governed as follows:

Northward trains or engines arriving north of Brown Interlocking (Viola Street), in order to make a southward (reverse) move must pull the entire train north of CC signs located 225 feet north of Van Hook Street, in order that all crossing circuits may release.

Reverse Move Indicators located on overhead bridge 2,760 feet north of Viola Street Signal Bridge, for southward move-

ments on No. 1 and No. 2 tracks, in service. Reverse Move Indicators are visible both north and south of overhead bridge. An additional Reverse Move Indicator for southward movements on No. 1 track is located on overhead signal bridge at Mill, and is visible south of overhead bridge only, in service. Reverse Move Indicators have been provided at these locations to assist in the prompt reverse movement of trains of such a length that visible contact is not possible between the engine-man and member of crew at the rear end of train.

When a reverse movement is authorized on No. 1 track, Reverse Move Indicator for No. 1 track will flash and Indicator for No. 2 track will display a steady light. When a reverse movement is authorized on No. 2 track, Reverse Move Indicator for No. 2 track will flash and Indicator for No. 1 track will display a steady light. If reverse movements have been authorized on both No. 1 and No. 2 tracks, both Indicators will flash. When no reverse movements have been authorized, Indicators will be dark.

Conductors will have an understanding with enginemen how train is to be handled so that an immediate movement can be made when the proper indicator aspect has been displayed.

If train or engine is unable to make immediate movement, after receiving proper indicator aspect, a member of the crew must communicate with operator Brown, who will release automatic highway crossing protection.

Shifting movements moving off of the B. T. Babbitt-Curley Co. track are relieved from complying with paragraph 2.

## **FREIGHT AND PASSENGER TRAIN OPERATION**

### **In Event of Wreck or Other Obstruction**

1156-A1. In event of wreck or other obstruction blocking main track or other interference with traffic, in absence of district officer, senior conductor present, freight or passenger, will take charge and will be held responsible for promptly clearing main track, moving trains without delay and for keeping train dispatcher frequently informed of progress made. He is authorized to use any available means of transmitting this information.

### **Placing Cars Next to Concrete Bumpers**

1156-A2. When a car is placed on a siding next to a concrete bumper, space must be left between the bumper and the car so as to relieve the strain on the draft gear when the car is coupled up.

### **R.D.C. (Budd Car) Operation**

1156-A3. The manual use of sanding device on R.D.C. (Budd) cars is prohibited except as necessary to meet emergency conditions.

When stopped on sanded rail under emergency conditions R.D.C. (Budd) car or cars must immediately be moved forward or backward a sufficient distance to get at least one truck length off the sanded rail.

Enginemen operating R.D.C. (Budd Cars) must not use manually operated sanding device after speed of train has been reduced to 5 miles per hour and manually operated sanding device must not be used when starting train nor until a speed greater than 5 miles per hour has been obtained.

When single unit R.D.C. Budd car movements are being made through an interlocking operator must not move any operating levers affecting the movement until he is assured the car is clear of all switches involved in the movement.

1156-A4. Enginemen of rail motor cars and single unit R.D.C. Budd cars must approach all crossings provided with automatic highway crossing protection prepared to stop unless it is known that the automatic highway crossing protection is operating. If the automatic highway crossing protection is not operating, before making movement over crossing a member of the crew must be stationed on the crossing to give warning to persons using the highway.

### **1156-A5. Operation of A-2 Caboose Valve**

#### **Service Application:**

Move the valve handle from release toward Application position, being sure to hesitate ten (10) seconds in each notched position before moving on to the next notch. The first movement of the handle locks the valve so it cannot be moved back to closed position. After the train has stopped, the valve can be unlocked by moving the handle to the extreme application position.

#### **Emergency Application:**

Move the valve handle quickly from release to the extreme application position and leave it there until after the train has stopped.

# SPEED RESTRICTIONS

## 1157-A. Speed Table

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
Min.	Sec.		Min.	Sec.	
0	36	100	1	12	50
0	38	95	1	20	45
0	40	90	1	30	40
0	42	85	1	43	35
0	45	80	2	00	30
0	48	75	2	24	25
0	51	70	3	00	20
0	55	65	4	00	15
1	00	60	6	00	10
1	05	55	12	00	5

## PASSENGER TRAINS AND FREIGHT TRAINS 1157-C1. Maximum Speeds, unless otherwise Specified

	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Page.	Ft.	Page.	Ft.	Page.	Ft.	Page.	Ft.	Page.	Ft.
<b>BETWEEN:</b>	Miles per Hour									
Division Post (Phila. Div.), 969 feet North of Mt. Vernon Avenue and Kirk	70	50								
Kirk and Berlin									70	50
Berlin and Winslow							70	50	70	50
Winslow and Egg	70	50								
Egg and Tide	70	50								
Tide & Atlantic	50	50								
Atlantic and Atlantic City							45	45	45	45
Division Post South of Cooper and Mill	20	20								
Mill and Brown							30	30	30	30
Brown and Winslow	45	45								
Winslow and Tuckahoe	70	45								
Tuckahoe and Cape May	60	45								
Tuckahoe and Crook Horn Movable Bridge	50	30								
Crook Horn Movable Bridge and Ocean City	45	30								
Wildwood Jet. and Wildwood	50	30								
Brown and No. Woodbury							60	45	60	45
No. Woodbury and Glassboro	60	45								
Glassboro & S. Glassboro	25	25					25	25	25	25
S. Glassboro & Millville	60	45								
Woodbury and Penns Grove	40	40								

Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains, unless otherwise instructed.

Passenger trains must not exceed a speed of 55 miles per hour within yard limits.

1157-C2. Operating against current of traffic, except where Rule 261 is in effect, unless otherwise specified.							Psg.	Fr.
							50	40
1157-C3. Wreck Trains and Work Trains								
						Boom Trailing	Boom Forward	on Curves
						Miles per Hour		
Between:						Wreck	Work	Wreck
						Work	Wreck	Work
						Wreck	Work	Wreck
						Work	Wreck	Work
Div. Post and Atlantic City .....						50	30	40
Brown and Wildwood .....						30	30	30
Tuckahoe and Ocean City .....						30	30	30
Wildwood Jct. and Cape May .....						30	30	30
Div. Post and Millville .....						40	40	40
Woodbury—Penns Grove .....						20	30	20
Woodbury and Salem .....						30	30	20
All other tracks .....						15	15	15
Work trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.								
							Miles per Hour	
1157-C4. Circus Trains .....							*40	
1157-C5. Revenue trains handling machinery of rotary or swing- ing type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Rule 4158-A. —on straight track .....							*30	
—on curves .....							*20	
1157-C6. Freight trains with 30 or more cars of mineral freight. Freight trains with 30 or more Jenny type cars, loaded or empty .....							*40	
NOTE — When handling such trains conductors must know that enginemen have been so advised.							*40	
1157-C7. Snow Plows in service .....							*20	
Snow Flangers in service .....							*20	
Passing station platforms and trains on adjacent tracks.							5	
1157-C8. Passenger train assisted by an engine on rear and air brake controlled by leading engine .....							30	
1157-C9. Pushing Cars—Passenger Trains .....							30	
—Freight Trains .....							20	
1157-C10. Diesel engines when operated from rear unit or other than leading end for direction of movement ....							30	

	Miles per Hour
<b>1157-C11.</b> Ford Econoline Type Vehicles (HRC) Forward ..... Backward .....	35 10
<b>1157-C12.</b> Speed over grade crossing when protected by a member of crew .....	6
*—When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
<b>TURNOUTS</b>	
<b>1157-D1. Maximum Speed</b>	
	Miles per Hour
<b>Interlocked Switches and Crossovers</b>	
Brown: Through crossover connecting No. 1 and No. 2 tracks, 370 feet north of Brown Interlocking Station .....	15
<b>Other Crossovers and Turnouts</b>	
Non-Interlocked crossovers and turnouts—diverging movements .....	10
NOTE—This applies to all hand-operated crossovers and turnouts and the following interlocked crossovers and turnouts: Brown: Switch to B. T. Babbitt-Curley Co. Switch to Bakers Exchange.	
<b>1157-E1. Maximum Speed, approaching a Movable Bridge on a track not protected by both a Home Signal and an Approach Signal.</b>	
Location	Miles per Hour
<b>Penns Grove Branch:</b>	
Paulsboro .....	6
Bridgeport .....	10

## CURVES, BRIDGES, ETC.

### 1157-F1. Maximum Speed

Where scheduled passenger train service is operated in the State of New Jersey, Permanent Speed Restriction Signs, displaying black numerals on rectangular yellow background, indicating speed restriction on curves or bridges will be in service, except within the limits of an interlocking. These signs will be located at braking distance in advance of the restriction.

	Miles per Hour
<b>MAIN LINE</b>	
<b>Division Post to Atlantic City</b>	
No. 1 Track between Signal 134 and Kirk .....	50
Curve north of Division Post (Phila. Div.) .....	30
Winslow, single track Clementon—Main Line connecting track .....	20
Curve South of Mile Post 56 .....	45
Bridge 57.63 Atlantic Movable Bridge .....	10
<b>MILLVILLE BRANCH</b>	
<b>Division Post to Millville</b>	
Curve at Division Post (Phila. Div.) North of Mill. ....	15
Between Viola Street and Jefferson Street Brown. ....	30
Bridge 3.10 Newton Creek, South of Yorkshp. ....	40
Between Bridge 3.10 Newton Creek and Bridge 4.86 Little Timber Creek .....	25
Curve North of Brooklawn .....	40
Bridge 5.55 Big Timber Creek, Westville .....	40
Curve South of Woodbury .....	45
Bridge 12.22 Mantua Creek, South of Wenonah. ....	30
Glassboro between southward home signal and Railroad Avenue on No. 2 Track .....	15
Newfield over Pearl Street .....	30
C.R.R. of N.J. crossing at Landis .....	15
Southward movements between Landis & Landis Ave. ...	15
Vineland between Park Avenue and Chestnut Avenue (by ordinance) .....	20
<b>PENNS GROVE BRANCH</b>	
<b>Woodbury to Penns Grove</b>	
Bridge 13.70 Paulsboro Movable Bridge .....	6
Between Paulsboro Movable Bridge and a point 300 feet South of Billingsport Road .....	6
Gibbstown Turnouts North and South end of siding .....	10
Bridge 20.79 Bridgeport Movable Bridge .....	10
Bridge 23.80 Jumbo .....	30
Mile Post 27 to Pitman Ave. ....	15
Pitman Avenue, Penns Grove (by ordinance) .....	5
Harmony Street, Penns Grove (by ordinance) .....	5
<b>CLEMENTON BRANCH</b>	
<b>Brown to Winslow</b>	
On Industrial track between Brown and West Collingswood .....	15
Curve between Brown and Shipyard .....	25
Curves at Winslow, Vernon—Cape May route from bridge No. 27.14 over C.R.R. of N.J., 120 feet North of Winslow Interlocking Station, to a point 130 feet South of Mile Post 27 .....	30
Curves at Winslow on Southward track, Clementon—Cape May route from bridge No. 25.76 over C.R.R. of N.J., to a point 130 feet South of Mile Post 27 under Egg Harbor Road .....	30
Curves at Winslow on Northward track, Cape May—Clementon route from 130 feet South of Mile Post 27 to bridge No. 26.11 over Southward Cape May connection .....	30

1157-F1. — Continued	Miles per Hour
<b>CAPE MAY BRANCH</b>	
<b>Winslow to Cape May</b>	
Curve South of Richland .....	60
Curve at Tuckahoe .....	40
Bridge 57.84 Woodbine Jct. ....	40
Curve South of Dennisville .....	50
Curve at Cape May Court House .....	50
Weeks Landing Road North of Erma .....	10
Bridge 78.19 Canal Movable Bridge .....	20
Curves Harbor Branch Jct. to Cape May .....	30
Broad St., Cape May .....	6
<b>OCEAN CITY BRANCH</b>	
<b>Tuckahoe to Ocean City</b>	
367 feet South of Tuckahoe to a point 1706 feet Southward .....	30
Bridge 57.10 Cedar Creek .....	30
Bridge 60.91 Ben Elder Creek .....	30
Bridge 61.08 Crook Horn Movable Bridge .....	20
Between 15th Street, Ocean City and Ocean City .....	10
<b>WILDWOOD BRANCH</b>	
<b>Wildwood Jct. to Wildwood</b>	
Curve South of Wildwood Jct. ....	15
State Highway No. 9 South of Wildwood Jct. ....	6
Bridge 74.00 Old Turtle .....	30
Bridge 74.97 Grassy Sound, Trestle and Movable Bridge .....	15
Bridge 75.87 Sunset Lake .....	30
<b>Pleasantville Secondary Track</b>	
English Creek Road, McKee City .....	10
Tremont Avenue, 4,185 feet south of McKee City .....	10
Spruce Avenue, Cardiff .....	10
State Highway 48, 3,782 feet north of Mount Calvary..	10
Doughty Road, Pleasantville .....	10
<b>Linwood Secondary Track</b>	
All highway crossings between Pleasantville and Lin- wood .....	10
<b>Grenloch Secondary Track</b>	
Locust Avenue, Bellmawr .....	10
Third Avenue, Runnemede .....	6
Ninth Avenue, Glendora .....	6
Woodland Avenue, Blenheim .....	6
Central Avenue, Blackwood .....	10
Elaine Avenue, Lakeland .....	5
<b>Salem Secondary Track</b>	
Mantua Avenue, Rt. 45 Woodbury, Southward Move- ments .....	15
Bridge 23.39 Oldmans Creek, Mile Post 23 .....	15
South Main St., south of Woodstown .....	15
<b>Salem Industrial Track</b>	
End of Block to Salem Station .....	15
Track leading to Salem Glass Works, crossing streets on any track (by ordinance) .....	4
<b>Bridgeton Secondary Track</b>	
Front Street (Old Daretown Branch) .....	10
State Street (Old Daretown Branch) .....	10
Penn Street (Indian Avenue) .....	5
Between North wye switch, Bridgeton and Bridgeton Station .....	20

1157-F1. — Continued	Miles per Hour
<b>Williamstown Secondary Track</b>	
Union Street, Glassboro .....	6
Main Street, Glassboro .....	6
Academy Street, Glassboro .....	6
Williams Street, Glassboro .....	6
<b>Manumusk Secondary Track</b>	
Between N. Second St. and Main St. (Rt. 47)	
Millville City Ordinance 5:3-1 .....	10
Orange Street South of Wood .....	5
<b>Woodbine Secondary Track</b>	
Lincoln Avenue North of Woodbine Station .....	5
Washington Avenue North of Woodbine Station .....	5
Adams Avenue South of Woodbine Station .....	5
Jefferson Avenue South of Woodbine Station .....	5
Madison Avenue South of Woodbine Station .....	5

### ENGINES

#### 1157-G1. Maximum Speeds, unless otherwise restricted

Class	Miles per Hour	
Rail Motor Car or Cars .....	65	
RDC (Budd Cars) Multiple Units .....	80	
RDC (Budd Cars) Single Units .....	50	
Rail Detector Cars .....	50	
	Multiple Light	With Train
<b>Diesel Units:</b>		
EP20, EP22 .....	60	80
EFPI5 .....	60	75
Freight except EF15, ERS17 .....	60	70
EF15, ERS17 .....	60	65
<b>Shifter Types—</b>		
All Classes, except following:	50	60
ARS16, ARS18, ERS15, FRS16,		
FRS20X .....	50	65
ARS24S .....	50	65
ERS15AX .....	—	55
Pennsylvania-Reading Seashore Lines		
BS-16ms (No. 6011-No. 6016, No.		
6024-No. 6027, incl.) .....	50	80
BS-16ms (No. 6007-No. 6010, incl.)	50	70
BS-16m (No. 6022 & No. 6023) ....	50	65
BS-15ms (No. 6000-No. 6005, incl.)	50	65
EF-20A (2000-2004, incl.) .....	50	71
<b>Single Units—Light—</b>		
All Classes .....	30	

#### NOTE—

Diesel unit type designations:

Second letter (and third where used) in unit type designation indicates service as follows:

“P”—Passenger.

“F”—Freight.

“FP”—Freight-Passenger.

“RS”—Road Switcher.

“S”—Shifter.

Numerals indicate engine horsepower in nearest hundreds.

**SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS**  
**1157-H1. Maximum Speeds, unless otherwise Specified.**

Track	Between	And	Miles per Hour
Grenloch .....	Brown.....	Grenloch.....	15
Deep Water Point ...	Penns Grove...	Deep Water...	15
Salem Secondary Track ...	Woodbury....	Salem.....	30
Bridgeton Secondary Track ...	Glassboro.....	Bridgeton.....	30
Pleasantville Secondary Track ...	McKee City...	Conn. Main Line.....	15
Glassboro— Williamstown .....	Glassboro.....	Williamstown..	15
Manumuskin Secondary Track ...	Swift.....	1.75 miles south of Manumuskin..	15
Leesburg .....	Manumuskin..	880 ft. South of Leesburg...	15
Woodbine Secondary Track ...	1839 ft. North of Woodbine..	Woodbine Jct..	15
Linwood .....	Pleasantville...	Linwood.....	15
Gate Siding .....	Gate.....	Egg.....	15
All Other Sidings .....	.....	.....	5

**1157-J1.** In the application of Rule 113, movement on the following tracks must not exceed the speed indicated, prepared to stop short of other movements, obstruction, or switch not properly lined.

Track	Between	And	Miles per Hour
Industrial.....	Brown.....	West Collingswood..	15
A. C. Elec. Co. ....	Palermo .....	A. C. E. Co. ...	15
Shell Chem. Co. ....	Penns Grove Br.	Paradise Rd. ...	15

## ENGINE AND SPECIAL LOAD RESTRICTIONS

**1160-A1. Engines and special loads are restricted at locations shown below:**

**NOTE — Letters and figures indicate:**

**X—Prohibited.**

**D—Operation of engines coupled prohibited.**

**E—Restricted account light rail.**

**M—Prohibited beyond markers.**

**O—Prohibited except in detour or emergency service.**

**T—Prohibited on trestle.**

**Full Face Type —** Indicates that the same class of engine is shown in more than one column. The most restrictive indication shown at a location will apply.

Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

The small letter in parentheses shown in location column indicates reference NOTE shown at end of table.

Engines of classes other than those listed shall not be run over any portion of the region unless authorized by Superintendent Transportation.

Class of engines and special loads listed under each numbered and lettered column of this page will apply to corresponding columns of all succeeding pages of this Instruction.

COLUMN	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
LOCATION	AS6, BS6, BS7, BS7M, ES6 AF24, AF24A, ARS10, ARS10S, ARS10SX, ARS19, AS10 AS10A, BS10, BS10M, BS10S, BRS12, BRS12S, BRS12SX, BS12, BS12M, EF25, ES10, ES12, ES12M, FS10 AF25, ARS16, ARS16S, ARS16X, EF15, EF15A, EF20A, EF22, EFP15, ERS15, ERS15S, ERS17, FRS16, FRS20, FRS20X, FS12, FS12M, GF25 ARS18, ARS24, BS15MS, BS16M, BS16MS, BRS16, EP20, EP22, L6 AF27, AF30, AF36, ARS16, ARS24S, EF25A, EF36, ERS15AX, ERS17A, FRS24, GF25A, GF28A, GF33A GG1, E44 AF30, AF36, EF36, GF28A, GF33A									
MAIN LINE: BETWEEN DIVISION POST (Phila. Div.) AND ATLANTIC CITY .....	..	..	..	..	..	..	X	X	X	...
LINDENWOLD P.A.T.C.O. ....	M	M	M	M	M	X	X	...	...	...
LUCASTON Lucas Paint Co. ....	..	..	..	..	..	X	X	X	X	...

LOCATION COLUMN	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
<b>EGG HARBOR</b>										
Egg Harbor Lumber Co.—										
Lumber track inside gate ...		X	X	X	X	X				
Lolly Fuel Co.—Lower track ..		X	X	X	X	X				
<b>POMONA AIR BASE</b>										
<b>ATLANTIC CITY:</b>										
Bridge No. 57.63 Atlantic										
Movable bridge .....	15	15	15	15	15	10	10	X	X	X
<b>CAPE MAY BRANCH</b>										
<b>WOODBINE JCT., South of:</b>										
Over under grade bridge 2500										
feet South of Woodbine Jct...			40	40	40	X	30	X	X	X
<b>CAPE MAY COURT HOUSE:</b>										
W. J. Tyler & Sons Lumber Co.						X				
C. DeCinque Feed Co. ....						X				
<b>RIO GRANDE:</b>										
Freaco Co. ....						X	X	X	X	X
<b>CAPE MAY:</b>										
Track leading to Cape May										
Point .....	15	15	15	15	15	X				
On all curves, Cape May Point										
track: .....	10	10	10	10	10	X				
<b>OCEAN CITY BRANCH</b>										
<b>PALERMO — BEESLEY'S PT.</b>										
Track E Through Dumper ...		X	X	X	X	X				
<b>OCEAN CITY:</b>										
Burkard Coal Co., 11th St....						X				
Shoemaker Lumber Co. ....						X				
Powell-Van Gilder .....						X				
<b>MILLVILLE BRANCH</b>										
<b>DIV. POST, South of:</b>										
Camden Iron & Metal Co.....			X	X	X	X				
Terminal Whse. of N. J. ....			X	X	X	X				
B. T. Babbitt — Curley Co. ..			X	X	X	X				
Samuel Langston .....			X	X	X	X				
B. A. Bernard .....			X	X	X	X				
<b>BROWN, South of:</b>										
Bakers Exchange .....						X				
Southward lead to former										
ACRB .....			X	X	X	X				
Except all class engines may										
operate to a point 1000 feet										
south of switch.										
<b>GLOUCESTER, South of:</b>										
Station and yard tracks .....					X	X				
<b>SOUTH GLOUCESTER, South of:</b>										
Gloucester Branch .....					X	X				
Goodman Feed Co. ....					X	X	X	X	X	X
<b>WESTVILLE</b>										
Power house siding .....					X	X				
<b>SOUTH WESTVILLE</b>										
Texas Oil Co. ....					X	X				
Middle Atlantic Millwork Co..					X	X				
Woodbury Coal & Supply Co...					X	X				
<b>WOODBURY, South of:</b>										
No. 3 station track .....	5	5	5	5	5	X				
<b>BRIDGE NO. 12.22</b>										
Mantua Creek, South of										
Wenonah .....	30	30	30	30	30	X	30	X	X	X

COLUMN	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
<b>GLASSBORO, South of:</b>										
Wye track .....	5	5	5	5	X	X				
<b>CLAYTON</b>										
Clayton Ready Mix Co. ....							X	X	X	
Hungerford & Terry (Beyond 60 feet South of Atlantic Ave.) .....	X	X	X	X	X	X				
<b>VINELAND:</b>										
Tracks to Kimball-Prince Lumber Co. ....					X	X	X	X	X	
<b>SOUTH VINELAND</b>										
Campbell Co. ....							X	X	X	
<b>MILLVILLE:</b>										
Wye track .....	5	5	5	5	5	X				
Track leading to T. C. Wheaton Co. ....						X				
<b>CLEMENTON BRANCH</b>										
<b>HADDON HEIGHTS</b>										
Haddon Heights Eastern Dist. Co. ....			X	X	X	X				
<b>MAGNOLIA</b>										
Owens-Corning Fiberglass .....	8	8	8	8	8	X				
<b>PENBYRN, North of:</b>										
Geo. H. Pettinas track (curve) ..	5	5	5	5	5	X				
<b>WILLIAMSTOWN JCT., South of:</b>										
Wye track .....	5	5	5	5	5	X				
Bridgeton Sand Co. ....	5	5	5	5	X	X				
<b>PENNS GROVE BRANCH</b>										
Between Woodbury and Penns Grove .....						X	X	X	X	
<b>PAULSBORO, South of:</b>										
Paulsboro Chemical Industries, Inc. ....						X				
Switch leading to Patterson Oil Co. ....	5	5	5	5	5	X				
Vacuum Oil Co., track No. 1..			X	X	X	X				
Catalytic Plant .....										
<b>GIBBSTOWN, South of:</b>										
Wye track .....	5	5	5	5	5	X				
Cardox .....					X	X				
<b>PENNS GROVE:</b>										
Wye track .....	5	5	5	5	5	X				
<b>SALEM SECONDARY TRACK</b>										
Between Woodbury and Salem ..						X				
<b>SWEDESBORO</b>										
S. B. Patterson warehouse track .....						X				
<b>SALEM:</b>										
Wye track .....						X				
Glass Works Branch beyond a point 800 feet south of 5th St. ....			X	X	X	X				
<b>BRIDGETON SECONDARY TRACK</b>										
Between Glassboro and Bridgeton .....						X	X	X	X	
<b>BRIDGETON:</b>										
Wye track .....	5	5	5	5	5	X				
American Can Co. ....						X				
New Jersey Packing Co. ....						X				
The Hunt Co. ....						X				
P. J. Ritter Co. ....						X				

COLUMN	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	
<b>PLEASANTVILLE SECONDARY TRACK</b> Between McKee City and Conn. Main Line .....											
<b>PLEASANTVILLE:</b> Hygienic Ice & Coal Co. ....											
<b>GRENLACH SECONDARY TRACK</b> Brown to Grenloch .....											
<b>WILLIAMSTOWN SECONDARY TRACK</b> Glassboro to Williamstown ....											
<b>WOODBINE SECONDARY TRACK</b> Woodbine Jct. to Woodbine ...											
<b>LINWOOD SECONDARY TRACK</b> Pleasantville to Linwood .....											
<b>DEEPWATER POINT SECONDARY TRACK</b> Penns Grove to Deepwater ...											
<b>DU PONT TRACKS, NO. 1</b> Carneys Pt. ....											
<b>MANUMUSKIN SECONDARY TRACK</b> Between Swift and Terminus..											
<b>LEESBURG SECONDARY TRACK</b> Between Manumuskine and Leesburg .....											
<b>KAIGHN AVE.—BULSON ST. YARD</b> Merchants Products .....											
Camden Term. & Storage Co. ....											
Atlantic Indus. Tank Maint. Inc. ....											
Mack Warehouse, Ferry Ave. ...											
MacAndrews & Forbes Co. ....											
South Jersey .....											
Frank Samuels .....											
Camden Sewage Plant .....											
Bulson Street drill track (former Gloucester Branch) .....											
New York Shipbuilding Co. ...											
Ace Iron & Metal .....											
<b>KAIGHN AVE.—COOPERS POINT YARD</b> Freight House conn., 2nd St. ...											
Camden Port Terminal .....											
Gallo Wine .....											
Giordano Waste Material Co. ...											
Woodland Lumber Co. ....											
Volney-Bennett Lumber Co. ...											
Flinthote .....											
Camden Grocers Co. ....											
<b>COOPERS POINT YARD</b> Curve leading from Delaware Ave. to Public Del track at Coopers Point yard .....											
All class engines are prohibited making movements from No. 4 warehouse and No. 33 building to No. 4 track Campbell Soup Co. ....											
<b>ATLANTIC CITY YARD</b> Mediterranean Ave. tracks ....											
Burkhard & Cudahay, Baltic Ave. ....											
Burkhard Coal Co., Baltic Ave. ....											
Louis Mason Co., Baltic Ave. ...											
Edwin Smith, Baltic Ave. ....											
Atlantic City Sewerage Co. ....											
Baltic Ave. ....											
Atlantic City Elec. Co. ....											

**1160-A2. Engines and Derricks in excess of class and weight indicated must not be permitted on Bridges of Industrial tracks named:**

	Class of Engines	Derricks Steam
<b>New York Shipyard, Camden:</b>		
Newton Creek Bridge.....	BS6	100 tons
<b>Millville Mfg. Co., Millville:</b>		
Raceway Bridge.....	BS12	100 tons
No. 43 Siding Bridge.....	BS12	100 tons
Tail Race Bridge.....	BS12	75 tons
<b>DuPont Powder Works, Carneys Point:</b>		
Drying House Bridge No. 120.....	BS12	150 tons
Drying House Bridge No. 312.....	BS12	150 tons
Spur Track Bridge.....	BS12	150 tons
Waste Stream Bridge.....	BS12	150 tons

Wreck derricks 100, 120 and 150 tons are restricted in the same territory as engines shown in Column 5.

#### Equipment Restrictions

**1160-B1.** Cars having a combined weight of car and lading, as shown below, are subject to the following restrictions as to speed over certain bridges, etc.

Weight of Car (Pounds)	Minimum Coupled Length	Restriction
150,000-170,000	40'-0"	Same as Column 2
170,000-220,000	42'-0"	Same as Column 3
220,000-263,000	48'-0"	Same as Column L

Cars in the above weight classifications, but shorter than the minimum coupled length specified, are subject to special restrictions.

The above restrictions do not apply to Jenny type hopper or gondola cars. These cars have a gross weight up to 220,000 lbs., and a coupled length of approximately 24 feet. Their effect on long bridge spans is very severe and they are subject to special restrictions.

**1160-B2.** On track designated "X", "A" or "B", Columns 1 or 2, under Special Instructions 1160-A1, Cushion Underframe cars of foreign ownership are to be moved with caution, not exceeding 3 miles per hour through curves on such side tracks and observed closely for indication of impending derailment. Such cars may be recognized by the unusual projection of the couplers beyond the body of the car, two or three feet, and by such signs on the side as "Shock Control" and "Hydra Cushion."

**1160-B3.** Cars 50 feet or longer must be handled separately on industrial tracks where engines are prohibited or nothing larger than a Class AS-6 engine can operate on account of curvature.

**1160-B4.** Cars 50 feet or longer must be handled separately on lead to Nos. 8 and 9 tracks, inside Anchor Hocking Glass Co., Salem.

#### Derricks

**1160-C1.** Trains with 250-ton wrecking derricks are prohibited on tracks and bridges of the Pennsylvania-Reading Seashore Lines unless authorized by the Engineer of Maintenance and Construction.

**1163-A1a.** Close clearance exists at various locations. Employees must use care and take precautions necessary to protect against injuries.

#### Side Clearance

**1163-A3.** Account clearance at points listed below and at locations where "Close Clearance Signs" are posted, trainmen and other employees are prohibited from riding on side of moving equipment.

Beesley's Point--Through Coal Dumper  
Manumuskine Sec.--G. F. Pettions

## TRAIN DISPATCHERS

### 1201-A1. Location of Train Dispatcher

**Camden:**

**Train Dispatcher in charge as follows:**

#### MAIN LINE:

Division Post (Phila. Div.) to Atlantic City

#### BRANCHES:

Cape May

Clementon

Millville

Penns Grove

Ocean City

Wildwood

#### SECONDARY TRACKS:

Salem

Bridgeton

### 1204-A1. Referring to Rule 204.

A copy of the train order need not be supplied to helper engines except when assisting engine is coupled ahead.

Referring to Rule 221(A).

1221(A)-A1. At Glassboro, when the Train-Order-Signal is displayed, a proceed signal may be displayed on southward Home Signal, 900 feet north of interlocking station and next interlocking signal displayed in Stop position until Rule 221(A) has been complied with.

1221(A)-A2. At Woodbury, when the Train-Order-Signal is displayed, a proceed signal may be displayed on southward Home Signal 1095 feet south of North Woodbury station and on northward Home Signal south of interlocking station governing northward movements from Glassboro, Penns Grove Branch or Salem secondary track and next interlocking signal displayed in Stop position until Rule 221(A) has been complied with.

1221(A)-A3. At Winslow when the Train-Order-Signal is displayed, a proceed signal may be displayed on southward Home Signal, 890 feet north of interlocking station and next interlocking signal will be displayed in Stop position until Rule 221(A) has been complied with.

## SIGNAL RULES

### 1250-A1. Movement of Trains by Block Signal System Rules.

Applies in Columns 1, 2, 3, 6, 7, and 8.

X—Indicates Rules in effect except as otherwise indicated.

Applies in Columns 4 and 5.

A—Indicates Rules 305 to 316 inclusive, and Rules 319 to 342 inclusive in effect.

P—Indicates Rules 305 to 315 inclusive, and Rules 317 to 342 inclusive in effect.

Applies in Columns 9 and 10.

T—Indicates Automatic Train Stop Rules in effect.

C—Indicates Cab Signal Rules in effect.

**COLUMN 1**—Movement of trains in the same direction by Block Signals.  
Rules 251, 253, and 254.

**COLUMN 2**—Opposing and following movement of trains by Block Signals.  
Rules 261, 262, 263, and 264.

**COLUMN 3**—Movement of trains on Secondary Tracks.  
Rules 271, 272, and 273.

**COLUMN 4**—Manual Block Signal System.  
Rules 305 to 342 inclusive.

- COLUMN 5**—Manual Block Signal System.  
Rules 303 to 342 inclusive.  
For movements against the current of traffic.
- COLUMN 6**—Traffic Control System.  
Rules 450 to 462 inclusive.
- COLUMN 7**—Automatic Block Signal System.  
Rules 501 to 514 inclusive, except Rule 513.
- COLUMN 8**—Automatic Block Signal System.  
Rules 501 to 514 inclusive, except Rule 513.  
For movement against the current of traffic.
- COLUMN 9**—Automatic Train Stop or Cab Signal with the  
Current of Traffic and on Single Track.  
Rules 550 to 562 inclusive.
- COLUMN 10**—Automatic Train Stop or Cab Signal against the  
Current of Traffic.  
Rules 550 to 562 inclusive.

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
Div. Post	Kirk	MAIN LINE											
		Single	...	X	...	...	...	...	X	...	C	...	
Kirk	Winslow	1 and 2	X	...	...	...	A	...	X	...	C	...	
Winslow	Tide	Single	...	...	...	P	...	...	...	...	...	...	
Tide	Atlantic	Single	...	X	...	...	...	...	X	...	...	...	
Cooper	Mill	Branches Secondary Tracks and Sidings											
		Millville Br. Single	...	X	...	...	...	...	X	...	...	...	
Mill	Brown	1 and 2	...	X	...	...	...	...	X	X	...	...	
Brown	Woodbury	1 and 2	X	...	...	...	A	...	X	...	...	...	
Woodbury	Glassboro	Single	...	...	...	P	...	...	...	...	...	...	
Glassboro	Millville	Single	...	...	...	P	...	...	...	...	...	...	
Woodbury	Penns Grove	Penns Grove Single	...	...	...	P	...	...	...	...	...	...	
Woodbury	Salem	Salem Secondary	...	...	X	P	...	...	...	...	...	...	A
Glassboro	Bridgeton	Bridgeton Secondary	...	...	X	P	...	...	...	...	...	...	A
Brown	Winslow	Clementon Br. Single	...	...	...	...	...	...	X	...	...	...	
Winslow	Cape May	Cape May Br. Single	...	...	...	P	...	...	...	...	...	...	B
Tuckahoe	Ocean City	Ocean City Br. Single	...	...	...	P	...	...	...	...	...	...	
Wildwood Jct.	Wildwood	Wildwood Br. Single	...	...	...	P	...	...	...	...	...	...	B

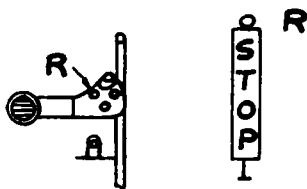
**NOTE A**—Passenger train, carrying passengers, must not operate via this track without train orders; except when used for the purpose of clearing main track.

**NOTE B**—Wildwood Jct.—When interchanging cars, or to permit a train to enter a block to clear main track switch in order to proceed in opposite direction, the Operator is authorized to display permissive-block signal and trains affected may accept permissive-block signal.

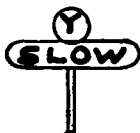
1280-A to 1297-A1. Signal aspects not in conformity with the typical aspects, in service:



**INDICATION - PROCEED**  
**NAME - CLEAR**  
**RULE - 281**



**INDICATION - STOP**  
**NAME - STOP SIGNAL**  
**RULE - 292**



**INDICATION - APPROACH NEXT  
 SIGNAL PREPARED  
 TO STOP**  
**NAME - CAUTION**  
**RULE - 285 A**

**NOTE:**

**G - INDICATES GREEN**  
**Y - INDICATES YELLOW**  
**R - INDICATES RED**

1288-B1. COHAN — Slow sign located 1,232 feet south of MP35 and Stop sign with red light located 250 feet north of Cohan governing southward movement.

Slow sign located 2,742 feet north of MP37 and Stop sign with red light located 346 feet south of Cohan governing northward movement.

All trains must stop at Stop signs and before proceeding over C.R.R. of N.J., must know that crossing is clear.

**Facing Hand-Operated Switches connected with Manual Block Signal**

1331-A. Train orders must be used to advance a train or engine at the following Manual Block Signals when they cannot be cleared:

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
Winslow	Southward	Single Main Line	Southward Block Signal and Spencer Gifts switch.
Ham	Southward	Single	Ham Block Station and Suburban Gas Co. switch.
Ham	Northward	Single	Ham Block Station and Hammonton Yard switch.
Gate	Southward	Single	Gate Block Station and Pomona Pub. Del. Track switch.
Tide	Northward	Single	Tide Block Station and NAFEC switch, Pomona.
Winslow	Southward	Single C. M. Br.	Southward Block Signal and Folsom delivery track.
Woodbury	Southward	Single Millville Branch	Southward Block Signal and Middle Atlantic Lumber Co. switch.
Woodbury	Southward	Salem Secondary	Block Signal and F. B. Collier & Sons switch.
Glassboro	Southward	Bridgeton Secondary	Block Signal and Switch to Owen Illinois Glass Co.

**NOTE**—A train or engine receiving train order to pass a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal, must be advised of the condition of the block ahead, and train or engine must approach such switches prepared to stop short of switches not properly lined.

**Hand-operated Switches where Trains or Engines must not clear.**

1502-A1. At the following locations trains and engines are prohibited from clearing main track:

Track	Location	Switch
Main Line:	Woodcrest	Hussman Co.

### Referring to Rule 509

1509-A1. Color light fixed signal 280 feet north of Williamstown Jct. governing Northward movement and color light fixed signal 4,980 feet south of Williamstown Jct. governing Southward movement must not be passed when stop-signal is displayed without authority by train order.

### CAB SIGNALS

1550-A2. Testing sections, in addition to those at terminals, located:

Between Signal R284 north of Folsom and a point 4,646 feet north thereof.

#### 1550-A3. Cutting-in Sections Located—

Winslow—4646 feet north of Signal R284 (Cape May Branch).

Winslow—4498 feet north of Signal 290 (Main Line).

#### 1550-A4. Operation of Cab Signal Circuit Switch

When making cab signal departure tests, the fireman or helper must operate the switch for the test circuit. On Rail Motor cars or single unit Budd cars the conductor will operate the switch for the test circuit.

### Change in Cab Signal Aspects at Certain Locations

#### 1551-A1. Kirk Interlocking:

When home signal governing northward movements on No. 1 track displays aspects Rule 291 figure A, or Rule 292 figure A, cab signal will display "Restricting" aspect from Maple Avenue Highway Grade Crossing, 1200 feet south of Kirk to home signal at Kirk.

When home signal governing southward movements on Single track displays aspects Rule 290 figure A, Rule 291 figure A, or Rule 292 figure A, cab signal will display "Restricting" aspect from a point 1837 feet south of Mile Post 11 to home signal at Kirk.

1555-A1. Following exceptions authorized for trains and engines not equipped with cab signals:

- (a) Engines in switching and transfer service.
- (b) Engines and Rail Motor Cars moving light to and from shop.
- (c) Wire, work and wreck trains and ballast cleaners to and from work.

### When Cab Signal Apparatus Fails

1558-A1. When Cab Signal apparatus fails it is the duty of the engineman to personally report to and receive instructions from the operator.

## INTERLOCKING

### INTERLOCKINGS—TRACK CIRCUITS WHICH MAY NOT SHUNT

(State of New Jersey)

**1616-A2.** Sections of track within interlockings with track circuits which may not shunt due to rusted rail are indicated by yellow reflectorized markers displaying a black letter "R". These markers are located at the side of the track adjacent to the switch or the signal governing the route which may not shunt.

A member of a crew which has switching to perform within an interlocking, must, before entering the interlocking, communicate with the operator and inform him of the movements to be made and request information as to the existence of rusted rail or other abnormal conditions affecting such movements. The operator must furnish to the crew member, information as to such locations which may not shunt and require that a member of the crew report to him when the movement is completed. A movement is completed when it is beyond the opposing home signal.

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

Train crews on through movements on main tracks within an interlocking are not required to report the movement completed unless such a report is requested by the operator. These instructions do not apply to train or engine crews of trains making normal station stops within interlockings or to work trains or other equipment engaged in maintenance work on track which they have been given the exclusive right to use.

Instruction 11, C.T. 405, "Special Instructions Governing Operation of Signals and Interlockings", is amended: (a) to require the installation of reflectorized markers indicating sections of track within interlockings with track circuits which may not shunt due to rusted rail; and (b) to eliminate reliance by the operator on his visual observation to determine that the movement is completed.

### TELEPHONE — RADIO

#### USE OF RADIO

**1702-A1.** Radio for communication between equipped engines, cars, stations and other locations, in service. Use of radio is governed by Rules 701 to 719, inclusive, and is subject to Federal Communications Commission Regulations.

Any employee shall permit inspection of the radio equipment in his charge, and all FCC documents pertaining thereto, by a duly accredited representative of the FCC at any reasonable time.

Internationally the word "Mayday" indicates a distress message, the word "Pan" an urgent message and the word "Security" a safety message. Employees may hear such messages sent by aircraft or, in coastal areas, by boats. Railroad employees hearing such messages must report them to the Superintendent and take such appropriate action to relieve the distressed as may be possible.

No employee shall divulge or publish the existence, contents, purport, effect or meaning of communications (distress communication excluded), except to the person for whom the communication is intended or to another employee of the rail-

road whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.

When radio is used to direct movement of train, or engine, failure to maintain communication with employee directing the movement will require the movement to be stopped immediately. Further movement must not be made until communication has been established.

Radio equipped RDC Budd Cars are indicated by a decal on the side of the equipment. All PRSL engines will be radio equipped.

**1702-A2.** RDC Budd Cars and Diesel engines in regular passenger service between Philadelphia and the PRSL are equipped with two-channel radios. Passenger trains to and from Philadelphia will use the Penn Central road channel north of Utica Avenue and the PRSL road channel south of Utica Avenue.

**1702-A3.** PRSL Diesel engines in freight and yard service will be equipped with two-channel radios. Channel No. 1 is designated the road channel and channel No. 2 is designated the yard channel. Normally, channel No. 1 will be used for all operations on Main and Secondary tracks and must be used when talking to Block Stations. Channel No. 2 will be used within yards and when talking to Yard Masters.

**1702-A4.** Mobile Units equipped with radio as follows:

Unit	Radio Number
General Manager	1
Superintendent-Transportation	2
Engineer Maintenance and Construction	3
Trainmaster, Woodbury	20
Trainmaster-Roadforeman	21
Trainmaster-Supervising Operator	23
Supervisor Track	30
General Foreman Track	31
Inspector, C&S, Hammonton	41
Captain Police	50
Police Patrol Car	51
Police Radio, Atlantic City	52
Assistant Motive Power Foreman, Atlantic City	61
Burro Crane	125
Track Gang Truck, Berlin	135
Wreck Truck	186
Plasser Spot Tamper	222
Ballast Regulator-Brush Cutter	224
Tie Handler	230
Electro Tamper	235
Track Inspector, Hammonton (HRC)	240
Track Inspector, Millville (HRC)	241
Track Inspector, Woodbury (HRC)	242
Maintainer, C&S, Cape May (HRC)	243
Maintainer, C&S, Woodbury (HRC)	244
Maintainer, C&S, Vineland (HRC)	245
Track Gang Truck, Bulson St.	247
Track Gang Truck, Tuckahoe	248
Track Gang Truck, Hammonton	249
Truck Crane (Grove) (HRC)	251
Spot Tamper (223) Support Truck	252
M of E Truck, Millville	261
Roanoke Brush Cutter	263
C&S Line Gang Truck, Westville	265
Inspector C&S, Hammonton	1125
Maintainer C&S, Haddon Heights	1126
Maintainer C&S, Berlin	1133

**1704-A1. Radios located at other than Block Stations:**

<b>Location</b>	<b>Channel</b>
Atlantic City Enginehouse	1
Bulson Street Yard Office	1 & 2
Camden, MW office	1
Camden, Movement Desk	1
Canal Movable Bridge	1
Cape May Station	1
Carneys Point Yard Office	1 & 2
Coopers Point Yard Office	1 & 2
Glassboro Repair Shop	1
Millville Yard Office	1 & 2
Paulsboro Yard Office	1 & 2
Penn Central 27th Street Yard Office	1

**1717-A1.** In the application of Rule 717, employes shall identify radio station from which they are calling by prefacing the name of the station, engine number, cabin number or other mobile equipment number with "SEASHORE."

**To All Employees:**

Your company, co-operating with local, state and national safety councils, is earnestly interested in preventing accidents to you, members of your family and your friends.

We should unite to prevent the many needless tragedies that occur in the home, on the highways, and at work.

Please lend your personal efforts to prevent accidents by heeding safe driving rules on the highways, by adopting safe practices in the home and complying with all the rules of your company while on duty.

The rules of the Penn Central are designed for your safe guidance — respect them, strictly comply with them.

Live longer and happier by always practicing safety!

**R. E. BLOSSER,  
General Manager,  
Pennsylvania-Reading  
Seashore Lines**

# SAFETY CALENDAR

**Train, Engine and Other Transportation Employees**

**A Safe day is a Pay day**

**Accident prevention starts by knowing, understanding and obeying the Safety Rule, let it be your guide each and every day.**

Date	Jan.	Feb.	Mar.	Apr.	May	June
1	1000(a)	1000(b)	1011(a)	1101	1001(c)	1001(d)
2	1000(b)	1000(a)	1001(d)	1100(a)	1010(b)	1109
3	1105(i)	1175(j)	1176(h)	1000(b)	1123(c)	1012
4	1013(c)	1010(a)	1050	1152(b)	1216(e)	1176(p)
5	1175(e)	1208	1154(b)	1103(m)	1051(b)	1112(a)
6	1111(a)	1002(c)	1003(a)	1051(g)	1201(a)	1011(b)
7	1010(c)	1152(d)	1118	1111(l)	1052(k)	1125
8	1105(c)	1121	1222	1176(d)	1102(a)	1105(a)
9	1005	1213	1218	1156(a)	1175(d)	1010(c)
10	1175(a)	1204(a)	1117(c)	1110	1002(b)	1152(b)
11	1156(e)	1021	1103(d)	1052(g)	1176(a)	1128 C
12	1014(g)	1114(a)	1221(b)	1125	1111(a)	1175(e)
13	1206	1109	1124	1100(l)	1017	1011(p)
14	1150(a)	1014(a)	1175(k)	1175(d)	1152(a)	1051(d)
15	1103(h)	1126(b)	1207	1004	1013(a)	1176(b)
16	1006	1201(d)	1152(f)	1155(c)	1127	1111(d)
17	1155(d)	1012	1153(a)	1201(c)	1014(c)	1006
18	1052(d)	1122(b)	1008(c)	1150(c)	1105(e)	1115
19	1105(e)	1111(g)	1052(e)	1119(a)	1024(b)	1018(a)
20	1009	1107	1018(c)	1105(a)	1175(m)	1003(d)
21	1201(e)	1151	1100(d)	1175(e)	1052(b)	1021
22	1014(c)	1115	1216(f)	1016	1010	1156(c)
23	1202(a)	1176(e)	1176(k)	1205(e)	1153(a)	1009
24	1102(c)	1015	1203(a)	1214	1010(a)	1052(e)
25	1007	1200	1223	1020(h)	1119(a)	1206
26	1127	1202(d)	1106	1176(c)	1154(a)	1017
27	1123(a)	1114(b)	1110	1226	1015	1207
28	1103(i)	1013(a)	1024(a)	1102(a)	1004	1105(b)
29	1216(d)	—	1052(j)	1224	1176(h)	1214
30	1219	—	1105(d)	1211(b)	1203(a)	1156(a)
31	1214	—	1006	—	1107	—

# SAFETY CALENDAR

**Train, Engine and Other Transportation Employees**

**A Safe day is a Pay day**

**Accident prevention starts by knowing, understanding and obeying the Safety Rule, let it be your guide each and every day.**

Date	July	Aug.	Sept.	Oct.	Nov.	Dec.
1	1003(a)	1000(a)	1002(d)	1001(a)	1000(a)	1000(b)
2	1001(a)	1004	1000(b)	1003(b)	1000(b)	1001(a)
3	1100(a)	1003(d)	1111(a)	1155(d)	1175(g)	1153(b)
4	1050	1175(j)	1152(e)	1009	1150(b)	1111(f)
5	1204(a)	1017	1008(c)	1175(l)	1152(e)	1017
6	1176(c)	1128 M	1100(b)	1115	1052(c)	1004
7	1002(d)	1105(g)	1018(c)	1102(c)	1111(b)	1154(a)
8	1106	1127	1019	1155(a)	1150(c)	1114(c)
9	1025	1112(b)	1176(k)	1126(b)	1112(a)	1006
10	1122(b)	1052(l)	1006	1021	1175(c)	1102(a)
11	1014(a)	1156(e)	1219	1103(m)	1112(b)	1151
12	1102(c)	1100(g)	1002(f)	1202(a)	1025	1111(c)
13	1200	1012	1007	1109	1105(f)	1156(c)
14	1150(c)	1152(d)	1100(k)	1211(a)	1155(a)	1020(a)
15	1175(g)	1205(d)	1221(b)	1152(f)	1111(d)	1152(a)
16	1000(b)	1111(b)	1013(a)	1206	1051(e)	1103(c)
17	1014(g)	1176(e)	1207	1016	1105(b)	1003(d)
18	1154(b)	1216(a)	1106	1153(b)	1112(c)	1100(f)
19	1103(c)	1010(d)	1000(a)	1111(j)	1010(b)	1052(k)
20	1007	1119(c)	1175(k)	1014(c)	1210	1014(f)
21	1013(b)	1223	1005	1203(b)	1013(b)	1051(c)
22	1211(b)	1155(c)	1216(b)	1121	1205(d)	1115
23	1105(d)	1203(c)	1051(e)	1176(l)	1002(b)	1014(a)
24	1022(a)	1115	1176(m)	1052(j)	1152(c)	1053
25	1111(c)	1015	1214	1020(a)	1215	1216(b)
26	1152(c)	1176(l)	1011(a)	1122(c)	1012	1007
27	1216(f)	1105(c)	1116(a)	1207	1202(a)	1201(b)
28	1222	1121	1022(a)	1052(d)	1225(c)	1220
29	1050	1109	1114(a)	1113	1205(a)	1216(a)
30	1127	1202(d)	1150(b)	1008(b)	1176(d)	1018(a)
31	1217	1117(a)	—	1128 D	—	1022(a)

EMPLOYEE QUALIFICATION			Promotion Date.....	
Home Div. ....		Name.....		Occupation.....
QUALIFIED FOR SERVICE				
DIVISION	PORTION	DATE QUALIFIED	DATE OF LAST EXAMINATION	
			BOOK OF RULES	
			TIMETABLE	
			AIR BRAKE	
			PHYSICAL	
			<input type="checkbox"/> REG. <input type="checkbox"/> SPECIAL	

## TRAIN AND ENGINE POOL CODES

### 1. ALL TRAIN AND ENGINE SERVICE EMPLOYEES

- A. Post the applicable pool code (from the attached list) to your timeslip daily.
- B. This notice in no way affects any information currently inserted on your timeslip.
- C. Forward completed timeslip daily.

### 2. ROAD SERVICE CREWS

- A. Employees who qualify for Meal Allowance must enter their claim in the space provided at bottom of the timeslip in lieu of Form MPAS 621.
- B. Insert your employee number on the timeslip where claim is recorded.
- C. Timeslip is to be completed immediately following the end of your daily tour of duty.

### PASSENGER

POOL CODE	POOL DESCRIPTION	TRAIN SYMBOL
001	Philadelphia Atlantic City	1001
003	Philadelphia Atlantic City	1027
004	Philadelphia Atlantic City	1029
005	Philadelphia Atlantic City	1031
007	Philadelphia to Wildwood	1063
008	Millville Camden	756
009	Millville Camden	758
010	Camden Millville	769
011	Camden Millville	773
012	Tuckahoe Ocean City	263
013	Wildwood Jct. Cape May	463
014	Wildwood Jct. Wildwood	301
015	Wildwood to Philadelphia	1052
016	Ocean City Tuckahoe	252
017	Cape May Wildwood Jct.	452
018	Wildwood Wildwood Jct.	330
019	Atlantic City Philadelphia	1000
020	Atlantic City Philadelphia	1002
021	Atlantic City Philadelphia	1004
024	Atlantic City Philadelphia	1022
026	Atlantic City Philadelphia	1038
100	Philadelphia to Wildwood	1053
101	Tuckahoe Ocean City	253
102	Wildwood Jct. Cape May	453
103	Philadelphia to Wildwood	1057
104	Tuckahoe Ocean City	257
105	Wildwood Jct. Cape May	457
109	Philadelphia to Wildwood	1061
110	Tuckahoe Ocean City	261
111	Wildwood Jct. Cape May	461
119	Wildwood to Philadelphia	1050
120	Wildwood to Philadelphia	250
121	Cape May Wildwood Jct.	450
129	Wildwood to Philadelphia	1058
130	Ocean City Tuckahoe	258
131	Cape May Wildwood Jct.	458
135	Wildwood to Philadelphia	1062
136	Ocean City Tuckahoe	262
137	Cape May Wildwood Jct.	462
138	Race Train	Ex.
150	Change Engine — Passenger	

**YARDS**

<b>POOL CODE</b>	<b>POOL DESCRIPTION</b>	<b>CREW NUMBER</b>
200	Bulson Street Yard	
201	Paulsboro Yard	
202	Pennsgrove Yard	
203	Salem Yard	
204	Coopers Point Yard	27 A
205	Coopers Point Yard	27 B
206	Coopers Point Yard	27 C
207	Atlantic City Yard	
208	Millville Yard	
209	Bulson Street Yard Trnsfer.	23 A
210	Bulson Street Yard Trnsfer.	22 A
211	Bulson Street Yard Trnsfer.	26 C
212	Coopers Point Yard Trnsfer.	19 A
214	Coopers Point Yard Trnsfer.	21 C
261	Separate Holiday Card - Yard	

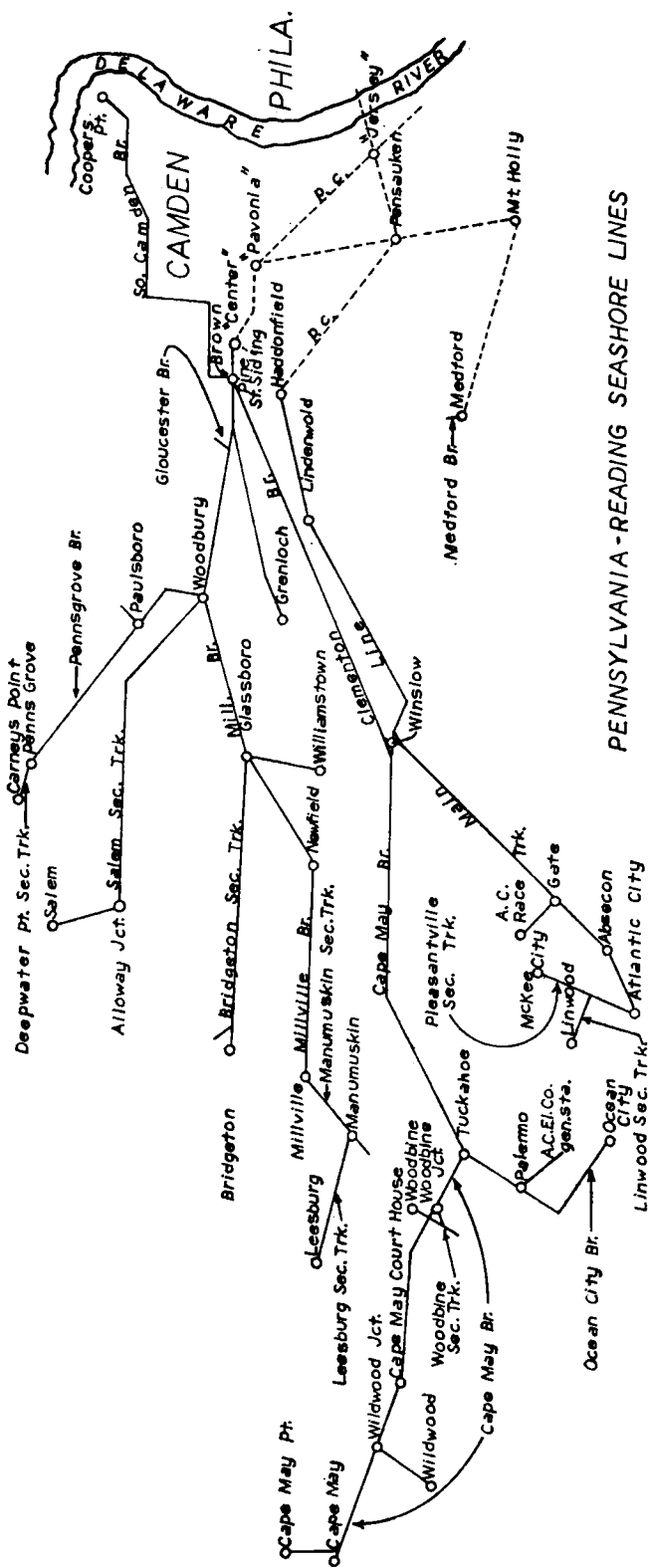
**LOCAL FREIGHT**

300	Pavonia Tuckahoe	OC90/91
301	Cape May Tuckahoe	WY390/391
302	Camden Beasleys Point	Ex.
303	Pavonia Glassboro	WY79/80
304	Bridgeton Glassboro	WY379/380
305	Pavonia Millville	WY33/34
306	Millville Dorchester	WY350/351
307	Millville Passerelli Sdg.	WY343/344
308	Millville Clayton	Ex.
309	Pavonia Winslow	CA289/298
311	Pavonia Williamstown Jct.	CA299/300
312	Pavonia Pedricktown	WY846/847
313	Pavonia Gibbstown	WY840/841
314	Pavonia Pennsgrove	WY843
315	Pennsgrove Pavonia	WY842
316	Salem Woodbury	WY50/51
318	Bulson St. Williamstown Jct.	CA297/296
319	Atlantic City Winslow	CA294/295
350	Change Engine - Freight	
361	Separate Holiday Card - Local Frt.	

**MISCELLANEOUS**

400	Hostler Camden	
401	Hostler Atlantic City	
402	Hostler Millville	
461	Separate Holiday Card - Hostler	
510	Work Track	
511	Wreck Train	

NOTE: "Ex" (extra) or "DH" (deadhead) can be used in place of any Train Number or symbol.



PENNSYLVANIA-READING SEASHORE LINES

# **PENNSYLVANIA-READING SEASHORE LINES**

Camden, N. J., April 14, 1969

## **GENERAL ORDER No. 201**

**Effective 4.01 A.M., Sunday, April 27, 1969**

- (a) Timetable No. 2 in effect. It contains the necessary instructions issued in General Orders up to and including No. 111, all of which must be removed from bulletin boards. Each employe must examine each page of Timetable No. 2 to see that his copy is complete, pages properly lined up, and note changes.
- (b) The General Manager of the Pennsylvania-Reading Seashore Lines will assume all authorities vested in the Superintendent as defined by Book of Rules - Rules for Conducting Transportation.
- (c) **RULES FOR CONDUCTING TRANSPORTATION**  
Rules for Conducting Transportation, effective April 28, 1968, revised in part as follows:  
Revision of April 1, 1969 -  
Signature on Page iii.
- (d) **SPECIAL INSTRUCTIONS GOVERNING OPERATION OF SIGNALS AND INTERLOCKINGS**  
Special Instructions Governing Operation of Signals and Interlockings, revised in part as follows:  
Revision of April 1, 1969 -  
Signature on Page 1.
- (e) **BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS**  
Penn Central EC-99 - Brake and Train Air Signal Instructions, issue of March 1969, in effect.  
Penn Central EC-99 - Brake and Train Air Signals Instructions supersedes the former Pennsylvania Railroad Brake and Train Air Signal Instructions, 99-D-1, effective January 1, 1953 and the former New York Central Rules for the Operation and Supervision of Air Brake, Train Air Signal and Steam Heat Equipment Locomotives and cars, effective May 1, 1965.
- (f) **RULES FOR CONDUCTING TRANSPORTATION BOOK OF RULES**  
In the use of Blank Forms as prescribed in the Penn Central Rules for Conducting Transportation; applicable forms of the former Pennsylvania Railroad and applicable forms of the former New York Central System may be used as well as applicable forms of the Pennsylvania-Reading Seashore Lines.
- (g) **CAPE MAY BRANCH**  
**RICHLAND - FOLSOM**  
(Protection for Public Highway Crossings at Grade)  
Automatic flashing light highway crossing signals and warning bell protecting Weymouth Road, Newtonville, 1,210 feet north of M.P. 35, in service.
- (h) **MILLVILLE BRANCH**  
**NORTH WOODBURY - SOUTH WESTVILLE**  
Trailing hand-operated switch for northward movement in No. 1 track, 2,440 feet north of M.P. 7, leading to former Middle Atlantic Millwork Co., out of service.  
Trailing hand-operated switch for northward movement in No. 1 track, 3,740 feet north of M.P. 7, leading to former Middle Atlantic Millwork Co., out of service.  
Special Instruction 1160-A1, page 53, changed.

(i) **MILLVILLE BRANCH**  
**SOUTH GLOUCESTER - BROOKLAWN**

Facing hand-operated switch for southward movement in No. 2 track, 726 feet south of M.P. 5, leading to Middle siding at Brooklawn, out of service.

Page 5, changed.

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**Effective 3.01 P.M., Monday, April 28, 1969**

(j) **MAIN LINE**  
**BERLIN - KIRK**

No. 1 track between a point 760 feet north of Signal 134 and Kirk, relocated a maximum of 14 feet east, in service.

Kirk Industrial track between Bridge 13.06 and Kirk, out of service.

(k) **CURVES, BRIDGES, ETC.**  
**MAXIMUM SPEEDS**

**MAIN LINE**

**KIRK - LUCASTON**

Speed restriction of 50 MPH on No. 1 track between Signal 134 and Kirk, annulled.

Special Instruction 1157-F1, page 47, changed.

This General Order is printed in Timetable No. 2 and will not be issued in sticker form.

**R. E. BLOSSER,**  
 General Manager

**PENNSYLVANIA-READING SEASHORE LINES**

Camden, N. J., May 6, 1969

**GENERAL ORDER No. 202**

**Effective 10.01 A.M., Monday, May 12, 1969**

**(a) TIMETABLE AUTHORITY**

No. 1058 will make D stop at Lindenwold at 8.26 P.M., added.

No. 1062 will make D stop at Lindenwold at 9.38 P.M., added.

Employees must correct page 15, in ink.

**(b) MAIN LINE**

**BERLIN - WINSLOW**

No. 2 track between a point 415 feet south of Berlin and a point 4,670 feet south of MP 25, out of service. Former No. 2 track between a point 415 feet south of Berlin and a point 3,900 feet south of MP 17 designated Bishop Siding, capacity 115 cars, in service.

Facing hand-operated switch in No. 1 track equipped with hand-operated split-point derail, center locking device and electric lock not controlled by operator, located 1,380 feet north of MP 18, leading to south end Bishop Siding, in service.

Page 3, changed. Special Instructions 1103-A1, page 29; 1104-C1, page 36; 1104-D2, page 37; 1151-B1, page 38; 1157-C1, page 44; and 1250-A1, page 57, changed.

**(c) MAIN LINE**

**ATCO**

Facing hand-operated switch in No. 1 track equipped with pipe connected derail, located 3,620 feet north of MP 20, leading to Atco siding, capacity 11, cars, in service.

**(d) MAIN LINE**

**ANCORA**

Facing hand-operated switch in No. 1 track equipped with pipe connected derail, located 50 feet north of MP 25, leading to Ancora public delivery track, in service.

**(e) MAIN LINE**

**ANCORA - WINSLOW**

Approach signal No. 259 located 4,450 feet south of MP 25, governing southward movement on No. 1 track, equipped with dummy mast, marked by blue reflector and equipped to display **RULE 285**, Fig. A; Approach, and **RULE 285** (A), Fig. A; Caution, in service.

**(f) MAIN LINE**

**WINSLOW**

Dwarf Signal governing southward movement on No. 1 track, 3,580 feet south of MP 27, out of service.

Interlocking Signal governing southward movement on No. 1 track, located on overhead bridge No. 27.65, 3,289 feet south of MP 27, in service.

**R. E. BLOSSER,**  
**General Manager**

# **PENNSYLVANIA-READING SEASHORE LINES**

Camden, N. J., May 21, 1969

## **GENERAL ORDER No. 203**

**Effective 12.01 A.M., Sunday, June 1, 1969**

**( a ) BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS — EC-99**

Signature on Notice page of Brake and Train Air Signal Instructions — EC-99 changed.

Sticker page attached to this General Order must be detached and pasted over corresponding Notice page of Brake and Train Air Signal Instructions — EC-99.

**( b ) LINWOOD SECONDARY TRACK  
PLEASANTVILLE - NORTHFIELD**

A highway crossing at grade designated as Ridgewood Avenue, located 400 feet south of Tilton Road, Pleasantville and 960 feet north of Douphin Avenue, Northfield, in service.

Special Instructions **1103-A3**, page 30 and **1157-F1**, page 48, in effect at this crossing.

**( c ) GRENLOCH SECONDARY TRACK  
RUNNEMEDE - BELLMAWR**

Facing hand-operated switch for northward movement in Secondary track, 530 feet north of MP 8, leading to Trap Rock Industries Co. track, out of service.

**R. E. BLOSSER,**  
General Manager

# PENNSYLVANIA-READING SEASHORE LINES

Camden, N. J., June 2, 1969

## GENERAL ORDER No. 204

Effective 4.59 A.M., Monday, June 9, 1969

(a) CAPE MAY, OCEAN CITY AND WILDWOOD  
BRANCHES  
TUCKAHOE

Tuckahoe Block and Interlocking Station in service part-time as follows:

5.30 A.M. to 9.30 P.M. Daily.

(b) WILDWOOD JCT.

Wildwood Jct. temporary Block Station in service part-time as follows:

5.15 A.M. to 9.15 P.M. Daily except Sunday and July 4 and Sept. 1.

Fixed Signals (semaphore type), in service.

Cape May and Harbor Branch Jct. Block-Limit Stations will be controlled by Wildwood Jct., when in service. Tuckahoe when Wildwood Jct. is not in service.

Winslow when Tuckahoe and Wildwood Jct. are not in service.

(c) CROOK HORN MOVABLE BRIDGE

Bridge watchman on duty 5.45 A.M. to 9.45 P.M. Daily except Sunday and July 4 and Sept. 1.

10.30 A.M. to 7.30 P.M. Sunday and July 4 and Sept. 1.

(d) GRASSY SOUND MOVABLE BRIDGE

Bridge watchman on duty 5.15 A.M. to 9.15 P.M. Daily except Saturday, Sunday and July 4 and Sept. 1.

11.15 A.M. to 8.30 P.M. Saturday.

11.15 A.M. to 7.15 P.M. Sunday and July 4 and Sept. 1.

(e) CANAL MOVABLE BRIDGE

Bridge operator on duty 5.00 A.M. to 9.00 P.M. Daily except Sunday and July 4 and Sept. 1.

11.15 A.M. to 7.15 P.M. Sunday and July 4 and Sept. 1.

Sticker page 4 attached to sticker form of this General Order must be detached and pasted over corresponding page in timetable.

(f) OFFICES OPEN FOR SALE OF TICKETS

Hours open for sale of tickets changed.

Station	Monday to Friday	Saturday	Sunday
Ocean City 10th St.	5.40 A.M. to 2.40 P.M.	Closed	Closed

Wildwood	5.40 A.M. to 11.00 A.M. 1.30 P.M. to 2.40 P.M.	Closed	Closed
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Employees must correct page 18, in ink.

Effective 9.01 A.M., Monday, June 9, 1969

(g) MAIN LINE  
WINSLOW

Dwarf signal located 310 feet south of MP 27, governing southward movement on No. 1 track, out of service.

Interlocking signal located 670 feet south of MP 27, governing southward movement on No. 2 track, changed to govern southward movement on No. 1 track. Dummy mast, marked by blue light, placed on the right of this signal, in service.

Interlocking signal (pedestal type) located 310 feet south of MP 27 governing southward movement on No. 2 track, in service.

R. E. BLOSSER,  
General Manager

(Page One of Two Pages)

**PENNSYLVANIA-READING SEASHORE LINES**

Camden, N. J., July 3, 1969

**GENERAL ORDER No. 205**

**Effective 12.01 P.M., Thursday, July 17, 1969**

**(a) BULLETIN ORDERS**

With reference to **Rule 75**, paragraph 4, all Bulletin Orders issued and in effect during the period of one calendar month will expire at 12.01 A.M. on the first day of each month, all of which must be removed from Bulletin Board. Effective at 12.01 A.M. on the first day of each month, a new Bulletin Order will be issued repeating all Bulletin Order paragraphs continuing in effect.  
Special Instruction **1075-A2**, added.

**(b) MILLVILLE BRANCH  
VINELAND - NEWFIELD**

Fixed Signal No. C310 governing northward movement on Single track, 4,413 feet north of MP32, out of service.  
Fixed Signal No. C314 governing northward movement on Single track, located 2,890 feet north of MP32, in service.

**(c) MILLVILLE BRANCH  
NEWFIELD - VINELAND**

**(Protection for Public Highway Crossings at Grade)**

Automatic flashing light highway crossing signals and warning bell protecting Grove Avenue, North Vineland, 2,460 feet south of MP31, in service.

**R. E. BLOSSER,**  
General Manager

# PENNSYLVANIA-READING SEASHORE LINES

Camden, N. J., August 21, 1969

## GENERAL ORDER No. 206

Effective 2.01 A.M., Tuesday, September 2, 1969

### (a) OFFICES OPEN FOR SALE OF TICKETS

Hours open for sale of tickets changed

Station	Monday to Friday	Saturday	Sunday
Ocean City	6.20 A.M. to 10.00 A.M.	Closed	Closed
10th Street	1.00 P.M. to 3.20 P.M.		
Wildwood	6.15 A.M. to 11.00 A.M.	Closed	Closed
	1.30 P.M. to 3.15 P.M.		

Wenonah Closed continuously

Paragraph (f) General Order No. 204, annulled.

Employees must correct page 18, in ink.

### (b) CAPE MAY, OCEAN CITY AND WILDWOOD BRANCHES TUCKAHOE

Tuckahoe Block and Interlocking Station in service part-time as follows: 5.30 A.M. to 9.30 P.M. Daily except Saturday, Sunday and Holidays.

### (c) WILDWOOD JCT.

Wildwood Jct. Block Station in service part-time as follows: 5.15 A.M. to 9.15 P.M. Daily except Saturday and Sunday.

### (d) GRASSY SOUND MOVABLE BRIDGE

Bridge watchman on duty 5.15 A.M. to 9.15 P.M. Daily except Saturday, Sunday and Holidays.

### (e) CROOK HORN MOVABLE BRIDGE

Bridge watchman on duty 5.45 A.M. to 9.45 P.M. Daily except Saturday, Sunday and Holidays.

### (f) CANAL MOVABLE BRIDGE

Bridge operator on duty 5.00 A.M. to 9.00 P.M. Daily except Saturday, Sunday and Holidays.

### (g) BRIDGETON SECONDARY TRACK

HUSTED

Trailing hand-operated switch for southward movement in Secondary track 4,057 feet south of Mile Post 30, leading to Public Service Gas and Electric Co. track, capacity 7 cars, in service.

### (h) ENGINE AND SPECIAL LOAD RESTRICTIONS MILLVILLE BRANCH

VINELAND

Engines are prohibited from operating over trestle at Kimble and Prince Lumber Co.

Special Instruction 1160-A1, page 53, changed.

Effective 9.01 P.M., Friday, September 5, 1969

### (i) CAPE MAY AND WILDWOOD BRANCHES

WILDWOOD JCT.

Wildwood Jct. Block Station and all fixed signals (semaphore type), out of service.

Cape May and Harbor Branch Jct. Block-Limit Stations are under control of Tuckahoe, Winslow when Tuckahoe is not in service, Brown when Winslow and Tuckahoe are not in service.

Sticker page 4 attached to sticker form of this General Order must be detached and pasted over corresponding page in Timetable.

R. E. BLOSSER,  
General Manager

(Page One of Two Pages)

# PENNSYLVANIA-READING SEASHORE LINES

Camden, N. J., September 19, 1969

## GENERAL ORDER No. 207

Effective 2.01 A.M., Wednesday, October 1, 1969

### (a) CLEARANCE AUTHORITY

Penn Central General Notice No. 207-C — Clearance Authority for movement of all equipment and all lading on open top cars over the lines of Penn Central and PRSL in freight service, cancels Pennsylvania Railroad General Notice 207-B and supplements.

Agents, Yardmasters, Car Inspectors and others responsible for the billing, carding, routing and handling of cars or other equipment to determine proper routing, must provide themselves with a copy.

Special Instruction 1079-A, page 26, added.

### (b) TIMETABLE AUTHORITY

Schedules of Nos. 1001, 303, 1027, 1029, 1063, 1031, 1000, 1002, 452, 252, 1052, 1004, 1022 and 1038, withdrawn.

Schedules of Nos. 263, 463, 330, 769, 773, 756 and 758, changed.

Schedules of Nos. 100, 450, 250, 350, 102, 104, 108, 112, 301, 125, 127, 129, 363, 131, 135, 757 and 770, added.

Bus Connections of Millville Branch Trains and Ocean City Branch Trains as shown on page 16, changed.

Sticker pages 8, 9, 10, 11, 12, 13, 14, 15, 16 and 17 attached to and made part of this General Order must be detached and pasted over corresponding pages in timetable.

### (c) OFFICES OPEN FOR SALE OF TICKETS

Hours open for sale of tickets changed.

Station	Monday to Friday	Saturday	Sunday
Lindenwold	6.40 A.M. to 10.40 A.M. 2.20 P.M. to 6.20 P.M.	Closed	Closed
Ocean City	6.10 A.M. to 10.00 A.M.	Closed	Closed
10th St.	1.00 P.M. to 3.10 P.M.		
Wildwood	6.00 A.M. to 11.00 A.M. 1.30 P.M. to 3.00 P.M.	Closed	Closed

Note % changed to read: Will open 5.30 A.M. Monday; 5.30 A.M. Tuesday when Monday is a holiday.

Egg Harbor Closed continuously.

Sticker page 18 attached to and made part of this General Order must be detached and pasted over corresponding page in timetable.

### (d) MAIN LINE

#### BERLIN

Berlin Temporary Block Station in service part-time as follows:

1.00 P.M. to 9.00 P.M. Daily except Saturday, Sunday and Holidays.

### (e) ATLANTIC

Atlantic Block and Interlocking Station in service part-time as follows:

5.35 A.M. to 9.35 P.M.

Sticker page 3 attached to and made part of this General Order must be detached and pasted over corresponding page in timetable.

(Page One of Two Pages)

(f) MAIN LINE

BERLIN - WINSLOW

Station designated Bishops Bridge, 17.3 miles from Camden, changed to Bishop, 17.3 miles from Camden, in service.

(g) MILLVILLE BRANCH

VINELAND - SOUTH VINELAND

Facing hand-operated switch for southward movement in Single track, 3,740 feet south of Mile Post 34, leading to Standard Coal and Oil Co. (Angelucci Coal Co.), out of service.

Special Instruction 1103-A1, page 32, changed.

(h) WILLIAMSTOWN SECONDARY TRACK

GLASSBORO - WILLIAMSTOWN

Williamstown Secondary Track, between a point 6,960 feet south of Glassboro and Williamstown, out of service.

Williamstown Secondary Track, between connection with Millville Branch at Glassboro Interlocking, and a point 6,960 feet south thereof, designated Glassboro Industrial Track, in service.

Page 7, changed.

Special Instruction 1103-A1, page 33 as pertains to Broad Street (U. S. Rt. 47), remains in effect on Glassboro Industrial Track.

Special Instructions 1093-A1, page 27; 1103-A1, pages 33 and 34; 1104-D1, page 36; 1151-D1, page 39; 1157-F1, page 49; 1157-H1, page 50 and 1160-A1, page 54, changed.

(i) MILLVILLE BRANCH

BRIDGETON SECONDARY TRACK

GLASSBORO

Glassboro Block and Interlocking Station in service part-time as follows:

6.40 A.M. to 10.40 P.M. Daily except Sunday and Holidays. Employees must correct pages 5, 6 and 7, in ink.

(j) PLEASANTVILLE SECONDARY TRACK

McKEE CITY - PLEASANTVILLE

Trailing hand-operated switch for southward movement in Secondary track, 620 feet south of Mile Post 58, leading to South Jersey Transit Mix track, out of service.

(k) PLEASANTVILLE SECONDARY TRACK

PLEASANTVILLE - McKEE CITY

Trailing hand-operated switch for northward movement in Secondary track, 840 feet north of Mile Post 58, leading to Press Union Publishing Co. track (Atlantic City Press), capacity 10 cars, in service.

(l) PLEASANTVILLE SECONDARY TRACK

PLEASANTVILLE - McKEE CITY

Facing hand-operated switch for northward movement in Secondary track, 170 feet north of Mile Post 57, leading to 84 Lumber Co. track, capacity 8 cars, in service.

R. E. BLOSSER,  
General Manager

**PENNSYLVANIA-READING SEASHORE LINES**

Camden, N. J., October 22, 1969

**GENERAL ORDER No. 208**

**Effective 2.00 A.M., Sunday, October 26, 1969**

**(a) STANDARD TIME**

**THE UNIFORM TIME ACT OF 1966**

Effective 2.00 A.M., Sunday, October 26, 1969, Standard Time is set back one hour.

Standard clocks will be set back one hour at 2.00 A.M., the time changed to 1.00 A.M., Standard Time.

Employees setting back standard clocks must, as soon as the change has been made, compare time with the train dispatcher or block operator.

Offices where standard clocks are located, not open at 2.00 A.M., must set back clocks one hour at time office is opened and compare time with the train dispatcher or block operator.

Employees who are required by Rule 2, to use reliable watches, and are on duty at 2.00 A.M., must adjust their watches to show 1.00 A.M., instead of 2.00 A.M., and as soon thereafter as possible without incurring delay to train movements, compare their watches with a standard clock or secure time from a train dispatcher or block operator.

At the moment the change in time is effective, trains en route will be governed as follows:

1. Where Automatic Block Signal System Rules or Traffic Control System Rules are in effect, trains will proceed under the rules.
2. Where Automatic Block Signal System Rules or Traffic Control System Rules are not in effect, schedules of trains will be annulled prior to 2.00 A.M., and all trains will be governed by Train Orders.

**(b) MEDICAL OFFICERS AND SURGEONS**

Frank Addiego, M.D., 95 Park Avenue, Westmont, N. J., appointed Medical Examiner, vice F. H. Ehmann, M.D., deceased.

Special Instruction 100R-2A, page 22, changed.

**(c) TIMETABLE AUTHORITY**

Schedule of No. 100, changed.

Sticker page 12 attached to and made part of this General Order must be detached and pasted over corresponding page in timetable.

**(d) MAIN LINE**

**ATLANTIC**

Atlantic Block and Interlocking Station in service part-time as follows: 5.15 A.M. to 9.35 P.M., Daily except Saturday, Sunday and Holidays. 5.35 A.M. to 9.35 P.M., Saturday, Sunday and Holidays.

Employees must correct page 3, in ink.

**Effective 10.01 A.M., Wednesday, October 29, 1969**

**(e) MAIN LINE**

**DIV. POST PHILA. DIV. - WINSLOW**

Cab Signal Rules 550 to 562 inclusive in effect between Div. Post Phila. Division and Kirk on Single track and between Kirk and Winslow on No. 1 track, out of service.

Cab Signal testing section and cutting-in sections as outlined in Special Instructions 1550-A2 and 1550-A3, out of service.

Special Instruction 1250-A1, page 57, changed.

Special Instructions 1550-A4, 1551-A1, 1555-A1 and 1558-A1, page 60, withdrawn.

**(f) MAIN LINE**

**EGG HARBOR**

At Philadelphia Avenue, Egg Harbor, Highway crossing protection must be operated manually to protect train movement on Gate Siding. Switch to control Highway crossing protection is located in box on relay cabinet south side crossing east of track, and is locked with standard switch lock. Box must be locked after use.

Special Instruction 1103-A1, page 30, changed.

**R. E. BLOSSER,**  
General Manager

**PENNSYLVANIA-READING SEASHORE LINES**

Camden, N. J., February 27, 1970

**GENERAL ORDER No. 209**

**Effective 2.01 A.M., Monday, March 9, 1970**

**(a) TIMETABLE AUTHORITY**

Schedule of No. 131, changed.

Sticker page 9 attached to and made part of this General Order must be detached and pasted over corresponding page in timetable.

**(b) MAIN LINE**

**LUCASTON**

**Movement at Lucas Paint Co., Lucaston.**

The movement of cars or engine must be protected in advance by a member of the crew. The engine bell must be rung continuously during all movements within plant area. Special Instruction 1155-A3, page 41, changed.

**(c) CLEMENTON BRANCH**

**OAKLYN-AUDUBON** *Annulled GO 210*

(Temporary Speed Restriction)

Trains and engines must not exceed 20 MPH between bridge 5.59 Westville cutoff and bridge 5.65 Nicholson Rd., account track conditions.

Special Instruction 1157-F1, page 47, changed.

**(d) PENNS GROVE BRANCH**

**SHELL-PAULSBORO**

Trailing hand-operated switch for southward movement in Single track, equipped with split point derail, located 1,790 feet South of MP 12, leading to Pennwalt Co. Track, initial capacity 2 cars, in service.

**(e) PENNS GROVE BRANCH**

**PEDRICKTOWN-PENNS GROVE**

Derail, pipe connected, added to facing hand-operated switch for southward movement in Single track, located 60 feet north of Mile Post 25, leading to B. F. Goodrich Co. tracks, in service.

**(f) PLEASANTVILLE SECONDARY TRACK**

**MC KEE CITY-PLEASANTVILLE**

Facing hand-operated switch for southward movement in Secondary track, 1,260 feet south of MP 58, leading to Pleasantville Siding, out of service.

Facing hand-operated switch for southward movement in Secondary track, 3,070 feet south of MP 58, leading to Pleasantville Siding, in service.

Pleasantville Siding between a point 1,260 feet south of MP 58 and a point 3,070 feet south of MP 58, out of service. Car capacity reduced to 14 cars, in service. Page 3, changed. Special Instruction 1103-A1, page 30 as refers to Siding, changed.

**R. E. BLOSSER,**  
General Manager

## **PENNSYLVANIA-READING SEASHORE LINES**

**Camden, N. J., April 17, 1970**

### **GENERAL ORDER No. 210**

**Effective 2.00 A.M., Sunday, April 26, 1970**

**(a) STANDARD TIME**

**THE UNIFORM TIME ACT OF 1966**

Effective 2.00 A.M., Sunday, April 26, 1970, Standard Time is advanced one hour.

Standard clocks will be advanced one hour at 2.00 A.M., the time changed to 3.00 A.M., Standard Time.

Employees advancing standard clocks must, as soon as the change has been made, compare time with the train dispatcher.

Offices where standard clocks are located, not open at 2.00 A.M., must advance clocks one hour at time office is opened and compare time with the train dispatcher or block operator.

Employees who are required by Rule 2, to use reliable watches, and are on duty at 2.00 A.M., must adjust their watches to show 3.00 A.M. instead of 2.00 A.M., and as soon thereafter as possible without incurring delay to train movements, compare their watches with a standard clock or secure time from a block operator.

At the moment the change in time is effective, trains en-route will be governed as follows:

1. Where Automatic Block Signal System Rules or Traffic Control System Rules are in effect, trains will proceed under the rules.
2. Where Automatic Block Signal System Rules or Traffic Control System Rules are not in effect, schedules of trains will be annulled prior to 2.00 A.M., and all trains will be governed by Train Orders.

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**Effective 3.01 A.M., Sunday, April 26, 1970**

**(b) CLEMENTON BRANCH**

**OAKLYN - AUDUBON**

Paragraph (c), General Order No. 209, referring to a temporary speed restriction of 20 MPH between bridge 5.59 and bridge 5.65, annulled.

**R. E. BLOSSER,**  
**General Manager**











