

Pennsylvania-Reading Seashore Lines

TIMETABLE No. 11

**In effect
2:01 A.M., Sunday, April 24, 1966**

**FOR THE GOVERNMENT OF
EMPLOYES ONLY**

EASTERN STANDARD TIME

H. D. KRUGGEL
General Manager

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2023

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I N D E X

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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.

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3

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	XO		JERSEY	4.8			
X				DIVIDE R Jersey	5.2			
				DIVISION POST (Phila. Div.) ..				
				969 feet North of Vernon				
				VERNON	6.0			
				HADDONFIELD	6.4			
				WOODCREST	8.6			
				ASHLAND	9.5		14	
				KIRKWOOD	11.2			
X				KIRK	12.1			
				LUCASTON	18.5	80		
				WEST BERLIN	14.9			
				REED CROSSING	15.7			
				BERLIN	16.2		12	
				BISHOPS BRIDGE	17.3			
				ATCO	18.8	45	11	
				WATERFORD	22.5	17		
				ANCORA	24.5			
X	B	B		WINSLOW	27.2			
				HAMMONTON	30.0		51	
				ELWOOD	36.2			
				EGG HARBOR	41.1	38		
				GATE	44.4			
				POMONA	46.3			
X				TIDE	51.9			
				ABSECON-Pleasantville	52.1			
				Conn. Newfield Sec. Trk.	56.0			
X	B	B		ATLANTIC	57.6			
				ATLANTIC CITY	57.9			
				The direction from Jersey to Atlantic City is southward.				
				NEWFIELD Pleasantville				
				SECONDARY TRACK				
				MAYS LANDING 4300 ft. North	47.7		25	
				McKEE CITY	53.9		20	
				PLEASANTVILLE	59.3		50	
				MILE POST 56 (Main Line)	64.1			
				The direction from Mays Landing to Mile Post 56 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
Winslow	6.00 A.M. to 10.00 P.M. Daily.
Atlantic	5.15 A.M. to 9.15 P.M. Daily.
✓ Egg Harbor	5:30 A.M. to 11:30 P.M. + 12:30 P.M. to 3:30 P.M. Daily PRSL GO 1111 — Bottom Page 3 of 3 G.O. #1120 (C) - 3/30/67
	G.O. #1121 (C) - 4/14/67

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			
				TUCKAHOE.....	53.8			
X	B	B		TUCKAHOE.....	53.8			89
				PETERSBURG.....	56.5			
				PALERMO.....	59.5			75
				CROOK HORN BRIDGE.....	61.8			
				51st STREET (Ocean City).....	61.9			80
				34th STREET (Ocean City).....	63.7			
				24th STREET (Ocean City).....	64.8			
				14th STREET (Ocean City).....	65.8			
				END-BEGIN BLOCK SIGN.....	66.1			
				OCEAN CITY (10th Street).....	66.3			
				WOODBINE JCT.—Woodbine..	57.4			
				DENNISVILLE.....	60.7			23
				GOSHEN.....	65.2			25
				CAPE MAY COURT HOUSE.....	68.3			40
				WHITESBORO.....	71.5			
				WILDWOOD JCT.....	72.5			30
				GRASSY SOUND BRIDGE.....	74.9			
				WEST WILDWOOD.....	75.8			
				END-BEGIN BLOCK SIGN.....	75.8			
				WILDWOOD.....	76.5			
				WILDWOOD JCT.....	72.5			30
				RIO GRANDE.....	73.8			15
				ERMA.....	76.1			
				CANAL MOVABLE BRIDGE.....	78.1			
			X	HARBOR BRANCH JCT.....	78.4			
			X	CAPE MAY.....	80.0			
				The direction from Winslow to Ocean City, Wildwood and Cape May is southward.				

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

Stations	Hours in service
Tuckahoe	5.45 A.M. to 9.45 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. Cape May	Tuckahoe when in service. Winslow when Tuckahoe is not in service. Brown when Winslow and Tuckahoe are not in service.

Movable Bridges, not part of an Interlocking.

Bridge	Bridge Operator on duty
Grassy Sound	6.00 A.M. to 10.00 P.M. Daily except Saturday, Sunday and Holidays.
Canal	5.30 A.M. to 9.30 P.M. Daily except Saturday, Sunday and Holidays. 9.00 A.M. to 5.00 P.M. Saturday.
Crook Horn	6.00 A.M. to 10.00 P.M. Daily except Saturday, Sunday and Holidays.

PRSL GO 1111

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Camden	Sidings Assign. direct'n Car capacity 50 ft. cars		
						North	South	Both
				MILLVILLE BRANCH MANUMUSKIN AND LEESBURG SECONDARY TRACKS				
				CAMDEN BROADWAY CENTER <i>60:1114-1/28</i> DIVISION POST				
X	X	X			0.6			
					1.0			
					1.08			
X	X	X		MILL <i>R Brown</i>	1.5			
				SOUTH CAMDEN	2.5			
X	X	X		BROWN	2.8			
				YORKSHIP	8.0			
				GLOUCESTER	4.8			
				SOUTH GLOUCESTER	4.9			
				BROOKLAWN	5.5		19	
				WESTVILLE	6.1			
				SOUTH WESTVILLE	6.7		33	
				NORTH WOODBURY	7.9			
X	B	B		WOODBURY	8.8			45
				WOODBURY HEIGHTS	10.2			
				WENONAH	11.9			
				SEWELL	13.7			
				PITMAN	16.3			
X	B	B		GLASSBORO	18.2			
				SOUTH GLASSBORO	19.0			
			X	CLAYTON <i>C Glassboro*</i>	21.9			
				FRANKLINVILLE	24.6			75
				IONA	25.7			
				MALAGA	28.2			
			B	LAKE <i>C Glassboro*</i>	29.5			
			B	NEWFIELD <i>C Glassboro*</i>	30.4			117
				NORTH VINELAND	81.8			
			X	HOME <i>C Glassboro*</i>	84.0			48
				LANDIS (CRR of NJ Crossing)	84.5			
				VINELAND	84.6			
			X	SOUTH VINELAND <i>C Glassboro*</i>	87.4			58
				END-BEGIN BLOCK SIGN	89.9			
				MILLVILLE	40.0			12
				SWIFT	40.2			
				WOOD	41.2			
				MENANTICO	43.6			
				MANUMUSKIN	46.8			
				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	10.00 P.M. Sunday to 10.00 P.M. the following Saturday.
Glassboro	6.45 A.M. to 10.45 P.M. Daily except Sunday.
Lake (Block-Limit Station)	8.30 P.M. to 5.00 A.M. Daily. 5.00 A.M. to 8.30 P.M. Sunday, Thanksgiving Day, Nov. 24, Christmas Day, Dec. 26, New Year's Day, Jan. 2.
Newfield (Block-Limit Station)	8.30 P.M. to 5.00 A.M. Daily. 5.00 A.M. to 8.30 P.M. Sunday, Thanksgiving Day, Nov. 24, Christmas Day, Dec. 26, New Year's Day, Jan. 2.

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Camden	Sidings Assign. direct'n Car capacity 50 ft. cars		
						North	South	Both
				PENNS GROVE BRANCH				
				DEEPWATER POINT				
				SECONDARY TRACK				
X	B	B		WOODBURY.....	8.8			
				SHELL.....	10.9			
				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			
			X	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 Woodbury 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			31
			X	WOODSTOWN C Woodbury*.....	26.4			15
				ALLOWAY JUNCTION.....	32.1			
				END—BEGIN BLOCK SIGN.....	35.8			
				SALEM.....	37.5			
				The direction from Woodbury to Salem is southward.				
				*Controlled by Brown when Woodbury is not in service.				
				BRIDGETON SECONDARY TRACK				
X	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 Glassboro is not in service. By Brown when Woodbury and Glassboro are not in service.				

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

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

Movable Bridges, not part of an Interlocking.

Bridge	Bridge Operator on duty:
Paulsboro	11.30 A.M. to 7.30 P.M. Daily except Sunday. 7.30 P.M. to 3.30 A.M. Daily except Saturday.
Bridgeport	2.00 P.M. to 10.00 P.M. Daily except Sunday. 10.00 P.M. to 6.00 A.M. Daily except Saturday.

Interlocking Station	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Camden	Sidings Assign. direc'n Car capacity 50 ft. cars		
						North	South	Both
				CLEMENTON BRANCH				
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.....	13.4			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				
X	X	X		BROWN.....	2.8			
				MT. EPHRAIM.....	6.3			
				BELLMAR.....	7.4			
				RUNNEMEDE.....	8.7			
				GLENORA.....	9.4			
				BLenheim.....	11.8			
				BLACKWOOD.....	12.0			
				LAKELAND.....	13.1			
				GRENLOCH.....	13.4			
				The direction from Brown to Grenloch is southward.				
				WILLIAMSTOWN SECONDARY TRACK				
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				
				WOODBINE 1839 feet North of.....	56.8			
				WOODBINE JCT. 3960 feet South of.....	60.0			
				The direction from Woodbine to Woodbine Jct. is southward.				

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

Stations	Hours in service
Winslow	6.00 A.M. to 10.00 P.M. Daily.
Glassboro	6.45 A.M. to 10.45 P.M. Daily except Sunday.

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

8

STATIONS		FIRST			
		#301 DAILY EX. SAT. & SUN.	1001 DAILY		
		A. M.	A. M.		P. M.
PENNA.-30th Street.....	Phila. Div.		\$ 8.40		\$ 4.45
NORTH PHILA.....			\$ 8.50		\$ 4.55
FRANKFORD JCT.....			C 8.55		C 5.00
JERSEY.....			9.04		5.08
UTICA Ave.-Haddonf'd.....			9.12		5.17
VERNON.....					
HADDONFIELD-Euclid Ave.....			\$ 9.12	PRSL GO 1117 Page 8 Column 3	\$ 5.17
WOODCREST.....					
ASHLAND.....					
KIRKWOOD.....					
KIRK.....			9.19		5.24
LUCASTON.....					
WEST BERLIN.....					
REED CROSSING.....					
BERLIN.....			9.24		5.29
BISHOPS BRIDGE.....	Will not run Nov. 24 Dec. 26 Jan. 2				Will not run Nov. 24 Dec. 26 Jan. 2
ATCO.....					
WATERFORD.....					
ANCORA.....					
WINSLOW.....					
MILMAY.....					
TUCKAHOE.....					
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.....					
CAPE MAY C. H.....					
WILDWOOD JCT.....	\$ 6.17				
WEST WILDWOOD.....					
WILDWOOD.....	\$ 6.25				
WILDWOOD-RIO GR'DE ERMA.....	NOTE				
HARBOR BR. JCT.....					
CAPE MAY.....					
WINSLOW.....			9.34		5.39
HAMMONTON.....			\$ 9.38		\$ 5.43
ELWOOD.....					
EGG HARBOR.....			\$ 9.50		\$ 5.55
ABSECON-Pleasantville.....			\$ 10.02		\$ 6.07
ATLANTIC CITY.....			\$ 10.12		\$ 6.17
	A. M.	A. M.			P. M.
	301	1001			1027

NOTE—No. 301 is superior by direction to No. 1052 Wildwood Jct. to Wildwood.

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SOUTHWARD

9

FIRST CLASS

#●1029 DAILY EX. SAT. & SUN.	#●1063 DAILY EX. SAT. & SUN.	#●263 DAILY EX. SAT. & SUN.	#●463 DAILY EX. SAT. & SUN.	●1031 DAILY
P. M.	P. M.	P. M.	P. M.	P. M.
\$ 5.04	\$ 5.13			\$ 5.35
\$ 5.14	\$ 5.23			\$ 5.45
\$ 5.19	\$ 5.28			\$ 5.50
\$ 5.27	\$ 5.36			\$ 5.58
\$ 5.40	\$ 5.50			\$ 5.67
\$ 5.40	\$ 5.50			\$ 5.67
5.47	5.57			6.14
5.52	6.02			6.19
Will not run Nov. 24 Dec. 26 Jan. 2	Will not run Nov. 24 Dec. 26 Jan. 2	Will not run Nov. 24 Dec. 26 Jan. 2	Will not run Nov. 24 Dec. 26 Jan. 2	
	6.12			
	6.26			
	\$ 6.40	\$ 6.43		
		F 6.47		
		F 6.52		
		\$ 6.56		
		F 7.00		
		F 7.03		
		F 7.06		
		\$ 7.09		
	\$ 6.46			
	\$ 7.00			
	\$ 7.08		\$ 7.27	
	B 7.13			
	\$ 7.16			
	NOTE		\$ 7.30	
			F 7.33	
			\$ 7.36	
			\$ 7.40	
\$ 6.02				\$ 6.29
\$ 6.06				\$ 6.33
\$ 6.18				\$ 6.45
\$ 6.30				\$ 6.57
\$ 6.40				\$ 7.07
P. M.	P. M.	P. M.	P. M.	P. M.
1029	1063	263	463	1031

PRSL
GO 1117
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Column 6

NOTE—No. 1063 is superior by direction to No. 330 Wildwood Jct. to Wildwood.

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

STATIONS	FIRST CLASS			
	1000	1002		
	A. M.	A. M.		
PENNA.-30th Street.....	\$ 7.17	\$ 8.21		
NORTH PHILA.....	\$ 7.07	\$ 8.11		
FRANKFORD JCT.....	\$ 7.01	\$ 8.03		
JERSEY.....	\$ 6.54	\$ 7.55		
UTICA Ave.-Haddonfi'd	\$ 6.45	\$ 7.45		
VERNON.....				
HADDONFIELD-Euclid Ave.	\$ 6.45	\$ 7.45		
WOODCREST.....				
ASHLAND.....				
KIRKWOOD.....				
KIRK.....	6.37	7.37		
LUCASTON.....				
WEST BERLIN.....				
REED CROSSING.....				
BERLIN.....	6.33	7.33		
BISHOPS BRIDGE.....	Will not run	Will not run		
ATCO.....	Nov. 24	Nov. 24		
WATERFORD.....	Dec. 26	Dec. 26		
ANCORA.....	Jan. 2	Jan. 2		
WINSLOW.....				
MILMAY.....				
TUCKAHOE.....				
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				
CAPE MAY C. H.....				
WILDWOOD JCT.....				
WEST WILDWOOD.....				
WILDWOOD.....				
WILDWOOD-RIO GR'DE				
ERMA.....				
HARBOR BR. JCT.....				
CAPE MAY.....				
WINSLOW.....	\$ 6.23	\$ 7.23		
HAMMONTON.....	\$ 6.19	\$ 7.19		
ELWOOD.....				
EGG HARBOR.....	\$ 6.07	\$ 7.07		
ABSECON-Pleasantville.....	\$ 5.55	\$ 6.55		
ATLANTIC CITY.....	\$ 5.45	\$ 6.45		
	A. M.	A. M.		
	DAILY	DAILY		
	EX. SAT.	EX. SAT.		
	& SUN.	& SUN.		
	±\$1000	±\$1002		

NORTHWARD

17

FIRST CLASS

452	252	1052	1004
A. M.	A. M.	A. M.	A. M.
		\$ 8.30	\$ 8.47
		\$ 8.20	\$ 8.37
		\$ 8.12	\$ 8.31
		\$ 8.04	\$ 8.24
		\$ 7.53	\$ 8.15
		\$ 7.53	\$ 8.15
		7.46	8.07
		7.41	8.03
Will not run Nov. 24 Dec. 26 Jan. 2	Will not run Nov. 24 Dec. 26 Jan. 2	Will not run Nov. 24 Dec. 26 Jan. 2	Will not run Nov. 24 Dec. 26 Jan. 2
		7.31	
		7.18	
	\$ 6.59	Z 7.03	
	F 6.54		
	F 6.50		
	\$ 6.45		
	F 6.41		
	\$ 6.39		
	F 6.36		
	\$ 6.33		
		F 6.55	
		\$ 6.41	
\$ 6.16		\$ 6.35	
		A 6.30	
		\$ 6.27	
\$ 6.13			
F 6.10			
6.06			
\$ 6.03			
		NOTE	
			7.53
			\$ 7.49
			\$ 7.37
			\$ 7.25
			\$ 7.15
A. M.	A. M.	A. M.	A. M.
DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SUN.
±●452	±●252	±●1052	±●1004

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GO 1117
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GO 1117
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Column 6

NOTE—No. 301 is superior by direction to No. 1052 Wild-wood Jct. to Wildwood.

PRSL GO 1111

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

18

STATIONS	FIRST		
	1022	330	1038
	P. M.	P. M.	P. M.
PENNA.-30th Street.....	\$ 4.32		\$ 10.32
NORTH PHILA.....	\$ 4.22		\$ 10.22
FRANKFORD JCT.....	\$ 4.16		\$ 10.16
JERSEY.....	\$ 4.09		\$ 10.09
UTICA Ave.-Haddonf'd.....	\$ 4.00		\$ 10.00
VERNON.....			
HADDONFIELD-Euclid Ave.....	\$ 4.00		\$ 10.00
WOODCREST.....			
ASHLAND.....			
KIRKWOOD.....			
KIRK.....	3.52		9.52
LUCASTON.....			
WEST BERLIN.....			
REED CROSSING.....			
BERLIN.....	3.48		9.48
BISHOPS BRIDGE.....		Will not run	Will Run
ATCO.....		Nov. 24	Sun. and
WATERFORD.....		Dec. 26	Nov. 24
ANCORA.....		Jan. 2	Dec. 26
WINSLOW.....			Jan. 2
MILMAY.....			
TUCKAHOE.....			
PETERSBURG.....			
PALERMO.....			
51st STREET (Ocean City).....			
84th STREET (Ocean City).....			
24th STREET (Ocean City).....			
14th STREET (Ocean City).....			
OCEAN CITY (10th Street).....			
WOODBINE JT.-Woodbine.....			
CAPE MAY C. H.....			
WILDWOOD JCT.....		\$ 7.26	
WEST WILDWOOD.....			
WILDWOOD.....		\$ 7.18	
WILDWOOD-RIO GR'DE.....			
ERMA.....		NOTE	
HARBOR BR. JCT.....			
CAPE MAY.....			
WINSLOW.....	\$ 3.38		\$ 9.38
HAMMONTON.....	\$ 3.34		\$ 9.34
ELWOOD.....			
EGG HARBOR.....	\$ 3.22		\$ 9.22
ABSECON-Pleasantville.....	\$ 3.10		\$ 9.10
ATLANTIC CITY.....	\$ 3.00		\$ 9.00
	P. M.	P. M.	P. M.
	DAILY	DAILY EX. SAT. & SUN.	
	●1022	●330	●1038

NOTE—No. 1063 is superior by direction to No. 330 Wildwood Jct. to Wildwood.

PRSL GO 1111

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PRSL GO !!!!!

MILLVILLE BRANCH

STATIONS	FIRST CLASS NORTHWARD		FIRST CLASS SOUTHWARD	
	756	758	#0769 DAILY EX. SAT. & SUN.	#0773 DAILY EX. SAT. & SUN.
	A. M.	A. M.	P. M.	P. M.
BROADWAY.....Bus	7.40	8.26	4.26	5.38
5th & FEDERAL.....Bus	7.37	8.24		
12th & FEDERAL.....Bus	7.33	8.20	4.30	5.41
12th STREET.....	\$ 7.30	\$ 8.17	\$ 4.32	\$ 5.44
CENTER (Phila. Div.)	7.29	8.16	4.33	5.45
SOUTH CAMDEN.....				
BROWN.....	7.25	8.11	4.36	5.49
YORKSHIP.....	\$ 7.24	\$ 8.09	\$ 4.38	\$ 5.50
GLOUCESTER.....	\$ 7.21	\$ 8.07	\$ 4.40	\$ 5.53
SOUTH GLOUCESTER.....		\$ 8.05		\$ 5.55
BROOKLAWN.....	F 7.18	F 8.03	F 4.43	F 5.57
WESTVILLE.....	\$ 7.16	\$ 8.01	\$ 4.45	\$ 5.59
SOUTH WESTVILLE.....	\$ 7.14	\$ 8.00		\$ 6.00
NORTH WOODBURY.....	\$ 7.11	\$ 7.58	\$ 4.48	\$ 6.02
WOODBURY.....	\$ 7.09	\$ 7.56	\$ 4.50	\$ 6.05
WOODBURY HEIGHTS.....	\$ 7.06	\$ 7.53	\$ 4.53	\$ 6.08
WENONAH.....	\$ 7.02	\$ 7.49	\$ 4.56	\$ 6.12
SEWELL.....	\$ 6.59	\$ 7.46	\$ 5.00	\$ 6.16
PITMAN.....	\$ 6.54	\$ 7.42	\$ 5.04	\$ 6.20
GLASSBORO.....	\$ 6.50	\$ 7.39	\$ 5.08	\$ 6.24
SOUTH GLASSBORO.....				
CLAYTON.....	\$ 6.44	\$ 7.34		\$ 6.31
FRANKLINVILLE.....	\$ 6.39	\$ 7.29	\$ 5.17	\$ 6.35
IONA.....				
MALAGA.....	F 6.35			F 6.41
LAKE.....	6.33	7.19	5.24	6.44
NEWFIELD.....	\$ 6.31	\$ 7.17	\$ 5.26	\$ 6.46
NORTH VINELAND.....				
HOME.....	6.27	7.11	5.31	6.51
VINELAND.....	\$ 6.26	\$ 7.09	\$ 5.33	\$ 6.54
SOUTH VINELAND.....				
MILLVILLE.....	\$ 6.17	\$ 7.00	\$ 5.45	\$ 7.06
	A. M.	A. M.	P. M.	P. M.
PRSL GO 1113	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.		
	#0756	#0758	769	773

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

SOUTHWARD**NORTHWARD**

Will Not Run Nov. 24 Dec. 26 Jan. 2	STATIONS		Will Not Run Nov. 24 Dec. 26 Jan. 2
1063 Daily Ex. Sat. & Sun.			1052 Daily Ex. Sat. & Sun.
P. M.	Leave	Arrive	A. M.
6.57	.....51st STREET (Ocean City).....		6.40
7.06	.....STRATHMERE (Tecumsha Ave.)		6.31
7.13	.....SEA ISLE CITY.....		6.24
7.21	.....TOWNSEND INLET.....		6.16
7.26	.....AVALON (6th St. & 2nd Ave.).....		6.11
7.31AVALON (21st St. & 2nd Ave.).....		6.06
7.44STONE HARBOR (96th Street).....		5.53
P. M.	Arrive	Leave	A. M.

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PRSL GO 1111

**PASSENGER HIGHWAY BUS SERVICE TRIPS BETWEEN CAMDEN AND COLLINGSWOOD, CUTHBERT, WESTMONT
WEST HADDONFIELD, HADDONFIELD, WOODCREST AND ASHLAND**

[illegible]

TICKET OFFICES OPEN FOR SALE OF TICKETS

Stations	Monday to Friday	Saturday	Sunday and Holidays
Atlantic City%	8.00 AM to 3.00 PM	Closed	Closed
Cape May&	7.00 AM to 4.00 PM	Closed	Closed
Egg Harbor‡	6.55 AM to 8.00 AM 1.30 PM to 3.55 PM	Closed	Closed
Glassboro	7.30 AM to 12.00 Noon 3.30 PM to 4.30 PM	Closed	Closed
Gloucester	7.00 AM to 4.30 PM	Closed	Closed
Haddonfield	6.35 AM to 11.45 AM 12.45 PM to 3.35 PM	Closed	Closed
Hammonton	6.05 AM to 11.00 AM 1.30 PM to 3.05 PM	Closed	Closed
Millville	8.00 AM to 4.00 PM	Closed	Closed
Ocean City 10th St.	6.20 AM to 10.00 AM 1.00 PM to 3.20 PM	Closed	Closed
Tuckahoe	7.00 AM to 4.00 PM	Closed	Closed
Vineland	6.20 AM to 7.30 AM *Monday only	Closed	Closed
Wenonah	7.00 AM to 8.15 AM	Closed	Closed
Wildwood	6.30 AM to 11.00 AM 1.30 PM to 3.15 PM	Closed	Closed
Woodbury	8.00 AM to 5.00 PM	Closed	Closed

♢Will open 5.45 A.M. Monday; 5.45 A.M. Tuesday when Monday is a holiday.

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

%Will open 5.15 A.M. Monday; 5.15 A.M. Tuesday when Monday is a holiday.

*Will open 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

Stations	WY-345 (11)	OC-91 (2)	CA-299 (2)	WY-33 (2)	WY-351 (2)	WY-847 (2)	CA-289 (2)	WY-841 (2)	WY-391 (a) (2)	WY-79 (b) (2)	CA-295 (2)	WY-343 (10)	WY-843 (3)	CA-297 (2)	WY-379 (2)	WY-51 (2)
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
PAVONIA YD.		7.30	7.30	7.45		11.45	12.30	1.15		4.30			9.30	9.45		
BULSON ST. YD.																
WOODBURY										7.00						10.15
GLASSBORO								5.00							10.00	
GIBBSTOWN													5.00			
PENNS GROVE																
PEDRICKTOWN						3.45										
SALEM																1.30
BRIDGETON															12.30	
CLAYTON	12.45															
MILLVILLE	2.45			11.45	9.55							9.15				
DORCHESTER					1.30							2.15				
PASSERELLI SDG. ...																
MAGNOLIA			9.30													
WILLIAMSTOWN JCT. ...														11.45		
WINSLOW							4.00				5.00					
TUCKAHOE		12.15							2.30							
CAPE MAY									4.30							
OCEAN CITY																
ATLANTIC CITY											8.30					
Arrive	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.

The time shown conveys no timetable authority.

PRSL GO 1116

(a) Monday and Thursday—Wildwood
 Wednesday—Woodbine
 (b) Tuesday and Friday—Williamstown
 (2) Daily except Sunday
 (3) Daily except Saturday
 (11) Monday, Wednesday and Friday
 (10) Daily except Saturday and Sunday

ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

PENNSYLVANIA-READING SEASHORE LINES

Stations	CA-296 (2)	WY-344 (10)	WY-390 (2)	CA-294 (2) (c)	CA-300 (2)	WY-34 (2)	WY-350 (2)	OC-90 (2)	WY-50 (2)	CA-298 (2)	WY-380 (2)	WY-842 (2)	WY-846 (2)	WY-840 (2)	WY-346 (11)	WY-80 (2)
Arrive	A.M.	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.	A.M.	A.M.
PAVONIA YD.																
BULSON ST. YD.	4.45															1.30
WOODBURY																
GLASSBORO									8.15							10.00
GIBBSTOWN																
PENNS GROVE																
PEDRICKTOWN																
SALEM																
BRIDGETON																
CLAYTON									3.15							
MILLVILLE		5.30													12.15	
DORCHESTER															8.15	
PASSERELLI SDG.		3.00														
MAGNOLIA					2.45											
WILLIAMSTOWN JCT. .	3.30															
WINSLOW				4.00												
TUCKAHOE			1.30					2.30		5.00						
CAPE MAY			11.00													
OCEAN CITY																
ATLANTIC CITY				2.00												
Leave	A.M.	A.M.	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) Monday and Thursday—Wildwood
Wednesday—Woodbine
(b) Tuesday and Friday—Williamstown
(2) Daily except Sunday
(3) Daily except Saturday
(11) Monday, Wednesday and Friday
(10) Daily except Saturday and Sunday
(c) Tues. and Fri.—Pleasantville, Linwood

The time shown conveys no timetable authority.

PRSL GO 1116

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 5-3458 5-5756
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—Irring 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

- P**—Stop on signal to discharge passengers daily except Saturday, Sunday and Holidays.
- X**—Stop to cut off connection.
- Z**—Stop north of Interlocking.
- Ⓐ—No. 1067 run main at Tuckahoe to meet No. 1062, No. 1062 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.

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 fusees.

Night Signals—A white light, torpedoes and fusees.

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.

Fusees and Torpedoes

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

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

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

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

SUPERIORITY OF TRAINS

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

GENERAL ORDERS

Bulletin Boards, Employees' Registers, Standard Clocks

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

Bulletin Board	Employees' Register	Standard Clock	Location	Other Railroads
X	X	X	Pavonia—Crew Dispatcher's Office	
X	X	X	Camden—Yard Office <i>4/11:59 P.M., 9/30/66</i>	
X	X	X	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—Conductor's Room	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	Manumuskinn Leesburg Williamstown Grenloch Deep Water Pt. Salem Bridgeton
B		Clementon Cape May Ocean City Wildwood	Woodbine <i>Delmar</i>
C	Div. Post (Phila Div.) to Atlantic City		Newfield Somers Point <i>Delmar</i>

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

*G.O. #1130
(x) 3/3/67*

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 and Millville, 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
C.C. #1116 (L) 1/1/67 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
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
	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
	345 ft. north of 14th 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.

YARD LIMITS - APPLICATION OF RULE S-93

(State of New Jersey)

1093-A4.



← Reflectorized Background

INDICATION—Proceed in accordance with Rule S-93.
NAME—Yard Limit Board.

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 CRE of N.J.	Stop Sign	Stop.	Stop before crossing. Know crossing is clear.	
Landis CRE of N.J.	Position Light	More favorable than Stop.	Reduce Speed to 15 miles per hour.	1

Camden *Stop sign* *Stop* *Stop and back against*
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.

before movement on tracks edg. to C. & P. terminals
Movable Bridge—Not Part of an Interlocking

1098-B1. At the following locations trains must not proceed over movable bridge without proceed hand signal from the bridge operator in addition to fixed signal indication. In the

absence of hand signal from bridge operator, a trainman must precede the train across the movable bridge.

Paulsboro Bridgeport Crook Horn Grassy Sound

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

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

Paulsboro Bridgeport Crook Horn Grassy Sound Canal

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

APPLICATION OF RULE 99

(State of New Jersey)

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

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	Shipyard	
Industrial	Elighth Street	So. of Shipyard	
Industrial	Ninth Street	So. of Shipyard	
Industrial	Tenth Street	So. of Shipyard	
Industrial	Mt. Ephraim Ave.	So. of Shipyard	
Delivery	Merchant St.	Audubon	1
Storage	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
To Monsanto Co.	Commerce Street	Paulsboro	1
Delivery	U. S. 130	Bridgeport	1-2
Gate-Turf	Harkers Lane	Reed Crossing	1
Gate-Turf	Aloe-Hunderton Sts.	2086 ft. S. of Gate	6
Gate-Turf	Drosera Street	7280 ft. S. of Gate	6
Gate-Turf	Laurel Street	960 ft N. of Turf	6

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.

1103-A2.—Continued

- 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.
- Note 6.** Trains and engines must approach crossing prepared to stop unless it is known that crossing protection is operating properly.

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.

- C.C. # 1119 (C) 2/17/68

Track	Crossing	Location
No. 1	Eleventh Street	Hammonton
Single	Cooper Street	Woodbury
Single	Virginia Ave.	Penns Grove
Secondary	State Highway No. 49 (Note A)	Bridgeton
Secondary	U. S. Route No. 322	Rulon Road

- G.O. # 1113 (R) - 11/23/66

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 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	Shipyards	
Main	Eighth Street	So. of Shipyards	
Main	Ninth Street	So. of Shipyards	
Main	Tenth Street	So. of Shipyards	
Main	Mt. Ephraim Avenue	So. of Shipyards	
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	
No. 2	Olive Street	South Westville	
No. 1	Barber Avenue	Woodbury	A
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	
Secondary	U. S. Route No. 322	Rulon Road	

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 5,123 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	10.15 P.M. to 6.15 A.M. Daily 6.15 A.M. to 10.15 P.M. Sunday
Millville Branch	Landis Ave.	Vineland	9.00 P.M. to 5.00 A.M. Mon. to Sat. 9.00 P.M. Sat. to 5.00 A.M. Mon.
6-6 #1116 Main Line	Mt. Vernon Av Euclid Ave. Kings Hwy. Lincoln Ave.	Vernon So. of Vernon Haddonfield Haddonfield	10.15 P.M. to 6.15 A.M. 10.15 P.M. to 6.15 A.M. 10.15 P.M. to 6.15 A.M. 10.15 P.M. to 6.15 A.M.

1103-B2. At Haddonfield, southward trains, when making stop, must not obstruct Euclid Avenue crossing.

Headlight must be dimmed while stopped at Haddonfield Station.

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
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	All Crossings	Gloucester	3
Branch			
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.	Runnemede	
Grenloch Sec.	Smith Lane	Runnemede	
Grenloch Sec.	Clements Bridge Rd.	Runnemede	
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. (Bepaupa 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	
Deep Water Point	Maple Avenue	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	
Oaklyn Coal Co.	West Atlantic Ave.	Audubon	7

Let Tractor Ferry Co. to South Bridge to Bellmawr Turnpike
 C. C. # 1126 (e. H. H.) 3/30/67

must be stationed on the crossing to give warning to persons using the highway:

G.O.#1120(1) 3/30/67

Track	Crossing	Location	
<i>Pleasantville</i> Wildwood Br. Newfield Sec. Bridgeton Sec. Industrial Gate-Turf	U. S. Rte. 9 (Shore Rd.) U. S. Route 40-322 N. J. Route 49 All Crossings All Crossings	Wildwood Jct. N. Pleasantville Bridgeton Brown— W. Collingswood Gate-Turf	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.

Division Post—Kirk

1103-C10. Trains authorized to pass a southward stop signal at Divide (Phila. Div.), or northward stop signal at Kirk, must approach all grade crossings equipped with automatic highway crossing protection between Division Post and Kirk prepared to stop unless automatic crossing protection is known to be operating. If automatic highway crossing protection is not operating properly, a member of the crew must be stationed on the crossing to give warning to persons using the highway.

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

Switch Located at	Connecting	With	Normal Position is for Movements
So. of Center	Pine St. Track	Collingswood Const. Trk No. 1	Pine St. Track
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
North of Newton Creek	N. Y. Shipyard track, north of Newton Creek	Brown
South of Newton Creek	Gloucester Yard	Brown
Tuckahoe <i>11/11/66 C.D. 1112-(6)</i>	Wye Switch, Cape May Br. Wye Crossover, C. M. Br.	Tuckahoe
Tuckahoe	Siding switch 1600 ft. South of Interlocking Station. (Cape May Branch)	Tuckahoe
Glassboro	Gas House track	Glassboro
Glassboro	Williamstown Branch	Glassboro
Glassboro	Field track	Glassboro

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

Location	Switch	Note
South Camden	Switch to 7th Street Extension	2
	Switch to Terminal Whse. of N. J.	2
Woodcrest	Switch to Hussmann Co. <i>60-1117(2) 1/14/67</i>	2
	Switch to Langston Co.	2
Ashland	Switch to siding. <i>60-1117(1) 1/31/67</i>	2
Gate	Switch to Atlantic City Race Track.	1
	Switch to Co-operative Fruit Growers.	1
	Crossover bet. No. 1 and No. 2 main tracks.	1
Mile Post 56	Switch to Newfield Sec. Track.	2

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

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

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

1105-A1. Spring Switches Located

Location	Normal Position	Route for Which Sprung	Note
Atlantic City—Connecting No. 1 to No. 2 Station Track	No. 1 Station Track	No. 2 Station Track	
Atlantic City—Connecting No. 1 to No. 3 Station Track	No. 3 Station Track	No. 1 Station Track	
Swift—Connecting Manumusk Secondary Track with Industrial Track and Station Track	Manumusk—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
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	Division Post (Phila. Div.)	Kirk
Main Line	Tide	Atlantic
Clementon Branch	Brown	Winslow
Millville Branch	Division Post	Mill
Millville Branch	No. Woodbury	Glassboro
Millville Branch	Glassboro	Millville
Cape May Branch	Winslow	Cape May
Ocean City Branch	Tuckahoe	Ocean City
Wildwood Branch	Wildwood Jct.	Wildwood
Penns Grove Branch	Woodbury	Penns Grove

+ G.O. #1121 (2) 4/4/67

1151-B1. Two or More Tracks

Current of traffic is as follows:

Main Line Between:	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Kirk and Tide			South'd	North'd
Millville Branch Between: Mill 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 leading to Atl. Elec. Light & Power Co.; Deepwater Point	Woodbury	1 2 5
Salem (S)	Woodbury	Salem	Woodbury	1 2
Bridgeton (S)	Glassboro	Bridgeton	Glassboro	1 3 7
Williamstown (S)	Glassboro	Williamstown	Glassboro	1 3 5
Leesburg (S)	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) <i>Pleasantville</i>	3200 feet North of City Mays Landing	Conn. with Main Line at MP 56	Atlantic	1 5
Somers Point (S) <i>Linwood</i>	Pleasantville	Somers Point <i>Linwood</i>	Atlantic	1 5

+ G.C.#1120-64(1)-3/30/67

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

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

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

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

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

NOTE 5—Rule 110 applies.

NOTE 6—Rule 99 will not apply.

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

APPLICATION OF RULE 152

(State of New Jersey)

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

PASSENGER TRAIN OPERATION

Hot Journals—Roller Bearings

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

Toilet Room Doors in Passenger Equipment

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

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

FREIGHT AND PASSENGER TRAIN OPERATION

In Event of Wreck or Other Obstruction

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

Placing Cars Next to Concrete Bumpers

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

R.D.C. (Budd Car) Operation

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

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

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

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

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

1156-A5. 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. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Page.	Ft.	Page.	Ft.	Page.	Ft.	Page.	Ft.	Page.	Ft.
BETWEEN:	Miles per Hour									
Division Post (Phila. Div.), 969 feet North of Vernon and Kirk	50	50								
Kirk and Tide	50	50					70	50	70	50
Tide & Atlantic	50	50					45	45	45	45
Atlantic and Atlantic City										
Division Post 237 feet South of Center and Mill	20	20								
Mill and Brown	45	45								
Brown and Winslow	70	45								
Winslow and Tuckahoe	80	45								
Tuckahoe and Cape May	50	30								
Tuckahoe and Crook Horn Movable Bridge	45	30								
Crook Horn Movable Bridge and Ocean City	50	30								
Wildwood Jct. and Wildwood							60	45	60	45
Brown and No. Woodbury	60	45								
No. Woodbury and Glassboro	25	25					25	25	25	25
Glassboro & S. Glassboro	60	45								
S. Glassboro & Millville	40	40								
Woodbury and Penns Grove										

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.		Psgsr.	Frt.			
		50	40			
1157-C3. Wreck Trains and Work Trains						
	Boom Trailing	Boom Forward	on Curves			
	Miles per Hour					
Between:	Wreck	Work	Wreck	Work	Wreck	Work
Div. Post 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.						
1157-C4.		Miles per Hour				
Circus Trains		*40				
1157-C5.						
Revenue trains handling machinery of rotary or swing- ing type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Rule 4155-A.						
—on straight track		*30				
—on curves.....		*20				
1157-C6.						
Freight trains with 30 or more cars of mineral freight.		*40				
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.						
1157-C7.						
Snow Plows in service		*20				
Snow Flangers in service		*20				
Passing station platforms and trains on adjacent tracks.		5				
1157-C8.						
Passenger train assisted by an engine on rear and air brake controlled by leading engine.		30				
1157-C9.						
Pushing Cars—Passenger Trains		30				
—Freight Trains		20				
1157-C10.						
Track Cars—unless otherwise restricted		20				
—when hauling track cars or trailers		15				
—through crossovers and turnouts, and over highway and railroad crossings.....		5				

	Miles per Hour
1157-C11. Highway rail cars unless otherwise restricted Fairmont A-30	20
—through crossovers and turnouts, and over highway and railroad crossing	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
Interlocked Switches and Crossovers	
Brown: Through crossover connecting No. 1 and No. 2 tracks, 370 feet north of Brown Interlocking Station.	15
Other Crossovers and Turnouts	
Non-Interlocked crossovers and turnouts—diverging movements	10
NOTE—This applies to all hand-operated crossovers and turnouts and the following interlocked crossovers and turnouts:	
Brown: Switch to B. T. Babbitt-Curley Co. Switch to Bakers Exchange.	

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	
Division Post to Atlantic City	
Curve north of Division Post (Phila. Div.).....	30
Between Division Post (Phila. Div.) & M.P. 8 North of Woodcrest	30
Kings Highway, Haddonfield	10
Winslow, single track Clementon—Main Line connecting track	20
Curve South of Mile Post 56	45
Bridge 57.63 Atlantic Movable Bridge.....	10
MILLVILLE BRANCH	
Division Post to Millville	
Curve at Division Post (Phila. Div.) North of Mill.	15
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.	30
C.R.R. of N.J. crossing at Landis.....	15
Southward movements between Landis & Landis Ave...	15
Vineland between Park Avenue and Chestnut Avenue (by ordinance)	20
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 Collings- wood	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 con- nection	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 20
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
<i>Pleasantville - #1130/24/1 - 3/30/67</i> 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
<i>Linwood - #1120/24/1 - 3/30/67</i> 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
<i>G.O. 1113 (K) 4/25/66</i> Salem Industrial Track	
End of Block to Salem Station	15
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
Manumusklin 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	
Rail Motor Car or Cars	65	
RDC (Budd Cars) Multiple Units	80	
RDC (Budd Cars) Single Units	50	
Rail Detector Cars	50	
	Multiple Light	With Train
Diesel Units:		
Road "A" and "B" Unit Types—		
Passenger	60	80
Freight	50	65
Freight-Passenger	60	75
Shifter Types—		
All Classes, except following:	50	60
APS-24MS	60	75
AS-16MS, EFS-17M, ES-15MS	50	65
ES-15A	30	55
ES-6 (No. 5911 only)	30	40
GS-4, GS-4M	30	30
Pennsylvania-Reading Seashore Lines		
BS-16ms (No. 6011-No. 6016, No. 6024-No. 6027, incl.)	50	80
BS-16ms (No. 6007-No. 6010, incl.)..	50	70
BS-16m (No. 6022 & No. 6023)	50	65
BS-15ms (No. 6000-No. 6005, incl.)..	50	65
Single Units—Light—		
All Classes	30	

NOTE—

Diesel unit type designations:

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

"P"—Passenger.

"F"—Freight.

"H"—Freight (Helper).

"FP"—Freight-Passenger.

"S"—Shifter.

"PS"—Shifter, Passenger.

"FS"—Shifter, Freight.

Numerals indicate engine horsepower in nearest hundreds.

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

Track	Between	And	Miles per Hour
Grenloch.....	Brown	Grenloch.....	15
Deep Water Point....	Penns Grove...	Deep Water...	15
Salem			
Secondary track.....	Woodbury....	Salem.....	30
Bridgeton			
Secondary track.....	Glassboro....	Bridgeton....	30
Newfield			
Secondary track.....	Maye Landing	Conn. Main Line	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

#G.O. #1120 (k + f) - 3/30/67

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, AS10M, BS10, BS10A, BS10AM, BS10AS, BS12, BS12AM, BS12AMS, BS12AS, BS12M, EF25, ES10, ES12, ES12M, FS10	AS15M, AS16, AS16M, AS16MS, AF15, AF16, AF25, BF15, BF15A, BF16, ES13M, ES15MS, EF517M, EF15, EF15A, EF22, EFPI5, FS12, FS12M, FS16M, FS20, FS20M, FF16, GF25	AS18AM, AS24M, BS16M, BS16MS, EP20, EP22	AF27, AS16A, APS24MS, BS24, BS24M, BF16Z, BP20, EF25A, ES15A, ES17M, FS24M, GF25A, LS25, LS25M	GG1, E44					
MAIN LINE: BETWEEN DIVISION POST (Phila. Div.) AND ATLANTIC CITY .....	.....	.....	.....	.....	.....	.....	.....	X	X	X	...
LUCASTON Lucas Paint Co. ....	.....	.....	.....	.....	.....	.....	X	X	X	X	...
EGG HARBOR Egg Harbor Lumber Co.— Lumber track inside gate ... Lolly Fuel Co.—Lower track ..	..... ..... .....	X X X	X X X	X X X	X X X	X X X	...............	...............	...............	...............	...............

LOCATION COLUMN	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
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	10	10	10	10	10	X	...	...	...	...
On all curves, Cape May Point										
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: <i>C.O. 1114 - 4/25/6</i>										
Pine Street extension, South										
of Haddon Ave.						X	X	...	...	...
On Curve to L. H. Shingle Co..	...	...	X	X	X	X	...	...	...	...
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	...	...	...	...	...	X	...	...	...	...
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
WESTVILLE										
Power house siding .....	...	...	...	...	...	X	X	...	...	...
SOUTH WESTVILLE										
Texas Oil Co. ....	...	...	...	...	...	X	...	...	...	...
Middle Atlantic Millwork Co...	...	...	...	...	...	X	...	...	...	...
Woodbury Coal & Supply Co...	...	...	...	...	...	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	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	X
PAULSBORO, South of:										
Paulsboro Chemical Industries, Inc.						X				
Switch leading to Patterson Oil Co.	5	5	5	5	5	X				
Vacuum Oil Co., track No. 1..			X	X	X	X				
Catalytic Plant						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	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. Ritter Co.						X				

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COLUMNS	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
<i>Atlantic City</i> NEWFIELD SECONDARY TRACK Between New 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	
<i>Atlantic City</i> 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 Manumusklin and Leesburg						X	X	X	X	
KAIGHN AVE.—BULSON ST. YARD Belt Line conn., Front and Kaighn Ave.			X	X	X	X				
Camden Term. & Storage Co.. Atlantic Indus. Tank Maint. Inc.			X	X	X	X				
Mack Warehouse, Ferry Ave. ... 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). New York Shipbuilding Co. ...			X	X	X	X	X	X	X	X
<i>Atlantic City</i> Aca 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 pro- hibited 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.. Louis Mason Co., Baltic Ave.. 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

KAIGHN AVE.—COOPERS
POINT YARD

Freight House conn., 2nd St...	X	X	X	X	X					
Camden Port Terminal	X	X	X	X	X					
Gallo Wine	X	X	X	X	X					
Giordano Waste Material Co.. Woodland Lumber Co.	X	X	X	X	X					
Volney-Bennett Lumber Co. ... Flintkote	X	X	X	X	X					
Camden Grocers 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
220,000-263,000	48'-0"	Same as Column L

G. O. No. 1105 — Page 64

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:

Division Post (Phila. Div.) to Atlantic City

BRANCHES:

Cape May	Penns Grove
Clementon	Ocean City
Millville	Wildwood

SECONDARY TRACKS:

Salem	Bridgeton
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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												
Div. Post	Kirk	Single	...	X	...	...	...	...	...	X	...	X	...	...
Early Tide	Tide	1 and 2	X	...	...	...	...	X	...	X	...	X	...	...
	Atlantic	Single	...	X	...	...	...	...	...	X	...	X	...	...
		Branches Secondary Tracks and Sidings												
Center	Mill	Millville Br. Single	...	X	...	...	...	...	...	X	...	...	...	...
Mill	Brown	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
280										PROCEED: FOR PASSENGER TRAINS, MANUAL BLOCK CLEAR; FOR TRAINS OTHER THAN PASSENGER TRAINS, MANUAL BLOCK CLEAR OUT, SIDE YARD LIMITS.	CLEAR BLOCK
281										PROCEED	CLEAR
282										PROCEED APPROACHING NEXT SIGNAL AT MEDIUM SPEED	APPROACH MEDIUM
283										PROCEED MEDIUM SPEED WITHIN INTERLOCKING LIMITS	MEDIUM CLEAR
285										PROCEED PREPARED TO STOP AT NEXT SIGNAL, TRAIN EXCEEDING MEDIUM SPEED, MUST AT ONCE REDUCE TO THAT SPEED.	APPROACH
285A										TRAIN EXCEEDING MEDIUM SPEED MUST AT ONCE REDUCE TO THAT SPEED, WHEN A FACING SWITCH IS CONNECTED, SIGNAL INDICATES THAT THE TRAIN IS PREPARED TO STOP APPROACH NEXT SIGNAL PREPARED TO STOP	CUTION
289										BLOCK OCCUPIED: FOR PASSENGER TRAINS, STOP, FOR TRAINS OTHER THAN PASSENGER TRAINS, REDUCE SPEED, BUT NOT EXCEEDING FIFTEEN MILES PER HOUR.	PERMISSIVE BLOCK
290										PROCEED AT RESTRICTED SPEED	RESTRICTING
										STOP, THEN PROCEED IN ACCORDANCE WITH RULE 94 AND SPECIAL INSTRUCTIONS.	
291										STOP; THEN PROCEED AT RESTRICTED SPEED	STOP AND PROCEED
292										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 Mid Atlantic 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 - *6.C. #1121(a) - 4/14/67*
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 restrict 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

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—

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. Kirk Interlocking:

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

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

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 Atlantic City and Absecon.
- (b) Engines in switching and transfer service.
- (c) Engines and Rail Motor Cars moving light to and from shop.
- (d) 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.
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.

INTERLOCKINGS—TRACK CIRCUITS WHICH MAY NOT SHUNT

(State of New Jersey)

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

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

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

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

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

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

Home Div.		Name.....		Occupation.....		Promotion Date.....	
QUALIFIED FOR SERVICE						DATE OF LAST EXAMINATION	
DIVISION	ZONE	PORTION		DATE QUALIFIED		BOOK OF RULES	
						TIMETABLE	
						AIR BRAKE	
						PHYSICAL	

PENNSYLVANIA-READING SEASHORE LINES

Camden, N. J., April 18, 1966.

GENERAL ORDER No. 1101

Effective 2.01 A.M., Sunday, April 24, 1966

Applies in All Zones

- (a) Timetable No. 11 in effect. It contains the necessary instructions issued in General Orders up to and including No. 1021, all of which must be removed from bulletin boards. Each employe must examine each page of Timetable No. 11 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 35, 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).

Revision 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.

Revision of April 25, 1965;

Page 1, changed.

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. 11 and will not be issued in sticker form.

H. D. KRUGGEL,
General Manager

PENNSYLVANIA-READING SEASHORE LINES

Camden, N. J., May 9, 1966.

GENERAL ORDER No. 1102

Effective 7.01 A.M., Monday, May 16, 1966

Applies in Zone B

- (a) **CAPE MAY BRANCH
GOSHEN**

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

Applies in Zone C

- (b) **MAXIMUM SPEEDS UNLESS OTHERWISE
SPECIFIED**

MAIN LINE

DIVISION POST (PHILA. DIV.)—KIRK

Maximum speeds between Division Post (Phila. Div.), 969 feet north of Vernon and Kirk; Psgr. 50, Frt. 50.

Special Instruction 1157-C1, page 53, changed.

- (c) **MAIN LINE
DIVISION POST (PHILA. DIV.)—KIRK
APPLICATION OF RULES 14 (1) AND 30**

The engine bell must be sounded continuously while train or engine is moving between Division Post (Phila. Div.), 969 feet north of Vernon and Kirk.

The engine whistle must be sounded for all private and contractors' crossings and wherever men or equipment is observed working adjacent to Main track between Division Post (Phila. Div.), 969 feet north of Vernon and Kirk.

- (d) **MAIN LINE
ASHLAND-KIRK**

Chews Landing Road, Osage, (Somerdale Avenue), highway grade crossing equipped with automatic flashing lights and bell, located 2,430 feet south of Mile Post 10, out of service. Whistle Posts removed. Special Instruction 1157-F1, page 56, changed.

- (e) **MAIN LINE
ASHLAND-KIRK**

A highway crossing at grade designated as Osage Avenue, protected by crossing watchman, located 3,760 feet south of Mile Post 10, in service. Whistle Posts located 900 feet north and 900 feet south of crossing, in service.

Crossing watchman on duty 5.15 A.M. to 9.15 P.M. Daily. Special Instruction 1103-B1, page 42, changed.

- (f) **MAIN LINE
ASHLAND-KIRK**

Evesham Avenue, Ashland, highway grade crossing equipped with automatic flashing lights and crossing gates, located 1,130 feet north of Mile Post 10, out of service. Whistle Posts removed. Special Instruction 1157-F1, page 56, changed.

- (g) **MAIN LINE
ASHLAND-KIRK**

A highway crossing at grade designated as Homer Avenue, protected by crossing watchman, located 280 feet north of

(Page one of two pages)

(Page two of two pages)

Mile Post 10, in service. Whistle Posts located 900 feet north and 900 feet south of crossing, in service.
Crossing watchman on duty 5.15 A.M. to 9.15 P.M. Daily.
Special Instruction 1103-B1, page 42, changed.

Effective 12.01 P.M., Friday, May 20, 1966
Applies in Zone B

(h) WILDWOOD BRANCH
WILDWOOD JCT.-WILDWOOD

Fixed signal (searchlight type), governing northward movement on Main track, 4,330 feet south of Grassy Sound Movable Bridge, changed to Semaphore type, in service.
Fixed signal (searchlight type), governing southward movement on Main track, 3,590 feet north of Grassy Sound Movable Bridge, changed to Semaphore type, in service.

H. D. KRUGGEL,
General Manager

PENNSYLVANIA-READING SEASHORE LINES

Camden, N. J., May 16, 1966

GENERAL ORDER No. 1103

Effective 12.01 P.M., Monday, May 23, 1966

Applies in Zone C

(a) MAIN LINE
ASHLAND-KIRK

Between a point 1,250 feet south of Mile Post 10 and a point 1,150 feet north of Mile Post 11, Main track relocated a maximum of 120 feet west, in service.

(b) MAIN LINE
ASHLAND-KIRK

(Protection for Public Highway Crossings at Grade)

Automatic flashing light highway crossing signals and warning bells protecting the following highway grade crossings, in service:

Homer Avenue, 280 feet south of Mile Post 10,

~~Osage Avenue, 3,760 feet south of Mile Post 10.~~

Crossing watchmen removed.

Delete reference to crossing watchmen in paragraphs (e) and (g), General Order No. 1102.

Special Instruction 1103-B1, page 42, changed.

(c) MAIN LINE
WOODCREST

Woodcrest Road highway grade crossing located at Woodcrest Station, relocated a distance of 180 feet southward, in service.

H. D. KRUGGEL,
General Manager

PENNSYLVANIA-READING SEASHORE LINES

Camden, N. J., June 6, 1966

GENERAL ORDER No. 1104

Effective 4.30 A.M., Monday, June 13, 1966

Applies in All Zones

(a) TIMETABLE AUTHORITY

S stop for No. 1050 at Kirk at 6.12 A.M., page 16, withdrawn.

Employees must correct page 16, in ink.

Applies in Zone B

**(b) CLEMENTON BRANCH
PINE VALLEY-ALBION**

Yellow disc with black letter "G" added to Block signal No. R151 governing southward movement on Main track, 2,000 feet south of Pine Valley, in service.

**(c) CAPE MAY, OCEAN CITY AND WILDWOOD
BRANCHES
TUCKAHOE**

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

4.50 A.M. to 8.50 P.M. Daily.

8.50 P.M. Friday to 4.50 A.M. Saturday.

(d) WILDWOOD JCT.

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

4.30 A.M. to 8.30 P.M. Daily except Friday.

4.30 A.M. to 9.30 P.M. Friday.

Fixed Signals (semaphore type), in service.

Cape May and Harbor Branch Jct. Block-Limit Stations will be controlled by Wildwood Jct., when in service.

Tuckahoe when Wildwood Jct. is not in service.

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

Normal position of Main track switch connecting Cape May Branch with Wildwood Branch will be to and from Wildwood. Switch will display green light and white target when set for Wildwood, red light and red target when set for Cape May.

Special Instruction 1104-A1, page 46, changed.

(e) CROOK HORN MOVABLE BRIDGE

Bridge watchman on duty 4.45 A.M. to 8.45 P.M. Daily.

(f) GRASSY SOUND MOVABLE BRIDGE

Bridge watchman on duty 4.30 A.M. to 8.30 P.M. Daily except Friday. 4.30 A.M. to 9.30 P.M. Friday.

(g) CANAL MOVABLE BRIDGE

Bridge operator on duty 4.30 A.M. to 8.30 P.M. Daily.

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

**(h) CAPE MAY BRANCH
GOSHEN**

Paragraph (a) of General Order No. 1102 referring to restricted speed passing Goshen Siding, annulled.

Applies in Zone C

**(i) MAIN LINE
WOODCREST**

(Protection for Public Highway Crossings at Grade)

Automatic flashing light highway crossing signals and warning bell protecting highway grade crossing, Woodcrest Road, 180 feet south of Woodcrest, in service.

Crossing watchman removed.

Special Instruction 1103-B1, page 42, changed.

Effective 4.50 A.M., Sunday, June 19, 1966

Applies in All Zones

(j) TICKET OFFICES OPEN FOR SALE OF TICKETS

Hours open for sale of tickets changed. Sticker page 27 must be detached and pasted over corresponding page in timetable.

Applies in Zone B

**(k) OCEAN CITY BRANCH
OCEAN CITY (10th St.)**

Ocean City Block Station in service part-time as follows:
4.50 A.M. to 8.50 P.M. Daily.

Applies in Zones B and C

**(l) MAIN LINE - CAPE MAY, CLEMENTON BRANCHES
WINSLOW**

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

5.00 A.M. to 9.00 P.M. Daily.

9.00 P.M. Friday to 5.00 A.M. Saturday.

Employees must correct pages 3 and 7, in ink.

**H. D. KRUGGEL,
General Manager**

PENNSYLVANIA-READING SEASHORE LINES

Camden, N. J., July 5, 1966

GENERAL ORDER No. 1105

Effective 8.01 A.M., Tuesday, July 12, 1966

Applies in All Zones

(a) LOCATION OF HOSPITALS

West Jersey Hospital (Edgewood Division) Townsend Ave. and White Horse Pike, Berlin, N. J. Phone 767-5500 and William B. Kessler Memorial Hospital, Central Ave. and White Horse Pike, Hammonton, N. J. Phone 561-6700 added to Location of Hospitals, page 31.

Delete the following from Location of Hospitals, page 31: Memorial Hospital, 104 N. Broad Street, Woodbury, N. J. (Private) Phone TI 5-5450.

Special Instruction **100R-3A**, page 31, changed.

(b) EQUIPMENT RESTRICTIONS

Cars having a combined weight for car and lading, as shown on the attached sticker coupon, are subject to restrictions as to speed over certain bridges, etc., as indicated. Special Instruction **1160-B1**, page 64, changed.

Sticker coupon attached to this General Order must be detached and pasted over corresponding portion of Special Instruction **1160-B1**, page 64.

Applies in Zone A

(c) ENGINE AND SPECIAL LOAD RESTRICTIONS

KAIGHN AVE. - BULSON ST. YARD

Loaded tank cars with a maximum gross weight of 263,000 pounds may be placed for unloading on Merchants Products Co. track, Kaighn Point, Camden.

Special Instruction **1160-A1**, page 63, changed.

(d) GRENLOCH SECONDARY TRACK

BELLMAWR-RUNNEMEDE

Facing hand-operated switch for southward movement in Secondary track, 370 feet south of Browning Road, Bellmawr, leading to Interstate Industrial Park track, in service.

Applies in Zone B

(e) SPEED RESTRICTIONS - CURVES, BRIDGES, ETC.

MAXIMUM SPEED

OCEAN CITY BRANCH

TUCKAHOE

Trains or engines must not exceed a speed of 20 miles per hour between a point 367 feet south of Tuckahoe Interlocking Station and a point 1706 feet southward.

Special Instruction **1157-F1**, page 57, changed.

R. E. BLOSSER,
General Manager

PENNSYLVANIA-READING SEASHORE LINES

Camden, N. J., July 25, 1966

GENERAL ORDER No. 1106

Effective 12.01 A.M., Monday, August 1, 1966

Applies in Zone B

- (a) **CLEMENTON BRANCH
STRATFORD-SOMERDALE**

(Protection for Public Highway Crossings at Grade)

Automatic flashing light highway crossing signals and warning bell protecting highway grade crossing, Vassar Avenue (Stratford), 1,360 feet north of Mile Post 11, in service.

Applies in Zone C

- (b) **NEWFIELD SECONDARY TRACK
PLEASANTVILLE-MCKEE CITY**

A highway grade crossing designated Ridge Avenue (Cardiff), located 400 feet north of Mile Post 55, in service. Whistle posts located 300 yards north and 300 yards south of crossing, in service.

- (c) **SOMERS POINT SECONDARY TRACK
LINWOOD-SOMERS POINT**

Secondary track from a point 160 feet south of Linwood Station (VanSant Avenue) to end of track at Somers Point, out of service. Page 3, changed. Reference to Somers Point in the following Special Instructions changed to Linwood, except that the designation of the Secondary track will remain "Somers Point Secondary Track."

Special Instructions 1103-C5, page 45; 1151-D1, page 49; 1157-F1, page 57; 1157-H1, page 59 and 1160-A1, page 63, changed.

Effective 11.01 A.M., Monday, August 8, 1966

Applies in Zone C

- (d) **MAIN LINE
GATE**

Gate Block Station in service 11.01 A.M. to 7.01 P.M., Monday, August 8 to Tuesday, October 11, 1966, inclusive, except Sundays. Crossover between No. 1 and No. 2 tracks and switch leading to Atlantic City Race Track in charge of Operator at Gate when Block Station is open.

Special Instruction 1104-C1, page 46, changed.

Hand signal will indicate the condition of the block and will be authority to operate Gate to Turf without train orders and, when Turf Block Station is not open, will be authority to use storage tracks at Turf.

Rule 361, will apply.

Rules 305 to 373 inclusive, except Rule 316, in effect between Gate and Turf.

Special Instruction 1250-A1, page 66, changed.

Northward trains or engines on connecting track between Turf and Gate must stop clear of derail at Gate unless a hand signal to proceed with a yellow flag or yellow light is received from Operator which will be authority to enter Main track.

(Page One of Two Pages)

(e) TURF

Turf Block Station located 3.1 miles south of Gate on connecting track leading to Atlantic City Race Track, in service without fixed signals, ~~12.31~~ A.M. to ~~6.31~~ P.M., Saturdays only, August 13 to October 8, 1966 inclusive and Labor Day; Monday, September 5, 1966. Switches at Turf leading to Storage tracks Nos. 1, 2, 3, 4 and 5 in charge of Operator when Block Station is open. Passenger trains to or from Atlantic City Race Track will arrive and leave from Storage Tracks Nos. 1, 3 and 5.

When Turf Block Station is open, southward trains or engines must stop north of Turf unless a hand signal to proceed with a yellow flag or yellow light is received from Operator which will indicate switches are properly lined for intended movement to Storage tracks.

When Turf Block Station is open, northward trains or engines must not leave storage tracks unless a hand signal to proceed is received from Operator. Hand signal will indicate the condition of the block and will also be authority to operate Turf to Gate without train orders. **Rule 361**, will apply.

When Turf Block Station is not open, permission to operate from Storage tracks to Gate must be secured from Operator at Gate. Block permission will be authority to operate without train orders Storage tracks to Gate.

Trains or engines must not exceed a speed of 30 miles per hour between Gate and Curve 1,800 feet north of Turf and 15 miles per hour between curve 1,800 feet north of Turf and Turf. Speed on storage tracks, 15 miles per hour.

R. E. BLOSSER,
General Manager

PENNSYLVANIA-READING SEASHORE LINES

Camden, N. J., August 31, 1966.

GENERAL ORDER No. 1107

Effective 10.31 A.M., Tuesday, September 6, 1966

Applies in Zone C

(a) MAIN LINE

GATE-TURF

Hours in service, Gate and Turf Block Stations as shown in paragraphs (d) and (e), General Order No. 1106, changed. Gate Block Station in service part-time 10.31 A.M. to 6.31 P.M., Tuesday, September 6 to Tuesday, October 11, 1966, inclusive, except Sundays.

Turf Block Station in service part-time 10.31 A.M. to 6.31 P.M., Saturdays only, September 10 to October 8, 1966, inclusive.

Paragraphs (d) and (e), General Order No. 1106, changed.

(b) MAIN LINE

ATLANTIC INTERLOCKING

Whistle posts located 300 yards north and 300 yards south of private grade crossing located at north end of Atlantic Interlocking, in service.

Effective 2.01 A.M., Wednesday, September 7, 1966

Applies in All Zones

(c) TICKET OFFICES OPEN FOR SALE OF TICKETS

	Monday to Friday	Saturday	Sunday
Cape May —	4.45 A.M. to 1.45 P.M.	Closed	Closed
Ocean City —	5.20 A.M. to 9.00 A.M. 12.00 Noon to 2.20 P.M.	Closed	Closed
Wildwood —	5.15 A.M. to 10.00 A.M. 12.30 P.M. to 2.15 P.M.	Closed	Closed

Employees must correct page 27, in ink.

Applies in Zone B

**(d) CAPE MAY, OCEAN CITY AND WILDWOOD
BRANCHES**

TUCKAHOE

Tuckahoe Block and Interlocking Station in service part-time as follows: 4.30 A.M. to 8.30 P.M. Daily except Sunday.

(e) OCEAN CITY (10th St.)

Ocean City Block Station, out of service.

(f) WILDWOOD JCT.

Wildwood Jct. Block Station in service part-time as follows: 4.30 A.M. to 8.30 P.M. Daily except Sunday.

Applies in Zones B and C

**(g) MAIN LINE - CLEMENTON, CAPE MAY BRANCHES
WINSLOW**

Winslow Block and Interlocking Station in service part-time as follows: 5.00 A. M. to 9.00 P.M. Daily.

Employees must correct pages 3 and 7, in ink.

(Page One of Two Pages)

Effective 12.30 P.M., Saturday, September 10, 1966

Applies in Zone B

- (h) **WILDWOOD BRANCH**
GRASSY SOUND MOVABLE BRIDGE
Bridge watchman on duty 4.30 A.M. to 8.30 P.M. Daily except Saturday and Sunday.
- (i) **OCEAN CITY BRANCH**
CROOK HORN MOVABLE BRIDGE
Bridge watchman on duty 4.45 A.M. to 8.45 P.M. Daily except Saturday and Sunday.

Effective 2.01 A.M., Sunday, September 11, 1966

Applies in Zone B

- (j) **CAPE MAY BRANCH**
CANAL MOVABLE BRIDGE
Bridge Operator on duty 4.30 A.M. to 8.30 P.M. Daily except Saturday and Sunday. 8.00 A.M. to 4.00 P.M. Saturday.

Effective 8.30 P.M., Monday, September 12, 1966

Applies in Zone B

- (k) **CAPE MAY AND WILDWOOD BRANCHES**
WILDWOOD JCT.
Wildwood Jct. Block Station and all fixed signals (semaphore type), temporarily out of service.
Cape May and Harbor Branch Jct. Block-Limit Stations are under control of Tuckahoe, Winslow when Tuckahoe is not in service.
Facing hand-operated switch for southward movement in Main track, 600 feet north of Wildwood Jct. Passenger Station, connecting Cape May Branch and Wildwood Branch, formerly in charge of operator at Wildwood Jct. will be in charge of employee using it.
Special Instruction 1104-C1, page 46, changed.
Normal position of Main track switch connecting Cape May Branch with Wildwood Branch will be to and from Cape May. Switch will display green light and white disc when set for Cape May, red light and red disc when set for Wildwood.
Special Instruction 1104-A1, page 46, changed.
Sticker page 4, must be detached and pasted over page 4.

R. E. BLOSSER,
General Manager

PENNSYLVANIA-READING SEASHORE LINES

Camden, N. J., September 9, 1966

GENERAL ORDER No. 1108

Effective 11.01 A.M., Sunday, September 18, 1966

Applies in Zone A

**(a) MILLVILLE BRANCH
BROWN INTERLOCKING**

Facing interlocked crossover for southward movement in No. 2 track, 130 feet north of Brown Interlocking Station, leading to Bulson Street Yard track and B. A. Bernard (Cadillac) Co. track, in service.

Low home signal governing southward movement on B. A. Bernard (Cadillac) Co. track, 100 feet north of Brown Interlocking Station, in service.

Low home signal governing northward movement on Bulson Street Yard track, 60 feet south of Brown Interlocking Station, in service.

R. E. BLOSSER,
General Manager

PENNSYLVANIA-READING SEASHORE LINES

Camden, N. J., September 20, 1966

GENERAL ORDER No. 1109

Effective 11.59 P.M., Friday, September 30, 1966

Applies in All Zones

(a) TIMETABLE AUTHORITY

Schedules of Nos. 756, 758, 769 and 773, changed.

Sticker page 24, attached to sticker form of this General Order must be detached and pasted in Timetable over corresponding page 24.

(b) STATIONS

Delete reference to Camden and Broadway on page 5.

Applies in Zone A

(c) MILLVILLE BRANCH

BULSON STREET YARD

COOPERS POINT YARD

BELT LINE TRACK

Belt Line track between Bulson Street Yard and Coopers Point Yard as shown on attached diagram, in service.

Former Belt Line track between a point 1,850 feet south of Ferry Avenue and Switch leading to Camden Refrigerating Terminals Company track, changed to Industrial track, in service.

Special Instruction 1103-C1, page 43, changed.

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

Belt Line

Beckett Street

Camden

Special Instruction 1103-C1, page 43, changed.

Yardmaster at Bulson Street will be in charge of Belt Line track between Bulson Street and Kaighn Avenue. Yardmaster at Coopers Point will be in charge of Belt Line track between Kaighn Avenue and Coopers Point, except that when no yardmaster is on duty at Coopers Point, Yardmaster at Bulson Street will be in charge of entire Belt Line track.

Company dial-type telephone (Ext. 235) located on pole at Kaighn Avenue, in service.

Before movement is made over Belt Line track on tracks leading to Camden Refrigerating Terminals Co., protection must be provided against movements on Belt Line track.

Special Instruction 1098-A1, page 38, changed.

Delete reference to Camden Yard Office in Special Instruction 1075-A1, page 34.

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.

(d) ENGINE AND SPECIAL LOAD RESTRICTIONS

KAIGHN AVENUE - COOPERS POINT YARD

Engines and Special Loads are restricted at locations shown on the attached coupon.

Special Instruction 1160-B1, page 63, changed.

Sticker coupon attached to this General Order must be detached and pasted in timetable at bottom of page 63.

(Page One of Four Pages)

(Page Two of Four Pages)

(e) CURVES, BRIDGES, ETC.

MAXIMUM SPEED

MILLVILLE BRANCH

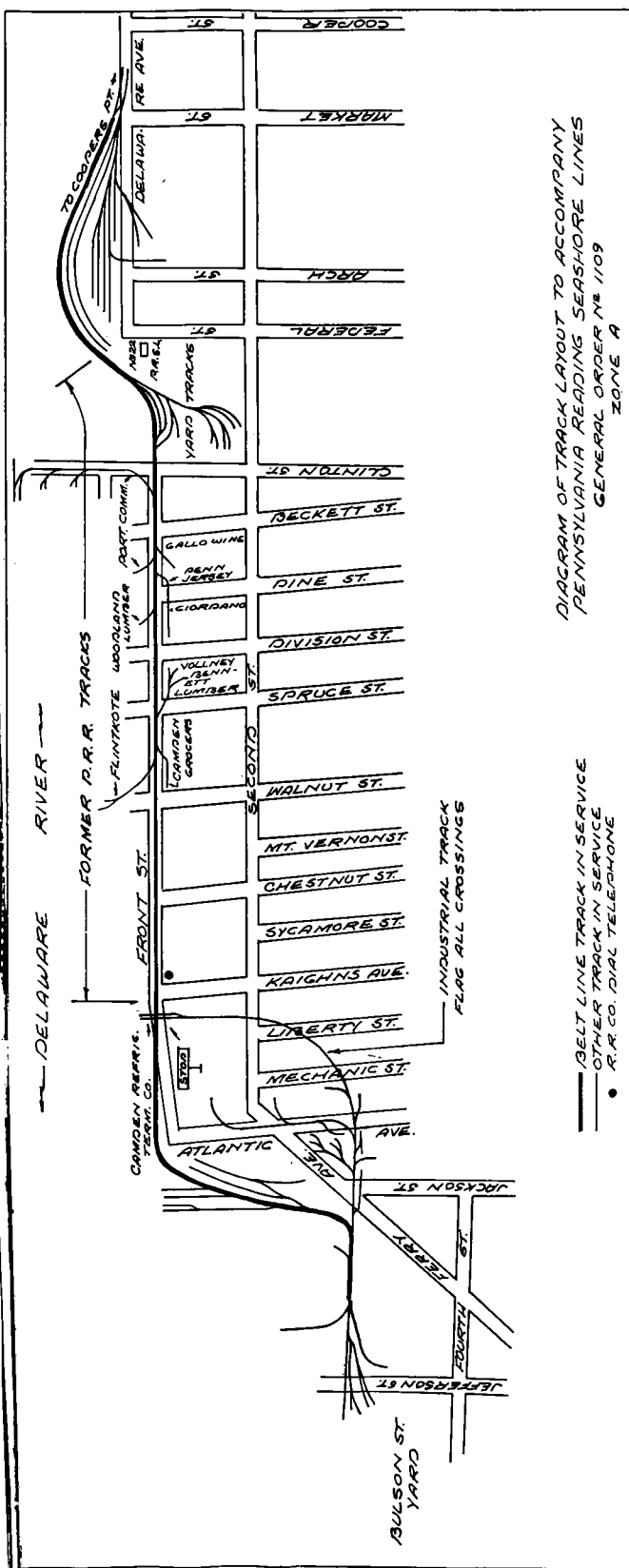
DIVISION POST - MILL

Curve South of Center, speed increased to 15 miles per hour.

Special Instruction **1157-F1**, page 56, changed.

R. E. BLOSSER,

General Manager



PENNSYLVANIA-READING SEASHORE LINE

Camden, N. J., October 12, 1966

GENERAL ORDER No. 1110

Effective 12.01 P.M., Tuesday, October 18, 1966

Applies in Zone C

(a) MAIN LINE

ASHLAND-KIRK

Between a point 1,600 feet south of Mile Post 11 and a point 200 feet south of Mile Post 12, Main track, located east a maximum of 20 feet, in service.

R. E. BLOSSER
General Manager

PENNSYLVANIA-READING SEASHORE LINES

Camden, N. J., October 17, 1966

GENERAL ORDER No. 1111

Effective 2.01 A.M., Sunday, October 30, 1966

Applies in All Zones

(a) TIMETABLE AUTHORITY

Schedules of Nos. 452 and 463, added.

Schedules of Nos. 400 and 433, withdrawn.

Schedules of Nos. 252, 263, 301, 330, 756, 758, 769, 773, 1000, 1001, 1002, 1004, 1008, 1011, 1016, 1022, 1026, 1027, 1029, 1031, 1033, 1038, 1052 and 1063, changed.

Bus connections changed.

Sticker pages attached to sticker form of this General Order must be detached and pasted in Timetable as follows: Pages 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25 and 26 over corresponding pages.

(b) TICKET OFFICES OPEN FOR SALE OF TICKETS

Hours for Ticket Offices to be open for sale of tickets, changed.

Sticker page 27 attached to sticker form of this General Order must be detached and pasted in Timetable over corresponding page.

(c) PROTECTION FOR PUBLIC HIGHWAY CROSSINGS AT GRADE

Hours of Crossing Watchmen changed.

Sticker page 42 attached to sticker form of this General Order must be detached and pasted in Timetable over corresponding page.

(d) INTERLOCKING, BLOCK AND BLOCK-LIMIT STATIONS

Hours of Part-time Interlocking, Block and Block-Limit Stations, changed.

Sticker coupons attached to sticker form of this General Order covering portions of pages 3, 4, 5, 6 and 7, must be detached and pasted in Timetable over corresponding pages.

(e) MOVABLE BRIDGES

Hours Bridge Operators on duty, changed.

Sticker coupons attached to sticker form of this General Order covering portions of pages 4 and 6, must be detached and pasted in Timetable over corresponding pages.

(f) ARRANGED FREIGHT TRAIN SERVICE

Arranged freight train service pages 28 and 29, changed.

Sticker pages 28 and 29 attached to sticker form of this General Order must be detached and pasted in Timetable over corresponding pages.

Effective 12.01 A.M., Tuesday, November 1, 1966

Applies in Zone C

(g) NEWFIELD SECONDARY TRACK

McKEE CITY - MAYS LANDING

Secondary track from a point 3,146 feet north of Mile Post 54 to end of track at Mays Landing, out of service.

Page 3, changed. Special Instructions 1103-C1, page 43; 1151-D1, page 49; 1157-H1, page 59; and 1160-A1, page 63, changed.

Effective 12.01 P.M., Thursday, November 3, 1966

Applies in Zone A

(h) CURVES, BRIDGES, ETC.

MAXIMUM SPEED

MILLVILLE BRANCH

LANDIS - VINELAND

Between C.R.R. of N.J. Crossing at Landis and Landis Avenue Highway Grade Crossing at Vineland, 15 miles per hour.

Special Instruction 1157-F1, page 56, changed.

R. E. BLOSSER,
General Manager

PENNSYLVANIA-READING SEASHORE LINES

Camden, N. J., November 4, 1966

GENERAL ORDER No. 1112

Effective 2.01 P.M., Friday, November 11, 1966

Applies in All Zones

- (a) **TICKET OFFICES OPEN FOR SALE OF TICKETS**
Atlantic City — 8.00 A.M. to 3.00 P.M. Monday to Friday.
Note % changed to read: Will open 5.15 A.M. Monday.
Employees must correct page 27, in ink.
-

Applies in Zone A

- (b) **MILLVILLE BRANCH**
LANDIS - VINELAND
Protection for Public Highway Crossings at Grade
Automatic highway crossing protection with flashing light signals and gates, protecting highway grade crossing at Landis Avenue, 140 feet north of Vineland Passenger Station, in service.
Crossing watchman and manual gates removed.
Special Instruction 1103-B1, page 42, changed.
-

Applies in Zone B

- (c) **CAPE MAY BRANCH**
TUCKAHOE
Trailing hand-operated crossover for northward movement in Main track, 2,450 feet north of Mile Post 54, leading to wye track, equipped with electric lock controlled by operator, out of service.
Special Instruction 1104-D1, page 46, changed.
-

Applies in Zone C

- (d) **CURVES, BRIDGES, ETC,**
MAXIMUM SPEED
MAIN LINE
ATLANTIC INTERLOCKING
(Permanent Speed Restriction)
Maximum speed over Bridge 57.63 Atlantic Movable Bridge, 10 miles per hour.
Special Instruction 1157-F1, page 56, changed.
-

Effective 2.01 A.M., Monday, November 14, 1966

Applies in All Zones

- (e) **TIMETABLE AUTHORITY**
S stops at Haddonfield (Euclid Avenue) for the following trains changed to S stops at Utica Avenue (Haddonfield Philadelphia Div.) No. 1000 at 6.45 A.M., No. 1002 at 7.45 A.M., No. 1052 at 7.53 A.M., No. 1004 at 8.15 A.M., No. 1008 at 9.30 A.M., No. 1016 at 11.55 A.M., No. 1022 at 4.00 P.M., No. 1026 at 8.30 P.M., No. 1038 at 10.00 P.M., No. 1001 at 9.12 A.M., No. 1011 at 1.27 P.M., No. 1027 at 5.17 P.M., No. 1029 at 5.40 P.M., No. 1063 at 5.50 P.M., No. 1031 at 6.07 P.M., and No. 1033 at 6.55 P.M.
Employees must correct pages 8, 9, 16, 17, and 18, in ink.
Passenger Highway Bus Service between Camden and Haddonfield changed. Sticker page 26 attached to sticker form of this General Order must be detached and pasted in Timetable over corresponding page.

R. E. BLOSSER,
General Manager

(Page One of Two Pages)

PENNSYLVANIA-READING SEASHORE LINES

Camden, N. J., November 14, 1966.

GENERAL ORDER No. 1113

Effective 2.01 A.M., Monday, November 21, 1966

Applies in All Zones

(a) TIMETABLE AUTHORITY

Schedules of Nos. 756, 758, 769 and 773, changed.

Sticker page 24 attached to sticker form of this General Order must be detached and pasted in Timetable over corresponding page.

Effective 10.01 A.M., Wednesday, November 23, 1966

Applies in Zone A

(b) SALEM SECONDARY TRACK

WOODBURY-CLARKSBORO

(Permanent Speed Restriction)

Southward trains or engines must not exceed a speed of 15 miles per hour between a point 580 feet north of Mantua Avenue and Mantua Avenue (State Rt. 45) Highway Grade Crossing, 3rd crossing south of Woodbury Block and Interlocking Station.

CC sign for southward movement on Secondary track, located 580 feet north of Mantua Avenue (State Rt. 45), in service.

Special Instructions 1103-A2(a), page 40 and 1157-F1, page 57, changed.

R. E. BLOSSER,
General Manager.

(Page One of Two Pages)

PENNSYLVANIA-READING SEASHORE LINES

Camden, N. J., November 21, 1966.

GENERAL ORDER No. 1114

Effective 9.01 A.M., Monday, November 28, 1966

Applies in All Zones

(a) STATIONS

Delete reference to Center (Phila. Div.) on pages 5 and 24.

Special Instructions 1157-C1, page 53; 1157-C3, page 54; 1157-F1, page 56; 1160-A1, page 61; 1250-A1, page 66 and 1606-A1, page 70, changed.

Effective 1.01 P.M., Wednesday, November 30, 1966

Applies in Zone C

(b) MAIN LINE

DIVISION POST (PHILA. DIV.)—WOODCREST

Single track between Division Post (Phila. Div.) and Mile Post 8, north of Woodcrest, relocated a maximum of 60 feet west, in service.

(c) CURVES, BRIDGES, ETC.

MAXIMUM SPEEDS

MAIN LINE

DIVISION POST (PHILA. DIV.)—WOODCREST

(Permanent Speed Restriction)

Trains or engines must not exceed a speed of 30 miles per hour between Division Post (Phila. Div.) and Mile Post 8, north of Woodcrest.

Special Instruction 1157-F1, page 56, changed.

Delete reference to Redman Avenue, south of Vernon and Kings Highway, Haddonfield in Special Instruction 1157-F1, page 56.

Effective 12.01 A.M., Thursday, December 1, 1966

Applies in Zone A

(d) SALEM SECONDARY TRACK

MICKLETON-RULON ROAD

Trailing hand-operated switch for southward movement in Secondary track, 1,920 feet south of Mile Post 14, leading to Mickleton Public Delivery track, out of service.

Applies in Zone B

(e) CLEMENTON BRANCH

STRATFORD-LAUREL SPRINGS

Trailing hand-operated switch for southward movement in Main track, 3,030 feet south of Mile Post 11, leading to Laurel Springs Public Delivery track, out of service.

R. E. BLOSSER,
General Manager.

PENNSYLVANIA-READING SEASHORE LINES

Camden, N. J., December 12, 1966

GENERAL ORDER No. 1115

Effective 12.01 P.M., Wednesday, December 14, 1966

Applies in Zone C

(a) CURVES, BRIDGES, ETC.

MAXIMUM SPEEDS

MAIN LINE

DIVISION POST (PHILA. DIV) - WOODCREST

(Permanent Speed Restriction)

Trains or engines must not exceed a speed of 10 miles per hour over Kings Highway Grade Crossing, Haddonfield.

Special Instruction 1157-F1, page 56, changed.

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

PENNSYLVANIA-READING SEASHORE LINES

Camden, N. J., December 27, 1966

GENERAL ORDER No. 1116

Effective 12.01 A.M., Sunday, January 1, 1967

Applies in All Zones

(a) TICKET OFFICES OPEN FOR SALE OF TICKETS

Westville — Closed continuously.

Employees must correct page 27, in ink.

(b) ARRANGED FREIGHT TRAIN SERVICE

Trains CA-289 and CA-298, changed.

Trains CA-294 and CA-295, added.

Sticker pages 28 and 29 attached to sticker form of this General Order must be detached and pasted in Time-table over corresponding pages.

Applies in Zone A

(c) PENNS GROVE BRANCH

PAULSBORO - GIBBSTOWN

Yard limit board located 402 feet south of Mile Post 15 relocated south to a point 1,970 feet south of Mile Post 15, in service. Yard limits (Paulsboro) extended accordingly. Special Instruction 1093-A1, page 37, changed.

Applies in Zone C

(d) MAIN LINE

DIVISION POST (PHILA. DIV.) - WOODCREST

(Protection for Public Highway Crossings at Grade)

Mt. Vernon Avenue highway grade crossing, 969 feet south of Division Post (Phila. Div.), out of service.

Crossing watchman and manual gates removed.

Special Instruction 1103-B1, page 42, changed.

(e) MAIN LINE

DIVISION POST (PHILA. DIV.) - WOODCREST

(Protection for Public Highway Crossings at Grade)

Woodcrest Road highway grade crossing, 180 feet south of Woodcrest, out of service. (Overhead bridge, in service.) Automatic flashing light highway crossing signals and warning bell removed.

Paragraph (i) General Order No. 1104, annulled.

R. E. BLOSSER,
General Manager

(Page One of Three Pages)

PENNSYLVANIA-READING SEASHORE LINES

Camden, N. J., January 20, 1967

GENERAL ORDER No. 1117

Effective 12.01 A. M., Saturday, January 28, 1967

Applies in All Zones

(a) TIMETABLE AUTHORITY

Schedules of Nos. 1008, 1011, 1016, 1026 and 1033, withdrawn.

Bus connections of Nos. 1008 and 1033, withdrawn.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in Timetable as follows:

Blank coupon over schedule No. 1011, page 8.

Blank coupon over schedule No. 1033, page 9.

Blank coupon over schedule No. 1008, page 17.

Blank coupon over schedule No. 1016, page 17.

Blank coupon over schedule No. 1026, page 18.

Blank coupon over schedule No. 1008, page 26.

Blank coupon over schedule No. 1033, page 26.

(b) CURVES, BRIDGES, ETC.

MAXIMUM SPEEDS

Sticker page 56 attached to sticker form of this General Order must be detached and pasted over corresponding page in timetable.

(c) TICKET OFFICES OPEN FOR SALE OF TICKETS

Cape May — 7.00 A.M. to 4.00 P.M. Monday to Friday.

Note: Will open 5.45 A.M. Monday.

Effective 10.01 A.M., Monday, January 30, 1967

Applies in Zone B

(d) CAPE MAY BRANCH

WILDWOOD JCT. - CAPE MAY COURT HOUSE

Distant switch signal (Semaphore Type), governing northward movement on Main track, 480 feet north of Mile Post 72, out of service.

Facing hand-operated switch for northward movement in Main track, 3,940 feet north of Mile Post 72, leading to Whitesboro Public Delivery track (Burleigh Lumber Co.), out of service.

Applies in Zone C

(e) MAIN LINE

WOODCREST - KIRK

(Protection for Public Highway Crossings at Grade)

Osage Avenue highway grade crossing, 3,760 feet south of Mile Post 10, out of service.

Automatic flashing light highway crossing signals and warning bell removed.

Paragraph (b), General Order No. 1103, changed.

Effective 3.01 P.M., Thursday, February 2, 1967

Applies in Zone C

(f) MAIN LINE

WOODCREST - KIRK

Trailing hand-operated switch for southward movement in Single track equipped with electric lock not controlled by operator, 4,150 feet south of Mile Post 9, leading to Ashland Siding, and Public Delivery track, out of service.

Single track between a point 1,730 feet south of Mile Post 9 and a point 1,600 feet south of Mile Post 11, relocated east a maximum of 120 feet, in service.

Trailing hand-operated switch for southward movement in Single track equipped with electric lock not controlled by operator, 150 feet north of Mile Post 10, leading to Ashland Public Delivery track, capacity 4, cars, in service. Note 2, Special Instruction 1104-D2, will apply.

Special Instruction 1104-D2, page 47, changed.

R. E. BLOSSER,
General Manager

PENNSYLVANIA-READING SEASHORE LINES

Camden, N. J., January 23, 1967

GENERAL ORDER No. 1118

Effective 1.01 A.M., Wednesday, February 1, 1967

Applies in All Zones

(a) RULES FOR CONDUCTING TRANSPORTATION

DEFINITIONS

- (1) **TRACK CAR** — A self-propelled car with or without trailers, truck, highway-rail-car, which may be manually moved to or from the track, or self-propelled on-track work equipment.
- (2) **FOREMAN** — As used in these rules, a driver of track car or designated employe in charge of the movement of maintenance equipment and qualified on the Book of Rules and physical characteristics of portion of railroad to be used.

MOVEMENT OF TRACK CARS

- (3) **Rule 80.** Employes in charge of track cars are governed by rules and special instructions applying to track cars and by the same rules and special instructions that apply to trains other than passenger trains, except as otherwise herein provided. Track cars will be designated by the prefix TC and last four (4) numerals, except Burro Crane will use the prefix BC, Highway-Rail-Car the prefix HRC, and Detector Car the prefix DC.

Rules 17 and 19 will not apply, but a white light to the front and a red light to the rear of each track car must be displayed by night, while passing through tunnels, and when visibility is restricted.

- (4) Track cars may pass unlighted numbered fixed signals that are approach-lighted without stopping when it is known the block in advance is clear. When it is not known that the block in advance is clear such equipment may pass these signals at Reduced speed.

Track cars must approach crossings, prepared to stop.

Track cars must not proceed over crossings protected by manually operated gates until gates are lowered, nor over crossings protected by crossing watchmen until STOP signal for highway traffic is displayed. Track cars must be brought to a stop before proceeding over any unmanned crossing or crossing protected by automatic protection not operating, where a full, clear and unobstructed view of at least 500 feet in either direction from the track is not afforded. In all cases highway traffic should be conceded the right-of-way.

Track cars will not operate automatic switches, or spring switches.

(5) Speed Restrictions

TRACK CAR

Unless otherwise restricted.

Maximum speed.....20 MPH

When hauling track cars or trailers.....15 MPH

Through crossovers and turnouts, over highway
and railroad crossings and when passing trains
on adjacent tracks..... 5 MPH

HIGHWAY—RAIL—CAR

Unless otherwise restricted.

Passenger Type — forward	30 MPH
— backward	10 MPH
Truck Type — forward	20 MPH
— backward	5 MPH
Aerial Towers, truck mounted hoisting equipment or other such equipment with rigid highway-rail mounting — forward	10 MPH
— backward	5 MPH
Not otherwise specified in forward motion	20 MPH
in backward motion	10 MPH
Through crossovers, turnouts and over highway and railroad crossings	5 MPH

- (6) On tracks governed by Block Signal System Rules, track cars will operate with authority of Track Car Permit Form M in lieu of train orders. Movements of track cars must be recorded, in red ink, by the train dispatcher on the train sheet and by the operator on the block sheet. Operators must retain an office copy of Track Car Permit Form M issued. Operators when authorized by the train dispatcher will issue Track Car Permit Form M which must be filled out in its entirety, including information regarding other track cars, trains or engines in the block. If none in the block he will show "none" on the Form M.

Track cars should move preferably with the current of traffic.

For movements with the current of traffic track car driver must report to the operator to the rear of the move to be made. Operator, after displaying Stop indication and applying approved blocking device for the track to be used, may then authorize such move by issuing Track Car Permit Form M. Movements against the current of traffic, on tracks of no assigned direction, or where Rule 261 is in effect, will be authorized after Stop indication is displayed at each end of the block and approved blocking devices applied for the track to be occupied.

Employee in charge of track car must report to the operator if unusually delayed. Upon arrival at destination or prior to the expiration of the time limit, track car must immediately be removed clear of the main or secondary track and operator notified. Track car must not again occupy the main or secondary track without Track Car Permit Form M. If movement is required to clear the track at any point enroute Form M authorizing use of track is annulled and a new Form M must be issued for any further movement.

Where movement is to be made from one form of Block Signal System to another, a separate Form M for each Block Signal System is required.

Track car drivers must, when practicable, show Track Car Permit Form M to other occupants of the track car and they must read same.

- (7) On tracks governed by Manual Block Signal System Rules, Rule 316 will not apply to the movement of track cars. Track car must not enter a block at a block station without permission of the operator in addition to the block signal indication, nor at any other location without first ascertaining the condition of the block. In the application of Rule 317, opposing movements of track cars within the limits of a block may be permitted under Permissive-block signal, by the operator when authorized by the train dispatcher, when the movements are restricted to separate portions of the block. A track car may follow a passenger train in the same block under Permissive-block signal by permission of the operator who shall notify the track car it is following a passenger train.

- (8) On tracks governed by Automatic Block Signal System Rules, Rules 551 to 570 inclusive do not apply to track cars. In the application of Rule 506 a following track car may be permitted by the operator to enter the track occupied by other track cars between adjacent block stations or interlockings when notified by the operator to look out for the other track cars occupying the track. Opposing movements of track cars on a track between adjacent block stations or interlockings may be permitted at Restricted speed, by the operator when authorized by the train dispatcher, when the movements are restricted to separate portions of the track.
- (9) Rule 637 will apply to track cars operating within Interlocking Limits.
- (10) When detector cars are testing rail they will be governed by the same rules and instructions that apply to track cars. In manual block signal system territory, Rule 316 will apply to following movements, except track cars may follow detector car in the block under Permissive-block signal when notified by the operator to look out for the detector car ahead.

PROTECTION FOR ON-TRACK MAINTENANCE EQUIPMENT

(11) FORMS OF TRAIN ORDERS

FORM W

PROVIDING FOR MAINTENANCE WORK OBSTRUCTING A TRACK

Hold all trains clear of-----track between
A and B.

Track out of service but may be used with
authority of Foreman by work extras and
MW equipment not protecting.

In the application of second paragraph of Rule 101 this form of train order must be used when track is obstructed for maintenance. When the order is effective at block or interlocking stations, trains approaching the block or interlocking stations are not required to receive a copy of the order.

The order will be addressed, by name, to the Foreman requesting use of the track, and to the operators controlling entrance to the track.

Before the order is completed the operator must apply approved blocking devices to all switch and signal levers leading to the affected route, advising the train dispatcher when it is done using the abbreviation BDA (blocking device applied) and reporting the time and switch or signal or signal levers by number. This information must be noted, in red ink, in the train dispatcher's train order book or train sheet and on the operator's block sheet. If thereafter it becomes necessary to remove the blocking device, the operator must secure permission from the train dispatcher indicating the switch or signal lever by number. The train dispatcher will record in the train order book or train sheet, and the operator on the block sheet, that the blocking device has been removed using the abbreviation BDR and the time removed in red ink.

After the movement is completed the block operator must immediately reapply the blocking device or devices and advise the train dispatcher that they are reapplied. The train dispatcher and operator must record the re-application in the same manner as required in the original application.

The panel blocking device may be used in lieu of blocking signal levers; however, when the panel blocking device is used it will be so indicated, in red ink, by using the abbreviation PBDA (applied) or PBDR (removed).

The train dispatcher or operator must not permit additional MW equipment or work extras to enter the out-of-service limits except with permission of the Foreman to whom the train order is addressed and then only after delivering a copy of the out-of-service order to such MW equipment or work extras. The employee in charge of such MW equipment or work extra must also receive verbal permission from the Foreman addressed in the order. Signal will not be displayed for movement to the portion of the track taken out of service. Clearance Card Form C will be issued authorizing the movement to pass signal in Stop position as though a Restricting signal were displayed.

The Foreman may admit additional equipment to the track between the limits of the Form W order by showing or reading to the employee operating such equipment, the Form W order.

The Foreman shall be responsible for ascertaining and notifying the operator that all MW equipment and work extras are clear of the track within the limits of the order, and imposing any necessary restrictions for the safe passage of trains because of track conditions.

(12) FORMS OF BLANKS

C.T.S. 264
2-1-67

PENNSYLVANIA-READING SEASHORE LINES

TRACK CAR PERMIT FORM M

Foreman or Track Car Driver will place X in space to denote Block Signal System Rules governing movement.

☐ ABS — (*Automatic Block Signal System*)

☐ MBS — (*Manual Block Signal System*)

Issuing Station _____ Time in Effect _____ Date _____

T. C. No. _____ at _____
Point of Entry

Foreman or T. C. Driver _____
Name

*Authorized to use _____ Track until _____
A.M. P.M.

From _____ To _____ Return to _____

Information including track cars, engines or trains in block:

Reported clear at _____
Location Time
A.M. P.M.

Signature _____
Operator Dispatcher's Initials

*NOTE — Time should be limited to not exceeding three hours. If a longer period of time is needed, the Train Dispatcher must be advised of the circumstances.

R. E. BLOSSER,
General Manager

PENNSYLVANIA-READING SEASHORE LINES

Camden, N. J., February 6, 1967

GENERAL ORDER No. 1119

Effective 11.01 A.M., Friday, February 17, 1967

Applies in Zone A

(a) MAXIMUM SPEEDS UNLESS OTHERWISE SPECIFIED

MILLVILLE BRANCH

MILL - BROWN

Maximum speeds on No. 1 and No. 2 tracks between Mill and Brown; Psgr. 30, Frt. 30.

Special Instruction 1157-C1, page 53, changed.

(b) CURVES, BRIDGES, ETC.

MAXIMUM SPEEDS

MILLVILLE BRANCH

BROWN INTERLOCKING

(Permanent Speed Restriction)

Trains or engines must not exceed a speed of 30 miles per hour between Viola Street, north of Brown and Fairview Street, south of Brown.

Special Instruction 1157-F1, page 56, changed.

(c) MILLVILLE BRANCH

BROWN - MILL

(Protection for Public Highway Crossings at Grade)

Automatic highway crossing protection located as follows, in service.

Crossing	Protection	Location
Chelton Ave.	Flashing lights & bell	186' N. of Brown
Jefferson St.	Flashing lights & bell	644' N. of Brown
Viola St.	Flashing lights & bell	1105' N. of Brown
Ferry Ave.	Auto. Gates & lights	1362' N. of Brown
Van Hook St.	Auto. Gates & lights	2085' N. of Brown

Crossing watchmen at Chelton Ave. and Jefferson St., removed.

Manual Gates and watchmen at Ferry Ave. and Van Hook St., removed.

CC signs for southward movement on No. 1 and No. 2 tracks, located 225 feet north of Van Hook Street, in service. Southward trains or engines operating under a fixed signal more restrictive than MEDIUM CLEAR, must approach the CC signs prepared to stop and must not pass CC signs until a signal to proceed is displayed on Home Signal at Viola Street and the automatic crossing protection is operating properly at Van Hook Street.

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

Special Instructions 1103-A2(a), page 40, and 1103-A5, page 41, changed.

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

Effective 9.01 A.M., Tuesday, February 28, 1967

Applies in All Zones

(d) TICKET OFFICES OPEN FOR SALE OF TICKETS

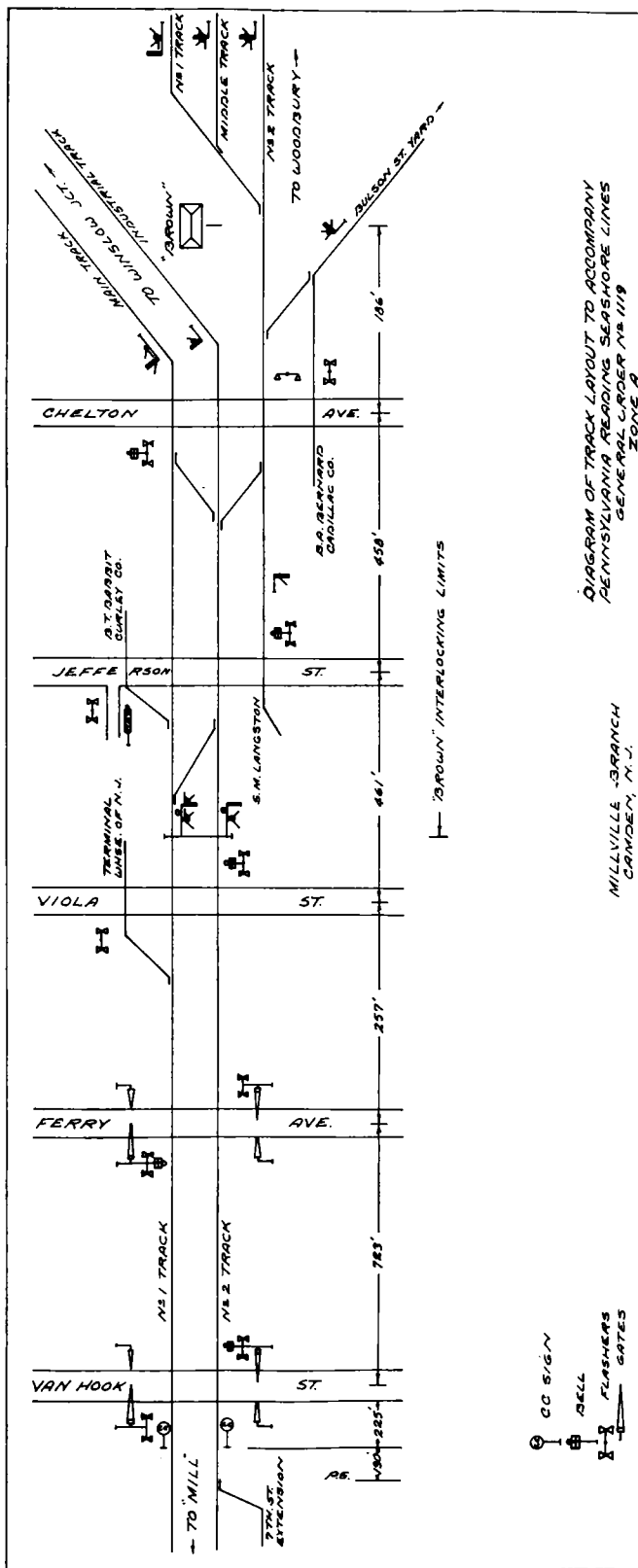
Absecon - Closed continuously.

Egg Harbor - 6.55 A.M. to 8.00 A.M. and 1.30 P.M. to 3.55 P.M. Monday to Friday. Will open one hour earlier Monday.

Sticker page 27 attached to sticker form of this General Order must be detached and pasted in Timetable over corresponding page.

R. E. BLOSSER,
General Manager

MILLVILLE BRANCH
CAMDEN, N. J.



PENNSYLVANIA-READING SEASHORE LINES

Camden, N. J., March 24, 1967

GENERAL ORDER No. 1120

Effective 3.01 P.M., Thursday, March 30, 1967

Applies in All Zones

(a) MEDICAL OFFICERS AND SURGEONS

Delete S. L. Winn, M.D., 1616 Pacific Avenue, Atlantic City, N. J., Telephones 344-6440 and 345-0195, from list of Medical Officers and Surgeons (Deceased).

Special Instruction 100R-2A, page 31, changed.

Applies in Zone C

(b) MAIN LINE

KIRK - KIRKWOOD

Between Mile Post 12 and a point 2,300 feet north of Mile Post 12, Single track relocated a maximum of 19 feet west, in service.

(c) MAIN LINE

ATCO

Trailing hand-operated switch for northward movement in No. 1 track, 4,470 feet north of Mile Post 20, leading to Atco Siding, out of service.

Page 3, changed.

(d) MAIN LINE

HAMMONTON - EGG HARBOR

A Station designated HAM, located 32.0 miles from Camden, in service.

A Station designated EGG, located 40.8 miles from Camden, in service.

Page 3, changed.

(e) NEWFIELD SECONDARY TRACK

Newfield Secondary Track changed to Pleasantville Secondary Track, in service.

Page 3 and Special Instructions 1075-A4a, page 34; 1103-C1, page 43; 1103-C2, page 45; 1151-D1, page 49; 1157-F1, page 57; 1157-H1, page 59; and 1160-A1, page 63, changed.

(f) SOMERS POINT SECONDARY TRACK

Somers Point Secondary Track changed to Linwood Secondary Track, in service.

Page 3 and Special Instructions 1075-A4a, page 34; 1103-C1, page 43; 1103-C5, page 45; 1151-D1, page 49; 1157-F1, page 57; 1157-H1, page 59, and 1160-A1, page 63, changed.

Applies in Zone B

(g) CAPE MAY BRANCH

TUCKAHOE - WOODBINE JCT.

Yard limit board located 1,000 feet south of Mile Post 54 relocated south to a point 2,000 feet south of Mile Post 54, in service. Yard limits extended accordingly.

Special Instruction 1093-A1, page 37, changed.

R. E. BLOSSER,
General Manager

PENNSYLVANIA-READING SEASHORE LINES

Camden, N. J., April 7, 1967

GENERAL ORDER No. 1121

Effective 2.01 A.M., Friday, April 14, 1967

Applies in Zone C

**(a) MAIN LINE
WOODCREST**

Electric lock not controlled by operator, removed from trailing hand-operated switch for northward movement in Single track, 1,600 feet north of Mile Post 9, leading to Hussmann Refrigerator Co. track.

Trains and engines are prohibited from clearing Main track at this location.

Special Instruction 1104-D2, page 47, changed.

Special Instruction 1502-A1, page 68, added.

**(b) MAIN LINE
KIRKWOOD - KIRK**

Trailing hand-operated switch for southward movement in Single track, equipped with independent hand-operated derail, 3,330 feet south of Mile Post 11, leading to Kirkwood temporary Public Delivery track, capacity 20 cars, in service. Trains and engines are prohibited from clearing Main track at this location.

Special Instruction 1502-A1, page 68, changed.

**(c) MAIN LINE
EGG HARBOR**

Egg Harbor temporary Block Station in service 5.30 A.M. to 11.30 A.M. and 12.30 P.M. to 3.30 P.M., Daily except Saturday, Sunday and Memorial Day, May 30.

Hand-operated crossover connecting No. 1 and No. 2 tracks at Egg Harbor, in charge of Operator when Block Station is open. When Block Station is open, northward trains and engines must stop clear of crossover unless a hand signal to proceed is received from operator which will be authority to enter No. 1 track. Northward trains or engines crossing over from No. 2 to No. 1 track must approach Philadelphia Avenue Highway Grade Crossing prepared to stop unless it is known that crossing protection is operating properly.

Page 3 and Special Instruction 1104-C1, page 46, changed.

**(d) MAIN LINE
TIDE - GATE**

No. 1 track between Tide and a point 3,470 feet north of Mile Post 52 changed to Tide Siding, capacity 50 cars, in service. No. 1 track between a point 3,570 feet north of Mile Post 52 and crossover at Gate, out of service.

Block Signals Nos. 504, 490, 474 and 460, out of service.

Facing hand-operated switch for southward movement in No. 2 track 1,710 feet south of Mile Post 51, leading to Tide Siding, in service.

Special Instructions 1151-A1, page 48, 1157-C1, page 53 and 1250-A1, page 66, changed.

R. E. BLOSSER,
General Manager

PENNSYLVANIA-READING SEASHORE LINES

Camden, N. J., April 21, 1967

GENERAL ORDER No. 1122

Effective 2.00 A.M., Sunday, April 30, 1967

Applies in All Zones

(a) STANDARD TIME

THE UNIFORM TIME ACT OF 1966

(a) Effective 2.00 A.M., Sunday, April 30, 1967, Standard Time is advanced one hour.

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

Employees advancing standard clocks must, as soon as the change has been made, compare time with the train dispatcher. Offices where standard clocks are located, not open at 2.00 A.M., must advance clocks one hour at time office is opened and compare time with the train dispatcher or block operator.

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

(d) At the moment the change in time is effective, trains enroute will be governed as follows:

1. Where **Rule 251** or **Rule 261** is in effect, trains will proceed under the rules.
2. Where **Rule 251** or **Rule 261** is not in effect, schedules of trains will be annulled prior to 2.00 A.M., and all trains will be governed by Train Orders.

R. E. BLOSSER,
General Manager

PENNSYLVANIA-READING SEASHORE LINES

Camden, N. J., November 14, 1966.

GENERAL ORDER No. 1113

Effective 2.01 A.M., Monday, November 21, 1966

Applies in All Zones

(a) TIMETABLE AUTHORITY

Schedules of Nos. 756, 758, 769 and 773, changed.

Sticker page 24 attached to sticker form of this General Order must be detached and pasted in Timetable over corresponding page.

Effective 10.01 A.M., Wednesday, November 23, 1966

Applies in Zone A

(b) SALEM SECONDARY TRACK

WOODBURY-CLARKSBORO

(Permanent Speed Restriction)

Southward trains or engines must not exceed a speed of 15 miles per hour between a point 580 feet north of Mantua Avenue and Mantua Avenue (State Rt. 45) Highway Grade Crossing, 3rd crossing south of Woodbury Block and Interlocking Station.

CC sign for southward movement on Secondary track, located 580 feet north of Mantua Avenue (State Rt. 45), in service.

Special Instructions 1103-A2(a), page 40 and 1157-F1, page 57, changed.

R. E. BLOSSER,
General Manager.

(Page One of Two Pages)

MILLVILLE BRANCH

STATIONS	FIRST CLASS		FIRST CLASS	
	NORTHWARD		SOUTHWARD	
	756	758	#769 DAILY EX. SAT. & SUN.	#773 DAILY EX. SAT. & SUN.
	A. M.	A. M.	P. M.	P. M.
BROADWAY.....Bus	7.40	8.26	4.26	5.38
5th & FEDERAL.....Bus	7.37	8.24		
12th & FEDERAL.....Bus	7.33	8.20	4.30	5.41
12th STREET.....	\$ 7.30	\$ 8.17	\$ 4.32	\$ 5.44
CENTER (Phila. Div.).....	7.29	8.16	4.33	5.45
SOUTH CAMDEN				
BROWN.....	7.25	8.11	4.36	5.49
YORKSHIP.....	\$ 7.24	\$ 8.09	\$ 4.38	\$ 5.50
GLOUCESTER.....	\$ 7.21	\$ 8.07	\$ 4.40	\$ 5.53
SOUTH GLOUCESTER.....		\$ 8.05		\$ 5.55
BROOKLAWN.....	F 7.18	F 8.03	F 4.43	\$ 5.57
WESTVILLE.....	\$ 7.16	\$ 8.01	\$ 4.45	\$ 5.59
SOUTH WESTVILLE.....	\$ 7.14	\$ 8.00		\$ 6.00
NORTH WOODBURY.....	\$ 7.11	\$ 7.58	\$ 4.48	\$ 6.02
WOODBURY.....	\$ 7.09	\$ 7.56	\$ 4.50	\$ 6.05
WOODBURY HEIGHTS.....	\$ 7.06	\$ 7.53	\$ 4.53	\$ 6.08
WENONAH.....	\$ 7.02	\$ 7.49	\$ 4.56	\$ 6.12
SEWELL.....	\$ 6.59	\$ 7.46	\$ 5.00	\$ 6.16
PITMAN.....	\$ 6.54	\$ 7.42	\$ 5.04	\$ 6.20
GLASSBORO.....	\$ 6.50	\$ 7.39	\$ 5.08	\$ 6.24
SOUTH GLASSBORO				
CLAYTON.....	\$ 6.44	\$ 7.34		\$ 6.31
FRANKLINVILLE.....	\$ 6.39	\$ 7.29	\$ 5.17	\$ 6.35
IONA.....				
MALAGA.....	F 6.35			F 6.41
LAKE.....	6.33	7.19	5.24	6.44
NEWFIELD.....	\$ 6.31	\$ 7.17	\$ 5.26	\$ 6.46
NORTH VINELAND				
HOME.....	6.27	7.11	5.31	6.51
VINELAND.....	\$ 6.26	\$ 7.09	\$ 5.33	\$ 6.54
SOUTH VINELAND.....				
MILLVILLE.....	\$ 6.17	\$ 7.00	\$ 5.45	\$ 7.06
	A. M.	A. M.	P. M.	P. M.
PRSL GO 1113	DAILY EX. SAT. & SUN. #756	DAILY EX. SAT. & SUN. #758	769	773

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

SOUTHWARD**NORTHWARD**

Will Not Run Nov. 24 Dec. 26 Jan. 2	STATIONS		Will Not Run Nov. 24 Dec. 26 Jan. 2
1063 Daily Ex. Sat. & Sun.			1052 Daily Ex. Sat. & Sun.
P. M.	Leave	Arrive	A. M.
6.57	.....51st STREET (Ocean City).....		6.40
7.06	.....STRATHMERE (Tecumsha Ave.)		6.31
7.13	.....SEA ISLE CITY.....		6.24
7.21	.....TOWNSEND INLET.....		6.16
7.26	.....AVALON (6th St. & 2nd Ave.).....		6.11
7.31	.....AVALON (21st St. & 2nd Ave.).....		6.06
7.44	.....STONE HARBOR (96th Street).....		5.53
P. M.	Arrive	Leave	A. M.

PENNSYLVANIA-READING SEASHORE LINES

Camden, N. J., December 27, 1966

GENERAL ORDER No. 1116

Effective 12.01 A.M., Sunday, January 1, 1967

Applies in All Zones

- (a) **TICKET OFFICES OPEN FOR SALE OF TICKETS**
Westville — Closed continuously.
Employees must correct page 27, in ink.
- (b) **ARRANGED FREIGHT TRAIN SERVICE**
Trains CA-289 and CA-298, changed.
Trains CA-294 and CA-295, added.
Sticker pages 28 and 29 attached to sticker form of this General Order must be detached and pasted in Time-table over corresponding pages.

Applies in Zone A

- (c) **PENNS GROVE BRANCH**
PAULSBORO - GIBBSTOWN
Yard limit board located 402 feet south of Mile Post 15 relocated south to a point 1,970 feet south of Mile Post 15, in service. Yard limits (Paulsboro) extended accordingly.
Special Instruction 1093-A1, page 37, changed.

Applies in Zone C

- (d) **MAIN LINE**
DIVISION POST (PHILA. DIV.) - WOODCREST
(Protection for Public Highway Crossings at Grade)
Mt. Vernon Avenue highway grade crossing, 969 feet south of Division Post (Phila. Div.), out of service.
Crossing watchman and manual gates removed.
Special Instruction 1103-B1, page 42, changed.
- (e) **MAIN LINE**
DIVISION POST (PHILA. DIV.) - WOODCREST
(Protection for Public Highway Crossings at Grade)
Woodcrest Road highway grade crossing, 180 feet south of Woodcrest, out of service. (Overhead bridge, in service.)
Automatic flashing light highway crossing signals and warning bell removed.
Paragraph (i) General Order No. 1104, annulled.

R. E. BLOSSER,
General Manager

(Page One of Three Pages)

PENNSYLVANIA-READING SEASHORE LINES

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Special Instruction 1093-A1, page 37, changed.

Applies in Zone C

- (d) **MAIN LINE**
DIVISION POST (PHILA. DIV.) - WOODCREST
(Protection for Public Highway Crossings at Grade)
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Crossing watchman and manual gates removed.
Special Instruction 1103-B1, page 42, changed.
- (e) **MAIN LINE**
DIVISION POST (PHILA. DIV.) - WOODCREST
(Protection for Public Highway Crossings at Grade)
Woodcrest Road highway grade crossing, 180 feet south of Woodcrest, out of service. (Overhead bridge, in service.)
Automatic flashing light highway crossing signals and warning bell removed.
Paragraph (i) General Order No. 1104, annulled.

R. E. BLOSSER,
General Manager

(Page One of Three Pages)

ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD

PENNSYLVANIA-READING SEASHORE LINES

Stations	WY-345 (11)	OC-91 (2)	CA-299 (2)	WY-33 (2)	WY-351 (2)	WY-847 (2)	CA-289 (2)	WY-841 (2)	WY-391 (a) (2)	WY-79 (b) (2)	CA-295 (2)	WY-343 (10)	WY-843 (3)	CA-297 (2)	WY-378 (2)	WY-51 (2)
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
PAVONIA YD.		7.30	7.30	7.45		11.45	12.30	1.15		4.30			9.30			
BULSON ST. YD.														9.45		10.15
WOODBURY										7.00					10.00	
GLASSBORO								5.00								
GIBBSTOWN													5.00			
PENNS GROVE						3.45										
PEDRICKTOWN																1.30
SALEM																
BRIDGETON															12.30	
CLAYTON	12.45															
MILLVILLE	2.45			11.45	9.55							9.15				
DORCHESTER					1.30							2.15				
PASSERELLI SDG. ...																
MAGNOLIA			9.30													
WILLIAMSTOWN JCT..														11.45		
WINSLOW							4.00				5.00					
TUCKAHOE		12.15							2.30							
CAPE MAY									4.30							
OCEAN CITY																
ATLANTIC CITY											8.30					
Arrive	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.

The time shown conveys no timetable authority.

PRSL GO 1116

(a) Monday and Thursday—Wildwood
 Wednesday—Woodbine

(b) Tuesday and Friday—Williamstown
 (2) Daily except Sunday

(3) Daily except Saturday
 (11) Monday, Wednesday and Friday

(10) Daily except Saturday and Sunday

ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

PENNSYLVANIA-READING SEASHORE LINES

Stations	CA-296 (2)	WY-344 (10)	WY-390 (2)	CA-294 (2) (c)	CA-300 (2)	WY-34 (2)	WY-350 (2)	OC-90 (2)	WY-50 (2)	CA-298 (2)	WY-380 (2)	WY-842 (2)	WY-846 (2)	WY-840 (2)	WY-346 (11)	WY-80 (2)
Arrive	A.M.	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.	A.M.	A.M.
PAVONIA YD.					4.30	5.00		6.30		8.30				10.45		1.30
BULSON ST. YD.	4.45								8.15							
WOODBURY											9.00			8.30		10.00
GLASSBORO																
GIBBSTOWN												6.30				
PENNS GROVE													5.45			
PEDRICKTOWN																
SALEM									3.15							
BRIDGETON											7.30					
CLAYTON															12.15	
MILLVILLE		5.30				2.00	5.30								8.15	
DORCHESTER							2.30									
PASSERELLI SDG. ...		3.00														
MAGNOLIA					2.45											
WILLIAMSTOWN JCT..	3.30															
WINSLOW				4.00						5.00						
TUCKAHOE.....			1.30					2.30								
CAPE MAY			11.00													
OCEAN CITY																
ATLANTIC CITY				2.00												
Leave	A.M.	A.M.	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.

The time shown conveys no timetable authority.

PRSL GO 1116

(a) Monday and Thursday—Wildwood
 Wednesday—Woodbine
 (b) Tuesday and Friday—Williamstown
 (2) Daily except Sunday
 (3) Tuesday and Friday—Williamstown
 (11) Monday, Wednesday and Friday
 (10) Daily except Saturday and Sunday
 (c) Tues. and Fri.—Pleasantville, Linwood

