

2

Pennsylvania-Reading Seashore Lines

TIMETABLE No. 10

**In effect
2:01 A.M., Sunday, April 25, 1965**

**FOR THE GOVERNMENT OF
EMPLOYEES ONLY**

EASTERN STANDARD TIME

**H. D. KRUGGEL
General Manager**

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2023

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X—indicates in service continuously.
 B—indicates in service part time.
 C—indicates controlled by.
 O—indicates Trainphone.
 R—indicates remote controlled from.

Applies on Pages
 4 to 11 inclusive.

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Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Camden	Sidings Assign. direc'n Car capacity 50 ft. cars		
						North	South	Both
				MAIN LINE				
X	X			CAMDEN.....				
X	X			ALAN.....	0.4			
X	X	X		BROADWAY.....	0.6			
				CENTER.....	1.0			
				DIVISION POST.....	1.03			
				COLLINGSWOOD.....	4.1			
				CUTHBERT.....	4.8			
				WESTMONT.....	5.4			
				WEST HADDONFIELD.....	6.0			
X	X	X-O		JERSEY.....	4.8			
				DIVISION POST 969 feet North of Vernon Interlocking Station.....				
X	B	B		VERNON.....	6.0			
				HADDONFIELD.....	6.5	27		
				WOODCREST.....	8.8			
				ASHLAND.....	9.5		14	
				KIRKWOOD.....	11.2			
				KIRK.....	12.1			
				LUCASTON.....	13.5	80		
				WEST BERLIN.....	14.9			
				REED CROSSING.....	15.7			
				BERLIN.....	16.2		12	
				BISHOPS BRIDGE.....	17.3			
				ATCO.....	18.8	15	11	
				WATERFORD.....	22.5	17		
				ANCORA.....	24.5			
X	B	B		WINSLOW.....	26.9			
				HAMMONTON.....	30.0		51	
				ELWOOD.....	36.2			
				EGG HARBOR.....	41.1	88		
				GATE.....	44.0			
				POMONA.....	46.8			
X				TIDE..... R Atlantic.....	51.9			
X	B	B		ABSECON-Pleasantville.....	52.1			
				ATLANTIC.....	57.6			
				ATLANTIC CITY.....	57.9			
				The direction from Camden to Atlantic City is southward.				
				NEWFIELD SECONDARY TRACK				
				MAYS LANDING 4300 ft. North.....	47.7			25
				McKEE CITY.....	53.9			20
X	B	B		PLEASANTVILLE.....	59.3			50
				ATLANTIC.....	64.1			
				The direction from Mays Landing to Atlantic City is southward.				
				SOMERS POINT SECONDARY TRACK				
				PLEASANTVILLE.....	59.3			
				NORTHFIELD.....	61.1			
				LINWOOD.....	63.2			
				OCEAN HEIGHTS.....	65.0			
				SOMERS POINT.....	66.1			
				The direction from Pleasantville to Somers Point is southward.				
Interlocking, Block and Block-Limit Stations in service part-time as follows:								
Stations				Hours in service				
Vernon				5.15 A.M. to 9.15 P.M. Daily.				
Winslow				5.00 A.M. Sunday to 9.00 P.M. Saturday.				
Atlantic				4.15 A.M. to 8.15 P.M. Daily.				

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Camden	Sidings Assign. direc'n Car capacity 50 ft. cars		
						North	South	Both
				CAPE MAY, OCEAN CITY AND WILDWOOD BRANCHES				
X	B	B		WINSLOW.....	25.9			
				FOLSOM.....	29.4			
				RICHLAND.....	38.0			
				MILMAY.....	41.7			
				DOROTHY.....	44.4			
X	B	B		TUCKAHOE.....	53.3			
X	B	B		TUCKAHOE.....	53.3			39
				PETERSBURG.....	56.5			
				PALERMO.....	59.5			75
				CROOK HORN BRIDGE.....	61.8			
				51st STREET (Ocean City).....	61.9			30
				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).....	66.3			
				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.....	75.3			
				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	5.00 A.M. to 9.00 P.M. Daily except Sunday.
Wildwood Jct.	By Train Order or General Order.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
Harbor Branch Jct.	Tuckahoe when in service.
Cape May	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	5.00 A.M. to 9.00 P.M. Daily except Saturday, Sunday, and Holidays.
Canal	4.30 A.M. to 8.30 P.M. Daily except Saturday, Sunday and Holidays. 7.00 A.M. to 3.00 P.M. Saturday.
Crook Horn	Continuously.

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Camden	Sidings Assign. direc'n Car capacity 50 ft. cars		
						North	South	Both
				MILLVILLE BRANCH MANUMUSKIN AND LEESBURG SECONDARY TRACKS				
X	X			CAMDEN.....	Phila. DIV.	0.4		
X	X	X		ALAN.....		0.6		
				BROADWAY.....		1.0		
				CENTER.....		1.03		
				DIVISION POST.....				
X	X	X		SOUTH CAMDEN.....		2.6		
				BROWN.....		2.8		
				YORKSHIP.....		3.0		
				GLOUCESTER.....		4.3		
				SOUTH GLOUCESTER.....		4.9		
				BROOKLAWN.....		5.5	19	
				WESTVILLE.....		6.1		
				SOUTH WESTVILLE.....		6.7	83	
				NORTH WOODBURY.....		7.9		
X	B	B		WOODBURY.....		8.8		45
				WOODBURY HEIGHTS.....		10.2		
				WENONAH.....		11.9		
				SEWELL.....		13.7		
X	B	B		PITMAN.....		16.3		
				GLASSBORO.....		18.2		
				SOUTH GLASSBORO.....		19.0		
		X		CLAYTON..... C Glassboro*	MILLVILLE BRANCH	21.9		
				FRANKLINVILLE.....		24.6		75
				IONA.....		25.7		
				MALAGA.....		28.2		
		B		LAKE..... C Glassboro*		29.5		
		B		NEWFIELD..... C Glassboro*		30.4		117
				NORTH VINELAND.....		31.8		
		X		HOME..... C Glassboro*		34.0		48
				LANDIS (CRR of NJ Crossing).....		34.5		
				VINELAND.....		34.6		
		X		SOUTH VINELAND C Glassboro*		37.4		53
				END-BEGIN BLOCK SIGN.....		39.9		
				MILLVILLE.....		40.0		12
				SWIFT.....		40.2		
				WOOD.....		41.2		
				MENANTICO.....		48.6		
				MANUMUSKIN.....		48.8		
				TERMINUS.....		48.5		
				MANUMUSKIN.....		46.8		
				PORT ELIZABETH.....		48.6		
				MAURICETOWN.....		50.2		
				DORCHESTER.....		51.4		
				LEESBURG—880 ft. South of		52.5		
				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	9.00 P.M. Sunday until 9.00 P.M. the following Saturday.
Glassboro	5.00 A.M. to 9.00 P.M. Daily except Sunday.
Lake (Block-Limit Station)	7.30 P.M. to 4.00 A.M. Daily. 4.00 A.M. to 7.30 P.M. Sunday and Memorial Day, May 31, Independence Day, July 5, Labor Day, Sept. 7.
Newfield (Block-Limit Station)	7.30 P.M. to 4.00 A.M. Daily. 4.00 A.M. to 7.30 P.M. Sunday and Memorial Day, May 31, Independence Day, July 5, Labor Day, Sept. 7.

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Camden	Sidings Assign. direc'm Car capacity 50 ft. cars		
						North	South	Both
				PENNS GROVE BRANCH				
				DEEPWATER POINT SECONDARY TRACK				
X	B	B		WOODBURY.....	8.8			
				THOROFARE.....	11.6			
				PAULSBORO MOVABLE BRIDGE.....	13.7			
			X	PAULSBORO C Woodbury*.....	14.3			47
			X	GIBBSTOWN C Woodbury*.....	17.1			45
				REPAUPO.....	18.6			
				BRIDGEPORT.....	20.7			
				BRIDGEPORT MOVABLE BRIDGE.....	21.3			
				JUMBO MOVABLE BRIDGE.....	24.0			
			X	PEDRICKTOWN C Woodbury*.....	25.0			34
				FRIENDSHIP.....	28.4			
			X	PENNS GROVE C Woodbury*.....	29.1			
				PENNS GROVE.....	29.1			
				DEEP WATER POINT.....	32.7			
				The direction from Woodbury to Penns Grove is southward. *Controlled by Brown when Wood- bury is not in service.				
				SALEM SECONDARY TRACK				
X	B	B		WOODBURY.....	8.8			
				CLARKSBORO.....	13.7			8
				MICKLETON.....	14.8			
				RULON ROAD.....	18.6			
				SWEDESBORO.....	19.5			81
			X	WOODSTOWN C Woodbury*.....	26.4			15
				ALLOWAY JUNCTION.....	32.1			
			X	SALEM C Woodbury*.....	37.5			
				The direction from Woodbury to Salem is southward. *Controlled by Brown when Wood- bury is not in service.				
				BRIDGETON SECONDARY TRACK				
X	B	B		GLASSBORO.....	18.2			
				ELMER.....	26.3			29
				HUSTED.....	31.0			
			X	COHAN (CRR of NJ Crossing) C Glassboro*.....	36.4			
				BRIDGETON.....	38.9			
				The direction from Glassboro to Bridgeton is southward. *Controlled by Woodbury when Glass- boro 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				9.00 P.M. Sunday to 9.00 P.M. the following Saturday.				
Glassboro				5.00 A.M. to 9.00 P.M. Daily except Sunday.				
Movable Bridges, not part of an Interlocking.								
Bridge				Bridge Operator on duty:				
Paulsboro				10.30 A.M. to 6.30 P.M. Daily except Sunday. 6.30 P.M. to 2.30 A.M. Daily except Saturday.				
Bridgeport				1.00 P.M. to 9.00 P.M. Daily except Sunday. 9.00 P.M. to 5.00 A.M. Daily except Saturday.				

8 CLEMENTON BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Camden	Sidings Assign. direc'n Car capacity 50 ft. cars		
						North	South	Both
X	X	X		BROWN.....	2.8			
				SHIPYARD.....	3.0			
				WEST COLLINGSWOOD.....	4.5			
				OAKLYN.....	5.1			
				AUDUBON.....	5.8			
				ORSTON.....	6.3			
				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.....	18.4			12
				PINE VALLEY.....	14.8			
				ALBION.....	16.0			
				PENBRYN.....	17.4			
				WILLIAMSTOWN JCT.....	18.2			
				FLORENCE.....	19.7			
				CEDAR BROOK.....	21.3			
				BRADDOCK.....	22.4			
				BLUE ANCHOR.....	23.3			
X	B	B		WINSLOW.....	25.9			
				The direction from Brown to Winslow is southward.				

GRENLOCH SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Camden	Sidings Assign. direc'n Car capacity 50 ft. cars		
						North	South	Both
X	X	X		BROWN.....	2.8			
				MT. EPHRAIM.....	6.3			
				BELLMAWR.....	7.4			
				RUNNEMEDE.....	8.7			
				GLENDORA.....	9.4			
				BLLENHEIM.....	11.3			
				BLACKWOOD.....	12.0			
				LAKELAND.....	13.1			
				GRENLOCH.....	13.4			
				The direction from Brown to Grenloch is southward.				

WILLIAMSTOWN SECONDARY TRACK

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Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Camden	Sidings Assign. direc'n Car capacity 50 ft. cars		
						North	South	Both
X	B	B	.....	GLASSBORO.....	18.2	.....	.....	.....
.....	.....	.....	.....	DOWNER.....	22.1	.....	.....	.....
.....	.....	.....	.....	CHURCH STREET.....	25.2	.....	.....	.....
.....	.....	.....	.....	WILLIAMSTOWN.....	25.7	.....	.....	.....
				The direction from Glassboro to Williamstown is southward.				

WOODBINE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Camden	Sidings Assign. direc'n Car capacity 50 ft. cars		
						North	South	Both
.....	WOODBINE 1839 feet North of.....	56.8	.....	.....	.....
.....	WOODBINE JCT. 3960 feet South of..	60.0	.....	.....	.....
				The direction from Woodbine to Woodbine Jct. is southward.				

PHILADELPHIA AND CAMDEN TO ATLANTIC CITY, OCEAN CITY, WILDWOOD, CAPE MAY

10

STATIONS		FIRST CLASS			
		☛●301 DAILY EX. SAT. & SUN.	●1053	●253	●453
		A. M.	A. M.	A. M.	A. M.
PENNA.-30th Street.....	Phila. Div.		\$ 7.30		
NORTH PHILA.....			\$ 7.40		
FRANKFORD JCT.....			C 7.46		
JERSEY.....			7.53		
CAMDEN-BROADWAY CENTER.....					
COLLINGSWOOD.....					
CUTHBERT.....		Will not run	First Trip	First Trip	First Trip
WESTMONT.....		May 31	June 20	June 20	June 20
WEST HADDONFIELD.....					
VERNON.....			8.00		
HADDONFIELD.....			\$ 8.01		
WOODCREST.....					
ASHLAND.....					
KIRKWOOD.....			Will Run	Will Run	Will Run
LUCASTON.....			Sun. and	Sun. and	Sun. and
WEST BERLIN.....			July 5	July 5	July 5
REED CROSSING.....			Sept. 6	Sept. 6	Sept. 6
BERLIN.....			8.11		
BISHOPS BRIDGE.....		Will not run	Last Trip	Last Trip	Last Trip
ATCO.....		June 14	Sept. 6	Sept. 6	Sept. 6
WATERFORD.....		to			
ANCORA.....		Sept. 13			
WINSLOW.....		Inc.	8.20		
MILMAY.....			8.33		
TUCKAHOE.....			\$ 8.47	\$ 8.52	
PETERSBURG.....				F 8.57	
PALERMO.....				F 9.02	
51st STREET (Ocean City)				\$ 9.07	
34th STREET (Ocean City)				F 9.11	
24th STREET (Ocean City)				\$ 9.14	
14th STREET (Ocean City)				\$ 9.17	
OCEAN CITY (10th Street)				\$ 9.20	
WOODBINE JT.-Woodbine			\$ 8.53		
DENNISVILLE.....					
GOSHEN.....					
CAPE MAY C. H.....			\$ 9.07		
WILDWOOD JCT.....		\$ 5.29	\$ 9.14		\$ 9.17
WEST WILDWOOD.....			B 9.20		
WILDWOOD.....		\$ 5.37	\$ 9.27		
WILDWOOD-RIO GR'DE					\$ 9.21
ERMA.....					F 9.24
HARBOR BR. JCT.....					9.27
CAPE MAY.....					\$ 9.31
WINSLOW.....					
HAMMONTON.....					
ELWOOD.....					
EGG HARBOR.....		NOTE			
ABSECON-Pleasantville.....					
ATLANTIC CITY.....					
		A. M.	A. M.	A. M.	A. M.
		301	1053	253	453

NOTE—No. 301 is superior by direction to No. 304 Wildwood Jct. to Wildwood.

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PHILADELPHIA AND CAMDEN TO ATLANTIC CITY, OCEAN CITY, WILDWOOD, CAPE MAY

12

STATIONS	FIRST CLASS			
	●1057	●257	●457	
	DAILY	DAILY	DAILY	
	A. M.	A. M.	A. M.	
PENNA.-30th Street.....	\$ 8.50			
NORTH PHILA.....	\$ 9.00			
FRANKFORD JCT.....	C 9.08			
JERSEY.....	9.13			
CAMDEN-BROADWAY CENTER.....				
COLLINGSWOOD.....				
CUTHBERT.....	First Trip	First Trip	First Trip	
WESTMONT.....	June 20	June 20	June 20	
WEST HADDONFIELD.....				
VERNON.....	9.20			
HADDONFIELD.....	\$ 9.22			
WOODCREST.....				
ASHLAND.....				
KIRKWOOD.....				
LUCASTON.....				
WEST BERLIN.....				
REED CROSSING.....				
BERLIN.....	9.32			
BISHOPS BRIDGE.....				
ATCO.....	Last Trip	Last Trip	Last Trip	
WATERFORD.....	Sept. 6	Sept. 6	Sept. 6	
ANCORA.....				
WINSLOW.....	9.42			
MILMAY.....	9.56			
TUCKAHOE.....	X 10.09	\$ 10.14		
PETERSBURG.....		F 10.19		
PALERMO.....		F 10.24		
51st STREET (Ocean City).....		\$ 10.29		
34th STREET (Ocean City).....		F 10.33		
24th STREET (Ocean City).....		\$ 10.38		
14th STREET (Ocean City).....		\$ 10.39		
OCEAN CITY (10th Street).....		\$ 10.42		
WOODBINE JT.-Woodbine.....	10.15			
DENNISVILLE.....				
GOSHEN.....				
CAPE MAY C. H.....	\$ 10.29			
WILDWOOD JCT.....	X 10.37		\$ 10.40	
WEST WILDWOOD.....				
WILDWOOD.....	\$ 10.45			
WILDWOOD-RIO GR'DE ERMA.....			\$ 10.44	
HARBOR BR. JCT.....			10.51	
CAPE MAY.....			\$ 10.55	
WINSLOW.....				
HAMMONTON.....				
ELWOOD.....				
EGG HARBOR.....				
ABSECON-Pleasantville.....				
ATLANTIC CITY.....				
	A. M.	A. M.	A. M.	
	1057	257	457	

FIRST CLASS

	●1059 SATURDAY ONLY A. M.	●259 SATURDAY ONLY P. M.	●459 SATURDAY ONLY P. M.	1011 DAILY A. M.	#●329 DAILY EX. SAT. & SUN. P. M.
\$ 11.35				\$ 11.55	
\$ 11.46				\$ 12.05	
C 11.51				C 12.11	
11.58				12.18	
					\$ 3.41
					3.42
	First Trip June 19	First Trip June 19	First Trip June 19		First Trip June 14
12.04				12.25	3.47
\$ 12.05				\$ 12.27	\$ 3.49
					Will not run July 5 Sept. 6
12.14				12.37	3.59
Last Trip Sept. 4	Last Trip Sept. 4	Last Trip Sept. 4			Last Trip Sept. 10
12.24					4.09
12.38					4.22
\$ 12.54	\$ 12.59				\$ 4.35
	F 1.04				
	F 1.09				
	\$ 1.14				
	F 1.18				
	\$ 1.21				
	\$ 1.24				
	\$ 1.27				
B 1.00					F 4.41
\$ 1.14					\$ 4.55
\$ 1.23			\$ 1.28		\$ 5.02
\$ 1.30					\$ 5.08
\$ 1.36					\$ 5.14
			\$ 1.31		
			F 1.34		
			1.37		
			\$ 1.41		
				12.47	
				\$ 12.50	
				\$ 1.02	
				\$ 1.15	
				\$ 1.25	
	P. M.	P. M.	P. M.	P. M.	P. M.
1059	259	459	1011	329	

PHILADELPHIA AND CAMDEN TO ATLANTIC CITY, OCEAN CITY, WILDWOOD, CAPE MAY

STATIONS	FIRST CLASS			
	#●229 DAILY EX. SAT. & SUN.	#●429 DAILY EX. SAT. & SUN.	#●529 DAILY EX. SAT. & SUN.	#●1029 DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.	P. M.
PENNA.-30th Street.....	Phila. Div.		Connect with 1029	\$ 3.45
NORTH PHILA.....			at	\$ 3.56
FRANKFORD JCT.....			Haddonfield	C 4.00
JERSEY.....				4.08
CAMDEN-BROADWAY.....			\$ 3.55	
CENTER.....			3.56	
COLLINGSWOOD.....				Connect with 331
CUTHBERT.....	First Trip	First Trip		at
WESTMONT.....	June 14	June 14		Haddonfield
WEST HADDONFIELD.....				
VERNON.....			4.05	4.16
HADDONFIELD.....			\$ 4.06	\$ 4.17
WOODCREST.....				
ASHLAND.....				
KIRKWOOD.....	Will not run	Will not run	Will not run	Will not run
LUCASTON.....	July 5	July 5	May 31	May 31
WEST BERLIN.....	Sept. 6	Sept. 6	July 5	July 5
REED CROSSING.....			Sept. 6	Sept. 6
BERLIN.....				4.27
BISHOPS BRIDGE.....				
ATCO.....	Last Trip	Last Trip		
WATERFORD.....	Sept. 10	Sept. 10		
ANCORA.....				
WINSLOW.....				
MILMAY.....				
TUCKAHOE.....	\$ 4.38			
PETERSBURG.....	B 4.42			
PALERMO.....	B 4.47			
51st STREET (Ocean City).....	\$ 4.52			
34th STREET (Ocean City).....	F 4.56			
24th STREET (Ocean City).....	\$ 4.58			
14th STREET (Ocean City).....	\$ 5.01			
OCEAN CITY (10th Street).....	\$ 5.04			
WOODBINE JT.-Woodbine.....				
DENNISVILLE.....				
GOSHEN.....				
CAPE MAY C. H.....				
WILDWOOD JCT.....		\$ 5.06		
WEST WILDWOOD.....				
WILDWOOD.....				
WILDWOOD-RIO GR'DE.....		\$ 5.09		
ERMA.....				
HARBOR BR. JCT.....		5.16		
CAPE MAY.....		\$ 5.19		
WINSLOW.....				4.37
HAMMONTON.....				\$ 4.40
ELWOOD.....				
EGG HARBOR.....				\$ 4.52
ABSECON-Pleasantville.....				\$ 5.05
ATLANTIC CITY.....				\$ 5.15
	P. M.	P. M.	P. M.	P. M.
	229	429	529	1029

	#●135 DAILY EX. SAT. & SUN.	#●331 DAILY EX. SAT. & SUN.	#●231 DAILY EX. SAT. & SUN.	#●431 DAILY EX. SAT. & SUN.	#●435 DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.
\$	4.18	\$ 4.24			
	4.19	4.26			
		Will not run May 31 July 5 Sept. 6	Will not run May 31 July 5 Sept. 6	First Trip June 14	Will not run June 14 to Sept. 13
	4.25	4.30			
\$	4.27	\$ 4.33			Inc.
	Will not run May 31 July 5 Sept. 6			Will not run July 5 Sept. 6	Will not run May 31
	4.37	4.43			
				Last Trip Sept. 13	
		4.53			
		5.07			
		\$ 5.20	\$ 5.22		
			F 5.27		
			F 5.31		
			S 5.36		
			F 5.40		
			S 5.43		
			F 5.46		
			S 5.49		
		\$ 5.26			
		\$ 5.40			
		\$ 5.46		\$ 5.49	\$ 6.05
		B 5.51			
		\$ 5.54			
				\$ 5.52	\$ 6.08
				F 5.55	F 6.12
				5.59	6.15
				\$ 6.02	\$ 6.18
	4.47				
\$	4.51				
	\$ 5.04	NOTE			
	\$ 5.17				
	\$ 5.28				
	P. M.	P. M.	P. M.	P. M.	P. M.
	135	331	231	431	435

NOTE—No. 331 is superior by direction to No. 330 Wildwood Jct. to Wildwood.

PHILADELPHIA AND CAMDEN TO ATLANTIC CITY, OCEAN CITY, WILDWOOD, CAPE MAY

STATIONS	FIRST CLASS			
	±●519 DAILY EX. SAT. & SUN.	±●1031 DAILY	±●137 DAILY EX. SAT. & SUN.	●1063 FRIDAY ONLY
	P. M.	P. M.	P. M.	P. M.
PENNA.-30th Street.....	Connect	\$ 4.35		\$ 4.45
NORTH PHILA.....	with 1031	\$ 4.45		\$ 4.55
FRANKFORD JCT.....	at	C 4.51		C 5.01
JERSEY.....	Haddonfield	4.58		5.08
CAMDEN-BROADWAY.....	\$ 4.40		\$ 5.05	
CENTER.....	4.41		5.06	
COLLINGSWOOD.....	\$ 4.47			
CUTHBERT.....	\$ 4.49			First Trip
WESTMONT.....	\$ 4.51			June 25
WEST HADDONFIELD.....	\$ 4.54			
VERNON.....		5.05	5.12	5.15
HADDONFIELD.....	\$ 4.58	\$ 5.07	\$ 5.14	\$ 5.17
WOODCREST.....	F 4.59			
ASHLAND.....	\$ 5.02			
KIRKWOOD.....	Will not run		Will not run	
LUCASTON.....	May 31		May 31	
WEST BERLIN.....	July 5		July 5	
REED CROSSING.....	Sept. 6		Sept. 6	
BERLIN.....		5.17	5.24	5.27
BISHOPS BRIDGE.....				Last Trip
ATCO.....				Sept. 3
WATERFORD.....				
ANCORA.....				
WINSLOW.....				5.37
MILMAY.....				5.50
TUCKAHOE.....				\$ 6.03
PETERSBURG.....				
PALERMO.....				
51st STREET (Ocean City)				
34th STREET (Ocean City)				
24th STREET (Ocean City)				
14th STREET (Ocean City)				
OCEAN CITY (10th Street)				
WOODBINE JT.-Woodbine				B 6.09
DENNISVILLE.....				
GOSHEN.....				
CAPE MAY C. H.....				\$ 6.23
WILDWOOD JCT.....				\$ 6.32
WEST WILDWOOD.....				\$ 6.37
WILDWOOD.....				\$ 6.43
WILDWOOD-RIO GR'DE				
ERMA.....				
HARBOR BR. JCT.....				
CAPE MAY.....				
WINSLOW.....		5.27	5.34	
HAMMONTON.....		\$ 5.30	\$ 5.37	
ELWOOD.....			F 5.42	
EGG HARBOR.....		\$ 5.42	\$ 5.51	
ABSECON-Pleasantville.....		\$ 5.55	\$ 6.02	
ATLANTIC CITY.....		\$ 6.05	\$ 6.12	
	P. M.	P. M.	P. M.	P. M.
	519	1031	137	1063

FIRST CLASS

	●263 FRIDAY ONLY P. M.	●463 FRIDAY ONLY P. M.	●1065 FRIDAY ONLY P. M.	●265 FRIDAY ONLY P. M.	●465 FRIDAY ONLY P. M.
			\$ 6.40		
			\$ 6.50		
			C 6.58		
			7.03		
	First Trip June 25	First Trip June 25			
			7.09		
			\$ 7.10		
			First Trip June 25	First Trip June 25	First Trip June 25
			7.19		
	Last Trip Sept. 3	Last Trip Sept. 3	Last Trip Sept. 3	Last Trip Sept. 3	Last Trip Sept. 3
			7.29		
			7.42		
	\$ 6.09		\$ 7.56	\$ 8.10	
			8.01		
	F 6.14			F 8.15	
	F 6.19			F 8.20	
	\$ 6.24			\$ 8.25	
	F 6.28			F 8.29	
	\$ 6.31			\$ 8.32	
	\$ 6.34			\$ 8.35	
	\$ 6.37			\$ 8.38	
			F 8.08		
			\$ 8.22		
		\$ 6.35	\$ 8.30		\$ 8.33
			\$ 8.36		
			\$ 8.41		
		\$ 6.38			\$ 8.36
		F 6.41			
		6.45			\$ 8.43
		\$ 6.48			\$ 8.46
			NOTE		
	P. M.	P. M.	P. M.	P. M.	P. M.
	263	463	1065	265	465

NOTE—No. 1065 is superior by direction to No. 1060 Winslow to Tuckahoe.

ATLANTIC CITY, OCEAN CITY, WILDWOOD AND CAPE MAY TO PHILADELPHIA AND CAMDEN

18

STATIONS	FIRST CLASS			
	102	656	402	202
	A. M.	A. M.	A. M.	A. M.
PENNA.-30th Street.....				
NORTH PHILA.....				
FRANKFORD JCT.....				
JERSEY.....				
CAMDEN-BROADWAY CENTER.....	\$ 6.10 6.09	\$ 6.40 6.39		
COLLINGSWOOD.....		\$ 6.34		
CUTHBERT.....		\$ 6.32		
WESTMONT.....		\$ 6.30		
WEST HADDONFIELD.....		\$ 6.28		
VERNON.....	6.02			
HADDONFIELD.....	\$ 6.01	\$ 6.26	Last Trip Sept. 13	Last Trip Sept. 13
WOODCREST.....		\$ 6.22		
ASHLAND.....		\$ 6.19		
KIRKWOOD.....	Will not run	Will not run	Will not run	Will not run
LUCASTON.....	May 31	May 31	July 5	July 5
WEST BERLIN.....	July 5	July 5	Sept. 6	Sept. 6
REED CROSSING.....	Sept. 6	Sept. 6		
BERLIN.....	5.51			
BISHOPS BRIDGE.....				
ATCO.....			First Trip June 14	First Trip June 14
WATERFORD.....				
ANCORA.....				
WINSLOW.....				
MILMAY.....				
TUCKAHOE.....				\$ 5.36
PETERSBURG.....				F 5.31
PALERMO.....				F 5.27
51st STREET (Ocean City).....				\$ 5.22
34th STREET (Ocean City).....				F 5.18
24th STREET (Ocean City).....				F 5.16
14th STREET (Ocean City).....				\$ 5.13
OCEAN CITY (10th Street).....				\$ 5.10
WOODBINE JT.-Woodbine.....				
DENNISVILLE.....				
GOSHEN.....				
CAPE MAY C. H.....				
WILDWOOD JCT.....			\$ 5.13	
WEST WILDWOOD.....				
WILDWOOD.....				
WILDWOOD-RIO GR'DE.....			\$ 5.10	
ERMA.....			F 5.07	
HARBOR BR. JCT.....			\$ 5.03	
CAPE MAY.....			\$ 5.00	
WINSLOW.....	5.41			
HAMMONTON.....	\$ 5.37			
ELWOOD.....	F 5.29			
EGG HARBOR.....	\$ 5.22			
ABSECON-Pleasantville.....	\$ 5.10			
ATLANTIC CITY.....	\$ 5.00			
	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY EX. SUN.
	±●102	±●656	±●402	±●202

FIRST CLASS

302	500	104	400	404	204
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 6.42	\$ 6.54	\$ 7.06			
6.41	6.53	7.05			
Last Trip	\$ 6.48	F 6.59			
Sept. 13	\$ 6.46				
	\$ 6.44				
	\$ 6.42				
6.35		6.56			
\$ 6.33	\$ 6.40			Last Trip	
				Sept. 13	
Will not run	Will not run	Will not run	Will not run	Will not run	Will not run
July 5	May 31	May 31	May 31	July 5	May 31
Sept. 6	July 5	July 5	Sept. 6	Sept. 6	July 5
	Sept. 6	Sept. 6			Sept. 6
6.22		6.46			
First Trip			Will not run	First Trip	
June 14			June 14	June 14	
			to		
			Sept. 13		
6.12			Inc.		
6.58					
Z 5.45					\$ 6.11
					F 6.06
					F 6.02
					\$ 5.67
					F 5.63
					F 5.61
					F 5.48
					\$ 5.45
F 5.37					
\$ 5.23					
\$ 5.17			\$ 5.28	\$ 5.43	
A 5.08					
\$ 5.05					
			\$ 5.25	\$ 5.40	
			F 5.22	F 5.37	
			5.18	5.33	
			\$ 5.15	\$ 5.30	
		6.37			
		\$ 6.33			
		\$ 6.21			
		\$ 6.10			
		\$ 6.00			
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
EX. SUN.	EX. SAT.	EX. SAT.	EX. SAT.	EX. SAT.	EX. SAT.
	& SUN.	& SUN.	& SUN.	& SUN.	& SUN.
#●302	#●500	#●104	#●400	#●404	#●204

ATLANTIC CITY, OCEAN CITY, WILDWOOD AND CAPE MAY TO PHILADELPHIA AND CAMDEN

STATIONS		FIRST CLASS			
			304	1004	504
			A. M.	A. M.	A. M.
PENNA.-30th Street.....	Phila. Div.		Connect	\$ 7.48	
NORTH PHILA.....			with 1004	\$ 7.38	
FRANKFORD JCT.....			at	\$ 7.32	
JERSEY.....			Haddonfield	7.26	
CAMDEN-BROADWAY.....					\$ 7.33
CENTER.....			\$ 7.10		\$ 7.32
			7.09		
COLLINGSWOOD.....				Connect	\$ 7.27
CUTHBERT.....				with 504	\$ 7.25
WESTMONT.....				at	\$ 7.23
WEST HADDONFIELD.....				Haddonfield	\$ 7.22
VERNON.....			7.03	7.18	
HADDONFIELD.....			\$ 7.01	\$ 7.18	\$ 7.20
WOODCREST.....					
ASHLAND.....					
KIRKWOOD.....			Will not run	Will not run	Will not run
LUCASTON.....			May 31	May 31	May 31
WEST BERLIN.....			July 5	July 5	July 5
REED CROSSING.....			Sept. 6	Sept. 6	Sept. 6
BERLIN.....			6.52	7.06	
BISHOPS BRIDGE.....					
ATCO.....					
WATERFORD.....					
ANCORA.....					
WINSLOW.....			6.42		
MILMAY.....			6.28		
TUCKAHOE.....			Z 6.15		
PETERSBURG.....					
PALERMO.....					
51st STREET (Ocean City).....					
34th STREET (Ocean City).....					
24th STREET (Ocean City).....					
14th STREET (Ocean City).....					
OCEAN CITY (10th Street).....					
WOODBINE JT.-Woodbine.....			F 6.07		
DENNISVILLE.....					
GOSHEN.....					
CAPE MAY C. H.....			\$ 5.53		
WILDWOOD JCT.....			\$ 5.47		
WEST WILDWOOD.....			A 5.42		
WILDWOOD.....			\$ 5.39		
WILDWOOD-RIO GR'DE.....					
ERMA.....					
HARBOR BR. JCT.....					
CAPE MAY.....					
WINSLOW.....				6.57	
HAMMONTON.....				\$ 6.53	
ELWOOD.....					
EGG HARBOR.....			NOTE	\$ 6.41	
ABSECON-Pleasantville.....				\$ 6.30	
ATLANTIC CITY.....				\$ 6.20	
			A. M.	A. M.	A. M.
			DAILY	DAILY	DAILY
			EX. SAT.	EX. SAT.	EX. SAT.
			& SUN.	& SUN.	& SUN.
			±●304	±●1004	±●504

NOTE—No. 301 is superior by direction to No. 304 Wildwood Jct. to Wildwood.

FIRST CLASS

1008	508	1016	454	254	1054
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
\$ 8.59		\$ 11.25			\$ 3.25
\$ 8.48		\$ 11.15			\$ 3.15
D 8.42		D 11.09			D 3.09
8.36		11.02			3.02
	\$ 8.42				
	8.41				
Connect with 508 at Haddonfield					
8.29	8.33	10.55			2.55
\$ 8.27	\$ 8.31	\$ 10.53			\$ 2.53
Will not run May 31 July 5 Sept. 6	Will not run May 31 July 5 Sept. 6		Last Trip Sept. 6	Last Trip Sept. 6	Will Run Sun. and July 5 Sept. 6
8.17		10.43			2.46
		Will Run Sun. and May 31 July 5	Will Run Sun. and July 5 Sept. 6	Will Run Sun. and July 5 Sept. 6	
		Sept. 6			2.36
					2.21
				\$ 1.59	\$ 2.07
				F 1.53	Last Trip Sept. 6
				F 1.48	
				\$ 1.43	
				F 1.39	First Trip June 20
				F 1.36	
				\$ 1.33	
				\$ 1.31	
					1.56
			First Trip June 20	First Trip June 20	\$ 1.42
			\$ 1.30		\$ 1.34
					A 1.25
					\$ 1.20
			\$ 1.25		
			1.19		
			\$ 1.16		
8.08		10.33			
\$ 8.04		\$ 10.29			
\$ 7.52		\$ 10.17			
\$ 7.40		\$ 10.05			
\$ 7.30		\$ 9.55			
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.				
# 1008	# 508	1016	454	254	1054

ATLANTIC CITY, OCEAN CITY, WILDWOOD AND CAPE MAY TO PHILADELPHIA AND CAMDEN

STATIONS	FIRST CLASS			
	1022	456	256	1056
	P. M.	P. M.	P. M.	P. M.
PENNA.-30th Street.....	\$ 3.32			\$ 4.38
NORTH PHILA.....	\$ 3.22			\$ 4.28
FRANKFORD JCT.....	\$ 3.16			\$ 4.22
JERSEY.....	\$ 3.09			\$ 4.15
CAMDEN-BROADWAY CENTER.....				
COLLINGSWOOD.....				
CUTHBERT.....				
WESTMONT.....				
WEST HADDONFIELD.....				
VERNON.....	3.01			4.08
HADDONFIELD.....	\$ 2.59	Last Trip Sept. 4	Last Trip Sept. 4	\$ 4.06
WOODCREST.....				
ASHLAND.....				
KIRKWOOD.....				
LUCASTON.....				
WEST BERLIN.....				
REED CROSSING.....				
BERLIN.....	2.48			3.57
BISHOPS BRIDGE.....				
ATCO.....		First Trip June 19	First Trip June 19	First Trip June 19
WATERFORD.....				
ANCORA.....				
WINSLOW.....				3.48
MILMAY.....				3.03
TUCKAHOE.....			\$ 3.14	\$ 3.19
PETERSBURG.....			F 3.08	
PALERMO.....			F 3.03	
51st STREET (Ocean City).....			S 2.58	Last Trip Sept. 4
34th STREET (Ocean City).....			F 2.54	
24th STREET (Ocean City).....			S 2.51	
14th STREET (Ocean City).....			S 2.48	
OCEAN CITY (10th Street).....			S 2.46	
WOODBINE JT.-Woodbine.....				3.08
DENNISVILLE.....				
GOSHEN.....				
CAPE MAY C. H.....				\$ 2.54
WILDWOOD JCT.....	\$ 2.42			\$ 2.46
WEST WILDWOOD.....				A 2.37
WILDWOOD.....				S 2.32
WILDWOOD-RIO GR'DE.....	\$ 2.37			
ERMA.....				
HARBOR BR. JCT.....	2.31			
CAPE MAY.....	\$ 2.27			
WINSLOW.....	2.38			
HAMMONTON.....	\$ 2.34			
ELWOOD.....				
EGG HARBOR.....	\$ 2.22			
ABSECON-Pleasantville.....	\$ 2.10			
ATLANTIC CITY.....	\$ 2.00			
	P. M.	P. M.	P. M.	P. M.
	DAILY	SATURDAY ONLY	SATURDAY ONLY	SATURDAY ONLY
	1022	●456	●256	●1056

FIRST CLASS

	330	1026	466	266	1066
	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 8.00			\$ 8.05
		\$ 7.50			\$ 7.55
		D 7.44			D 7.49
		7.37			7.44
	Will not run May 31	Will not run May 31 July 5 Sept. 6			
		7.30			7.37
		\$ 7.28	Last Trip Sept. 6	Last Trip Sept. 6	\$ 7.35
	Will not run June 14 to Sept. 13		Will Run Sun. and July 5 Sept. 6	Will Run Sun. and July 5 Sept. 6	Will Run Sun. and July 5 Sept. 6
	Inc.	7.18			7.27
			First Trip June 20	First Trip June 20	First Trip June 20
					7.17
					7.02
				\$ 6.40	\$ 6.48
				F 6.34	Last Trip Sept. 6
				F 6.29	
				\$ 6.24	
				F 6.20	
				\$ 6.17	
				\$ 6.14	
				\$ 6.12	
					F 6.35
					6.31
					\$ 6.21
	\$ 6.04		\$ 6.09		\$ 6.18
	\$ 5.56				\$ 6.00
			\$ 5.59		
			\$ 5.56		
		7.08			
		\$ 7.04			
	NOTE	\$ 6.52			
		\$ 6.40			
		\$ 6.30			
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SAT. & SUN.	DAILY EX. SUN.			
	±●330	●1026	●466	●266	●1066

NOTE—No. 331 is superior by direction to No. 330 Wildwood Jct. to Wildwood.

ATLANTIC CITY, OCEAN CITY, WILDWOOD AND CAPE MAY 24 TO PHILADELPHIA AND CAMDEN

STATIONS	FIRST CLASS			
	426	226	326	
	P. M.	P. M.	P. M.	
PENNA.-30th Street.....				
NORTH PHILA.....				
FRANKFORD JCT.....				
JERSEY.....				
CAMDEN-BROADWAY.....			\$ 8.20	
CENTER.....			8.19	
COLLINGSWOOD.....				
CUTHBERT.....	First Trip	First Trip	First Trip	
WESTMONT.....	June 20	June 20	June 20	
WEST HADDONFIELD.....				
VERNON.....			8.13	
HADDONFIELD.....			\$ 8.12	
WOODCREST.....				
ASHLAND.....				
KIRKWOOD.....	Will Run	Will Run	Will Run	
LUCASTON.....	Sun. and	Sun. and	Sun. and	
WEST BERLIN.....	July 5	July 5	July 5	
REED CROSSING.....	Sept. 6	Sept. 6	Sept. 6	
BERLIN.....			8.02	
BISHOPS BRIDGE.....				
ATCO.....	Last Trip	Last Trip	Last Trip	
WATERFORD.....	Sept. 6	Sept. 6	Sept. 6	
ANCORA.....				
WINSLOW.....			7.53	
MILMAY.....			7.37	
TUCKAHOE.....		\$ 7.20	\$ 7.24	
PETERSBURG.....		7.14		
PALERMO.....		F 7.10		
51st STREET (Ocean City).....		\$ 7.05		
34th STREET (Ocean City).....		F 7.01		
24th STREET (Ocean City).....		\$ 6.58		
14th STREET (Ocean City).....		\$ 6.55		
OCEAN CITY (10th Street).....		\$ 6.52		
WOODBINE JT.-Woodbine.....			F 7.17	
DENNISVILLE.....			7.13	
GOSHEN.....				
CAPE MAY C. H.....			\$ 7.03	
WILDWOOD JCT.....	\$ 6.51		\$ 6.56	
WEST WILDWOOD.....			A 6.49	
WILDWOOD.....			\$ 6.43	
WILDWOOD-RIO GR'DE.....	\$ 6.48			
ERMA.....				
HARBOR BR. JCT.....	6.41			
CAPE MAY.....	\$ 6.38			
WINSLOW.....				
HAMMONTON.....				
ELWOOD.....				
EGG HARBOR.....				
ABSECON-Pleasantville.....				
ATLANTIC CITY.....				
	P. M.	P. M.	P. M.	
	●426	●226	●326	

NORTHWARD

25

[illegible]

NOTE—No. 1065 is superior by direction to No. 1060 Winslow to Tuckahoe.

MILLVILLE TO CAMDEN—NORTHWARD

STATIONS	FIRST CLASS			
	754	756	758	
	A. M.	A. M.	A. M.	
CAMDEN-BROADWAY.....	\$ 5.55	\$ 6.45	\$ 7.25	
CENTER..... (Phlla. Div.)	5.54	6.44	7.24	
SOUTH CAMDEN.....	F 5.50	F 6.41	F 7.21	
BROWN.....	5.49	6.40	7.20	
YORKSHIP.....	F 5.47	\$ 6.39	F 7.19	
GLOUCESTER.....	F 5.44	\$ 6.36	F 7.16	
SOUTH GLOUCESTER.....	F 5.42	\$ 6.34		
BROOKLAWN.....	F 5.41	\$ 6.33	F 7.12	
WESTVILLE.....	F 5.39	\$ 6.31	F 7.10	
SOUTH WESTVILLE.....	F 5.38	\$ 6.29	F 7.09	
NORTH WOODBURY.....	F 5.35	\$ 6.27	F 7.08	
WOODBURY.....	F 5.32	\$ 6.24	F 7.06	
WOODBURY HEIGHTS.....	F 5.28	\$ 6.21	F 7.02	
WENONAH.....	F 5.25	\$ 6.17	F 6.58	
SEWELL.....	F 5.22	\$ 6.14	F 6.55	
PITMAN.....	F 5.18	\$ 6.10	F 6.52	
GLASSBORO.....	F 5.14	\$ 6.06	F 6.49	
SOUTH GLASSBORO.....	F 5.11	\$ 6.03	F 6.46	
CLAYTON.....	F 5.07	\$ 6.00	F 6.42	
FRANKLINVILLE.....	F 5.03	\$ 5.55	F 6.37	
IONA.....	F 5.01	\$ 5.53	F 6.34	
MALAGA.....	F 4.58	\$ 5.48	F 6.30	
LAKE.....	F 4.56	\$ 5.45	F 6.29	
NEWFIELD.....	\$ 4.54	\$ 5.44	\$ 6.27	
NORTH VINELAND.....	F 4.51	F 5.41		
HOME.....	4.47	5.37	6.22	
VINELAND.....	\$ 4.45	\$ 5.35	\$ 6.20	
SOUTH VINELAND.....	F 4.40	F 5.30	F 6.15	
MILLVILLE.....	\$ 4.35	\$ 5.25	\$ 6.10	
	A. M.	A. M.	A. M.	
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	
	±●754	±●756	±●758	

CLEMENTON BRANCH

STATIONS	FIRST CLASS		FIRST CLASS	
	NORTHWARD		SOUTHWARD	
	610		±●609	
	A. M.		P. M.	
CAMDEN-BROADWAY.....	\$ 7.00		\$ 4.45	
CENTER..... (Phlla. Div.)	6.59		4.46	
SOUTH CAMDEN.....	F 6.56		F 4.49	
BROWN.....	6.55		4.50	
SHIPYARD.....	F 6.54		F 4.51	
WEST COLLINGSWOOD.....	\$ 6.50		\$ 4.54	
OAKLYN.....	\$ 6.48		\$ 4.56	
AUDUBON.....	\$ 6.46		\$ 4.58	
ORSTON.....	\$ 6.44		\$ 5.00	
HADDON HEIGHTS.....	\$ 6.42		\$ 5.02	
BARRINGTON.....	\$ 6.39		\$ 5.04	
MAGNOLIA.....	\$ 6.36		\$ 5.08	
SOMERDALE.....	F 6.34		F 5.10	
STRATFORD.....	\$ 6.32		\$ 5.13	
LAUREL SPRINGS.....	\$ 6.30		\$ 5.15	
GARDEN LAKE.....	F 6.29		F 5.17	
CLEMENTON.....	\$ 6.27		\$ 5.20	
	Will not run May 31 July 5 Sept. 6		Will not run May 31 July 5 Sept. 6	
	A. M.		P. M.	
	DAILY EX. SAT. & SUN.			
	±●610		609	

STATIONS	FIRST CLASS			
	±●769 DAILY EX. SAT. & SUN.	±●773 DAILY EX. SAT. & SUN.	±●775 DAILY EX. SAT. & SUN.	
	P. M.	P. M.	P. M.	
CAMDEN-BROADWAY..... CENTER..... (Phila. Div.)	\$ 3.26 3.27	\$ 4.29 4.30	\$ 5.02 5.03	
SOUTH CAMDEN.....	F 3.30		F 5.06	
BROWN.....	3.31	4.33	5.07	
YORKSHIP.....	\$ 3.32	F 4.34	F 5.08	
GLOUCESTER.....	F 3.35	F 4.38	F 5.11	
SOUTH GLOUCESTER.....	F 3.37	F 4.40	F 5.13	
BROOKLAWN.....	F 3.38	F 4.42	F 5.15	
WESTVILLE.....	\$ 3.42	\$ 4.44	\$ 5.17	
SOUTH WESTVILLE.....	\$ 3.44	\$ 4.45	\$ 5.18	
NORTH WOODBURY.....	\$ 3.46	\$ 4.48	\$ 5.20	
WOODBURY.....	\$ 3.48	\$ 4.52	\$ 5.23	
WOODBURY HEIGHTS.....	F 3.52	\$ 4.55	\$ 5.26	
WENONAH.....	\$ 3.55	\$ 4.59	\$ 5.28	
SEWELL.....	\$ 3.58	\$ 5.04	\$ 5.32	
PITMAN.....	\$ 4.03	\$ 5.08	\$ 5.37	
GLASSBORO.....	\$ 4.07	\$ 5.12	\$ 5.41	
SOUTH GLASSBORO.....	F 4.09	F 5.14	F 5.43	
CLAYTON.....	\$ 4.14	\$ 5.19	\$ 5.48	
FRANKLINVILLE.....	\$ 4.18	\$ 5.25	\$ 5.53	
IONA.....	\$ 4.20	\$ 5.27	\$ 5.55	
MALAGA.....	\$ 4.24	\$ 5.31	\$ 5.59	
LAKE.....	\$ 4.27	\$ 5.34	\$ 6.01	
NEWFIELD.....	\$ 4.29	\$ 5.36	\$ 6.03	
NORTH VINELAND.....	F 4.31	F 5.40	F 6.05	
HOME.....	\$ 4.34	\$ 5.44	\$ 6.08	
VINELAND.....	\$ 4.38	\$ 5.47	\$ 6.11	
SOUTH VINELAND.....	F 4.42	F 5.51	F 6.15	
MILLVILLE.....	\$ 4.48	\$ 5.58	\$ 6.20	
	P. M.	P. M.	P. M.	
	769	773	775	

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

SOUTHWARD**NORTHWARD**

Will Not Run May 31	EFFECTIVE APRIL 26 TO JUNE 18 AND SEPT. 13 TO OCT. 22, INC.		Will Not Run May 31
	STATIONS		
331 Daily Ex. Sat. & Sun.			304 Daily Ex. Sat. & Sun.
P.M.	Leave	Arrive	A.M.
5.37	.....51st STREET (Ocean City).....		5.52
5.48	.....STRATHMERE (Tecumsha Ave.)		5.43
5.53	.....SEA ISLE CITY.....		5.36
6.01	.....TOWNSEND INLET.....		5.28
6.06	.....AVALON (6th St. & 2nd Ave.).....		5.23
6.11	.....AVALON (21st St. & 2nd Ave.).....		5.18
6.24	.....STONE HARBOR (96th Street).....		5.05
P.M.	Arrive	Leave	A.M.

**PASSENGER HIGHWAY BUS SERVICE TRIPS
BETWEEN
OCEAN CITY—STRATHMERE—SEA ISLE CITY
TOWNSEND INLET**

SOUTHWARD**NORTHWARD**

Will Not Run July 5, Sept. 6 Last Trip Sept. 10	Will Not Run July 5, Sept. 6 Last Trip Sept. 10	EFFECTIVE JUNE 21 TO SEPT. 10, INC.		Will Not Run July 5, Sept. 6 Last Trip Sept. 10	Will Not Run July 5, Sept. 6 Last Trip Sept. 10
329 Daily Ex. Sat & Sun.	*331 Daily Ex. Sat & Sun.	STATIONS		302 Daily Ex. Sat & Sun.	*304 Daily Ex. Sat & Sun.
P.M.	P.M.	Leave	Arrive	A.M.	A.M.
4.53	5.37	... 51st STREET, (Ocean City) ...		5.19	5.54
5.02	5.46	. STRATHMERE (Tecumsha Ave.) .		5.10	5.45
5.09	5.53	..... SEA ISLE CITY		5.03	5.38
5.17	6.01	..... TOWNSEND INLET		4.55	5.30
P.M.	P.M.	Arrive	Leave	A.M.	A.M.

*Will run between 51st Street (Ocean City) and
Stone Harbor commencing Monday, Sept. 13.
See Page 27.

**PASSENGER HIGHWAY BUS SERVICE TRIPS
BETWEEN
CAPE MAY COURT HOUSE—STONE HARBOR—AVALON**

SOUTHWARD**NORTHWARD**

Will Not Run July 5, Sept. 6 Last Trip Sept. 10	Will Not Run July 5, Sept. 6 Last Trip Sept. 10	EFFECTIVE JUNE 21 TO SEPT. 10, INC.		Will Not Run July 5, Sept. 6 Last Trip Sept. 10	Will Not Run July 5, Sept. 6 Last Trip Sept. 10
329 Daily Ex. Sat & Sun.	*331 Daily Ex. Sat & Sun.	STATIONS		302 Daily Ex. Sat & Sun.	*304 Daily Ex. Sat & Sun.
P.M.	P.M.	Leave	Arrive	A.M.	A.M.
4.56	5.41	... CAPE MAY COURT HOUSE ...		5.08	5.50
5.08	5.53	.. STONE HARBOR (96th Street) ..		4.58	5.38
5.21	6.06	AVALON (21st St. & Second Ave.)		4.45	5.25
5.26	6.11	AVALON (6th St. & Second Ave.)		4.40	5.20
P.M.	P.M.	Arrive	Leave	A.M.	A.M.

*Will run via 51st Street (Ocean City)
commencing Monday, Sept. 13.
See Page 27.

TICKET OFFICES OPEN FOR SALE OF TICKETS

Stations	Monday to Friday		Saturday	Sunday and Holidays
Absecon	6.00 AM to	8.00 AM	Closed	Closed
Atlantic City‡	5.30 AM to	2.00 PM	5.30 AM to 2.00 PM	8.00 AM to 4.00 PM
Cape May	5.00 AM to	2.00 PM	Closed	Closed
Clayton‡	5.50 AM to	7.50 AM	Closed	Closed
Egg Harbor	5.00 AM to 11.00 AM 12.00 Noon to 2.00 PM		Closed	Closed
Glassboro	6.30 AM to 11.00 AM 12.00 Noon to 12.30 PM 2.30 PM to 3.30 PM		Closed	Closed
Gloucester	6.00 AM to	3.30 PM	Closed	Closed
Haddonfield	6.15 AM to 10.45 AM 11.45 AM to 3.15 PM		Closed	Closed
Haddon Heights	5.50 AM to	4.00 PM	Closed	Closed
Hammonton	5.15 AM to 10.00 AM 11.00 AM to 11.30 AM 1.15 PM to 2.15 PM		Closed	Closed
Laurel Springs	7.00 AM to	3.00 PM	Closed	Closed
Millville	7.00 AM to	3.00 PM	Closed	Closed
Ocean City 10th St.	5.30 AM to 9.00 AM 12.00 Noon to 2.30 PM		Closed	Closed
Tuckahoe	6.00 AM to	3.00 PM	Closed	Closed
Vineland	4.30 AM to 6.30 AM *Monday only		Closed	Closed
Wenonah	5.15 AM to	7.15 AM	Closed	Closed
Westville	7.00 AM to 10.30 AM 11.30 AM to 4.00 PM		Closed	Closed
Wildwood	5.15 AM to 10.00 AM 12.30 PM to 2.15 PM		Closed	Closed
Woodbury	7.00 AM to	4.00 PM	Closed	Closed

*Will open Tuesday when Monday is a holiday.

‡Will open one hour earlier Monday; one hour earlier Tuesday when Monday is a holiday.

Holidays: New Years' 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

The time shown conveys no timetable authority.

Stations	CA-289 (2)	OC-91 (2)	CA-299 (2)	WY-33 (2)	WY-351 (2)	WY-847 (2)	WY-391 (a) (2)	WY-841 (2)	WY-79 (c) (2)	WY-51 (2)	WY-379 (2)	WY-843 (3)	WY-343 (10)	WY-345 (10)
	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.
Leave														
PAVONIA YD.	4.30	5.30	6.45	7.30		11.45		1.15	4.30			9.30		
BULSON ST. YD.														
WOODHURY									5.50	8.45	9.00			
GLASSBORO								4.00						
GIBBSTOWN														
PENNS GROVE												5.00		
PEDRICKTOWN						3.45				12.45				
SALEM														
WILLIAMSTOWN														
BRIDGETON											11.59			
CLAYTON														
MILVILLE				11.45	8.55								8.15	11.45
DORCHESTER					1.15									1.45
PASSERELLI BLDG. ...													1.15	
TUCKAHOE		11.45					1.00							
CAPE MAY							3.30							
WILLIAMSTOWN JCT..			12.30											
OCEAN CITY														
ATLANTIC CITY	12.30													
Arrive	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.	A.M.	A.M.

(a) Monday, Wednesday and Friday—Wildwood
Tuesday and Thursday—Woodbine

(c) Tuesday and Friday—Williamstown
(2) Daily except Sunday.

(10) Daily except Saturday and Sunday.

ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

PENNSYLVANIA-READING SEASHORE LINES

The time shown conveys no timetable authority.

Stations	WY-344 (10)	WY-390 (2)	CA-298 Sat.	WY-34 (2)	WY-350 (2)	CA-300 (2)	OC-90 (2)	CA-298 (10)	WY-50 (2)	WY-380 (2)	WY-842 (2)	WY-846 (2)	WY-840 (2)	WY-346 (10)	WY-80 (2)
	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.
Arrive															
PAVONIA YD.			2.00	5.00		6.00	6.30	6.45			9.30	10.30	10.45	P.M.	A.M.
BULSON ST. YD.															12.45
WOODBURY									7.15	8.00					
GLASSBORO															8.30
GIBBSTOWN													7.30		
PENNS GROVE											6.30	5.45			
PEDRICKTOWN									2.15						
SALEM															
WILLIAMSTOWN										6.30				11.15	
BRIDGETON														7.15	
CLAYTON															
MILVILLE	5.30			2.00	5.30										
DORCHESTER					2.30										
PASSERELLI SDG. ...	2.30														
TUCKAHOE.....		12.01					1.30								
CAPE MAY		11.00													
WILLIAMSTOWN JCT..						2.30									
OCEAN CITY			7.00					10.30							
ATLANTIC CITY	A.M.	A.M.													P.M.
Leave															

(2) Daily except Sunday. (10) Daily except Saturday and Sunday.

SPECIAL INSTRUCTIONS

GENERAL RULES

Rules etc.; Governing PRSL Operation

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

100C-1A. Employees are required to have dates of their last Book of Rules, Timetable, Physical and Air Brake Examination listed in the proper place on the Qualified For Service page of their Timetable.

Uniforms

100J-1A. Designated uniformed employees 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, tatoos, 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 employees 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 Employees (except station employees) 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.

Employees Permitted to Ride on Engines, etc.

100O-1A. Referring to Rule O, the following designated employees will be permitted to ride on freight trains and engines, or on front platforms of R.D.C. Budd Cars: 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. Paul M. Mecray, M.D., 405 Cooper St.	WO 3-2300 Ext. 307 WO 4-1125
PENNS GROVE....	Harry F. Suter, M.D., 49 West Main St.	AX 9-2202
ATLANTIC CITY...	S. L. Winn, M.D., 1616 Pacific Ave.	344-6440 345-0195
MILLVILLE.....	J. S. Knowles, M.D., Harrison Ave.	TA 5-0052
OCEAN CITY.....	Herschell Pettit, M.D., 807 Wesley Ave. (Office Only)	399-0176

100R-3A. Location of Hospitals

Location	Name and Address	Telephone Number
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
WOODBURY.....	Underwood-509 N. Broad St. (Private)	TI 5-0100
WOODBURY.....	Memorial-104 N. Broad St.	TI 5-5456
VINELAND.....	Newcomb-State Street	OX 1-9000
MILLVILLE	Millville-North High Street	Taylor 5-3500
CAPE MAY COURT HOUSE..	Burdette Tomlin-Lincoln Ave.	465-7171
BRIDGETON..	Bridgeton-Irving Avenue	GL 1-6600
SALEM.....	Salem County Memorial- Woodstown Road	YE 5-1000
ATLANTIC CITY..	Atlantic City-26 S. Ohio Ave.	344-4081
SOMERS PT.	Shore Memorial- Sunny Ave.	927-3501
ELMER	Community- W. Front St.	358-2341

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

Headquarters	Bell Telephone Number
Absecon.....	641-4250
Berlin.....	RO 7-0246
Cape May Court House.....	465-7141
Hammonton.....	LO 1-1800
Malaga.....	OX 2-3277
Mays Landing.....	625-8111
Mantua.....	UL 7-0044
Port Norris.....	Port Norris 35
Woodstown.....	769-0774
Bridgeton	GL 1-0100
Turnerville	CA 7-2500

OPERATING RULES

STANDARD TIME

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

TIMETABLES

LETTERS AND CHARACTERS

1004-A. 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 to have Ocean City connection attached to rear.
- Ⓐ —No. 1065 run main at Tuckahoe to meet No. 1060, No. 1060 clear on Ocean City Branch.

SIGNALS

1007-A1. In addition to carrying Flagging Equipment, as required by Rule 99, rear trainman of RC or MU 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.

ENGINE WHISTLE SIGNALS

1014(r)-A1. Rule 14 (r) will apply:
When stops are to be made for water, hot boxes, repairs, etc.
Operator will notify train dispatcher promptly.

TRAIN SIGNALS

1019-A1. In the application of Rule 19, authorized flashing type lamps may be used as markers.

1019-A2. In the application of Rule 19, authorized reflector discs may be used as markers.

USE OF SIGNALS

1035-A1. In the application of Rule 35, the following signals will be used:

Day Signals—A red flag, torpedoes and fuses.

Night Signals—A white light, torpedoes and fuses.

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., Pine Street Extension.

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.

Fuses and Torpedoes

1035-B1. On account of fire hazard, lighted fuses must not be displayed on open deck bridges or trestles unless necessary to prevent an accident.

1035-C1. Minimum number of fuses and torpedoes which must be carried as part of equipment in services indicated:

	Fuses	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	Employees' Register	Standard Clock	Location	Other Railroads
X	X	X	Camden—Crew Dispatcher's Office	PRR—Eastern
X	X	X	Camden—Bulson St. Yard Master's Office	PRR—Eastern
X	X	X	Coopers Point—Yard Office	PRR—Eastern
X	X	X	Paulsboro—Yard Office	PRR—Eastern
X	X	—	Penns Grove—Conductors' Room	PRR—Eastern
X	X	X	Salem—Conductors' Room	PRR—Eastern
X	X	X	Bridgeton—Conductors' Room	PRR—Eastern
X	X	X	Millville—Conductors' Room	PRR—Eastern
X	X	.....	Millville—Yard Office	PRR—Eastern
X	X	.....	Ocean City—Conductors' Room	PRR—Eastern
X	X	X	Wildwood—Oak Avenue (Summer Only)	PRR—Eastern
X	X	X	Cape May—Passenger Station	PRR—Eastern
X	X	X	Atlantic City—Yard Office	PRR—Eastern
.....	.....	X	Train Dispatchers Office Camden	
.....	.....	X	Ocean City Passenger Station	
.....	.....	X	All Open Block Stations	

NOTE—X indicates in service.

1075-A4a. General Order Zones of The Pennsylvania-Reading Seashore Lines are as follows:

Zone	Main Line	Branches	Secondary Tracks
A		Millville Penns Grove	Manumusktn Leesburg Williamstown Grenloch Deep Water Pt. Salem Bridgeton
B		Clementon Cape May Ocean City Wildwood	Woodbine
C	Center to Atlantic City (via Vernon)		Newfield Somers Point

NOTE—Each zone also includes connecting and yard tracks in its respective territory.

Qualification of Conductor or Engineman

1075-A5(a). An engineman or conductor 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

1076-A2. Main track for Southward movement 457 feet south of Mile Post 53, south of Absecon.

MOVEMENT OF TRAINS

1083-A1. Rule S-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 toward Tuckahoe, 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. 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, Millville and Clementon, permission to occupy Main Track will indicate that all Trains due which are superior have arrived or left.

1083-B. Rule D-83: Except on portions of the railroad where Rules 251 or 261 are in effect, information as to the departure of superior trains will be furnished verbally to train by the operator at initial stations or junctions.

Yard Limits

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

Track	Between	and
Penns Grove Br.	1993 ft. south of Woodbury	1833 ft. north of Mile Post 10
	2956 ft. south of Mile Post 13	402 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	2000 ft. south of Mile Post 25
	1800 ft. north of Mile Post 26	To end of Main Track at Penns Grove Block-Limit Station
Salem Secondary Track	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
	1290 ft. north of Mile Post 36	To end of Main Track at Salem Block-Limit Station
Bridgeton Secondary Track	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
Millville Branch	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
	3033 ft. north of Mile Post 34	315 ft. south of Mile Post 35
	3579 ft. north of Mile Post 39	1003 ft. south of Mile Post 41
Ocean City Br.	Tuckahoe Interlocking Station	65 ft. north of Mile Post 54
	145 ft. north of 34th Street	To end of Main Track at Ocean City
Cape May Br.	Tuckahoe Interlocking Station	1000 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
Wildwood Br.	Wildwood Jct. Block Station	554 ft. south of State Highway No. 9
	530 ft. north of Grassy Sound Movable Bridge	To end of Main Track at Wildwood
Clementon Br.	1000 ft. north of Mile Post 8	Mile Post 9
	200 ft. north of Mile Post 17	Florence Station
Williamstown Secondary Track	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 and second paragraph of Rule S-93.

Westville-The Texaco Plant

1093-A4. Spot locations 23, 24, 25, 26 and 27 are protected by blue flags. Cars must not be placed at these locations until Unit Foremen have removed blue flags. Unit Foremen make their headquarters in the control house of these Units.

The control house for Unit comprising spots 23, 24 and 27 is located at the South end of the Unit and West of the main refinery road.

The control house for Unit comprising spots 25 and 26 is located about two car lengths West of the refinery road.

Engines are prohibited from crossing the main refinery road to reach locations 23, 24, 25, 26 and 27. It will be necessary to use four or five cars as reachers when placing or removing cars from these locations.

Reachers must also be used to place or remove cars from rack track, spots 1 to 10, inclusive.

Engine must not pass sign reading, "Engines must not pass this point," when placing or removing cars from rack track.

The following Texas Company Safety Rules must be complied with within the plant area:

1. Flares or open lights are not to be used at any time.
2. Flying switches or drops are prohibited.
3. Roads are not to be blocked while waiting for clearance.
4. Smoking is not permitted.

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 CRR of N.J.	Stop Sign	Stop.	Stop before crossing. Know crossing is clear.	
Landis CRR 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 Grassy Sound Canal

Automatic Highway Crossing Protection on Sidings, Yard or other Tracks

1103-A2. At the following locations automatic highway crossing protection indicates the approach of a train:

Track	Crossing	Location	Note
Delivery	Cumberland St.	So. of Gloucester	
To Buzby Bros.	U. S. 130	Westville	3
To Texas Co.	U. S. 130	Westville	1
Delivery	Holly Ave.	No. of Pitman	1
Industrial	Union Street	South Glassboro	1
Siding	Swedesboro Rd.	Franklinville	1
Siding	Catawba Ave.	Newfield	1
Siding	Pearl St.	Newfield	1
Siding	Park Drive	Vineland	
Siding	Sherman Ave.	So. Vineland	
Wye	High Street	Millville	
Industrial	Seventh Street	Shipyards	
Industrial	Eighth Street	So. of Shipyards	
Industrial	Ninth Street	So. of Shipyards	
Industrial	Tenth Street	So. of Shipyards	
Industrial	Mt. Ephraim Ave.	So. of Shipyards	
Delivery	Merchant St.	Audubon	1
Siding	New Freedom Rd.	Williamstown Jct.	
Atl. City El. Co.	Butter Road	So. of Palermo	
Atl. City El. Co.	Church Road	So. of Palermo	
Atl. City El. Co.	Tuckahoe Rd.	So. of Palermo	
Siding	Bay Shore Rd.	Rio Grande	
Yard	Broad Street	Cape May	4
To Shell Co.	Jessup Road	Thorofare	
To Shell Co.	Grove Road	Thorofare	
To Shell Co.	Fowler Road	Thorofare	
To Shell Co.	Paradise Road	Thorofare	5
Yard	Delaware St.	Paulsboro	1
Yard 1, 2 & 3	Penn Street	Paulsboro	1
Yard	Commerce Street	Paulsboro	1
To Monsanto Co.	U. S. 130	Bridgeport	1-2
Delivery	Harkers Lane	Reed Crossing	1

Whenever crossing protection is operated manually, it must be restored to normal after movement is completed and control boxes must be locked.

Note 1. Trains and engines must stop on short track circuit in advance of crossing. Crew must know that crossing protection is operating and must not proceed until crossing is clear for the movement. If crossing protection is not operating, movement over crossing must not be made, until crossing is protected by a member of the crew.

Note 2. An apparatus is provided for manual operation of the highway crossing signals should they fail to operate automatically.

Note 3. The highway crossing protection must be operated manually to protect train movement.

Note 4. 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 5. 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.

Locations at which Signs Mark Operating Limits of Automatic Crossing Protection

1103-A2(a). At the following locations sign CC indicates point beyond which engines and cars will operate automatic crossing protection.

Track	Crossing	Location
No. 1	Eleventh Street	Hammonton
Single	Cooper Street	Woodbury
Single	Virginia Ave.	Penns Grove
Single	State Highway No. 49 (Note A)	Bridgeton

Note A—Trains and engines must stop on crossing circuit before proceeding over crossing.

Interrupting Operation of Automatic Highway Crossing Protection Manually

1103-A4. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection manually:

Location	Crossing	Protection	Main Tracks	Other Tracks	Push Buttons Located
Barrington South of	Browning Road	Flashing Lights	1	—	West Side

Interrupting Operation of Automatic Highway Crossing Protection Automatically

1103-A5. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically.

Track	Crossing	Location	Note
No. 1	Browning Road	No. of Collingswood	
No. 1	Zane Avenue	No. of Collingswood	
No. 1	Collings Avenue	Collingswood	
No. 1	Lees Avenue	So. of Collingswood	
No. 1	Irvin Avenue	So. of Collingswood	
No. 1	Cuthbert Road	Cuthbert	
No. 1	Glenwood Avenue	No. of Westmont	
No. 1	Crystal Lake Avenue	Westmont	
No. 2	Evesham Avenue	Ashland	
No. 1 and No. 2	Atco Avenue	Atco	
No. 1 and No. 2	Liverpool Avenue	No. of Egg Harbor	
No. 1 and No. 2	Philadelphia Avenue	Egg Harbor	
Main	Seventh Street	Shipyard	
Main	Eighth Street	So. of Shipyard	
Main	Ninth Street	So. of Shipyard	
Main	Tenth Street	So. of Shipyard	
Main	Mt. Ephraim Avenue	So. of Shipyard	
Main	Collings Avenue	West Collingswood	
Main	Merchant Street	Audubon	
Main	Pine Street	No. of Orston	
Main	Chestnut Street	Orston	
Main	Clements Bridge Road	Barrington	
Main	Davis Road	So. of Barrington	C
Main	Laurel Avenue	So. of Stratford	
Main	Lincoln Avenue	No. of Magnolia	B
Main	Elm Avenue	Laurel Springs	
Main	Berlin Road	Clementon	
Main	New Freedom Road	Penbryn	
Main	New Freedom- Williamstown Rds.	Williamstown Jct.	
No. 1 and No. 2	Essex Street	No. of Gloucester	
No. 1 and No. 2	Morris Street	No. of Gloucester	
No. 1 and No. 2	Mercer Street	No. of Gloucester	
No. 1 and No. 2	Middlesex Street	No. of Gloucester	
No. 1 and No. 2	Chambers Street	No. of Gloucester	
No. 1 and No. 2	Hudson and Paul Sts.	No. of Gloucester	
No. 1 and No. 2	Monmouth Street	Gloucester	
No. 1 and No. 2	Cumberland Street	So. of Gloucester	
No. 1 and No. 2	Market Street	So. of Gloucester	
No. 2	Powell Street	So. of Gloucester	

1103-A5.—Continued

Track	Crossing	Location	Note
No. 2	Olive Street	South Westville	A
No. 1	Barber Avenue	Woodbury	
Main	Elm Avenue	Woodbury Heights	
No. 1	Ellis Street	So. of Glassboro	
No. 1	Wilmer Street	So. of Glassboro	
Main	Lake Road	No. of Newfield	
Main	Grove Road	Thorofare	
Main	Delaware Street	Paulsboro	
Main	Penn Line Street	Paulsboro	
Main	Commerce Street	Paulsboro	

Note A 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 B 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 C 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.

Protection for Public Highway Crossings at Grade

1103-B1. Trains or engines must stop before passing over the following public highway crossings 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	9.15 P.M. to 5.15 A.M. Daily 5.15 A.M. to 9.15 P.M. Sunday	
Millville Branch	Landis Ave.	Vineland	8.00 P.M. to 4.00 A.M. Mon. to Sat. 8.00 P.M. Sat. to 4.00 A.M. Mon.	
Main Line	Euclid Ave. Kings Hwy. Lincoln Ave.	So. of Vernon Haddonfield Haddonfield	9.15 P.M. to 5.15 A.M. 9.15 P.M. to 5.15 A.M. 9.15 P.M. to 5.15 A.M.	

Trains or engines must stop before passing over the following public highway crossings at grade, during the hours the Block or Interlocking Station controlling highway crossing protection is closed, and a member of the crew must protect the crossing in advance of each movement over the crossing.

Track	Crossing	Location	
Main Line	Mt. Vernon Ave.	Vernon	

1103-B2. At Haddonfield, Trains in both directions, when making station stop, must not obstruct King's Highway crossing.

1103-C1. Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location	Note
Coopers Point	Ferry Lot	Camden	
Campbell Soup Co.	Delaware Avenue	Camden	
Campbell Soup Co.	Front Street	Camden	
All Tracks	Jefferson Street	Bulson Street	
Belt Line	All Crossings	Camden	
New York Ship	Broadway	Camden	3
Old Gloucester	All Crossings	Gloucester	3
A.C.			
Old Gloucester Branch	All Crossings	Gloucester	3
Texaco	N. J. Rt. 45	Westville	
Hungerford & Terry	Atlantic Avenue	Clayton	
Freight Station	West Blvd.	Vineland	
Angelucci Coal Co.	West Blvd.	Vineland	
Kimco Co.	West Blvd.	So. Vineland	
Goffs	Main Road	Clayville	1
Goffs	Lincoln Avenue	Clayville	1
T. C. Wheaton Co.	Wheaton Ave. (Main Rd.)	Millville	6
Millville Mfg. Co.	Buck Street	Millville	
All Tracks	Second Street	Millville	
Wye	N. J. Route 47	Millville	5
Manumuskin Sec.	McNeal St.	Swift	
Leesburg Sec.	N. J. Route 47	Port Elizabeth	
Leesburg Sec.	Mauricetown Rd.	Mauricetown	
Grenloch Sec.	Collins Avenue	East Gloucester	
Grenloch Sec.	Nicholson Street	East Gloucester	
Grenloch Sec.	U. S. Route 130	Crescent Blvd.	2
Grenloch Sec.	Kings Highway	Mt. Ephraim	
Grenloch Sec.	Anderson Avenue	Bellmawr	
Grenloch Sec.	Browning Road	Bellmawr	
Grenloch Sec.	Private Road 2,780 ft. south of Browning Rd.	Runnemedede	
Grenloch Sec.	Clements Bridge Rd.	Runnemedede	
Grenloch Sec.	Station Avenue	Glendora	
Grenloch Sec.	Almonesson Ave.	Blenheim	
Grenloch Sec.	Clementon Ave.	Blenheim	
Grenloch Sec.	Church Street	Blackwood	
Delivery	Pine Street	Blackwood	
Grenloch Sec.	Asyla Road	Lakeland	
Penns Grove Br.	North School Street	Gibbstown	8
Penns Grove Br.	Main St. (Repaupa Ave.)	Gibbstown	
Jordan Coal Co.	Lovers Lane	Friendship	
Penns Grove Br.	N. J. Route 48	Friendship	
Penns Grove Br.	Pitman Avenue	Penns Grove	
Penns Grove Br.	Main Street	Penns Grove	
Du Pont Co.	Between Shipping house and Interchange track	Deepwater Point	
Du Pont Co.	Neoprene Road	Deepwater Point	
Swedesboro Supply Co.	Locke Avenue	Swedesboro	
Calif. Packing Corp.	Locke Avenue	Swedesboro	
Bridgeton Sec.	Franklinville—Swedesboro Rd.	South of Aura	
Bridgeton Sec.	U. S. Route 40	Elmer	
Bridgeton Sec.	Main Street	Elmer	
Bridgeton Sec.	Broad Street	Elmer	
Bridgeton Sec.	Rosenhayn Avenue	South of Cohan	
Bridgeton Sec.	Penn Street	Bridgeton	
Hajoca Corp.	Penn Street	Bridgeton	
Bridgeton Sec.	Irving Avenue	Bridgeton	
Bridgeton Sec.	East Avenue	Bridgeton	
Williamstown Sec.	N. J. Rt. 47 (Broad St.)	Glassboro	
Williamstown Sec.	N. J. Rt. 555 (Tuckahoe Rd.)	3600 ft. South of M. P. 23	
Williamstown Sec.	Clayton Road	Williamstown	
Williamstown Sec.	Church Street	Williamstown	
Williamstown Sec.	Chestnut Street	Williamstown	
Williamstown Sec.	Blue Bell Rd.	Williamstown	
Williamstown Sec.	Main Street	Williamstown	
Williamstown Sec.	N. J. Route 40	Williamstown	
Newfield Sec.	Estelleville Road	Mays Landing	
Newfield Sec.	Farragut Avenue	Mays Landing	
Newfield Sec.	Main Street	Mays Landing	
Newfield Sec.	U.S. Route 9 (New Rd.)	Pleasantville	
Newfield Sec.	Second Street	Pleasantville	
Newfield Sec.	Main Street	Pleasantville	
Newfield Sec.	Franklin Blvd.	Pleasantville	
Reading Conn.	Franklin Blvd.	Pleasantville	
Somers Pt. Sec.	Tilton Road	Northfield	7
Oaklyn Coal Co.	West Atlantic Ave.	Audubon	
Eastern Dist.	West Atlantic Ave.	Haddon Heights	
J. S. Collins	Atlantic Avenue	Clementon	

1103-C1.—Continued

Track	Crossing	Location	Note
Farmers Coop.	Atlantic Avenue	Williamstown Jct.	
New Connection	DeHirsch & Lincoln	Woodbine	
Yard & Station	Goshen Road	Cape May C. H.	
Cape May Point	Park Blvd.	Wildwood	
Cape May Point	Broadway	Cape May	
Atl. City El. Co.	Bay Shore Drive	Cape May	
Shoemaker	Elmira Ave. & Bank St.	Cape May	
Lumber Co.	Haven Ave., 12th St., and Alley	Ocean City	
Berger	Haven Ave. & 11th St.	Ocean City	
Lumber Co.			
Wye	Center Street	Haddonfield	
Formiglia Bros.	Atlantic Avenue	West Berlin	
Delivery	11th Street	Hammononton	
Delivery	12th Street	Hammononton	
Delivery	13th Street	Hammononton	
Delivery	Line Street	Hammononton	
Delivery	Passmore	Hammononton	
Delivery	Pleasant Street	Hammononton	
Delivery	Orchard Street	Hammononton	
Delivery	Washington Ave.	Hammononton	
Delivery	Mays Landing Ave.	Egg Harbor	
Delivery	Cologne-Port Republic Rd.	North of Gate	
Better Built Door	Atlantic Avenue	Egg Harbor	
Gate to Turf	Hunterdon Street	2086 ft. from Gate	4
Gate to Turf	Aloe Street	2086 ft. from Gate	4
Gate to Turf	Drosera Street	7280 ft. from Gate	4
Gate to Turf	Laurel Street	960 ft. N. of Turf	4
Lenox Inc.	Aloe Street	South of Gate	
Delivery	Bacharach Blvd.	Atlantic City	
Delivery	Ohio Avenue	Atlantic City	
Delivery	Indiana Avenue	Atlantic City	
Delivery	Illinois Avenue	Atlantic City	

- 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** 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 2** 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 3** 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 4** When Gate Block Station is closed.
- Note 5** Stop signs are located 200 feet north and south of N. J. 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 6** 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 7** Cars or engine must not be left standing to block crossing.
- Note 8** 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—See Special Instruction 1156-A4 for Budd Cars.

1103-C2. Trains or engines must approach the following crossings 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:

Track	Crossing	Location	Note
Wildwood Br. Newfield Sec. Bridgeton Sec. Industrial	U. S. Rte. 9 (Shore Rd.) U. S. Route 40-322 N. J. Route 49 All Crossings	Wildwood Jct. N. Pleasantville Bridgeton Brown— W. Collingswood	1-2 1

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 stop on short track circuit in advance of crossing.

Note 2 An apparatus is provided for manual operation of the highway crossing signals should they fail to operate automatically.

Camden to Atlantic City—Main Line

1103-C3. Haddonfield—At Redman Avenue, crossing watchman on duty—

Daily 8.00 A.M. to 4.00 P.M. (Local Time)

When watchman is not on duty, before making shifting movements over Redman Avenue, a member of the crew must be stationed on the crossing to give warning to persons using the highway.

Penns Grove—Deepwater Point

1103-C4. On yard tracks at Carneys Point and Deepwater Point, at grade crossings 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.

Pleasantville—Somers Point

1103-C5. A speed of 10 miles per hour must not be exceeded over highway grade crossings between Pleasantville and Somers Point. The locomotive bell must be sounded for a period of not less than 20 seconds before each crossing is reached and until passed.

Referring to Rule 103

1103-C6. 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.

Glassboro

1103-C7. 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.

Woodbury

1103-C8. 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.

Clementon Branch—Magnolia

1103-C9. 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.

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.

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

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
South Camden	7th Street Extension	Brown
South Camden	Terminal Whse. of N. J.	Brown
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. Wye Crossover, C. M. Br.	Tuckahoe
Tuckahoe	Siding switch 1800 ft. South of Interlocking Station. (Cape May Branch)	Tuckahoe
Glassboro	Gas House track	Glassboro
Glassboro	Williamstown Branch	Glassboro
Glassboro	Field track	Glassboro
Haddonfield	Wye Switch, south of Haddonfield	Vernon

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

Location	Switch	Note
Gate	Switch to Atlantic City Race Track.	1
Gate	Switch to Co-operative Fruit Growers Society.	1
Gate	Crossover between No. 1 and No. 2 main tracks.	1
Atlantic	Switch to Newfield Sec. Track.	1

NOTE 1—The switch lock on these switches must not be removed from keeper until after permission has been obtained from operator. Instructions for operation of switches will be posted in telephone box or at other convenient location adjacent to switch.

To operate automatic timing device depress treadle on electric lock to remove switch lock. After switch lock has been

removed from keeper it will be necessary for a period of approximately (5) minutes to elapse before electric lock can be released.

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 Manu- muskin Secondary Track with Indus- trial Track and Station Track	Manumuskin— 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
Collingswood	Collings Avenue	122 ft. north	Both
Cuthbert	Cuthbert Road	29 ft. north	Both
Westmont	Crystal Lake Avenue	60 ft. north	Both
Woodcrest	Woodcrest Road	70 ft. south	Both
Ashland	Evesham Avenue	60 ft. north	Both
Elwood	Union Street	47 ft. north	North
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

1110-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	Tide	Atlantic
Clementon Branch	Brown	Winslow
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. 5 Track	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Center and Southward Limits Center Interlocking			South'd	S & N	North'd
Southward Limits Center Interlocking and Tide				South'd	North'd
Millville Branch Between : Center and No. Woodbury				South'd	North'd

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 lead- ing 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)	Manumuskinn	880 ft. South of Leesburg	Glassboro	1 3 5
Manumuskinn (S)	Swift	1.75 miles South of Manumuskinn	Glassboro	1 3 5
Woodbine (S)	1,839 feet north of Woodbine	Woodbine Jct.	Tuckahoe	1 5
Newfield (S)	3200 feet North of Mays Landing	Atlantic	Atlantic	1 5
Somers Point (S)	Pleasantville	Somers Point	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.

PASSENGER TRAIN OPERATION

Toilet Room Doors in Passenger Equipment

1154-A2. Passenger trainmen and employes 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, Atlantic City, 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.

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.

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.

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 for-

ward 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. Referring to Miscellaneous Rule 4160-C.

R.D.C. (Budd Cars) self propelled cars may be run through water when its depth does not exceed 5 inches (measured from top of rail) at a speed not exceeding 2 miles per hour.

1156-A6. Equipment Restrictions.

The handling of freight cars by R.D.C. (Budd) cars, is prohibited.

1156-A7. 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. 5 Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
BETWEEN:	Miles per Hour											
Haddon Avenue, 990 feet West of Center Interlocking Station and Newton Avenue (Vernon-Brown Route), 1,065 feet South of Center Interlocking Station							30	30	30	30	30	30
Newton Avenue (Vernon-Brown Route), 1,065 feet South of Center Interlocking Station and Division Street (Vernon-Brown Route), 2,510 feet South of Center Interlocking Station							30	30	30	30	30	30
Division Street (Vernon-Brown Route), 2,510 ft. South of Center Interlocking Station and South end of curve at Kaighn Avenue (Vernon Route), 4,615 feet South of Center Interlocking Sta.									30	30	30	30
South end of curve Kaighn Avenue (Vernon Route), 4,615 feet South of Center Interlocking Sta. and Vernon									70	50	70	50
Vernon and Tide									70	50	70	50
Tide & Atlantic	50	50										
Atlantic and Atlantic City									45	45	45	45
Division Street (Brown Route), 2,510 feet South of Center Interlocking Station and Brown									40	40	40	40
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 Jct. and Wildwood	50	30										
Brown and No. Woodbury									60	45	60	45
No. Woodbury and Glassboro	60	45										

1157-C1.—Continued

BETWEEN:	Single Track		No. 5 Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
	Miles per Hour											
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.	Frt.
	50	40

1157-C3. Wreck Trains and Work Trains

	Boom Trailing	Boom Forward	on Curves			
	Miles per Hour					
	Wreck	Work	Wreck	Work	Wreck	Work
Between:						
Center and Atlantic City.....	50	30	40	20	20	20
Brown and Wildwood.....	30	30	30	20	20	20
Tuckahoe and Ocean City.....	30	30	30	20	20	20
Wildwood Jct. and Cape May.....	30	30	30	20	20	20
Center and Millville	40	40	40	20	20	20
Woodbury—Penns Grove	20	30	20	20	20	20
Woodbury and Salem	30	30	20	20	20	20
All other tracks	15	15	15	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 swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Rule 4155-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

	Miles per Hour
1157-C8. Passenger train assisted by an engine on rear and air brake controlled by leading engine.	30
1157-C9. Pushing Cars—Passenger Trains —Freight Trains	30 20
1157-C10. Track Cars—unless otherwise restricted —when hauling track cars or trailers —through crossovers and turnouts, and over highway and railroad crossings.....	20 15 5
1157-C11. Highway rail cars unless otherwise restricted Fairmont A-30 —through crossovers and turnouts, and over highway and railroad crossing	20 5
NOTE—Highway Rail Cars will operate under same rules and Special Instructions that apply to Track Cars.	
1157-C12. Diesel engines when operated from rear unit or other than leading end for direction of movement	30
1157-C-13. Speed over grade crossing when protected by a mem- ber 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 exceed- ing the speed indicated above.	

TURNOUTS

1157-D1. Maximum Speed

	Miles per Hour
Non - Interlocked turnouts — diverging movements, All Class engines over crossovers and turnouts.....	10

All class engines through interlocked crossovers or turnouts listed below must not exceed speed indicated....	Miles per Hour	
	Forward	Backward
	10	10

Brown Interlocking:

Switch leading to or from B. T. Babbitt-Curley Co., north of
Brown Interlocking Station.

Switch leading to or from B. A. Bernard, Chelton Avenue
north of Brown Interlocking Station.

Switch leading to or from Bakers Exchange, south of Brown
Interlocking Station.

**1157-E1. Maximum Speed, approaching a Movable Bridge
on a track not protected by both a Home Signal and a Distant
Signal**

Location	Miles per Hour
Penns Grove Branch:	
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
MAIN LINE	
Center to Atlantic City	
Curve North of Wright Avenue Center Interlocking	15
Curve at Vernon Southward Track (Camden Route)	60
Curve at Vernon Northward Track (Camden Route)	50
Curve at Vernon (Bridge Route)	30
Winslow, on single track Clementon-Vernon connecting track	20
Curve South of Mile Post 56	45
Bridge 57.63 Atlantic Movable Bridge.....	15
MILLVILLE BRANCH	
Brown to Millville	
Bridge 3.10 Newton Creek, South of Yorkship.....	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
Newfield over Pearl Street, Main Line.....	30
C.R.R. of N.J. crossing at Landis.....	15
Vineland between Park Avenue and Chestnut Avenue (by ordinance)	20
PENNS GROVE BRANCH	
Woodbury to Penns Grove	
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
CLEMENTON BRANCH	
Brown to Winslow	
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
CAPE MAY BRANCH	
Winslow to Cape May	
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
OCEAN CITY BRANCH	
Tuckahoe to Ocean City	
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
WILDWOOD BRANCH	
Wildwood Jct. to Wildwood	
Curves 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
Newfield Secondary Track	
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
Somers Point Secondary Track	
All highway crossings between Pleasantville and Somers Point	
10	
Grenloch Secondary Track	
Locust Avenue, Bellmawr	10
Third Avenue, Runnemede.....	6
Ninth Avenue, Glendora.....	6
Woodland Avenue, Blenheim.....	6
Central Avenue, Blackwood	10
Elaine Avenue, Lakeland	5
Salem Secondary Track	
Bridge 23.39 Oldmans Creek, Mile Post 23.....	15
South Main St., south of Woodstown	15
Between North wye switch Salem and Salem Station	20
Track leading to Salem Glass Works, crossing streets on any track (by ordinance).....	
4	
Bridgeton Secondary Track	
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
Williamstown Secondary Track		
Union Street, Glassboro.....		6
Main Street, Glassboro.....		6
Academy Street, Glassboro.....		6
Williams Street, Glassboro.....		6
Manumusk Secondary Track		
Between N. Second St. and Main St. (Rt. 47)		
Millville City Ordinance 5:3-1		10
Orange Street South of Wood		5
Woodbine Secondary Track		
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	
	Light	With Train
Electric Units:		
B1	25	25
DD1	50	50
E2C, E3B	50	60
E44	50	70
GG1	50	80
L6, L6a	50	50
P5, P5a	50	70
MU Cars Except Class MP-85	65	
MP-85		
MU Cars Class MP-85	80	
Rail Motor Car or Cars	65	
RDC (Budd Cars) Multiple Units	80	
RDC (Budd Cars) Single Units	50	
Rail Detector Cars	50	
Diesel Units:	Multiple Light	With Train
Road "A" and "B" Unit Types—		
Passenger	60	80
Freight	50	65
Freight-Passenger	60	75
Shifter Types—		
All Classes, except following:		
APS-24MS	50	60
AS-16MS, EFS-17M, ES-15MS	60	75
ES-15A	50	65
ES-6 (No. 5911 only)	30	55
GS-4, GS-4M	30	40
Pennsylvania-Reading Seashore Lines	30	30
BS-16ms (No. 6011-No. 6016, No.		
6024-No. 6027, incl.)	50	80
BS-16ms (No. 6007-No. 6010, incl.)..	50	65
BS-16m	50	65
BS-15ms	50	65
Single Units—Light—		
All Classes	30	

1157-G1.—Continued

NOTE—

Diesel unit type designations:

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

“P”—Passenger.

“F”—Freight.

“H”—Freight (Helper).

“FP”—Freight-Passenger.

“S”—Shifter.

“PS”—Shifter, Passenger.

“FS”—Shifter, Freight.

Numerals indicate engine horsepower in nearest hundreds.

Electrical Units—Horsepower.

Class E2C	3000 horsepower
Class E3B	3000 horsepower
Class E44	4400 horsepower
Class P5, P5a	3750 horsepower
Class GG1	4620 horsepower

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
Newfield			
Secondary track.....	Mays Landing.	Atlantic.....	15
Glassboro—			
Williamstown.....	Glassboro.....	Williamstown..	15
Manumuskinn			
Secondary track.....	Swift.....	1.75 miles south of Manumuskinn..	15
Leesburg	Manumuskinn..	880 ft. South of Leesburg...	15
Woodbine			
Secondary track.....	1839 ft. North of Woodbine..	Woodbine Jct..	15
Somers Point	Pleasantville...	Somers Point..	15
All 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	Beesley's Pt. ...	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.
- A—Backward movement prohibited.
- B—Backward movement restricted to speed indicated.
- D—Operation of engines coupled prohibited.
- E—Restricted account of light rail.

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

The small letter in parenthesis 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, BS6A, BS7, BS7M, ES6, GS4, GS4M AF24, AF24A, AS10, AS10A, AS10AM, AS10AS, AS10AMS, AS10M, AS10S, AS18M, BS10, BS10A, BS10AM, BS10AS, BS12, BS12AM, BS12AMS, BS12AS, BS12M, EF25, ES10, ES12, ES12M, FS10 AS15M, AS16, AS16M, AS16MS, AF15, AF16, AF25, BF15, BF15A, BF16, ES15M, ES15MS, EFS17M, EF15, EF15A, EF22, EH15, AFPI5, FS12, FS12M, FS16M, FS20, FS20M, FF16, GF25 AS18AM, AS24M, AP20, BS16M, BS16MS, EP20, EP22, FP20, LG AF27, AS16A, APS24MS, BS24, BS24M, BF16Z, BP20, EF25A, ES15A, ES17M, FS24M, GF25A, LS25, LS25M GG1, P5, P5A, DD1, E2C, E3B, E44										
MAIN LINE: Between Center and Vernon....	X	X	X	....
CENTER, South of Pine Street extension, South of Haddon Ave.	X	X	....	....	....	....	....
On Curve to L. H. Shingle Co..	X	X	X	X	....	....	....	....	....
Camden Pottery Co.	X	X	X	X	....	X	X	X	....
City Line Lumber Co.	X	X	X	X	....	....	....	....	....

COLUMN	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	
BETWEEN VERNON AND ATLANTIC CITY	X	X	X	...
LUCASTON
Lucas Paint Co.	X	X	X	X	...
EGG HARBOR
Egg Harbor Lumber Co.—
Lumber track inside gate	X	X	X	X	X	...	...	...	...	...
Lolly Fuel Co.—Lower track	X	X	X	X	X	...	...	...	...	...
POMONA AIR BASE
ATLANTIC CITY:
Bridge No. 57.63 Atlantic	15	15	15	15	15	10	10	X	X	X	...
Movable bridge
CAPE MAY BRANCH
WOODBINE JCT., South of:
Over under grade bridge 2500	40	40	40	X	30	X	X	X	...
feet South of Woodbine Jct.
CAPE MAY COURT HOUSE:
W. J. Tyler & Sons Lumber Co.	X	...	...	...	...	...
C. DeCinque Feed Co.	X	...	...	...	...	...
RIO GRANDE:
Freaco Co.	X	X	X	X	X	...
CAPE MAY:
Track leading to Cape May	15	15	15	15	15	X	...	...	...	...	...
Point
On all curves, Cape May Point	10	10	10	10	10	X	...	...	...	...	...
track:
OCEAN CITY BRANCH
PALERMO — BEESLEY'S PT.
Track E Through Dumper	X	X	X	X	X	...	...	...	...	...
OCEAN CITY:
Burkard Coal Co., 11th St.	X	...	...	...	...	...
Shoemaker Lumber Co.	X	...	...	...	...	...
Powell-Van Gilder	X	...	...	...	...	...
MILLVILLE BRANCH
CENTER, South of:
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	...	...	...	...	...
BROWN, South of:
Bakers Exchange	X	...	...	...	...	...
Southward lead to former
ACRR	X	X	X	X	...	...	...	...	...
Except all class engines may
operate to a point 1000 feet
south of switch.
GLOUCESTER, South of:
Station and yard tracks	X	X	...	...	...	...	...
SOUTH GLOUCESTER, South of:
Gloucester Branch	X	X	...	...	...	...	...
Goodman Feed Co.	X	X	X	X	X	X	...
WESTVILLE
Power house siding	X	X	...	...	...	...	...
SOUTH WESTVILLE
Texas Oil Co.	X	...	...	...	...	...
Middle Atlantic Millwork Co.	X	...	...	...	...	...
Woodbury Coal & Supply Co.	X	X	...	...	...	...	...
WOODBURY, South of:
No. 3 station track	5	5	5	5	5	X	...	...	...	...	...
BRIDGE NO. 12.22
Mantua Creek, South of	30	30	30	30	30	X	30	X	X	X	...
Wenonah

COLUMN	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
GLASSBORO, South of:										
South Jersey Gas Co.	5	5	5	5	X	X	...	...	...	...
Wye track	5	5	5	5	X	X	...	...	...	...
CLAYTON										
Clayton Ready Mix Co. ....	...	...	...	...	...	...	X	X	X	...
Hungerford & Terry (Beyond 60 feet South of Atlantic Ave.)	X	X	X	X	X	X	...	...	...	...
VINELAND:										
Tracks to Kimball-Prince Lumber Co. ....	...	...	...	...	X	X	X	X	X	...
SOUTH VINELAND										
Campbell Co. ....	...	...	...	...	...	...	X	X	X	...
MILLVILLE:										
Wye track	5	5	5	5	5	X	...	...	...	...
Track leading to T. C. Wheaton Co. ....	...	...	...	...	...	X	...	...	...	...
CLEMENTON BRANCH										
HADDON HEIGHTS										
Haddon Heights Eastern Distb. Co. ....	...	...	X	X	X	X	...	...	...	...
MAGNOLIA										
Owens-Corning Fiberglass	8	8	8	8	8	X	...	...	...	...
PENBYRN, North of:										
Geo. H. Pettinas track (curve) ..	5	5	5	5	5	X	...	...	...	...
WILLIAMSTOWN JCT., South of:										
Wye track	5	5	5	5	5	X	...	...	...	...
Bridgeton Sand Co.	5	5	5	5	X	X	...	...	...	...
PENNS GROVE BRANCH										
Between Woodbury and Penns Grove .....	...	...	...	...	...	X	...	X	X	...
PAULSBORO, South of:										
I. P. Thomas Co. yard	...	...	...	...	...	X	...	...	...	...
Track No. 1.....	...	...	...	...	...	X	...	...	...	...
Track No. 2.....	...	...	...	...	...	X	...	...	...	...
Track No. 3.....	...	...	...	...	...	X	...	...	...	...
Track No. 4.....	...	...	...	...	...	X	...	...	...	...
Track No. 5.....	X	X	X	X	X	X	...	...	...	...
Track No. 6.....	...	...	...	...	...	X	...	...	...	...
Track No. 7.....	...	...	...	...	...	X	...	...	...	...
(Engines must not pass signs located on tracks 1, 6, 7.)	...	...	...	...	...	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 .....	...	...	X	X	X	X	...	...	...	...
GIBBSTOWN, South of:										
Wye track	5	5	5	5	5	X	...	...	...	...
Cardox .....	...	...	...	...	X	X	...	...	...	...
PENNS GROVE:										
Wye track	5	5	5	5	5	X	...	...	...	...
SALEM SECONDARY TRACK										
Between Woodbury and Salem ..	...	...	...	...	...	X	...	...	...	...
SWEDESBORO										
S. B. Patterson warehouse track .....	...	...	...	...	...	X	...	...	...	...
SALEM:										
Wye track .....	...	...	...	...	...	X	...	...	...	...
Glass Works Branch beyond a point 800 feet south of 5th St. ....	...	...	X	X	X	X	...	...	...	...
BRIDGETON SECONDARY TRACK										
Between Glassboro and Bridgeton .....	...	...	...	...	...	X	...	X	X	...
BRIDGETON:										
Wye track	5	5	5	5	5	X	...	...	...	...
American Can Co. ....	...	...	...	...	...	X	...	...	...	...
New Jersey Packing Co. ....	...	...	...	...	...	X	...	...	...	...
The Hunt Co. ....	...	...	...	...	...	X	...	...	...	...
P. J. Bitter Co. ....	...	...	...	...	...	X	...	...	...	...

COLUMN	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	
NEWFIELD SECONDARY TRACK Between Mays Landing and Atlantic						X		X	X	X	
PLEASANTVILLE: Hygienic Ice & Coal Co.						X		X	X	X	
GRENLOCH SECONDARY TRACK Brown to Grenloch						X		X	X	X	
WILLIAMSTOWN SECONDARY TRACK Glassboro to Williamstown						X		X	X	X	
WOODBINE SECONDARY TRACK Woodbine Jct. to Woodbine ...						X		X	X	X	
SOMERS POINT SECONDARY TRACK Pleasantville to Somers Point.						X		X	X	X	
DEEPWATER POINT SECONDARY TRACK Penns Grove to Deepwater ...						X		X	X	X	
DU PONT TRACKS, NO. 1 Carneys Pt.	10	10	10	10	10	X					
MANUMUSKIN SECONDARY TRACK Between Swift and Terminus..						X		X	X	X	
LEESBURG SECONDARY TRACK Between Manumuskinn and Leesburg						X	X	X	X	X	
KAIGHN AVE.—BULSON ST. YARD											
Belt Line conn., Front and Kaighn Ave.			X	X	X	X					
Camden Term. & Storage Co..			X	X	X	X					
Atlantic Indus. Tank Maint. Inc.			X	X	X	X					
Mack Warehouse, Ferry Ave. ..			X	X	X	X					
MacAndrews & Forbes Co.			X	X	X	X					
South Jersey			X	X	X	X					
Frank Samuels			X	X	X	X					
Camden Sewage Plant			X	X	X	X					
Bulson Street drill track (former Gloucester Branch).						X	X	X	X	X	
New York Shipbuilding Co. ...			X	X	X	X	X	X	X	X	
Ace Iron & Metal			X	X	X	X					
COOPERS POINT YARD											
Curve leading from Delaware Ave. to Public Del track at Coopers Point yard			X	X	X	X					
All class engines are prohibited making movements from No. 4 warehouse and No. 33 building to No. 4 track Campbell Soup Co.											
ATLANTIC CITY YARD											
Mediterranean Ave. tracks		X	X	X	X	X					
Burkhard & Cudahay, Baltic Ave.		X	X	X	X	X	X	X	X	X	
Burkhard Coal Co., Baltic Ave..		X	X	X	X	X	X	X	X	X	
Louis Mason Co., Baltic Ave...		X	X	X	X	X					
Edwin Smith, Baltic Ave.		X	X	X	X	X	X	X	X	X	
Atlantic City Sewerage Co. Baltic Ave.	X	X	X	X	X	X					
Atlantic City Elec. Co.						X	X	X	X	X	

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
New York Shipyard, Camden:		
Newton Creek Bridge.....	BS6	100 tons
Millville Mfg. Co., Millville:		
Raceway Bridge.....	BS12	100 tons
No. 43 Siding Bridge.....	BS12	100 tons
Tail Race Bridge.....	BS12	75 tons
DuPont Powder Works, Carneys Point:		
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	Restrictions
150,000-170,000	40'-0"	Same as Column 2
170,000-220,000	42'-0"	Same as Column 5
220,000-251,000	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 District Engineer.

Overhead Clearance

1163-A1. Employees are prohibited from riding or walking on the roof of any moving car.

Train and engine service employees are prohibited from going on the roof of any car.

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
Manumuskin Sec.—G. F. Pettions

TRAIN DISPATCHERS

1201-A1. Location of Train Dispatcher

Camden:

Train Dispatcher in charge as follows:

MAIN LINE:

Center to Atlantic City

BRANCHES:

Cape May	Penns Grove
Clementon	Ocean City
Millville	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.

1221-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 has been complied with.

1221-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 has been complied with.

SIGNAL RULES

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

X—Indicates 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 373 inclusive, except Rule 316.
- COLUMN 5—Manual Block Signal System
Rules 305 to 373 inclusive, except Rule 317.
- COLUMN 6—Manual Block Signal System for movements
against the current of Traffic.
Rules 305 to 373 inclusive, except Rule 317.
- COLUMN 7—Manual Block Signal System for movements
against the current of Traffic.
Rules 305 to 373 inclusive, except Rule 316.
- COLUMN 8—Automatic Block Signal System
Rules 501 to 512, with the current of traffic and
on single track.
- COLUMN 9—Automatic Block Signal System
Rules 501 to 512, against the current of traffic.
- COLUMN 10—Cab Signals
Rules 551 to 570, with the current of traffic and
on single track.
- COLUMN 11—Cab Signals
Rules 551 to 570, against the current of traffic.

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note
			1	2	3	4	5	6	7	8	9	10	11	
		MAIN LINE												
Center	Tide	1 and 2	X	...	...	...	...	X	...	X	...	X	...	
Tide	Atlantic	Single	...	X	...	...	...	...	...	X	...	X	...	
		Branches Secondary Tracks and Sidings												
Center	Brown	Millville Br. 1 and 2	...	X	...	...	...	...	...	X	X	...	...
Brown	Woodbury	1 and 2	X	...	...	...	...	X	...	X	...	...	...
Woodbury	Glassboro	Single	...	...	...	X	...	...	...	...	...	...	...
Glassboro	Millville	Single	...	...	...	X	...	...	...	...	...	...	...
Woodbury	Penns Grove	Penns Grove Single	...	...	...	X	...	...	...	...	...	...	...
Woodbury	Salem	Salem Secondary	...	...	X	X	...	...	...	...	...	...	...	A
Glassboro	Bridgeton	Bridgeton Secondary	...	...	X	X	...	...	...	...	...	...	...	A
Brown	Winslow	Clementon Br. Single	X	...	...	...	...	...	...	X	...	...	...
Winslow	Cape May	Cape May Br. Single	...	...	...	X	...	...	...	...	...	...	...	B
Tuckahoe	Ocean City	Ocean City Br. Single	...	...	...	X	...	...	...	...	...	...	...
Wildwood Jct.	Wildwood	Wildwood Br. Single	...	...	...	X	...	...	...	...	...	...	...	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, the Operator is authorized to display permissive-block signal and trains affected may accept permissive-block signal.

1280-A to 1296-A1. Signal aspects not in conformity with the typical aspects, in service:

COLOR LIGHT SIGNALS										INDICATION	NAME
										PROCEED: FOR PASSENGER TRAINS, MANUAL BLOCK CLEARING; FOR FREIGHT TRAINS, MANUAL BLOCK CLEARING; SIDE YARD LIMIT.	CLEAR BLOCK
										PROCEED	CLEAR
										PROCEED APPROACHING NEXT SIGNAL AT MEDIUM SPEED	APPROACH MEDIUM
										PROCEED MEDIUM SPEED WITHIN INTERLOCKING LIMITS	MEDIUM CLEAR
										PROCEED PREPARED TO STOP AT NEXT SIGNAL. TRAIN EXCEEDING MEDIUM SPEED. MUST AT ONCE REDUCE TO THAT SPEED.	APPROACH
										TRAIN EXCEEDING MEDIUM SPEED MUST STOP AT NEXT SIGNAL. WHEN STOPPED, WHERE A FACING SWITCH IS CONNECTED TO THE SIGNAL, THE SIGNAL MUST BE TO THE SIGNAL APPROACH. WHEN THE NEXT SIGNAL PREPARED TO STOP	CANTING
										BLOCK OCCUPIED. FOR PASSENGER TRAINS, STOP. FOR TRAINS OTHER THAN PASSENGER TRAINS, PROCEED AT RESTRICTED SPEED, BUT NOT EXCEEDING FIFTEEN MILES PER HOUR.	PERMISSIVE BLOCK
										PROCEED AT RESTRICTED SPEED	RESTRICTING
										STOP, THEN PROCEED IN ACCORDANCE WITH RULE 90 AND SPECIAL INSTRUCTION.	
										STOP, THEN PROCEED AT RESTRICTED SPEED	STOP AND PROCEED
										STOP	STOP SIGNAL

Note—G—Green, R—Red, Y—Yellow.

1288-B1. COHAN—Slow sign located 2,313 feet north of Cohan and Stop sign with red light located 250 feet north of Cohan governing southward movement.

Slow sign located 2,338 feet south of Cohan 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

1362-A. Train orders must be used to advance a train or engine at the following Manual Block Signal when they cannot be cleared:

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
Winslow	Southward	Single	Southward Block Signal and Folsom delivery track.
Woodbury	Southward	Single	Woodbury and Switch to Robbins Quigley and switch leading to F. B. Collier & Sons, Salem Secondary Track.
Glassboro	Southward	Single	Southward 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.

Glasses and Goggles

1400C-7A. In the application of last paragraph of Rule 400C-7 the use of spectacles with colored glass by employes whose duties require them to distinguish the position or color of signals is prohibited, except that when authorized by the Medical Department, approved colored lens glasses may be worn by employes in Train and Engine Service when exposed to direct rays or glare of the sun.

Train and Engine Service Employes

1400-1A. In the application of Rules 400N-1, 3, 5 and 7, Duties and Responsibilities of Train and Engine Service Employes, the position and title of the Assistant Superintendent or his representative, will be considered as replacing those of Trainmaster and Road Foreman of Engines.

1400-3A. When riding freight engines in the normal performance of their duties, Trainmen will ride in the front cab.

Referring to Rule 509

1509-A1. Fixed signals located at Berlin, Egg Harbor and Gate display aspects; CLEAR (Rule 281) APPROACH (Rule 285) STOP AND PROCEED (Rule 291) STOP SIGNAL (Rule 292).

A train must not pass these signals when stop signal is displayed without Clearance Card (Form C), authority from the train dispatcher or by train order; except that when the operator is not on duty and means of communication with the train dispatcher have failed, it may proceed as though restricting signal were displayed.

1510-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

Cab Signal Departure Test

1551-A1. In the application of Rule 551 trains operated through cab signal territories on the following routes may be dispatched without making additional tests of the cab signal apparatus providing the test is made before such units leave their initial terminal at the commencement of each twenty-four hour period of operation:

Between	And
Philadelphia	Atlantic City Race Track
Camden	Haddonfield
Camden	Ashland

1551-A2. Testing sections, in addition to those at terminals, located:

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

1551-A3. Cutting-in Sections Located—

Center—Vernon, on No. 2 track, under grade Bridge No. 141 (Newton Ave.)

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

Winslow—1200 feet south of Winslow Station on connecting track (Clementon route) to Main track to Atlantic City.

Atlantic Interlocking, on No. 1 and No. 2 tracks 500 feet North of Atlantic movable bridge.

1551-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-A5. Vernon Interlocking:

When home signal governing movements on No. 1 track displays aspects Rule 291 figure A, or Rule 292 figure A, cab signal will display "Restricting" aspect from a point 425 feet north of Haddonfield Station to home signal at Vernon.

When home signal governing movements on No. 2 track displays aspects Rule 291 figure A, or Rule 292 figure A, cab signal will display "Restricting" aspect from a point 1375 feet south of Westmont Station to home signal at Vernon.

1551-A6. Gate:

When Southward home signal displays aspects: Rule 290 figure A, Rule 291 figure A, or Rule 292 figure A, cab signals will display "Restricting" aspect from a point 5900 feet south of Position Light Automatic Block Signal No. 429 to home signal at Gate.

When Northward home signal displays aspects: Rule 291 figure A, or Rule 292 figure A, cab signals will display "Restricting" aspect from a point 4438 feet North of Mile Post 46 to home signal at Gate.

When Cab Signal Apparatus Fails

1551-A7. When Cab Signal apparatus fails it is the duty of the engineman to personally report to and receive instructions from the operator.

1560-A1. Following exceptions authorized for trains and engines not equipped with cab signals:

- (a) Between Center Interlocking and Haddonfield.
- (b) Between Atlantic City and Absecon.
- (c) Engines in switching and transfer service.
- (d) Engines and Rail Motor Cars moving light to and from shop.
- (e) Wire, work and wreck trains and ballast cleaners to and from work.

INTERLOCKING

1606-A1. Emergency Signals—Whistle or Horn, in service as follows:

Atlantic.....	{ Interlocking station. Signal bridge north of Atlantic movable bridge. North end of interlocking.
Brown.....	Interlocking station.
Center.....	Interlocking station—(Phila. Division).
Woodbury....	Interlocking station.
Glassboro....	Interlocking station.
Vernon.....	Interlocking station.
Winslow.....	{ Interlocking station. North end of connecting track.

1606-A2. Whistle or Horn tests at Interlocking Stations must be made daily. Tests will be made at 12.00 o'clock Noon or as soon thereafter as movements within the interlocking will permit.

1606-A3. Vernon No. 1 track between Home Signal, governing Northward movement, 6400 feet South of Vernon Interlocking Station and Interlocking Signal governing Northward movement, 325 feet South of Vernon Interlocking Station is not a part of Vernon Interlocking.

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 Pennsylvania Railroad Company are designed for your safe guidance—respect them, strictly comply with them.

Live longer and happier by always practicing safety!

H. D. KRUGGEL,
General Manager, Pennsylvania-Reading
Seashore Lines.

PENNSYLVANIA-READING SEASHORE LINES

— SAFETY CALENDAR —

**Train, Engine and Other Transportation Employees
(Except Station Employees)**

**The Safety Rules are your guide. Start each and
every day by reading the Safety Rule of the day.**

Date	Jan.	Feb.	Mar.	Apr.	May	June
1	1000	1000	1000	1208	1000	1053
2	1001	1001	1001	1000	1001	1107
3	1150	1092	1072	1001	1023	1158
4	1095	1008	1093	1071	1051	1172
5	1067	1202	1074	1043	1106	1129
6	1042	1209	1006	1007	1111	1161
7	1008	1071	1205	1005	1160	1219
8	1153	1045	1103	1092	1128	1157
9	1022	1206	1120	1065	1128	1115
10	1090	1213	1277	1041	1166	1156
11	1076	1018	1236	1042	1122	1224
12	1200	1047	1118	1078	1230	1237
13	1215	1002	1211	1048	1164	1173
14	1065	1204	1150	1008	1174	1227
15	1040	1218	1016	1013	1231	1110
16	1019	1100	1066	1075	1050	1052
17	1075	1216	1069	1004	1112	1127
18	1096	1015	1003	1067	1130	1233
19	1077	1041	1012	1044	1171	1281
20	1017	1005	1013	1152	1220	1238
21	1101	1068	1210	1094	1235	1275
22	1201	1048	1105	1217	1242	1121
23	1103	1049	1119	1200	1278	1223
24	1151	1010	1101	1207	1232	1245
25	1011	1203	1214	1021	1108	1284
26	1044	1102	1104	1090	1170	1290
27	1093	1046	1091	1202	1226	1124
28	1212	1073	1095	1155	1234	1055
29	1104	—	1020	1114	1278	1288
30	1120	—	1154	1125	1168	1239
31	1207	—	1014	—	1162	—

**PENNSYLVANIA-READING SEASHORE LINES
SAFETY CALENDAR**

**Train, Engine and Other Transportation Employees
(Except Station Employees)**

**The Safety Rules are your guide. Start each and
every day by reading the Safety Rule of the day.**

Date	July	Aug.	Sept.	Oct.	Nov.	Dec.
1	1109	1000	1055	1000	1000	1000
2	1168	1001	1112	1001	1001	1001
3	1239	1108	1156	1109	1091	1066
4	1225	1174	1229	1051	1065	1041
5	1116	1130	1124	1113	1073	1012
6	1285	1163	1023	1053	1040	1013
7	1240	1171	1121	1174	1005	1074
8	1123	1226	1222	1116	1067	1046
9	1054	1126	1239	1162	1045	1014
10	1023	1050	1233	1169	1094	1155
11	1113	1106	1219	1126	1047	1068
12	1169	1111	1110	1052	1006	1005
13	1053	1167	1054	1106	1152	1070
14	1244	1223	1170	1171	1075	1024
15	1159	1230	1227	1229	1042	1078
16	1246	1221	1115	1157	1096	1043
17	1117	1160	1245	1230	1154	1003
18	1249	1122	1237	1123	1049	1077
19	1286	1157	1164	1234	1008	1009
20	1222	1228	1127	1130	1021	1201
21	1234	1243	1224	1165	1205	1007
22	1280	1220	1244	1240	1200	1048
23	1166	1173	1172	1050	1002	1072
24	1232	1231	1107	1159	1071	1016
25	1287	1247	1117	1243	1209	1203
26	1248	1128	1225	1241	1216	1217
27	1289	1165	1129	1167	1102	1100
28	1235	1280	1114	1125	1213	1119
29	1278	1238	1158	1015	1204	1105
30	1241	1161	1276	1090	1092	1208
31	1221	1275	—	1004	—	1015

PENNSYLVANIA-READING SEASHORE LINES

Camden, N. J., April 19, 1965.

GENERAL ORDER No. 1001

Effective 2.01 A.M., Sunday, April 25, 1965

Applies in All Zones

- (a) Timetable No. 10 in effect. It contains the necessary instructions issued in General Orders up to and including No. 920, all of which must be removed from bulletin boards. Each employe must examine each page of Timetable No. 10 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) BOOK OF RULES

RULES FOR CONDUCTING TRANSPORTATION

Rules for Conducting Transportation, effective October 28, 1956, revised in part as follows:

Revision of April 28, 1957;

Rule 104—page 34, Rule 331—page 77, Rule 365—page 79, Rule 629—page 90, Form C—page 98, Form K—page 99 and Rule 4076-J—page 112.

Revision of October 27, 1957;

Rule 30—page 23, Rule 400C-1—page 100, Rule 4103-B—page 113 and Rule 4165-A—page 131.

Revision of September 1, 1958;

Rules G and H—page 8, Rule R, third parag.—page 10, Rule 103, portion of last parag.—page 34, Rules 104 and 105—pages 34 and 34, Rule 502—page 80, Rule 400N-21—pages 107 and 108, Rule 4076-F—page 112, Index, page 3, 18th line. Rule 4076-I—page 112, Rule 4154-B—pages 115 and 116, Rule 4165-A—page 131, Rule 283—page 56, (NOTE 2 added), Rule 400N-4—page 105 (added) and Rule 4076-J—page 112, in sequence.

Revision of February 27, 1959;

Rule 26, second and third paragraphs, page 23.

Rule 34, page 24.

Rule 75, pages 25 and 26.

Rule 76, second and fourth paragraphs, page 26.

Rule 77, second paragraph, page 26.

Rule 99, fourth paragraph, page 32.

Rule 106, page 35.

Rule 204, third paragraph, page 37.

Rule 293-A, page 68.

Rule 365, second and fifth paragraphs, page 79.

Rule 568, page 87.

Rules 701, 702, 703, 704, 705, 706, 707, and 708, pages 92, 93, 94 and 95.

Form K, second paragraph of instructions, page 99.

Rule 4165-A, page 131.

Revision of May 1, 1960;

Rule M, page 8.

Rule 361, third paragraph, page 78.

Form K, last paragraph, page 99.

Rule 4076-J, page 112.

Rule 4155-I, page 122.

Rule 4155-J, first and fifth paragraphs, page 123.

Rule 4156-G, fourth paragraph, page 126.

Rule 4160-C, second and third paragraphs, page 129.

Revision of March 1, 1964;

Region—page 11, changed.

Division—page 11, added.

Revisions of May 3, 1964;

Rule 4160-B, pages 128 and 129.

Rule 4160-C, page 129.

Rule 4160-D, page 129. (Annulled).

Revisions of August 25, 1964;

Rule 4076-F, page 112.

Revisions of October 18, 1964;

Rule 35—page 24, Rule S-93—page 30, Rule 99—page 32,

Rule 106—page 35, Rule 152—page 36, Rule 280—page 53,

Rule 316—page 74, Rule 317—pages 74 and 75.

Employees must paste Rule revisions in sticker form over corresponding Rule, or page, in their copy of the Book of Rules (CT400) as indicated thereon.

(d) **BRAKE AND TRAIN AIR SIGNAL
INSTRUCTIONS**

Brake and Train Air Signal Instructions; 99-D-1, effective January 1, 1953, revised in part as follows:

Revision of 3-30-54.

14-e.

Revision of 12-5-54.

19-b Annulled.

Revision of 9-1-55.

5-b.

Revisions of 7-1-58.

14, 14-a.

Revisions of 8-1-58.

7-a, 7-b, 7-c, 9, 9-a, 9-b, 9-f, 11, 11-b, 11-c, 11-d, 11-e,
12, 13, 13-a, 14, 14-a, 14-b, 15-a, 18-b, 44, 45, 56-b.

Renumbered 14-c (former 14-b), 14-d (former 14-e), 14-e
(former 14-d).

Revisions of 10-1-58.

9-c, 14-f.

Revision of 2-17-60—Instruction 44.

All reference to Speed Brake Control and 3-inch Piston
Travel to be deleted.

Revisions of 8-1-60.

7-c, 12.

Revision of 11-1-63.

7-b.

Revisions of 6-1-64.

7, 7-c, 28, 41.

Revision of 8-25-64.

3-m.

This General Order is printed in Timetable No. 10 and will
not be issued in sticker form.

H. D. KRUGGEL,
General Manager

PENNSYLVANIA-READING SEASHORE LINES

Camden, N. J., March 14, 1966.

GENERAL ORDER No. 1020

Effective 8.31 A.M., Wednesday, March 23, 1966

Applies in Zone A

**(a) MILLVILLE BRANCH
CENTER INTERLOCKING**

Facing interlocked switch for southward movement in No. 3 track 1,225 feet south of Center Interlocking Station, leading to No. 2 track, out of service.

No. 2 track, between a point 1,225 feet south of Center Interlocking Station and Division Street, 2,510 feet south of Center Interlocking Station, out of service.

No. 3 track, between a point 1,225 feet south of Center Interlocking Station and a point 2,807 feet south of Center Interlocking Station, changed to Single track, in service.

Rules 261, 262, 263, and 264, 501 to 512 inclusive, in effect on Single track between Newton Avenue, 1,125 feet south of Center Interlocking Station and Mill Interlocking.

Special Instructions 1151-A1, page 50, 1151-B1, page 51, 1157-C1, page 55, and 1250-A1, page 68, changed.

**(b) MILLVILLE BRANCH
CENTER-BROWN**

Mill Interlocking, located at Mile Post 1.5 remote controlled from Brown, consisting of the following fixed signals and switch, in service.

Home signal governing northward movement on No. 1 track, located on Walnut Avenue Signal Bridge, 3,219 feet south of Center Interlocking Station.

Home signal governing northward movement on No. 2 track, located on Walnut Avenue Signal Bridge, 3,219 feet south of Center Interlocking Station.

Home signal governing southward movement on Single track, 2,807 feet south of Center Interlocking Station.

Facing Interlocked switch for southward movement in Single track, 2,859 feet south of Center Interlocking Station, leading to No. 1 and No. 2 tracks.

Page 6, changed.

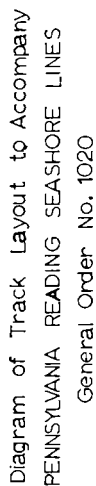
Diagram in sticker form attached to and made part of this General Order showing tracks, switches and other facilities in service, must be detached and pasted in Timetable with this General Order.

Applies in Zone B

**(c) CAPE MAY BRANCH
GOSHEN**

Trains and engines must not exceed restricted speed passing Goshen Siding account contractor working with crane adjacent to Main track.

H. D. KRUGGEL,
General Manager



TRACK and SIGNAL SHOWN THUS ~~-----~~ ARE IN SERVICE

TRACK and SIGNAL SHOWN THUS -- -- ARE OUT OF SERVICE

