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THE PENNSYLVANIA RAILROAD

NEW YORK REGION

SPECIAL INSTRUCTIONS

Time-Table No. 5

In effect 2.01 A. M., Sunday, April 27, 1958

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

P. M. ROEPER,
General Manager Transportation.

N. L. FLECKENSTINE,
Regional Manager.

R. E. BLOSSER,
Superintendent Transportation.

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THE PENNSYLVANIA RAILROAD

NEW YORK REGION

SPECIAL INSTRUCTIONS

Time-Table No. 2

In effect 2.01 A. M., Sunday, April 27, 1928

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

P. M. ROEPER,
General Manager Transportation

N. L. FLECKENSTEIN,
Regional Manager

R. E. BLOSSER,
Superintendent Transportation

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SPECIAL INSTRUCTIONS.

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MAIN LINE

NOTE—Applies on pages 3 to 9, inclusive:
X indicates in service continuously.
B indicates in service part-time.
O indicates trainphone.

Interlocking	Interlocking Station	Block Station	Block Limit Station	STATIONS	Distance from New York	Sidings Assigned Direction Car Capacity 50 ft. cars
						East West Both
X	X	X		HAROLD (L. I. R. R.)	3 7	
X	X	X		F	8 0	
X	X	X		JO	8 1	
X	X	X		C	9 1	
X	X	X		NEW YORK	0	
X	X	X		KN	0 1	
X	X	X		A	0 2	
X	X	X		REHAWKEN SHAFT	1 2	
X	X	X		PORTAL	6 0	
X	X	X		HUDSON	8 0	
X	X	X		HARRISON	9 8	
X	X	X		DOCK	9 8	
X	X	X		NEWARK	10 0	
X	X	X		SOUTH STREET (Newark)	11 0	
X	X	X		HUNTER	11 8	
X	X	X		LANE	12 8	
X	X	X		NORTH ELIZABETH	14 4	
X	X	X		ELIZABETH	15 5	
X	X	X		ELMORA	16 0	
X	X	X		SOUTH ELIZABETH	16 1	
X	X	X		LINDEN	18 7	
X	X	X		NORTH RAHWAY	20 2	
X	X	X		RAHWAY	20 8	
X	X	X		UNION	21 0	
X	X	X		COLONIA	22 9	
X	X	X		SELIN	24 1	
X	X	X		METUCHEN	27 2	
X	X	X		LINCOLN	27 4	
X	X	X		EDISON	30 8	
X	X	X		NEW BRUNSWICK	32 7	
X	X	X		COUNTY	34 2	
X	X	X		ADAMS	36 9	
X	X	X		DEANS	39 0	
X	X	X		MONMOUTH JUNCTION	42 4	
X	X	X		MIDWAY	42 6	
X	X	X		PLAINSBORO	46 8	
X	X	X		NASSAU	48 8	
X	X	X		PRINCETON JUNCTION	48 4	
X	X	X		LAWRENCE	52 8	
X	X	X		MILLHAM	55 9	
X	X	X		FAIR	57 8	
X	X	X		TRENTON	58 1	
X	X	X		MORRISVILLE	59 5	
X	X	X		MORRIS	59 6	
X	X	X		LEVITTOWN-TULLYTOWN	64 6	
X	X	X		GRUNDY	66 6	
X	X	X		BRISTOL	67 8	
X	X	X		CROYDON	70 7	
X	X	X		EDDINGTON	73 8	
X	X	X		CORNWELLS HEIGHTS	78 5	
X	X	X		ANDALUSIA	74 7	
X	X	X		TORRESDALE	75 6	
X	X	X		REGION POST (Phla. Region)	77 0	
X	X	X		HOLMESBURG JUNCTION	78 2	
X	X	X		HOLMES	78 2	
X	X	X		NORTH PHILADELPHIA	86 0	
X	X	X		ZOO	88 0	
X	X	X		PENNA.—30th STREET	90 4	
X	X	X		SUBURBAN STATION	91 8	

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

Interlockings—Remote controlled, as follows:

Interlocking	Controlled by
Edison—No. 0, No. 1 and No. 2 track	Lincoln

Interlocking	Interlocking Station	Block Station	Block Limit Station	STATIONS	Distance from Jersey City	Sidings Assigned Direction Car Capacity 50 ft. cars
						East West Both
X	B	B		JERSEY CITY	0	
X	X	X		JACY	0 3	
X	X	X		WALDO	1 9	
X	X	X		JOURNAL SQUARE (H&M RR)	2 0	
X	X	X		WR	3 0	
X	X	X		HACK	8 3	
X	X	X		GRAPE	4 4	
X	X	X		KARNY	5 1	
X	X	X		HUDSON	6 2	

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

Station	Hours in service
Jacy	5.00 A. M. to 9.00 P. M. Daily except Saturdays, Sundays and May 30, July 4, Sept. 1.

Interlockings—Remote Controlled As Follows:

Interlocking	Controlled by
Grape—No. 1 and No. 2 Track	Karny

PASSAIC AND HARSIMUS BRANCH

Interlocking	Interlocking Station	Block Station	Block Limit Station	STATIONS	Distance from Waldo	Sidings Assigned Direction Car Capacity 50 ft. cars
						East West Both
X	X	X		HARSIMUS COVE YARD		
X	X	X		WALDO	0	
X	X	X		HACK	1 4	
X	X	X		MEADOWS YARD		
X	X	X		GRAPE	2 4	
X	X	X		KARNY	3 3	
X	X	X		WA-5	7 7	
X	X	X		WA-3	8 1	

Note—The direction from Harsimus Cove to WA-3 is westward.

Interlockings—Remote Controlled As Follows:

Interlocking	Controlled by
Grape—No. 1 Track	Karny

GREENVILLE BRANCH

Interlocking	Interlocking Station	Block Station	Block Limit Station	STATIONS	Distance from Bay	Sidings Assigned Direction Car Capacity 50 ft. cars
						East West Both
X	X	X		GREENVILLE YARD		
X	X	X		BAY	0	
X	X	X		CY (C R R N J)	1 6	
X	X	X		WA-2	3 5	
X	X	X		WA-3	4 2	
X	X	X		WAVERLY YARD		
X	X	X		WA-6	5 3	
X	X	X		LANE	5 4	

Note—The direction from Greenville Yard to Lane is westward.

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Union	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East	West	Both
X	X	X		UNION	0.0			
				AVENEL	2.0			
				EDGAR	2.7			
				WOODBIDGE	3.0			
				GENASCO	4.0			
X	X	X		WC	5.0			
X	X	X		PERTH AMBOY	6.9			
X	X	X		SA	8.1			
				80 AMBOY JCT (Amboy Beh.)	8.1			

PRINCETON BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Nassau	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East	West	Both
X	X	X		NASSAU	0.0			
				PRINCETON JCT	0.1			
				PENNS NECK	1.4			
			X	KS	2.7			
				PRINCETON	2.8			

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
KS	Nassau

BORDENTOWN BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Fair	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East	West	Both
X	X	X		FAIR	0.0			
				TRENTON	0.3			
				HAMILTON AVE. (Trenton)	0.7			
				LALOR STREET (Trenton)	1.7			
				BORDENTOWN	6.4			
X	X	X		BO	6.5			

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Morris	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East	West	Both
X	X	X		MORRIS	0.0			
				MY	0.6			
				MB	1.3			
				COPPER	2.9			
				NICKEL	3.4			
				*MA	4.7			
				REGION POST (Phila. Region)	5.0			
		X		NEST (Phila. Region)	30.3			

NOTE—The direction from Morris to Region Post is westward.
 NOTE—*MA—Temporary block station.

Interlockings—Remote controlled, as follows:

Interlocking	Controlled by
MY—No. 2 track	Morris
MB—No. 1 track	Morris

AMBOY BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from South Amboy Jct.	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East	West	Both
X	X	X		SA (N. Y. & L. B. R. R.)	0.0			
				SOUTH AMBOY JUNCTION	0.0			
				CQ	0.3			
				*DEEP CUT	1.8			
				*EAST END	4.9			
				BROWN	5.9			
		X		OB	7.1			
				OLD BRIDGE	7.2			
				SPOTSWOOD	9.4			
				OUTCALT	10.4			
				HELMETTA	11.6			
		X		GO	11.7			
X	X	X		JAMESBURG	13.4	170		40
				JG	13.5			
				PROSPECT PLAINS	16.0			
				CRANBURY	17.6			15
				HIGHTSTOWN	20.6			
		X		K	21.5			50
				WINDSOR	24.1			
				ROBBINSVILLE	27.0			40
				YARDVILLE	30.5			
X	X	X		BORDENTOWN	33.9			
				BO	34.0			
				CAMDEN (Atlantic District)	60.9			

*Deep Cut and East End are emergency block stations, open only on order from Superintendent Transportation.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
OB	SA
GO	JG
K	JG

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from JG	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East	West	Both
				JAMESBURG	0.1			
X	X	X		JG	2.0			
				DAYTON	2.4			
				MONMOUTH JCT.	5.5			
X	X	X		MIDWAY	5.7			

NOTE—The direction from Morris to Trenton Post is westward.
NOTE—MA-Temporary block station.

FREEHOLD BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Manasquan	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East	West	Both
X	B	B		SG (N Y. & L. B. R. R.)	0.6			
				MANASQUAN	0			55
				ALLENWOOD	2.8			
X	B	B		FARMINGDALE	7.8			
			X	HW	12.5			
				FREEHOLD	15.4			
				TENNENT	18.8			
			X	NG	19.9			
				ENGLISHTOWN	20.1			
				JAMESBURG	26.8			
X	X	X		JG	26.9			

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

Station	Hours in service
SG	12.01 A. M. to 1.00 A. M.
	6.00 A. M. to 2.00 P. M.
	5.00 P. M. to 12.00 Midnight, Daily except Saturday Sunday, Monday and May 30, July 4.
	12.01 A. M. to 1.00 A. M., Saturday.
	6.00 A. M. to 2.00 P. M.
Farmingdale	5.00 P. M. to 12.00 Midnight, Monday except Sept. 1.
	6.00 A. M. to 10.00 P. M., Daily except Saturday, Sunday and May 30, July 4, Sept. 1.

Block-Limit stations controlled as follows:

Block-Limit Stations	Controlled by
HW	JG
NG	JG

Controlled by	Block-Limit Station
AB	BO
DL	CO
DL	X

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Belvidere	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		BELVIDERE	0.0			
				G	0.7			30
								75
			X	ROXBURG	3.5			
				CR	6.4			90
			X	MARTINS CREEK	7.0			
			X	DY	10.4			
			X	HUDSON YARD	11.9			
			X	PG	13.9			
			X	PHILLIPSBURG	13.9	66		
			X	KENT	15.6			
				LEAD SWITCH, KENT	16.9			
				CARPENTERVILLE	19.2			
			X	RIEGELSVILLE	22.7			18
			X	HD	25.4			160
			X	MILFORD	29.4			
X	B	B-O	X	MD	29.7			49
				FRENCHTOWN	32.9			175
			X	BYRAM	40.7			
			X	RK	41.4			
				RAVEN ROCK	41.8			
				STOCKTON	45.1			
		B		LAMBERTVILLE	48.5			58
			X	MOORE	52.4			128
				TITUSVILLE	54.2			
			X	WASHINGTON CROSSING	55.3			
			X	GW	55.3			
			X	WB	58.5			130
X	X	X-O		WARREN STREET (Trenton)	63.0			
				MG	63.2			
				COALPORT	63.5			
				TRENTON	64.6			

Block Stations in service part-time as follows:

Station	Hours in Service	
Frenchtown	5.00 A. M. to 9.00 P. M. Daily except Sunday and May 30, July 4, Sept. 1.	Sundays, May 30, July 4, September 1; also Monday through Saturday between 9:00 P. M. and 5:00 A. M. Home signals will convey no Manual Block Indication. They will govern northward movement through interlocking and over hand-operated switches between Northward Home signal and fixed signal B-326 and southward movement through interlocking and over hand-operated switches between Southward Home signal and Mile Post 38.
Lambertville	5.00 A. M. to 9.00 P. M. Daily except Saturday, Sunday and May 30, July 4, Sept. 1.	

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
CR	G
DY	G
PG	G
Kent	G
HD	Frenchtown MG when Frenchtown is not in service
MD	Frenchtown MG when Frenchtown is not in service
RK	Frenchtown MG when Frenchtown is not in service
Moore	MG
GW	MG
WB	MG

HAROLD-Q-F-R SECONDARY TRACKS

Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from A
X	X		HAROLD (L. I. R. R.)	0.6
X	X		Q	0.8
X	X		R (via loop)	0.0
X	X		Q (via loop and SS Yard)	1.3
X	X		F (via loop, SS Yard and Sub. Tracks)	1.9
X	X			2.1

The direction from Harold to Q is westward.

The direction from F to R (via loop) is eastward.

The direction from R to F (via SS yd. and Sub. Tracks) is westward.

ing and over hand-operated switches between Southward Home signal and Mile Post 38.

5:00 A.M. to 9:00 P.M.
Daily except Sunday,
Sunday and May 30,
July 4, Sept. 1.

SPECIAL INSTRUCTIONS

GENERAL RULES

Uniforms

100J-1A. Designated uniformed employees must wear the standard uniform November 1st to April 30th, both inclusive.

The uniform designated for summer use only, or standard mohair coats, may be worn May 1st to October 31st, both inclusive.

Passenger trainmen in Suburban Commuter Service may perform their duties without uniform coats and vests during the period May 15th to September 15th, both dates inclusive. They must wear a clean plain white broadcloth shirt with long sleeves, a black four-in-hand tie and a black belt. Paraphernalia must be carried in such a manner as to assure a neat appearance at all times.

This will not apply to train personnel in through passenger service. Coats must be buttoned except when trainmen are actually engaged in lifting transportation.

Tunnel Alarm System

100L-1A. Tunnel alarm system consists of alarm boxes, indicated by blue light, located not more than 800 feet apart on opposite bench walls to signals which govern movements with current of traffic, and are connected to indicators in offices of Power Director as well as Sub-Stations and Interlocking Stations controlling operation of trains in respective tunnels, where each series of alarm boxes is located.

Each box is numbered and contains two levers, one BLUE and one RED. Blue lever is marked POWER and when pulled trips circuit breakers controlling Third Rail Section adjacent to box, thus cutting off power, and at same time sending in two alarms to connected indicators. Red lever is marked FIRE and when pulled performs same function as power lever, but sends in two additional alarms.

Appliances belonging to this system must not be tampered with, and must be used only in an emergency which makes it necessary for preservation of life or property to remove energy from Third Rail.

Person who pulls lever must at once telephone circumstances to Train Director, at A.

Employees charged with movement of trains, maintenance of or repair to track or signals, or engaged in any kind of work in tunnels, must familiarize themselves with location and use of tunnel alarm boxes.

When Power Director, New York, receives indication from box of tunnel alarm system, he must notify Train Director, at A, who will arrange for holding all trains out of tunnel involved.

100L-1B. Tunnel alarm bells, located at various automatic signals which govern movement with current of traffic in East River Tunnels, are so connected that when power leaves Third Rail of section in advance of signal, signal will display its most restrictive indication and alarm bell will ring until power is restored. Train must not pass signal while alarm bell is ringing without authority from Train Director, at A.

Tunnel Flood Gates

100L-1C. Gates have been installed at the Tenth Avenue Portals of the North River Tunnels and at the Sixth Avenue Portals of the East River Tunnels. These gates can be closed to confine water to each individual tunnel in case of breakage or damage to the tunnel.

The Train Director at A must be notified immediately of any damage or water in tunnels that would interfere with the safe passage of trains, and will arrange for the closing of gate or gates when necessary.

Fire in Tunnels

100L-1D. In event of fire or serious flashing on trains in East or North River Tunnels every effort must be made to get train out

of tunnel as quickly as possible. Engineman must be notified at once but train must not be stopped unless there is reason to believe that derailment or personal injury may otherwise result.

Trainmen must close all doors, windows and ventilators as quickly as possible.

If fire should occur in interior of any car or threaten to communicate to it, passengers must be removed from this car to an adjacent car as quickly as possible but no more doors must be opened than necessary to make expeditious transfer.

After this is done, fire extinguishers may be used to put out fire; but employees are cautioned to use only sufficient liquid necessary to extinguish fire, to reduce to greatest possible extent fumes given off when this liquid comes in contact with fire, thus insuring least amount of inconvenience and discomfort to passengers.

In event of electrical trouble, Engineman must be at once advised and his instructions carried out.

In case Engineman discovers fire of any magnitude on roadway in East or North River Tunnels, he must attempt to stop train within reasonable distance before reaching fire in order that smoke or fumes may not reach train. If it is found to be impossible to stop train before reaching fire, train should proceed until it has passed beyond fire, provided that condition of track is such that it is safe to proceed. Should train be stopped by an emergency application close to or over fire, train must be started as quickly as possible and moved to a safe distance beyond fire.

Tunnel Emergency Exits

100L-1E. Emergency exits are provided in East and North River Tunnels at following locations:

North River Tunnels			
Track	Type	Location	Side with Current of Traffic
1	Stairs	Weehawken Shaft	North Bench Wall (Left Side)
1	Stairs	11th Avenue Shaft	Bench Walls, Both Sides
1	Ladder	10th Avenue Portal	South Side of Gate (Right Side)
2	Ladder	10th Avenue Portal	North Side of Gate (Right Side)
2	Stairs	11th Avenue Shaft	Bench Walls, Both Sides
2	Stairs	Weehawken Shaft	South Bench Wall (Left Side)
East River Tunnels			
1	Stairs	1st Avenue Shaft	South Bench Wall (Right Side)
1	Stairs	Long Island City Shaft	South Bench Wall (Right Side)
1	Stairs	Long Island City Portal	South Bench Wall (Right Side)
2	Stairs	Long Island City Portal	Both Bench Walls
2	Stairs	Long Island City Shaft	Both Bench Walls
2	Stairs	1st Avenue Shaft	Both Bench Walls
3	Stairs	Long Island City Shaft	South Bench Wall (Right Side)
3	Stairs	Long Island City Portal	South Bench Wall (Right Side)
3	Stairs	Long Island City Portal	North Bench Wall (Left Side)
4	Stairs	Long Island City Portal	Both Bench Walls
4	Stairs	Long Island City Shaft	Both Bench Walls
4	Stairs	1st Avenue Shaft	Both Bench Walls

In the event of accident or irregularity occurring to tunnel or train which would endanger safety of passengers or train, immediate action must be taken to get passengers to place of safety. If train cannot be moved, passengers should be escorted to an exit.

100R-2A. Medical Officers and Surgeons

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Sunnyside.....	H. Kass, Building No. 6.....	PEnna 6-6000, Extension 3062.
Long Island City	Wm. J. Lavelle, 30-52 Crescent St.....	STillwell 4-0666 or ASToria 8-0426
New York.....	R. S. Ayerle, Pennsylvania Station..	PEnna. 6-6000. UPTown 2451.
	F. Liebolt, 525 E. 68th St.....	TRafalgar 9-9000.
	John T. Lambert, 768 Park Ave.....	TRafalgar 9-7953.
	Harold A. Zintel, St. Lukes Hospital....	UNiversity 5-3000.
	Hugh F. Fitzpatrick, St. Lukes Hospital....	UNiversity 5-3000.
	Preston A. Wade, 898 Madison Ave.....	REgent 4-1037.
	Donald A. Covalt, University Hospital...	GRamercy 7-2000.
	Harold B. Keyes, 145 E. 54th St.....	PLaza 3-0317.
	Geo. J. Brick, 43 Cottage St.....	JOurnal Sq. 2-4138.
	R. G. Rhoner, Christ Hospital.....	OLdfield 3-1220
Jersey City.....	Charles E. Woltmann, 805 Garden St.....	HOboken 3-6532.
Hoboken.....	Henry Reich, 89 Lincoln Park.....	MArket 3-3568.
Newark.....	Myron S. Denholtz, 12 Porter Place.....	WAverly 3-1737.
	R. G. Rohoner, St. James Hospital...	MArket 2-6437.
Elizabeth.....	H. Irving Dunn, 610 Salem Ave., Elizabeth.	ELizabeth 2-5406.
	Edward J. Gonczy, 900 Westminster Ave., Hillside	ELizabeth 3-2193.
Rahway.....	Wm. M. Golden, 236 W. Milton Ave...	RAhwav 7-1754.
Perth Amboy....	William Pollen, 535 New Brunswick Ave.	VALley 6-9150.
Ocean Grove....	Theo. Schlossbach, 94 S. Main St.....	PRospect 5-7657.
Spring Lake.....	Wm. J. D'Elia, 57 Pitney Road.....	GIBson 9-5881.
Metuchen.....	J. D. Witmer, 456 Middlesex Ave...	LIberty 9-1573.
New Brunswick..	Wm. George Kuhn, 251 Powers St.....	CHarter 9-1300-01.
	David D. Feinberg, Trenton Pass. Sta....	EXport 2-4161, Extension 63.
Trenton.....	C. W. Carroll, 125 Center Street....	EXport 2-5444.
	R. B. Ernest, 240 W. State St.....	EXport 3-4009.
Morrisville.....	V. B. Ellin, 100 Union Street.....	MOrrisville 7682.
Levittown- Tullytown....	Frederick E. Stiepan, 44 Sweetbriar Lane...	WIndSOR 6-1333.
Bristol.....	Thomas F. Fannin, 725 Radcliffe St.....	BRistol 8-3837.
Jamesburg.....	J. W. McKinstry, Railroad Ave.....	JAmesburg 141 or 161.
Lambertville....	Lloyd A. Hamilton, 46 York Street.....	LAmbertville 125.
Phillipsburg....	Paul F. Drake, 85 Summit Ave.....	PHillipsburg 5-3101.
Easton.....	Robert S. Stein, 22d and Lehigh Sts.	EAston 2-2681.
Bordentown.....	Robert E. Sievers, 15 Walnut St.....	BOrdentown 14.

100R-3A. Locations of Hospitals.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Long Island City	St. Johns— 12th St. & Jackson Ave.	STillwell 4-8800.
New York.....	Beekman Downtown Hospital— 170 William Street..	BEekman 3-5300.
	New York Hospital— 525 E. 68th Street....	TRafalgar 9-9000.
	French— 324 West 30th St.....	LAckawanna 4-3060.
	St. Lukes— 113th St. and Morningside Dr....	UNiversity 5-3000.
	University— 20th St. and 2nd Ave.	GRamerey 7-2000.
Jersey City.....	City—Baldwin Ave.....	HEnderson 3-7000.
	St. Francis— East Hamilton Place..	JOurnal Sq. 2-1050.
	Christ Hospital— 176 Palisade Ave.	OLdfield 3-1220
Newark.....	Beth-Israel— 201 Lyons Ave.....	WAverly 3-6000.
	St. James— 142 Jefferson Ave.....	MArket 2-6437.
Elizabeth.....	Elizabeth General— 925 East Jersey St....	ELizabeth 2-3400.
Rahway.....	Rahway—Jefferson Ave.	FULTon 1-4200.
Perth Amboy....	Perth Amboy General— 530 New Brunswick Ave.	HILLerest 2-3700.
South Amboy....	South Amboy— Bordentown Ave.....	SO. Amboy 1-1000.
New Brunswick..	Middlesex General— Somerset St.....	KILmer 5-8200.
	St. Peters—Easton Ave.	CHarter 7-1212.
Trenton.....	St. Francis— Hamilton Ave. and Chambers St.....	EXport 6-7676.
	Mercer— 446 Bellevue Ave.....	EXport 6-8241.
	Orthopaedic— 177 Brunswick Ave...	EXport 2-4197.
Bristol.....	Lower Bucks County— Bath Rd., Bristol Township...	STillwell 8-7801.
Phillipsburg.....	Warren— Wilbur Ave.....	PHillipsburg 5-1131.
	Easton— 20th and Lehigh Sts. (Easton, Pa.).....	EAston 6221.

100R-4A. First-Aid Boxes and Stretchers

First-Aid Boxes, location of:

Passenger, baggage, mail and cabin cars.
 Passenger and freight stations.
 Yard offices and car inspectors offices.
 Suitable places in larger yards.
 Engine-houses and M of E shops.
 Power plants and substations.
 Block and interlocking stations.
 Tool houses and camp cars.
 Wreck trains, wire trains, wreck trucks, wire trucks and track cars.
 Where prescribed by State Law.

Stretchers, location of:

Baggage and combined cars.
 All passenger trains except MU trains.
 Passenger stations and block stations in electrified territory.
 Engine-houses and M of E shops.
 Yard offices.
 Wreck trains, wire trains and wire trucks.

OPERATING RULES

STANDARD TIME

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

TIME-TABLES

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**—Regular stop to receive or discharge passengers to or from south of Washington.
- R**—Regular stop Sunday and May 30, July 4, Sept. 1.
- T**—Regular stop to receive or discharge passengers to or from south or west of Philadelphia.
- U**—Regular stop to receive or discharge passengers to or from west of Pittsburgh.
- W**—Regular stop to receive passengers for Paoli, Lancaster, Pittsburgh and beyond.
- Z**—Regular stop to change engines.
- CC**—Regular stop to receive passengers for Lancaster and beyond.
- MU**—Multiple Unit operation.
- ✱—Train may leave at scheduled arriving time when station work is completed.

1004-C1. Time Table of Long Island Railroad is authority for movement of their regular trains, subject to rules of Pennsylvania Railroad and Special Instructions of New York Region, between New York and Harold.

1004-C2. Time Table of New York, New Haven & Hartford Railroad is authority for movement of their regular trains, subject to rules of Pennsylvania Railroad and Special Instructions of New York Region, between New York and Harold.

1007-A1. Head Trainman (Train Baggage man where no Head Trainman is assigned, or Conductor when train crew consists of less than three (3) men, and Conductors of H. & M. R. R. Trains) must place a red flag and red light in head car of MU trains, also trains hauled by railmotor cars or other self-propelled cars of similar type, for use as prescribed by Rule 7.

ENGINE WHISTLE SIGNALS

1014(r)-A1. Rule 14(r) will apply:

When stops are to be made for change of engines, water, or other attention to mechanical defects. Operator will notify train dispatcher promptly.

1014(dc)-A2. Rule 14(dc) will apply:

Track	Between	And
No. 0.....	Edison.....	Lincoln
No. 2.....	Hunter.....	Hudson
No. 3.....	C.....	Harold
A.....	Union.....	Elmora

1014(ec)-A3. Rule 14(ec) will apply:

Track	Between	And
No. 2.....	Harold.....	JO
No. 3.....	Hudson.....	Hunter
B.....	Elmora.....	Union

1014(l)-A4. Engine whistle on Hudson Tube trains must be sounded at R signs.

1014(l)-A5. Portable whistle post (yellow disc with black letter W) will be placed to the right side of the track approximately 1250 feet in advance of the point where trackmen are working in the territory shown: Rules 14(l) and 14(q) will apply when portable whistle post is displayed.

Trenton Branch
Running tracks between
Millham and Coalport
Jamesburg Branch
Amboy Branch
Passaic and Harsimus Branch
Greenville Branch
Belvidere Delaware Branch

Running Track
Coalport-Hamilton Ave
Arsenal Track
Bordentown Branch
Enterprise Track
Flemington Track
Millstone Track
Rocky Hill Track
Freehold Branch

COMMUNICATING SIGNALS

1016(a)-A1. On Hudson Tube trains, when LIGHT communicating signal system fails, BELL communicating signal system must be used. When train does not start within a reasonable time after doors have been closed, signal of two bells originated by Rear Brakeman must be transmitted ahead in proper succession to Conductor, who must personally inform Engineman to accept BELL instead of LIGHT communicating signals.

TRAIN SIGNALS

1019-A. Night signals will be displayed on rear of trains while passing through tunnels.

1019-A1. Night signals must be displayed by day as well as by night in New York Pennsylvania Station area.

1019-A2. Trains of foreign railroads may display train signals as required by the operating rules of their respective railroads when on this Region.

USE OF SIGNALS

1030-A1. In the application of Rule 30, engines not equipped with engine bell will sound engine whistle as provided in Rule 14(p) when passing a train standing on an adjacent track.
 Ringing of engine bell may be omitted when running through tunnels.

Fuses and Torpedoes

1035-B1. On account of fire hazard lighted fusees must not be displayed on bridges and trestles, or between east portals of East River tunnels and west portals of North River tunnels unless necessary to prevent an accident.

1035-B2. Torpedoes must not be used between east portals of East River Tunnels and west portals of North River Tunnels or on movable bridges.

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

	Fuses	Torpedoes
Passenger Service.....	10	20
Freight Service.....	12	12
Engines in Road Service...	3	6
Engines in Switching Service	3	4
Hudson Tube Trains.....	4	10
Track Cars.....	3	4

NOTE—Additional fusees and torpedoes must be carried when necessitated by weather conditions. In event that the supply becomes depleted during a trip, proper advance information must be given in order that the supply may be replenished at convenient points.

SUPERIORITY OF TRAINS

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

1072-A2. A delayed regular train is superior by direction to an opposing regular train that is to be run by the same engine crew and train crew.

GENERAL ORDERS

Bulletin Boards, Employees' Registers, Standard Clocks.

1075-A1. Location of Bulletin Boards on this Region and other railroads where General Orders of this Region will be posted and delivered, locations of Employees' Registers and Standard Clocks on this Region, also locations on this Region where General Orders of other Regions will be posted and delivered:

Bulletin Board	Employee Register	Standard Clock	Location	Other Regions or Railroads
X	X	X	Sunnyside—Crew Dispatcher's Office	N.Y. & L.B.R.R. P.R.S.L. (Atlantic District). Philadelphia. Chesapeake. Washington Terminal.
X	X	X	New York—Crew Dispatcher's Office	L.V.R.R. N.Y.N.H.&H.R.R. L.I.R.R. N.Y. & L.B.R.R. P.R.S.L. (Atlantic District). Philadelphia. Chesapeake. Washington Terminal.
X	X	X	New York—37th St. Freight Station	
X	X	X	New York—Yard Master's Office—7th Avenue	
X	X	X	New York—Yard Master's Office—No. 1 Track	
X	X	X	Jersey City—Jacy Block and Interlocking Station	
X	X	X	Jersey City—Henderson St. Yard Office	N.Y. & L.B.R.R. P.R.S.L. (Atlantic District). Philadelphia. Chesapeake. Washington Terminal.
X	X	X	Jersey City—Green St. Yard Office	
X	X	X	Newark — Crew Dispatcher's Office	
X	X	X	Meadows—No. 1 Yard Office..	N.Y. & L.B.R.R. P.R.S.L. (Atlantic District). Philadelphia. Chesapeake. Washington Terminal. L.V.R.R. (Nat'l Dock R.R.) New York Central R.R. (River Div.)
X	X	X	Meadows—Produce Yard Office	New York Central R.R. (River Div.)
X	X	X	Meadows—Hump Class Office	L.V.R.R. (Nat'l Dock)
X	X	X	Newark—Clinton Ave. Yard Office	
X	X	X	Waverly—Yard Office—WA-4..	N.Y. & L.B.R.R.
X	X	X	Waverly—WA-5.....	

Bulletin Board	Employee's Register	Standard Clock	Location	Other Regions or Railroads
X	X	X	Greenville—Yard Master's Office	N.Y. & L.B.R.R. P.R.S.L. (Atlantic District). Philadelphia. Chesapeake. Washington Terminal.
X	X	X	Greenville—Westbound Hump Yard Office	
X	X	X	Linden—Stiles St. Yard Office	
X	X	X	South Amboy—Yard Office	N.Y. & L.B.R.R. P.R.S.L. (Atlantic District). Philadelphia. Chesapeake.
X	X	X	Metuchen—Yard Office, Ford Yard	
X	X	X	County—Yard Office	N.Y. & L.B.R.R.
X	X		Princeton—Conductor's Room	
X	X	X	Trenton—Yard Office, East End Barracks Yard	N.Y. & L.B.R.R. P.R.S.L. (Atlantic District). Philadelphia. Chesapeake. Washington Terminal.
X	X	X	Trenton—Switchman's Office, West End Barracks Yard	
X	X	X	Trenton—Yard Master's Office, Coalport	N.Y. & L.B.R.R. P.R.S.L. (Atlantic District). Philadelphia. Chesapeake. Washington Terminal.
X	X	X	Trenton—Crew Dispatcher's Office, Passenger Station	
X	X	X	Morrisville—Hump Office	N.Y. & L.B.R.R. P.R.S.L. (Atlantic District). Philadelphia. Chesapeake. Washington Terminal.
X	X	X	Morrisville—Yard Office, East end "A" Yard	
X	X	X	Morrisville—Engine House	
X	X	X	Phillipsburg—Yard Office	Philadelphia. Chesapeake.
X			HUDSON & MANHATTAN R. R. Hudson Terminal—No. 4 platform	New York.
X			WASHINGTON TERMINAL R. R. P.R.R. Crew Dispatchers Office, Second Floor, Sta. Bldg. Enginehouse	New York.
X				

Bulletin Board	Employee's Register	Standard Clock	Location	Other Regions or Railroads
X	X		NEW YORK & LONG BRANCH R. R. Red Bank—Interlocking Station Bay Head Jet.—Yard Office	New York.
X			PENNSYLVANIA-READING SEASHORE LINES Atlantic City—Station Master's Office Enginehouse Foreman's Office	New York.
X			NEW YORK, NEW HAVEN & HARTFORD R. R. Grand Central Terminal—Assistant Superintendent's Office and Motor Shop Oak Point, New York—Motor Shop Stamford, Conn.—Enginehouse Hartford, Conn.—Conductor's Room New Haven, Conn.—Crew Dispatcher's Office and Motor Shop Yard Springfield, Mass.—Conductor's Room Boston, Mass.—Conductor's Room Maybrook, N. Y.—BK Office Maybrook, N. Y.—Enginehouse Foreman's Office	New York.
X			LEHIGH VALLEY R. R. Jersey City, N. J.—Main Office Oak Island, N. J.—Enginehouse Easton, Pa.—Passenger Station South Easton, Pa.—Enginehouse Lehigh, Pa. Passenger Sta. and Crew Dispatcher's Office Wilkes-Barre, Pa.—Passenger Sta. and Yard Office Coxtown, Pa.—Gen'l Yard Office Sayre, Pa.—Passenger Sta. Buffalo, N. Y.—Train Dispatcher's Office Suspension Bridge, N. Y.—Yard Office	New York.
X			NEW YORK CENTRAL R. R. (RIVER DIV.) Weehawken—General Yard Master's Office	New York.
X			CENTRAL RAILROAD OF N. J. Enginehouse Foreman's Office —Phillipsburg PU Tower—Phillipsburg Enginehouse Foreman's Office —Bethlehem Terminal Train Master's Office —Allentown	New York.

NOTE.—X indicates in service.

Standard Clocks**1075-A3. Standard Clocks At Other Points:****Block Stations.****Interlocking Stations.****New York—Train Dispatcher's Office.****Newark —Station Master's Office.****General Order Zones****1075-A4. General order zones of this region are as follows:**

Zone	Main Line	Branches
A	Between: Harold and A inclusive	
B	Between: A exclusive and Lane inclusive	Jersey City Passaic and Harsimus Greenville
C	Between: Lane exclusive and Region Post (Phila. Region)	Perth Amboy and Woodbridge Princeton Trenton
D		Jamesburg Freehold
E		Amboy Bordentown
F		Belvidere-Delaware

Note: Each Zone also includes connecting secondary tracks and yards in its respective territory.

Qualifications of Conductor or Engineman

1075-A5a. An engineman who has not made a trip in Road Service, as such, within a period of six (6) months over the portion of railroad on which he is expected 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-A5b. 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 employee so reporting to ascertain the employee'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 employee and the examiner and will be forwarded to the Superintendent Transportation.

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

1075-A6. Passenger crews, unless otherwise instructed, must report ready for duty not later than the number of minutes prior to scheduled leaving time of assigned train as shown at following points:

LOCATION	SERVICE	Note	Number of minutes required to report prior to leaving time			
			Passenger Engine Crews		Passenger Trainmen	
Sunnyside Yard...	Trains from Sunnyside Yard.	1	...	105	...	...
Sunnyside Yard...	Trains from P. X. T.	1	...	105	...	30
Sunnyside Yard...	Trains from New York	1	...	105	...	...
Sunnyside Yard...	Trains from Jersey City	3	...	105	...	...
New York					20	30
New York	L. I. R. R. (MU)				15	20
New York	L. I. R. R. (other than MU)			90		20
New York	N. Y., N. H. & H. R. R.	2		40		10
Jersey City				30	20	20
Meadows	Trains from Jersey City	3	90	90		
Meadows	Trains from Hudson	4	75	75		
Newark	H. & M. R. R.				10	10
Rahway						10
County					25	25
Princeton					40	40
Trenton			90	45		15
Trenton	Equipment from West Bar-racks			75	40	40
Trenton	Equipment from East Bar-racks			75	45	45
Trenton	Equipment from Station Yards			60	40	25
South Amboy			50	45	30	25
South Amboy	Trains from Union	5	90			
Long Branch			45			20
Bay Head Junction			50			25
Phillipsburg			60			60

NOTE:

1. Prior to scheduled leaving time of train from New York.
2. Prior to scheduled arriving time of train at New York for Trainmen.
3. Prior to scheduled leaving time of train from Jersey City.
4. Prior to scheduled leaving time of train from Hudson.
5. Prior to scheduled leaving time of train from Union.

1075-A7. Passenger Trainmen deadheading must sign crew register not less than 10 minutes prior to leaving time of train on which deadheading.

1075-A8. Passenger Trainmen terminating duty at Sunnyside Yard, New York and Jersey City must personally sign crew register.

1075-A9. Referring to ninth paragraph of Rule 75, employees assigned to yard or terminal service will not be required to carry their time-tables with them while in such service provided that they have them on their person when reporting for duty, so they can be posted, and keep them within easy access.

OBSERVATION OF TRAINS FOR DEFECTS**Dragging Equipment Detector.**

1076-A1. When device is actuated for eastward movements at the following locations:

HUNTER	{ Track No. 1—1200 feet west of Signal 122. Tracks Nos. 2 and 3 at Westward Home Signal Bridge, Lane.
MILLHAM	{ Tracks Nos. 1, 2 and 3—1500 feet west of Signal 558.

Cab signals will indicate Restricting and most favorable indication on fixed signals between location of device and interlocking (including interlocking home signal) will be Approach.

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

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

Emergency Car Replacers

1076-B1. Car replacers for emergency use are located at all interlockings between R and Hudson inclusive, each set bearing a mark indicating where it belongs.

They may be taken by Trainmen on permission of Operator, or forwarded by direction of Superintendent Transportation to any point where required; but must be immediately returned to point where they belong. Operator must report to Superintendent Transportation when car replacers are not promptly returned.

Overheated Wheels—Cars

1076-C1. When wheels are overheated due to brakes sticking and after releasing and cutting brake out on car in question, a thorough examination must be made of overheated wheels and where cracks are found as given herein, car must be set out of train:

1. Transverse cracks (cracks at right angle to plane of wheel) in tread of wheel which are over $2\frac{3}{4}$ inches in length, or extend into throat of flange, or extend across top of flange.
2. Wheels with crack in plate, circular crack between hub and rim of wheel.
3. Wheels cracked radially through plate from wheel fit towards rim.

Emergency Materials for Hot Journals

1077-A1. Jacks and materials for use in case of hot journals are located at:

- *Waverly.....Car Inspector's Building.
- *Rahway.....Under west end of Westward Platform.
- *Perth Amboy Junction..Yard Clerk's Office.
- *Metuchen.....Lincoln Interlocking Station.
- *County.....Car Inspector's Building.
- *Monmouth Junction....East end of Passenger Station.
- Trenton.....Station Platforms.
- *Bristol.....South side of No. 1 track about opposite Scale House.

* Indicates car inspectors are not always at these points to take care of hot boxes.

When cars develop hot bearings, or similar conditions, likely to result in fire, making it necessary to set cars off on road or in yards, train crews must take necessary precautions to prevent fire. At outlying points where there are no inspectors, waste must be taken out of journal box and thoroughly drenched with water to prevent possibility of blazing after car is cut off and left.

MOVEMENT OF TRACK CARS

1080-A1. Track cars are prohibited on main tracks between Harold and Holmes, Jacy and Hudson, Union and WC, except when authorized by train order.

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 Fair, a proceed signal displayed for westward trains to Bordentown Branch on Block Signal 2400 feet west of Fair 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.

Train Ready Indicators—New York.

1084-A1. Passenger conductor will notify controlling interlocking station one minute before train is ready to leave by placing P. R. R. switch key in mechanism case located on platform column adjacent to track, bearing same number as track, and turning key in proper direction for the train.

The interlocking station must acknowledge by lighting indicator light near top of mechanism case, after which conductor may remove key and restore system to normal by pressing button near bottom of mechanism case. If prompt acknowledgement is not received, conductor must notify the interlocking station that his train is ready.

Conductor must know that the loading gate is closed and that all passengers admitted through the loading gate have boarded train, and will, at proper time, give communicating signal to proceed.

Yard Limits

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

Branch	Between	And
Princeton	Nassau	2195 feet north of Princeton Jct.
Princeton	Princeton	5459 feet south of Princeton
Borden-town	Fair	2500 feet west of Lalor St. Trenton
Borden-town	BO	1300 feet east of BO
Amboy	End of two main tracks OB	3775 feet west of OB
Amboy	7150 feet east of JG	5300 feet west of JG
Amboy	8510 feet east of K	1175 feet west of K
Amboy	21400 feet east of BO	End of two main tracks BO
Freehold	Sea Girt	2982 feet west of Manasquan
Freehold	1550 feet east of Freehold	5800 feet west of Freehold
Freehold	8175 feet east of JG	JG
Belvidere-Delaware	G	4114 feet south of G
Belvidere-Delaware	13610 feet north of Phillipsburg	1800 feet north of Carpenterville
Belvidere-Delaware	4785 feet north of Frenchtown	1240 feet south of Frenchtown
Belvidere-Delaware	9740 feet north of Lambertville	4160 feet south of Lambertville
Belvidere-Delaware	13620 feet north of Warren St.	MG

Authority to proceed as an extra.

1097-A1. Referring to 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 except:

At New York or Newark by the Station Master or his representative.

Non-Interlocked Railroad Crossings at Grade

1098-A1. Movements of trains or engines on tracks of this Region 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		
Perth Amboy: Crossing with L. V. R. R.	Semaphore	Stop	Operate push button to obtain Aspect Figure C, Rule 290.	1
Newark: Crossing with L. V. R. R. Interchange Track.	None	None	Operate derails by means of two-lever machine located between P.R.R. and L.V.R.R. tracks, east of Frelinghuysen Ave.	2
Morrisville—M B Reading Co. Crossing with lead from No. 1 Track to Coal Storage Yard.	None	None	It must be known the crossing is clear before using.	
Phillipsburg: Freight House tracks, Crossing with lead to L. & H.R. R. Bridge.	None	None	It must be known the crossing is clear before using.	

Note 1.—Home signals governing movements on L. V. R. R. tracks normally displayed for movements over crossing. Home signals governing movements on P. R. R. track normally display STOP.

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

P. R. R. trains must stop at home signal. Trainman must go to crossing and after assuring himself that no L. V. R. R. train is on or approaching crossing on any L. V. R. R. track, will operate push button. After an interval of approximately two minutes P. R. R. home signal governing movement desired will display aspect Figure C, Rule 290. Train may then proceed over crossing beyond opposing signal.

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

Note 2.—Instructions for operating levers are posted at machine.

1098-A2. Martins Creek Yard—All trains and yard engines must move in vicinity of junction with L. & N. E. R. R. and D. L. & W. R. R. prepared to stop unless track is seen or known to be clear.

Attention is called to Special Instruction of current time table of L. & N. E. R. R. reading "Within yard limits the main track may be used, protecting against first-class and second-class trains. Third-class, extra trains and yard engines must move within yard limits prepared to stop unless the track is seen or known to be clear." Also D. L. & W. R. R. General Instruction of current time table reading—"The movement in either direction of trains or engines between division post at end of Martins Creek Branch and the east end of the Delaware River bridge must be under protection of flagman against opposing trains or engines."

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:

Belvidere-Delaware Branch: *WB—{Wilburtha Road
Upper Ferry Road

*NOTE—At these locations an apparatus is provided for the manual operation of these signals for protecting highway traffic against movements on other than main tracks. Before such movement fouls crossing, a trainman must be stationed at the apparatus to operate the highway crossing signals should they fail to operate automatically.

When necessary to operate the signals manually, they must be kept in operation until the entire movement clears the crossing. When movement is completed, OPERATING BUTTON box must be locked.

Trenton-South Broad Street

Manually operated flashing light highway crossing signals for protection of southward highway traffic over Lead track and Connecting track are controlled from push buttons located in control box painted aluminum and mounted on post on east side of South Broad Street, 10 feet south of Lead track and 10 feet south of Connecting track.

Before any movement is permitted to obstruct highway traffic on either the Lead track or the Connecting track, the highway crossing signals must be caused to operate by pushing button marked START, in either control box, to protect southward highway traffic. A member of the train crew must station himself on the crossing in such manner as to insure full protection to northward highway traffic until the movement is completed and the crossing entirely clear of rolling stock.

After movement is completed and the crossing clear for use of highway traffic, the operation of the highway signals must be stopped by pushing button marked STOP in either control box.

The highway crossing signals must not be operated unnecessarily.

Trenton—

Hamilton Ave., South Broad Street, Cass Street and Lalor Street:

Trains or engines operating on the industrial track must stop at a point between limits of starting circuits (indicated by yellow stripe 10 inches wide painted outside of both rails) at each crossing and must not proceed over the crossing until it is determined that the automatic gates are in the down position.

Drill operations on the industrial track must remain clear of starting circuit when possible to avoid unnecessary operation of the automatic crossing protection.

Grundy—M. M. and M. Co. Track

Auto-manual highway crossing flashing light signals at the grade crossing of Beaver Dam Road and industrial siding leading to and serving the Minnesota Mining and Manufacturing Co., located 3600 feet north of Main Line tracks, in service.

Trains or engines must stop clear of the highway and must not proceed until it is determined that the flashing light signals are operating, and a member of the train crew has ascertained that the highway is clear.

To insure operation of the crossing signals a member of the train crew must push button marked START before movement over the crossing is made, and then push button marked STOP after movement over the crossing is completed.

START and STOP buttons are located in control boxes on each side of crossing.

Control boxes must be locked after using.

Interrupting Operation of Automatic Highway Crossing Protection Manually

1103-A5. 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
Jamesburg Branch: Dayton	New Brunswick Turnpike	Auto. Gates	1	—	South Side
Belvidere Branch: Wilburtha	Upper Ferry Rd.	Flashing Lights	1	1	West Side
	Wilburtha Rd.	Flashing Lights	1	1	West Side

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
Freehold Branch	Main Street Broad Street	Manasquan	11.00 P.M. and 6.00 A.M., 10.00 A.M. and 1.45 P.M., 5.45 P.M. and 11.00 P.M. Monday through Friday. Continuously on Saturdays, Sundays and May 30, July 4, Sept. 1.
Freehold Branch	Bowne Ave. Monmouth Ave. Broad St. Hudson St.	Freehold	11.00 P.M. and 6.00 A.M., 10.00 A.M. and 1.15 P.M., 5.15 P.M. and 11.00 P.M. Monday through Friday. Continuously on Saturdays, Sundays and May 30, July 4, Sept. 1.
Freehold Branch	Gatzmer Ave. Church St.	Jamesburg	11.00 P.M. and 6.00 A.M., 10.00 A.M. and 1.00 P.M., 5.00 P.M. and 11.00 P.M. Monday through Friday. Continuously on Saturdays, Sundays and May 30, July 4, Sept. 1.

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
Track leading to Washington Yard.	Washington Street.....	Jersey City.
(*) Track to Public Service Electric & Gas Company's plant.	Fourth Street.....	Harrison.
Hudson—River St.....	First St., Second St. and First and Essex Streets.	Harrison.
Hudson—River St.....	Center and River Streets.....	Newark.
Hunter—18th Ave.....	Street crossings not protected by Crossing Watchman.	Newark.
Industrial Spur Track...	Lower Road to Rahway.....	Linden.
Fertil-Soll Co. Track...	New Brunswick Ave.....	Rahway.
Industrial Siding.....	Greene St., Pollion St., Main Street, Factory Lane (Berry's Crossing).	Woodbridge.
Hampton Cutter.....	Amboy Avenue.....	Genasco.
WC—Perth Amboy.....	Hall Ave., Washington St., William St., Broad St. and Easton Avenue.	Perth Amboy.
Arsenal.....	Vineyard Road.....	Edison Township.
Arsenal.....	N. J. Route No. 1.....	Edison Township.
Millstone.....	Jersey Ave., 1840 feet west of County.	New Brunswick.
Millstone.....	N. J. Route No. 27.....	Voorhees.
Millstone.....	Millstone-New Brunswick Turnpike.	Middlebush.
Millstone.....	Millstone-New Brunswick Turnpike.	East Millstone.
Rocky Hill.....	Ridge Road and New Road...	Monmouth Junction.
Rocky Hill.....	U. S. Route No. 1 and Kingston Road.	Kingston.
Conrad Sebolt.....	Franklin-Georgetown Pike....	Rocky Hill.
W. & J. Sloane Co.....	Bear Swamp Road.....	East of Millham.
Fair Ground.....	East State Street.....	East of Millham.
General Electric Co.....	East State Street.....	East of Millham.

TRACK	CROSSING	LOCATION
L. A. Young Spring & Wire Co.	East State Street Extension...	Millham.
Enterprise Track.....	Cherry Tree Lane and Hutchinson Mills, Lawrence Road.	Lawrence Township.
Enterprise Track.....	Connecting Road between Route 26 Extension and New York Ave.	Trenton.
Lead Track.....	South Broad St.....	East of Broad St. (Trenton)
Connecting Track.....	South Broad St.....	East of Broad St. (Trenton)
Old Line Tracks.....	Pennsylvania Ave. and Washington Street.	Morrisville.
Naught Track Warner Company.	Philadelphia and Bristol Turnpike.	Tullytown.
Paterson Parchment Paper Co.	Philadelphia and Bristol Turnpike.	Edgely.
Old Line Tracks.....	All Street Crossings.....	Bristol.
Lambertville-Flemington Quarry.....	Public Road Crossing.....	Lambertville.
Lambertville-Flemington Wye.....	River Road.....	Moore.
Industrial Tracks.....	N. J. Route No. 12.....	Flemington.
Amboy Branch.....	Sherman Street.....	Jamesburg.
Wye.....	New Brunswick Turnpike Friendship Road.....	Dayton.
Farmers' Cooperative Assn., Track.	Edinburg Road.....	Windsor.
Hause Gravel Company Track.	Park Street.....	Bordentown.
	Southard Avenue.....	Farmingdale.
	Giffords Curve Road.....	West of Allenwood.

(*) Track can only be used between the hours 12.01 A.M. and 3.00 A.M.

1103-C2. Harrison—While movements are approaching, moving on or standing on Second and Burlington Streets, a member of the train crew must protect highway traffic.

Between 11.00 P.M. and 7.00 A.M. daily, the crossing at 4th Street, will not be protected by a crossing watchman. When there is no crossing watchman on duty at 4th Street, rail movements over the crossing must be protected by two members of the train crew, one stationed on each side of the crossing with standard flagging equipment during the entire time the crossing is occupied by the train or cars.

1103-C3. Between Hunter and 18th Ave., Newark—Elizabeth Avenue and Peddie Street Crossing—trains must stop clear of crossing.

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

Frelinghuysen Avenue, Newark—Trains or engines must come to a stop before passing over highway crossing and must not proceed until gates are lowered, or when gates are out of order proceed on hand signal from crossing watchman.

1103-C4. Trenton—Trains stopping over highway crossings and obstructing traffic must be cut except where less delay to traffic will result by not cutting trains.

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

Shifting crews must not leave any portion of their train standing so as to obstruct crossings.

Fire gongs located at following crossings—Montgomery Street, Warren Street, Willow Street, Hermitage Avenue and when sounded indicate that fire is in locality where it will be necessary for fire apparatus to cross tracks. Employees must hold trains clear of crossings sufficient time to allow apparatus movement across tracks without delay.

Trains or engines using Columbian Carbon Industrial track must stop before passing over Cass Street grade crossing and the crossing protected in advance of each movement by one member of the crew in day time and two members of the crew at night.

Rail movements, except light engines, using running track between Hamilton Avenue and Coalport, restricted from passing over East State Street crossing, between the hours of 7.15 A.M. and 8.15 A.M., and 3.30 P.M. and 4.30 P.M., daily, except Sunday.

1103-C5. Morrisville—Train and engine movements using Delmorr Avenue industrial track over South Delmorr Avenue, at Clymer Street and on South Delmorr Avenue between Green Street and Vansant Street, shall be preceded by a member of the train crew to protect highway traffic.

1103-C6. Grundy—Each locomotive, car or train passing over Highway Route No. 13 on track leading to and serving M. & M. Co., Inc., located 1500 feet north of main line tracks, must be preceded by a member of the train crew, equipped with a red flag during daylight hours and a red and white light and a lighted fusee during the hours of darkness to protect highway traffic.

1103-C7. Brown—Rail movements using Owens-Illinois Glass Company track are restricted from passing over Bordentown-South Amboy Turnpike highway crossing between the hours of 5.00 A.M. and 8.00 A.M., and 2.00 P.M. and 5.00 P.M. Movements to be made over this highway crossing must stop before passing over it and a member of the crew must flag the crossing to protect highway traffic.

1103-C8. Cars must not be placed on industrial tracks between clearance posts located as follows:—

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

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

1103-C9. Union Square, Phillipsburg—Trains and engines in either direction must approach crossing prepared to stop.

1103-C10. Freehold Branch, Manasquan-Jamesburg—Single unit RC engines, Rail Detector Cars and light engines must approach all highway crossings protected by automatic flasher lights or bell prepared to stop, unless it is known automatic crossing protection is operating.

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

Switch Located at	Connecting	With	Normal Position is for Movements
West end No. 13 Track Hudson Interlocking	No. 13 Track	No. 14 Track	To No. 13 Track
East end No. 13 Track Hudson Interlocking	No. 13 Track	No. 14 Track	To No. 13 Track
East end Modoc Track	Modoc Track	No. 0 Track	Modoc Track
East end No. 5 Track, Millham	Eastward Running Track	No. 5 Track	On No. 5 Track
West leg of Wye, west of Millham	West leg of Wye	Eastward Running Track	West leg of Wye
West leg of Wye, west of Millham	West leg of Wye	No. 5 Track	On No. 5 Track
Millham	No. 5 Track	Industrial Track (former Trenton Eng. House)	No. 5 Track

1104-B1. Switch tenders are stationed at and have charge of main track switches as indicated:

Location	Switches
WA-5	All switches.

1104-B2. Harsimus Cove—Switchtender on duty at Brunswick Street, between 2.59 P.M. and 10.59 P.M. daily.

During the hours there is no Switchtender on duty at Brunswick Street, eastward trains and engines must stop clear of all switches at that point and call Yard Master at No. 10 Office for instructions. Eastward trains and engines using westward running track, Waldo to Brunswick Street, must advise operator at Waldo when clear of this track at Brunswick Street. Westward trains and engines must stop clear of all switches at Brunswick Street and obtain permission from operator at Waldo to proceed west of that point.

1104-C1. Operators in charge of main track hand operated switches when block station is open:

Location	Switches
WA-2	All switches.
WA-3	All switches.
WA-6	All switches.
MA	All switches.

Hand Operated Switches Equipped With Electric Locks

1104-D1a. 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
Jersey City Branch 3925 feet east of Waldo	Crossover between Nos. 1 and 2 tracks	Waldo
Jamesburg Branch 10860 feet west of JG	Lead to Phelps Dodge and United Cork Co. track	JG

1104-D1b. The following switches are equipped with electric locks; to unlock, obtain permission from operator, remove padlock from keeper and wait for light located on staff adjacent to switch lock mechanism to light.

Location	Switch	Controlled by
3400 feet west Lincoln	Switch in No. 0 track leading to Wye track	Lincoln
4100 feet west Lincoln	Switch in No. 0 track leading to No. 5 and No. 6 yard tracks	Lincoln
7470 feet west Lincoln	Switch in No. 0 track leading to No. 5 and No. 6 yard tracks	Lincoln
8843 feet west Lincoln	Switch in No. 0 track leading to U. S. Envelope Co. siding	Lincoln
3000 feet west Waldo	Switch in No. 2 track P & H Branch leading to Marion Yard	Waldo
900 feet east CY	Switch in No. 1 track Greenville Branch leading to New Garden Yard	CY

1104-D2a. The following switches are equipped with electric lock controlled by automatic timing device.

To unlock: Obtain permission from operator, remove padlock from keeper and wait for light to light on staff adjacent to switch lock mechanism

To lock: Place switch in normal position and replace padlock in keeper. When light is extinguished it will indicate that switch is properly locked.

If switch does not unlock within seven minutes after padlock is removed, or the light fails to indicate that the switch is locked after padlock is returned to keeper, the Superintendent Transportation must be notified.

Location	Switches
1768 feet east of WC	Switch in No. 1 track leading to Calso Oil Co. track
450 feet east of Broad St. Trenton	Facing switch for westward movements on Main track —leading to connecting track

1104-D2b. The following switches are equipped with pipe-connected derail lock and with electric lock controlled by automatic timing device.

To unlock: Obtain permission from operator at Morris, remove padlock from keeper and wait for small sign on case of electric lock to indicate "UNLOCK".

To lock: After restoring switch to normal position, replace padlock in keeper and wait for small sign on case of electric lock to indicate "LOCKED".

If electric lock does not unlock in five minutes after padlock is removed, or does not indicate "LOCKED" when padlock is replaced in keeper, the Superintendent Transportation must be notified.

Location	Switches
2215 feet east of MB	Facing switch in No. 1 main track leading to Outward Track Fairless Spur No. 1.
4745 feet east of MB	Facing switch in No. 1 main track leading to Inward Track Fairless Spur No. 1.
4710 feet west of MY	Facing switch in No. 2 main track leading to east leg of Wye track.

1104-D2c. The following switches are equipped with centre lock lever and with electric lock controlled by automatic timing device.

To unlock: Obtain permission from operator at Morris, remove padlock from keeper and wait for small sign on case of electric lock to indicate "UNLOCK". After this indicator appears, centre lock lever must be operated to unlock switches.

To lock: Restore switches to normal position and mechanically lock by operating centre lock lever. Replace padlock in keeper and wait for small sign in case of electric lock to indicate "LOCKED".

If electric lock does not unlock in five minutes after padlock is removed, or does not indicate "LOCKED" when padlock is replaced in keeper, the Superintendent Transportation must be notified.

Location	Switches
4730 feet east of MB	Trailing crossover between No. 1 main track and running track.
2205 feet east of MB	Trailing crossover between No. 1 main track and running track.
3650 feet west of MB	Facing crossover between No. 1 main track and tail track at west end of Eastward Receiving Yard.
Nickel	Facing crossover between No. 1 main track and west end Eastward Receiving Yard.

1105-A1. Spring Switches Located:

Location	Normal Position	Route For Which It Is Sprung	Note
Sunnyside—Connecting Hump Track to Inbound Motor Track	Inbound Motor Track	Westward movements from Hump Track	
Karny—745 feet east of P. & H. Branch overhead bridge connecting Modoc Track to No. 0 Track	No. 0 Track	Westward movements from Modoc Track	1
Karny—2395 feet east of P. & H. Branch overhead bridge on west end of east crossover between Modoc Track and No. 0 Track.	No. 0 Track	Westward movements from Modoc Track	1
South Amboy Junction—Connecting westward siding to single track.	Single Track	Westward movements from westward siding	2
South Amboy Junction—End of two main tracks.	Single Track to No. 2 Track	Eastward movements from No. 1 Track to single track	2
OB—End of two main tracks	Single Track to No. 1 Track	Westward movements from No. 2 Track to single track	
Lead Switch. Kent—connecting lead track to main track	Main Track	Southward movements from lead track to main track	

Note 1. Eastward movements over spring switches at Karny must not be made with red light displayed on switch light, until switch points have been checked in proper position.

Note 2. When spring switches, or hand switch 3, at South Amboy Junction are hand-operated for movements to or from the yard, they must not be returned to normal position until movement has cleared signals governing movements in opposite direction.

Receiving or Discharging Traffic.

1107-A1. In the application of Rule 107, passenger trains on other than regularly assigned tracks or making other than schedule stop at stations where there is a track fence between track they are using and the station platform to be used, must make station stop as follows:

North Elizabeth.....	West end of track fence.
Elizabeth.....	" " " " "
Linden (Nos. 3 and 4 tracks).....	" " " " "
Rahway (No. 1 track).....	" " " platform.
Metuchen.....	East end of track fence.
New Brunswick.....	West end of track fence.
Princeton Jct.....	" " " " "
Levittown-Tullytown.....	East " " " "

1107-A2. Between Holmes and Dock, a passenger train, routed to a track which will result in a station stop for receiving or discharging traffic across a main track between that train and station platform, must stop as soon as known it is so routed and obtain assurance from operator that other trains involved will be notified of the stopping of that train on that track at the station, unless this assurance has been previously furnished in writing.

1107-A3. Hudson Tube trains stopping at Karny and Hudson for employees will platform rear side door of first car.

1107-A4. When delayed Pullman or Postal cars are attached to trains, stops of train on which cars are regularly assigned may be made to discharge passengers or handle mail. Superintendent Transportation must be advised in advance of stops that will be made.

TRACK ASSIGNMENTS**1151-A1. Single Track**

Track	Between	And
Princeton Branch	Nassau	Princeton
Bordentown Branch	Fair	BO
Amboy Branch	SA	CQ
Amboy Branch	OB	BO
Jamesburg Branch	JG	Midway
Freehold Branch	JG	SG
Belvidere Delaware Branch	MG	G

1151-B1. Two or More Tracks

Current of traffic is as follows:

Main Line Between:	Track B	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	No. 0 Track	Track A
Harold and JO or C		West'd Psgr.	East'd Psgr.	West'd Psgr.	East'd Psgr.		
A and Hudson				West'd	East'd		
Hudson and Hunter		West'd Psgr.	West'd Psgr.	East'd Psgr.	East'd Psgr.		
Hunter and Elmora		West'd Psgr.	West'd Frt.	East'd Frt.	East'd Psgr.		
Elmora and Union	West'd Psgr.	West'd Psgr.	West'd Frt.	East'd Frt.	East'd Psgr.		East'd Psgr.
Edison and Lincoln						East'd Frt.	
Union and Region Post (Phila. Region)		West'd Psgr.	West'd Frt.	East'd Frt.	East'd Psgr.		
Jersey City Branch Between: Jersey City and Hudson				West'd Psgr.	East'd Psgr.		
Passaic and Harsimus Branch Between: Waldo and WA-3				West'd Frt.	East'd Frt.		
Greenville Branch Between: Bay and Lane				West'd Frt.	East'd Frt.		
Perth Amboy and Woodridge Branch Between: Union and WC				West'd	East'd		
Trenton Branch Between: Morris and Region Post (Philadelphia Region)				West'd	East'd		
Amboy Branch Between: CQ and OB, BO and Region Post — (Atlantic District)				West'd	East'd		

	Track B	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	No. 0 Track	Track A
Belvidere Delaware Br. Between: Trenton and MG				South'd	North'd		

NOTE—Tracks are numbered from south to north or east to west.

NOTE—Within Dock Interlocking
Tracks 5 and W—Westward Passenger
Tracks E and A—Eastward Passenger

1151-B1a. Eastward shifting movements on No. 2 track Passaic and Harsimus Branch from switch leading to Marion Yard may be made east of block signal located 1080 feet west of western limits of Waldo Interlocking on permission from Operator Waldo.

1151-B1b. Eastward movements on No. 2 Track P & H Branch between connections to Westbound Classification Yard, 1,500 feet west of Hack, and Hack, may be made on permission from Operator at Hack.

1151-B1c. Drill movements sufficient to clear switches at WA-3 may be made on No. 2 Track between WA-3 and WA-2 on permission from Operator at WA-3.

1151-B1d. Trenton Branch—Westward movements on No. 1 track between Morris and MB and eastward movements on No. 2 track between MY and Morris may be made on verbal permission from Operator at Morris and proper signal indication.

1151-B1e. Southward movements on No. 1 track, MG to Switch 1. Coalport, and shifting and light engine movements on No. 1 track between MG and Fair may be made on permission from Operator at MG or restricting signal at MG and, in addition, yellow flag or yellow light hand signal.

Before authorizing such movements, Operator at MG and Train Director Fair must first arrange for proper protection and know that track on which movement is to be made is clear of opposing movements.

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

1151-C1. Secondary Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
Connecting Track	Q	Harold	Eastward	Q	Q	1
Loop Track No. 1	F	R	Eastward	R	R	2
Loop Track No. 2	F	R	Eastward	R	R	2
Sub Track No. 1	Q	F	Westward	Q	Q	3
Sub Track No. 2	Q	F	Westward	Q	Q	3
Sub Track No. 3	Q	F	Westward	Q	Q	3
Sub Track No. 4	Q	F	Westward	Q	Q	3
Center St. Track	Hudson	Karny	Eastward	Hudson	Hudson	4
Engine Track	Hudson	Karny	Eastward	Hudson	Hudson	4
No. 0 Track	Hudson	Karny	Eastward	Hudson	Hudson	4
Track A	WA-6	WA-3	Eastward	WA-6	WA-6	5
No. 0 Track	Union	Linden	Eastward	Union	Union	

Notes

- Signal indication at Harold will be permission for westward movements.
- Signal indication at R will be permission for westward movements.
- Eastward movements made on signal indication at F, permission must be obtained from Q to use this track at any intermediate point between F and Q.
- Westward movements may be made on hand signal from Operator at Karny.
- Westward movement made on permission of Operator WA-6 or hand signal from Operator WA-3.
Trains or engines entering or leaving this track at intermediate points must obtain permission and report clear to WA-6.

1151-D1. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
3rd Street Lead (W) L. I. R. R.	F	Long Island City	F	1
Naught (W)	Millham	Fair	Fair	1-5
No. 5 (W)	Millham	Fair	Fair	1-5
Naught (W)	Morris	Grundy	Grundy	1-5
B (W)	Jacy	Waldo	Jacy	1-5-6
Grape Lead (W)	Hack	No. 1 Ice-House	Hack	5
No. 1 Ice-House (W)	Grape Lead	Produce Yd. Lead	Karny	2-5
Produce Yd. Lead (W)	No. 1 Ice-House	Government Lead	Karny	2-5
Government Lead (W)	Produce Yd. Lead	Karny	Karny	2
Naught (W)	Grape Lead	Karny	Karny	5
Set-Off (W)	WA-5	WA-3	WA-5	3-5
Oak Island (W)	CY	WA-2	WA-2	1-5
Set-Off (W)	WA-3	WA-6	WA-6	4-5
Connecting (W)	No. 0 track	Yard Running Track Edison	Lincoln	1-5
Middle (W)	Morris	MA	Morris	1-5

(W) indicates time-table direction from point first named.

NOTE 1. Where fixed signal governs movement, it will be the authority to occupy this track.

NOTE 2. Fixed signal indication for eastward movement to enter Government Lead will also be the authority to use Produce Yard Lead and No. 1 Ice-House.

NOTE 3. Westward movement from WA-5 made on hand signal from switchtender; Eastward movement from WA-3 made on hand-signal from operator.

NOTE 4. Westward movement from WA-3 made on hand signal from operator.

NOTE 5. When movement has been completed it must be reported clear except when clearing at an interlocking or block station.

NOTE 6. Controlled by Waldo when Jacy is closed.

1151-E1. Employees in Charge of Sidings of Assigned Direction as Follows:

Siding	Employee in charge
Jamesburg—Eastward	Operator at JG
Siding between Switch 2 and Switch 5, Phillipsburg—Northward	Operator at G

1151-G1. Running tracks of no assigned direction.

Track	Between	And	Controlled By	Note
Nos. 5-8-9-10 & 11	At Hudson		Operator Hudson	1
Centre Street	Hudson	River Street	Operator Hudson	1
No. 5	Hunter	Lane	Operator Hunter	
Naught	Elmora	Linden Park Yard	Operator Elmora	1
Arsenal	Lincoln	Raritan Arsenal	Operator Lincoln	1
No. 5	Baldwin St. Yard	County	Operator County	1
Millstone	County	East Millstone	Operator County	1
Rocky Hill	Midway	Rocky Hill	Operator Midway	1
Eastward	Millham	East End of Coalport Yard	Operator Millham	1
Westward	Millham	East End of Coalport Yard	Operator Millham	1
Engine	Jacy	East End Waldo Ave. Yard	Operator Jacy	1-3
No. 1 (Waldo Ave. Yd.)	Connection to Engine Track	West End Waldo Ave. Yard	See Note 2	1-2
Running	West End Waldo Ave. Yard	Waldo	Operator Waldo	1
No. 6 Elevation	Brunswick Street Harsimus Cove	Henderson Street Harsimus Cove	Yard Master (Har. Cove)	1
Westward	Brunswick Street Harsimus Cove	Waldo	Yard Master (Har. Cove)	1
Susquehanna	East End Marion	Eastward Main, NYS&WRR	Operator Waldo	1
Morris	Hack	Crossover 100 feet east of east end of cabin track	Yard Master Meadows	1
Morris	Crossover 100 feet east of east end of cabin track	Karny	Operator Karny	1
Modoc	Karny	Connection with Naught Track	Operator Karny	1
No. 7 Old Receiving Yard—Meadows	Karny	No. 1 Office Meadows	Yard Master Meadows	1
Old Eastward New York Bay Line R. R.	WA-5	WA-2	Yard Master WA-5	1
Speedway	WA-5	WA-6	Yard Master WA-4	1
Naught	WA-5	WA-6	Yard Master WA-5	1
Running 1	WA-5	WA-6	Yard Master WA-4	1
No. 3—New Garden	CY	Bay	Yard Master Greenville	1
Float Running	Greenville Yard		Yard Master Greenville	1
No. 1—Greenville	Bay	Connection No. 11 Track Departure Yard Greenville	Yard Master Greenville	1
Departure Yard Lead	Greenville Yard		Yard Master Greenville	1
Southwest Lead	Greenville Yard		Yard Master Greenville	1
WC-Perth Amboy	WC	Perth Amboy	Operator WC	1
Yard running (Via Loop)	Edison	Kilmer	Operator Lincoln	1
Inward track of Fairless Spur No. 1	No. 1 Trenton Branch	U.S. Steel Co. private tracks	Operator Morris	1

Track	Between	And	Employee in Charge	Note
Outward track of Fairless Spur No. 1	No. 1 Trenton Branch	U. S. Steel Co. private tracks	Operator Morris	1
No. 7 "C" Yard Morrisville	West End "C" Yard	East End "C" Yard	Yard Master Morrisville	1
W-4	West End "B" Yard	East End "B" Yard	Yard Master Morrisville	1
Eastward Running	East End Eastward Receiving Yard	East End "A" Yard	Yard Master Morrisville	1
No. 12 South Amboy	Connection to No. 1 Main Track	Yard Office	Yard Master South Amboy	1
Running	Coalport	Hamilton Avenue	Operator MG	1
No. 5	Coalport	East Trenton	Yard Master Coalport	1
Flemington	Lambertville	Flemington	Operator Lambertville	1-4
Lead	Phillipsburg Yard	Lead Switch Kent	Yardmaster Phillipsburg	1
No. 7—Upper Yard Phillipsburg	No. 1 Switch Cabin	No. 3 Switch Cabin	Yard Master Phillipsburg	1
Old Main	Kent	Switch 6 Phillipsburg	Yard Master Phillipsburg	1
No. 1—Lower Yard Phillipsburg	Kent	Yard Office	Yard Master Phillipsburg	1

Note 1—Permission must be secured, or proper signal indication received, to use these tracks at any point. When movement has been completed it must be reported clear except when clearing at an interlocking or block station.

Note 2—Controlled by Yard Master Jacy when on duty. When no Yard Master is on duty at Jacy, controlled by Yard Master at Harsimus Cove.

Note 3—Controlled by Operator Waldo when Jacy is closed.

Note 4—Controlled by Operator MG when Lambertville closed.

1151-J1. Passenger trains as specified will use tracks as follows unless interlocking signals otherwise indicate:

Train	Use Track No.	From	To	To Pass
			Westward	
165	3	Dock	Elmora	251
9	3	Dock	County	253
9	3	Morris	Holmes	3851
201	3	Dock	Elmora	3705
111	3	Dock	Elmora	273
115	3	Dock	Elmora	3817
121	3	Dock	Elmora	4245
125	3	Dock	Elmora	3827
33	3	Dock	Elmora	3721
23	3	Dock	Elmora	259
105	3	Dock	County	261
113	3	Dock	Elmora	3833
153	3	Dock	Elmora	727-3831
31	3	Dock	Elmora	729-739-3623
49	3	Dock	Elmora	263
735	3	Dock	Union	3735
157	3	Dock	Midway	3627-3735
223	3	Dock	Elmora	3837
3839	3	Dock	Elmora	629-3837
737	3	Dock	Union	
137	3	Dock	County	3785
171	3	Dock	Elmora	741
39	3	Dock	County	3753
143	3	Dock	Elmora	3841
55	3	Dock	Elmora	3767-791
293	3	Dock	Elmora	791
103	3	Dock	Elmora	3811

Train	Use Track No.	From	To	To Pass
			Eastward	
172	2	County	Union	260
108	2	Elmora	Dock	3810
60	2	Fair	Dock	252-3710
38	2	Lincoln	Dock	252-3712-3610
254	2	Lincoln	Dock	704
3716	2	Union	Dock	3904
200	2	County	Union	3720
4	2	Holmes	Morris	3850
48	2	Lincoln	Dock	3820
118	2	County	Dock	3770
30	2	Holmes	Millham	236
112	2	Holmes	Morris	258-236
114	2	County	Dock	258-236
104	2	Union	Dock	236
50	2	Union	Dock	3736
146	2	Elmora	Dock	4250
132	2	Holmes	Morris	264
142	2	County	Dock	4252
54	2	Holmes	Dock	242-266-3756-3634
164	2	Holmes	Morris	3856

Mail Catchers—Mail Delivery from Moving Trains.

1153-A1a. Mail catchers must not be carried in door post fittings on postal cars between Newark, N. J., and Harold Interlocking Station, N. Y.

Where requirements of circular issued by Post Office Department necessitates delivery of mail from moving trains, Train Baggage men and Railroad Postal Clerks are hereby instructed to throw off mail bags and newspapers at stations at points designated. It must be distinctly understood this does not in any way relieve Train Baggage men and Railway Postal Clerks from using all possible precaution against liability of injuring anyone in throwing off mail and newspapers. Delivery of mail or newspapers must not be made from moving trains at any station except at following locations:

STATION	WESTWARD	EASTWARD
Linden.....	West end of station platform and waiting room.	No mail or newspapers thrown from moving trains.
Colonia.....	West of Westward platform..	100 feet East of overhead bridge.
Iselin.....	Between underpass and passenger shed	West of Eastward platform.
Edison.....	100 feet East of underpass...	Mail chute 25 feet East of crane.
Deans.....	East of Westward platform..	East of Eastward platform.
Monmouth Jet...	East of Westward platform..	East of Eastward platform.
Plainsboro.....	West of Westward platform..	East of Eastward platform.
Levittown-Tallytown.....	150 feet East of mail crane..	150 ft. W of overhead bridge.
Bristol.....	West of Westward platform in chute.	50 feet East of Eastward platform in chute.
Croydon (Bridge-water P. O.)....	East of Westward platform, and between crane and platform.	East of Eastward platform.
Eddington.....	On Lawn East of station....	East of platform.
Andalusia.....	150 feet West of Westward platform.	150 feet West of Eastward platform.

Testing Air Brakes.

1154-A1a. Referring to Instruction 9-c—Brake and Train Air Signal Instructions (No. 99-D-1), enginemen receiving M.P. 261-B in duplicate from car-inspector after brake test has been completed in Sunnyside will deliver one copy to conductor at New York.

1154-C1a. Doors of occupied passenger cars must not be locked, preventing passengers from moving from the coaches to the Diner or other portions of the train.

Front and rear end doors must be closed and locked on Hudson Tube trains.

Steam in Engine Boilers and Steam-line of Trains.

1154-H1a. Heating and Ventilating Systems for Passenger Trains, Instructions No. 103-B; Air Conditioning Systems for Passenger Trains, No. 213-B; Book No. 204 and Electrical Operating Instructions C.T. 290, in effect, except as otherwise provided.

1154-H1b. When steam is necessary, and between October 1st and April 15th, the following will be in effect:

Westward Trains

Sunnyside Yard:

(a) Steam heat boiler must be in service before leaving engine house storage yard. When maximum boiler pressure has been obtained, open main steam heat valve wide. Vent condensation by blowing steam through both the front and rear end valve. Close directional valve to front end of engine and leave front steam end valve wide open. Maintain boiler on low flame enroute to train.

(b) Before coupling to train, maximum boiler pressure must be obtained to clear train steam line of condensation after coupling.

(c) Maintain maximum boiler pressure and do not extinguish fire in boiler until after leaving F Interlocking Station and scavenge firebox of gases prior to entering East River Tunnel.

(d) Fire in boiler must be extinguished between East Portals of East River Tunnels and West Portals of North River Tunnels, excepting: P. R. R. A. C. electric engines may fire boiler in low flame in A Yard, New York, to blow out steam pipes to prevent freezing.

(e) Light engines enroute from Sunnyside Yard for service from New York or beyond must be prepared as outlined in paragraphs (a), (c) and (d).

(f) Pullman, dining car and M. of E. employees Sunnyside Yard must adjust heating apparatus prior to departure to maintain authorized temperature to New York.

Pennsylvania Station, New York:

(g) Station Steam Plant must be coupled to trains when weather conditions necessitate, and train steam line cleared of condensation prior to departure.

(h) Rear trainman must ascertain from M. of E. employees that the steam pipe end valve at rear of train is properly adjusted to vent condensation before leaving Pennsylvania Station, New York. Train, Express, Pullman and Dining Car employees must know steam admission valves are closed leaving Pennsylvania Station, New York.

(i) Car Service Employees must adjust heating apparatus on trains turning at New York to maintain authorized temperature during layover.

Between North River Tunnel and Holmes:

(j) Fire in steam heat boiler must be immediately relighted after engine passes west portal of North River Tunnel and as soon as 175 pounds steam pressure has been attained, open main steam heat valve wide.

(k) At Newark rear train line end valve on trains shall be adjusted to vent condensation.

With steam issuing from rear train line end valve at Newark, steam may be admitted to radiators in cars on rear half of train, and forward half after passing Elizabeth.

(l) In event train steam line becomes waterlogged or does not clear of condensation prior to passing Elizabeth, Rear Trainman must signal Engineman [Rule 16 (j)] for additional steam pressure and arrange to have Conductor notified, and latter must arrange to have all train steam pipe end valves examined to definitely determine they are wide open, also all steam admission valves closed, and if this does not result in steam reaching rear end of train within reasonable time, Conductor must treat situation same as other irregularities, and if necessary, stop train at convenient point to locate and correct trouble before steam heat system freezes or causes discomfort to passengers. In mild weather, and when no steam is necessary, steam may be shut off; and boilers on electric engines shut down upon authority of the train conductor.

(m) Rear Trainman, during periods of severe cold weather, must open rear train steam pipe end valve at convenient locations enroute to insure keeping train steam line clear of condensation.

(n) In absence of steam pressure at rear train steam pipe end valve, Rear Trainman must promptly signal Engineman [Rule 16(j)] for increased steam pressure, advising Conductor at first opportunity.

Eastward Trains.

(o) Steam pressure must be maintained in train steam line and fire not extinguished until passing Portal Interlocking Station, when main steam heat valve must be closed, fire extinguished and fire box scavenged of gases before entering North River Tunnel. In mild weather, and when no steam is necessary, steam may be shut off; and boilers on electric engines shut down upon authority of the train conductor.

(p) Between East River portals and storage tracks, Sunnyside Yard, steam heat boiler must be put in service and maximum pressure turned back to train.

(r) Conductors must advise Train Dispatcher, New York, by wire from first convenient point, of failure to properly heat train and cause.

1154-H1c. New Haven R. R. Trains. Pennsylvania Station, New York:

(s) New Haven R. R. engines must have steam heat boilers put in service on layup track, track 5, A Yard, in sufficient time to procure maximum steam pressure prior to departure from that point preparatory to coupling to train.

(t) Fire in steam boiler must be extinguished and fire box scavenged of gases prior to leaving layup track, track 5, A Yard, and promptly relighted after leaving East River Tunnel.

(u) Rear train steam pipe end valve must be wide open and steam admission valves in all cars must be closed leaving Pennsylvania Station and latter remain closed until after train steam line is cleared of condensation and rear train steam pipe end valve is adjusted to vent condensation enroute, after which steam may be admitted to radiators to heat cars, commencing with rear car.

(v) Fire in steam heat boiler must be extinguished and firebox scavenged of gases prior to entering the East River Tunnel.

1154-H1d. Temperature signs will be displayed at the following locations.

Sunnyside Yard.....	Crew Dispatcher's Office
New York.....	Crew Dispatcher's Office
Newark.....	Station Master's Office
Trenton.....	Station Master's Office

Platform Gap-Closers—New York.

1154-N1a. Mechanical platform gap-closers are located on Platform No. 10, adjacent to Track No. 18, 62 feet and 188 feet, respectively, west of C Tower, operated from controlling device located on column midway between mechanical gap-closers.

Emergency controlling devices are located on column adjacent to each mechanical gap-closer and lever is to be operated after glass has been broken by small iron hammer attached to each emergency controlling device.

Trains placed on Track No. 18 for loading must stop so that third rail shoes of car on east end of train are in contact with 8-foot section of dead third rail located on east end of Track No. 18 opposite west end of C Tower. Westward movements to this track will stop with west end of leading car opposite number on platform or track which corresponds with number of cars in train.

Color light indicators are located 8 feet above and in the center of each mechanical gap-closer, indicating as follows:

Purple—Mechanical gap-closer withdrawn; train can be moved.
Red—Mechanical gap-closer extended; train must not be moved.

Car Windows in Tunnels.

1154-N1b. Windows of cars occupied by passengers must be arranged as follows:

CLOSED.—On trains enroute to New York.

MAY REMAIN OPEN IN WARM WEATHER.—On trains from New York.

Trainmen of eastward trains when approaching North River Tunnel and westward trains when approaching East River Tunnel must announce "Please close windows—train is approaching Tunnel."

Eastward Long Island trains in East River Tunnels—east end car doors to remain open (or partially open) in warm weather.

Announcement on Trains.

1154-N1c. Trainmen approaching Newark must make the following announcements:

Eastward Uptown Trains—"Newark, change for Jersey City and Hudson Terminal."

Eastward Downtown Trains—"Newark, change for Pennsylvania Station, New York."

Westward Trains—"Newark, change for (name advertised connecting stations)."

Westward Hudson Tube Trains—"Newark, all change. Use ramps for Pennsylvania and Lehigh Valley Trains."

Toilet Room Doors.

1154-N1d. Toilet room doors of cars must be locked between Sunnyside Portals and New York; while in Pennsylvania Station; between New York and Newark; between Jersey City and Newark; between North Elizabeth and South Elizabeth. Toilet room doors in Pullman cars may remain unlocked west of North River Tunnels and west of Journal Square. In case of emergency, doors may be opened upon request.

Station Stop Markers.

1154-N1e. Where station stop markers are located, Engineman must stop front end of engine opposite marker number corresponding to number of cars in train, unless otherwise instructed by Conductor.

MU station stop markers are designated by letter M except when located on ties.

Refrigerator Car Vents.

1155-G1a. Position of vents on loaded refrigerator cars must not be changed except in case of necessity and when changed must be restored to original position as soon as possible.

1156-A1a. In complying with Rule 4156-A at Pennsylvania Station, New York, a metal skate will be chained to a tie at the west end of track 14 (J) and in addition to applying sufficient number of hand brakes and blocking wheels of cars or cuts of cars left standing, the metal skate must be applied on running rail. Care must be taken to insure that skate is removed from rail when entering track for purpose of picking up cars.

1156-A2. Princeton Branch:

Hand operated derail in main track 403 feet north of KS.

When cars are stored between location of derail and north end at main track, a member of train crew must place derail in derailing position and secure switch stand with padlock.

Train crew must see that derail is in non-derailing position before movement is made from north of derail.

99-D-1 Modified.

1156-M1a. Dock—Trains hauled by electric or steam engines: brakes may remain applied or be released on Dock movable bridge but no additional application of the brakes may be made while engine is on lift span, except in an emergency.

MU trains, the brakes may be applied or released on Passaic Movable Bridge.

1156-M1b. Brake pipe pressure on multiple unit cars when handled by an engine must not exceed following:

A. C. multiple unit cars.....	90 pounds
L. I. R. R. D. C. multiple unit cars.....	80 pounds
H. & M. R. R. D. C. multiple unit cars.....	70 pounds

Engine Smoke and Steam Control.

1156-N1a. To avoid possible automatic power outage and damage to trolley wire, as well as annoyance to passengers, the emission of steam or smoke from engines in Newark Passenger Station is prohibited.

The emission of steam and smoke must be kept under control at all times to prevent annoyance to, and complaints from, the public along the right-of-way.

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.**

Main Line Between:	No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track		Other Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
	Miles per Hour									
Harold and East River Tunnels	50	30	50	30	50	30	50	30	...	...
Through East River Tun- nels Except as follows: Trains hauled with electric engines be- tween Signals 3E02 and 3E14 Trains hauled with electric engines Signal 3E04 to 6th Ave. Portal.	50	20	50	20	50	20	50	20	...	...
	...	...	...	...	...	...	...	...	...	...
	...	...	40	...	...	...	...	...	...	...
	40	...	...	...	...	...	...	...	...	...
	...	...	15	...	...	...	...	...	...	...
6th Ave. Portal and Signal Bridge 580 feet east of 10th Ave. Portal, all tracks	...	...	...	...	...	...	...	...	15	8

**Main Line
Between:**

Signal Bridge 580 feet east
of 10th Ave. Portal and
150 feet west of 10th
Ave. Portal
Westward Trains—all
tracks
Eastward Trains—all
tracks

Through North River
Tunnels

North River Tunnels and
eastern limits of Hudson
Interlocking

Eastern limits Hudson In-
locking and 300 feet
east of western limits
Hudson Interlocking

300 feet east of western
limits of Hudson Inter-
locking and west end of
Passaic River Bridge

West end of Passaic River
Bridge and C. R. R. of
N. J. overhead bridge

Tracks A and No. 5 Dock
Interlocking

Tracks E and W, Dock
Interlocking

C. R. R. of N. J. overhead
bridge and Signal Bridge
96-97

Signal Bridge 96-97 and
Hunter

Hunter and Union

Tracks A and B, Elmora
and Union

Union and Midway

Midway-Millham

No. 0 Track Edison and
Lincoln

Millham and Westward
Home Signal Bridge,
Fair

Westward Home, Signal
Bridge, Fair and east
end Delaware River
Bridge except adjacent
Trenton Station Plat-
forms.

Trenton—Adjacent to Sta-
tion Platforms

Track 5 Fair Interlocking

East end Delaware River
Bridge and Region Post
(Phila. Region)

No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track		Other Track	
Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Miles per Hour									
...	...	...	...	...	...	...	...	15	8
...	...	...	...	...	...	...	...	30	8
...	...	...	...	50	20	50	20	...	...
...	...	...	...	70	50	70	50	...	...
60	25	60	25	60	25	60	25	...	...
45	25	45	25	45	25	45	25	...	...
35	25	35	25	35	25	35	25	...	...
...	...	...	...	...	...	...	...	35	25
...	...	...	...	...	...	...	...	30	...
60	40	55	40	55	40	50	40	...	...
70	40	70	40	70	40	70	40	...	...
75	50	70	50	70	50	75	50	...	...
...	...	...	...	...	...	...	...	70	50
80	50	60	50	60	50	80	50	...	...
80	50	60	50	60	50	80	50	...	...
...	...	...	...	...	...	...	...	30	30
80	50	75	50	75	50	80	50	...	...
80	40	75	40	75	40	80	40	...	...
60	40	...	...	...	...	60	40	...	...
...	...	...	...	...	...	...	...	10	10
80	50	75	50	75	50	80	50	...	...

Trains TT-1 and TT-2 when consist is entirely flat cars in TrueTrain service and operating with the current of traffic:

Main Line Between:	No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track		Other Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
	Miles per Hour									
Union and Millham	...	60	...	60	...	60	...	60	...	...
East end Delaware River Bridge and Region Post. (Phila. Region)	...	60	...	60	...	60	...	60	...	...

	Single Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
	Miles per Hour					
Jersey City Branch Between: Jersey City and Jacy	...	...	15	15	15	15
Jacy to Signal Bridge 22	...	...	50	15	20	15
Signal Bridge 22 to Signal Bridge 34-35	...	...	50	50	50	50
Signal Bridge 34-35 and Passaic Branch jumpover bridge at Karny	...	...	60	50	60	50
Passaic Branch jumpover bridge, Karny and 300 feet east of western limits of Hudson Interlocking	...	...	60	25	60	25
Passaic and Harsimus Branch Between: WA-3 and L.V.R.R. overhead bridge 750 ft. east of WA-5	...	...	10	10	10	10
L.V.R.R. overhead bridge 750 ft. east of WA-5 and Karny	...	...	30	30	30	30
Karny and west end of Hackensack Bridge	...	...	15	15	15	15
West end of Hackensack Bridge and Waldo	...	...	25	25	25	25
Greenville Branch Between: WA-6 and Bay	...	...	30	30	30	30
P. A. & W. Branch Between: Union and WC	...	...	65	30	65	30
Princeton Branch	35	20	...	...	...	...

	Single Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
	Miles per Hour					
Bordentown Branch Between: West end of Fair Interlocking and Hamilton Ave.	20	20	...	...	...	...
Hamilton Ave. and Signal M-279	40	40	...	...	...	...
Signal M-279 and BO	20	20	...	...	...	...
Trenton Branch Between: Morris and Region Post (Phila. Region)	...	...	30	30	30	30
Amboy Branch Between: SA and Jamesburg	30	30	30	30	30	30
Jamesburg Interlocking	20	20	...	...	...	...
Jamesburg and Bordentown	30	30	...	...	...	...
Bordentown and Region Post—(Atlantic District)	...	...	40	40	40	40
Jamesburg Branch Between: Midway and JG	40	40	...	...	...	...
Freehold Branch Between: JG and SG	40	40	...	...	...	...
Belvidere Delaware Branch Between: Fair and Fowler St. Trenton	20	20	20	20	20	20
Fowler St. Trenton and G	30	30	...	...	...	...

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

1157-C2. Wreck Trains and Work Trains.

	Boom Trailing	Boom Forward	On Curves		
	Miles per Hour				
	Wreck	Work	Wreck	Work	Work
Main Line.....	50	30	40	20	20
Belvidere Delaware Branch: Fowler St. Trenton and G.....	30	30	30	20	20
All Other Branches.....	30	30	20	20	20

Wreck Trains must not exceed speed authorized for freight trains. Work Trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.

Main Line	Miles per Hour
1157-C3a. Special groups of cars equipped for handling long lengths of welded rail with a type GRa car at each end with efficient hand brakes on front end of revenue freight trains	*40
1157-C4. Circus Trains.....	*35
1157-C5. Revenue Trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Rule 4155-A. —on straight track..... —on curves.....	*30 *20
1157-C6. Freight trains with 30 or more cars of mineral freight.....	*35
Freight trains with one or more cars Class HK, HM or HMA Jenny type hoppers, loaded or empty.....	*25
NOTE—When handling such trains conductors must know that the enginemen have been so advised.	
1157-C7. Snow Plows in service.....	*20
Snow Flangers in service.....	*20
Chloride cars in service.....	10
Passing station platforms and trains on adjacent tracks.	5
Snow Plows of all wooden construction in service.....	10
(Identified by word "Wooden" stenciled under number) NOTE—Must not be pushed with an engine or engines having more tractive effort than one LIs engine.	
1157-C8. Operating against current of traffic, except where Rule 261 is in effect:	
—Passenger Trains.....	50
—Freight Trains.....	40
1157-C10. Trains consisting of 50% or more P. R. R. cars of MP-54 and MBM-62 types, or Long Island Railroad cars of P-54 type.....	65
East River Tunnels, No. 1 and No. 2 tracks.....	40
East River Tunnels, No. 3 and No. 4 tracks.....	30
North River Tunnels, No. 1 and No. 2 tracks.....	40
East end Delaware River Bridge to Trenton, No. 1 track.	60
NOTE—For purpose of identification, P. R. R. suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms. Long Island Railroad suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet. When handling such cars, conductors must know that enginemen have been so advised.	
1157-C11. Passenger train assisted by an engine on rear and air brake controlled by leading engine.....	30
1157-C12. Pushing Cars—Passenger Trains	30
—Freight Trains	20
* When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	

Main Line	Miles per Hour
1157-C13. Track Cars—unless otherwise restricted....	20
—when hauling track cars or trailers.....	15
—through crossovers and turnouts, and over highway and railroad crossings.....	5
1157-C15. Diesel engines when operated from rear unit or other than leading end for direction of movement	30
1157-C16. Back up movements with engines equipped with tripper stops on the rear of trains JO to Signal 1EO8, C to Signal 3EO6 and Signal 4E11 to C:	
—Passenger trains.....	15
—Freight trains.....	15
1157-C17. Harold Interlocking:	
Maximum speed through interlocking—	
—Passenger trains.....	50
—Freight trains.....	40
Trains other than MU trains, when making diverting movements through turnouts and crossovers connected to eastward tracks—	
—Passenger trains.....	15
—Freight trains.....	15
Trains making diverting movements from westward New York Connecting track—	
—Passenger trains.....	15
—Freight trains.....	15
Eastward home signal, P. R. R. No. 1 track to 300 feet east thereof on L. I. R. R. No. 4 track—	
—Passenger trains.....	25
—Freight trains.....	25
1157-C18. Long Island R. R. tracks between Harold and F—	
—Passenger trains.....	30
—Freight trains.....	30
Branches	
1157-C21. Operating against current of traffic except where Rule 261 is in effect:	
Jersey City Branch—Passenger trains.....	40
—Freight trains.....	30
P. A. & W. Branch—Passenger trains.....	50
—Freight trains.....	30
Trenton Branch—Passenger trains.....	20
—Freight trains.....	20
Amboy Branch Between:	
CQ and OB.... {—Passenger trains.....	30
—Freight trains.....	30
1157-C21a. Jersey City Branch	
Waldo-WR:	
H. & M. R. R. movements over switches at east and west end of station tracks; between station tracks and Nos. 2, 3, 4 and 5 Yard Tracks; and on westward H. & M. R. R. track from west end of station to No. 2 Track.....	12
Over switches at east and west end Nos. 10, 11, 12, 13, 14, 15, 16 and 17 Tracks, H. & M. R. R. Storage Yard.....	8

Branches	Miles per Hour
1157-C21b. Bordentown Branch South side Trenton Passenger Station— From east end Trenton Station platform to west end Fair Interlocking on all tracks to and from Borden- town Branch.....	10
1157-C21c. Amboy Branch Hightstown to K.....	20
Yardville—Between 500 feet east and 500 feet west of Trenton Road grade crossing.....	15
Bordentown—Over Third Street crossing.....	20
Between Third St. Crossing and BO.....	20
1157-C21d. Freehold Branch Allenwood: Over Gifford's Road Crossing.....	6
Farmingdale: Over highway crossing on Siding.....	6
Freehold: Between Switch 2 and a point 3700 feet east thereof (Hudson Street, third grade crossing east of passenger station), when crossing watchman is on duty as follows: 6.00 A.M. to 10.00 A.M.) Daily except Saturday, 1.15 P.M. to 5.15 P.M.) Sunday and May 30, July 4, Sept. 1, over Bowne Ave., Monmouth Ave., Broad Street and Hudson Street grade Crossings.....	30
At other than times specified above special instruction 1103-B1 applies.	
Freehold: Over South Street and Main Street grade crossings.....	6
Jamesburg: Between Jamesburg Passenger Station and a point 5020 feet east thereof (Buckelew Ave., grade crossing— fourth grade crossing east of passenger station).....	10
1157-C21e. Belvidere-Delaware Branch Between a point 7,600 north and a point 10,600 feet north of Riegelsville (Pinchers Point).....	20
Note: Permanent Speed Restriction Signs in service.	
Between a point 8,700 feet south and a point 7,900 feet south of DY (Marble Hill).....	15
Between a point 5,600 feet south and a point 4,400 feet south of DY (Iron Mountain).....	15
1157-C21f. Coalport-Hamilton Ave., Running Track. Trenton: Over East State Street and Perry Street grade crossings.....	6

TURNOUTS

1157-D1. Maximum speeds, unless otherwise specified.

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
OB—End of two main tracks.....	Trailing—Springing Switch through turnout.....	30
South Amboy Junction	Trailing—Springing Switch through turnout.....	15
South Amboy Junc- tion, connection westward siding to single track	Trailing—Springing Switch through turnout.....	15
Lead Switch, Kent connecting lead track to main track	Trailing—Springing Switch through turnout.....	15
Interlocked Switches		
Lane—To or from No. 2 track, Greenville Branch, through switch located in No. 2 Track, Main Line, 180 feet east of Lane Interlocking Station.....		15

ENGINES

1157-G1. Maximum speeds, unless otherwise restricted.

Class Steam Engines	Miles per Hour		
	Backward	Forward— Light	Forward— with train
A.....	20	20	20
B.....	20	20	20
E.....	35	50	80
G.....	35	50	75
H.....	35	40	50
I.....	25	40	50
.....			
K.....	35	50	80
L.....	35	40	50
M.....	25	40	80
.....			
.....			
Reading Class K and I.	25	40	50
Rail Motor Cars.....	65	65	65

Class Electric Engines	Miles per Hour	
	Forward— Light	Forward— with train
B.....	20	20
DD.....	50	50
E.....	50	50
FF.....	50	70
GG.....	50	80
L.....	50	50
O.....	50	80
P.....	50	70
Hudson Tube Trains Waldo-Dock....		50
MU Engines, except MU trains made up entirely of motor cars and trailer semi-permanently coupled equip- ment and Hudson Tube trains.....		65
MU trains made up entirely of motor- car and trailer semi-permanently coupled equipment.....		70

Class Diesel Engines	Miles per Hour		
	Light	With Train	
		Passenger	Freight
Road:			
Passenger Engines.....	60	80	..
Freight Engines.....	50	65	50
Except EH-15.....	50	50	50
Freight-Passenger Engines.....	50	75	50
All Purpose Engines.....	50	65	50
P-R SL BS-15.....	50	65	50
P-R SL BS-16.....	50	80	50
Road Shifters:			
All Classes.....	50	60	50
Except ES-15a.....	50	55	50
Yard Shifters:			
All Classes.....	50	50	50
Except A6B.....	20	20	20
GS4.....	30	30	30
ES-6 No. 5911 only....	40	40	40

NOTE—

Road Diesel Engines.

First letter designates builder:

"A"—American Locomotive Works—General Electric Com-
pany.

"B"—Baldwin-Lima-Hamilton Corporation.

"E"—Electro-Motive Division of General Motors Corpora-
tion.

"F"—Fairbanks, Morse and Company.

"G"—General Electric Locomotive Works.

"L"—Lima Locomotive Works.

Second letter (and third letter where used) designates service:

"F"—Freight.

"H"—Freight with lower speed gearing, primarily for helper
service.

"P"—Passenger.

"FP"—Normally freight, but equipped for use in passenger
service.

"S"—Shifting Service.

LOCATION	CLASS OF ENGINES											12
	1	2	3	4	5	6	7	8	9	10	11	
ENTERPRISE TRACK.....			X	X	X	X	X	X	X	X	X	X
LAMBERTVILLE—FLEMINGTON... Connection with C.R.R. of N. J..... A. L. Lewis Track.....	10	10	10	X	10	10	X	X	X	X	X	X
MARTINS CREEK SPUR.....				X	X	X	X	X	X	X	X	X
AMBOY BRANCH SOUTH AMBOY JCT. TO JAMES- BURG.....												
Mile Post 3: J. R. Such Track.....				X	X	X	X	X	X	X	X	X
Brown: Perth Amboy Water Works.....				X	X	X	X	X	X	X	X	X
Old Bridge: Anheuser-Busch Track..... Quigley Co. Track.....				X	X	X	X	X	X	X	X	X
Spotswood: Freight House Track.....				X	X	X	X	X	X	X	X	X
Helmetta: Helme Co., Coal Trestle.....	X	X	X	X	X	X	X	X	X	X	X	X
JAMESBURG TO REGION POST— BORDENTOWN—(Atlantic District). Hightstown: Coal Trestle.....				X								
Yardville: Martin Brothers..... Smith Coal Co.....				X	X	X	X	X	X	X	X	X
Bordentown: Reeder's Coal Track.....				X	X	X	X	X	X	X	X	X
FREEHOLD BRANCH.....				X			X	X	X	X	X	X
Freehold: Foundry Track—(Beyond Sign).	X	X	X	X	X	X	X	X	X	X	X	X

1160-B1. OTHER EQUIPMENT RESTRICTIONS

MAIN LINE:

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

East and North River Tunnel—14 feet 6 inches.

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

Sunnyside Yard--

Harold Avenue overhead bridge—15 feet.

Honeywell Avenue overhead bridge—15 feet 1½ inches.

Movement of derricks exceeding above heights must only be made on written permission of Superintendent Transportation and must be accompanied by a qualified electrician. Before such movements are made, power must be shut off from overhead trolley wire over track on which derrick is to move. Before making such movements, conductors must know that the boom is down tight and properly secured.

Waverly wreck derrick No. 490729 may be moved through the North and East River tunnels and Pennsylvania Station at a speed not to exceed 15 miles per hour. Gasoline for light generator must be removed before entering tunnels.

Long Island Railroad wreck derrick No. 197, may, after removal of grab irons, smoke stack and ring, be moved through East River and North River Tunnels and Pennsylvania Station area, without de-energizing overhead wires, at a speed not to exceed 15 miles per hour.

Wrecking Crane 490751 located on Philadelphia Region and assigned to electrified territory must not be operated through

North and East River Tunnels, nor Pennsylvania Station, New York, account exceeding permitted wire height.

GP type hoppers must not be operated on tracks equipped for third rail operation.

Industrial Brownhoist ballast cleaners must not be operated east of Hack Interlocking or on tracks equipped for third rail operation.

Special groups of cars for handling long lengths welded rail consisting of 32 GRA, 2 FM and 1 F 30 cars have hand brakes removed, couplers blocked and cutting levers inoperative.

A type GRA car partially loaded dirt or gravel at each end equipped with hand brakes must be coupled to the special cars with couplers blocked and release riggings inoperative.

Movements of highway trailer trucks loaded on flat cars (Truc-Train Service) may be made only on No. 2 track through Newark station in either direction account of height.

The movement of any car containing car load shipment of gasoline or explosives is prohibited between South Street (Newark) and Hudson.

Cars weighing from 150,000 up to 210,000 pounds—same restrictions as to speed over certain bridges, etc., as apply to H-6 locomotives.

Cars weighing from 210,000 up to 251,000 pounds—same restrictions as to speed over certain bridges, etc., as apply to H-8, H-9 and H-10 locomotives.

1160-B1a. New York, East and North River Tunnels—Movement of Passenger and Freight Equipment.

1. All hatch covers on cars must be closed and secured before entering tunnels.

2. Cars excluded from movement:

(a) Cars containing shipments of explosives (including fireworks) poison or compressed gases, inflammable liquids or other dangerous articles requiring protection of the following placards: Explosives, Poison Gas, Dangerous, Inflammable, Acid, Corrosive, Compressed Gas, Poison Gas or Poisonous.

(b) Cars with wooden or composite center sills.

(c) Cars exceeding dimensions shown in General Notice No. 207-A.

3. Operating limitations which must be observed:

(d) Passenger trains must not exceed 30 cars.

(e) Freight trains or trains of mixed freight and passenger equipment must not exceed 30 cars or 1800 tons.

(f) All cars in train carrying passengers must be of all-steel construction.

(g) All cars in other trains must have all-steel underframe.

(h) Car lighting equipment other than electricity is prohibited.

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

(j) Coal or charcoal ranges or heaters in kitchen cars of all-steel construction must have fire banked prior to entering tunnels.

Trains having kitchen cars equipped with gasoline ranges must not enter tunnels unless gasoline has been drained from same and all gasoline removed from cars. Eastward trains will stop at Lane to unload gasoline. These trains, when enroute to N.Y.N.H. and H.R.R. will stop at Harold to replace gasoline unless advised otherwise by military personnel in charge. Westward trains will stop at Harold to unload gasoline. These trains, if continued through New York, will stop at Lane to replace gasoline unless advised otherwise by military personnel in charge. Conductors will arrange to advise Train Commanders and request that ranges be drained and gasoline ready to be removed from train before arrival at above points, to prevent undue delay. Conductor must see that the engineman is instructed and must advise Superintendent Transportation of this Region, in advance, when such stop is to be made.

1160-B1b. Diesel Engines Between F and Portal:

Diesel engines, with engines or steam generators running, are prohibited between east portal of East River Tunnels and west portal of North River Tunnels. Diesel engines may be hauled in this area by electric engines.

NOTE—This instruction does not apply to diesel-powered dining car equipment or burro cranes.

1160-B1c. Branches:

On account of that portion of bridge No. 2.24 over Storage Track, Prospect Street, Trenton, being lower than the portion over the main track, cars or lading more than 15 feet 5 inches in height must not be moved under the bridge on this track.

Industrial Brownhoist ballast cleaners must not be operated between Trenton and Belvidere.

Cars weighing from 150,000 up to 210,000 pounds—same restrictions as to speed over certain bridges, etc., as apply to H-6 locomotives.

Cars weighing from 210,000 up to 251,000 pounds—same restrictions as to speed over certain bridges, etc., as apply to H-8, H-9 and H-10 locomotives.

1160-B1d. Yards:

Industrial tracks leading to Trenton Potteries Company Muirhead Avenue Plant, Coalport Yard, restricted to cars exceeding 52 feet 6 inches in length.

1160-E1. When car equipped with non-tight-lock coupler is coupled to car equipped with tight-lock coupler, knuckle on tight-lock coupler must be closed and knuckle on non-tight-lock coupler open when making coupling.

When cars equipped with tight-lock, couplers are coupled, indicator hole in lock connection must be entirely below coupler head to insure locking device is in anticreep position.

Brake pipe and train air signal hose on cars equipped with tight-lock couplers, when not in use, must be coupled to the dummy couplings at end of car, as they will not clear rail when hanging free.

Overhead Clearance

1163-A1. Employees are warned of close overhead clearance at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:*

Location	Between	And
37th St., New York	East Line 12th Ave.	Float Bridge
Centre St. Track	2nd St. Harrison	West End of Track
Millstone Track (Wertman St.)	1300 feet east of East Millstone Freight Sta.	1200 feet east of East Millstone Freight Sta.
MAIN LINE:		
Bridge 53.47 (Coleman's Road)	Lawrence	Millham
Bridge 54.83 (Whitehead Road)	Millham	Fair
Bridge 55.75 (Olden Avenue)		
Bridge 56.24 (Chambers Street)		
All Overhead Bridges and Structures	Fair	Holmes

Location	Between	And
AMBOY BRANCH:		
Bridge 43.36	Prospect Plains	Cranbury
Bridge 29.27 (Groveville Rd.)	Yardville	Bordentown
Bridge 27.29 (2nd St. Bordentown)		
Bridge 27.19 (Farnsworth Ave.)		
Bridge 27.13 (Prince St. Bordentown)		
MILLHAM-COALPORT:		
Bridge 0.78 (No. Clinton Ave. Trenton)	Millham	MG
Bridge 0.83 (Olden Ave. Trenton)		
Bridge 1.04 (Southard St. Trenton)		
BELVIDERE-DELA- WARE BRANCH:		
Bridge 65.08 (Market St. Belvidere)	G	CR
Bridge 62.76 (Foul Rift Road)		
Bridge 61.06 (Fines Road)		
Bridge 50.42 (L.V.R.R.)	PG	Kent
Bridge 41.42 (Finesville Road)	Riegelsville	HD
Bridge 2.24 (Prospect St. Trenton)	WB	MG
Bridge 1.95 (Calhoun St. Trenton)		
MORRISVILLE:		
Tatersall Track	Connection with Old Line	End of track

* NOTE: This instruction also applies to all yard tracks, not herein listed, serving enginehouses, shops, warehouses, piers, wharves, or other facilities, where there are overhead pipes or structures over such tracks.

1163-A2. Trainmen must not pass over container cars while cars are in motion.

1163-A3. Close clearance exists in various locations in New York Terminal area. Employees must use care and take precautions necessary to protect against injuries.

ELECTRICAL OPERATION

1167-A1. Electrical Operating Instructions, C. T. 290 in effect.

1167-A2. Power Directors are located at New York.

1167-A3. Employees working on or near energized wires must obtain permission and proper protection from Power Director.

1167-A4. Conductors are responsible for knowing that Trainmen; Enginemen are responsible for knowing that Firemen; Foremen are responsible for knowing that their men understand and comply with instructions for electrical operations.

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

1167-A5. Following tracks equipped for A.C. electrical operation:

MAIN TRACKS—Between:

Harold and Region Post (Phila. Region), Main Line.

Jacy and Hudson, Jersey City Branch.

Waldo and WA-3, Passaic and Harsimus Branch.

Bay and Lane, Greenville Branch.

Union and WC, P. A. & W Branch.

SA and JG, Amboy Branch; except:

Trailing point crossover 4884 feet west of CQ.

Westward facing point crossover, between main track and

Eastward Siding 1722 feet east of JG.

Crossover between Eastward Siding and No. 1 Siding (long siding) 1840 feet east of JG.

JG and Midway, Jamesburg Branch.

Nassau and Princeton, Princeton Branch.

Morris and Region Post (Philadelphia Region), Trenton Br.

Trenton and 180 feet west of westward limits Fair Interlocking,

Main Track, Bordentown Branch.

Trenton and 325 feet west of eastward interlocking signal, Industrial Track, Bordentown Branch.

No. 1 Track from connection to No. 4 Track, West end of Trenton Passenger Station, to a point 2846 feet north thereof, Belvidere—Delaware Branch.

Facing-point crossover between No. 1 and No. 2 Tracks, 895 feet north of Fair, Belvidere—Delaware Branch.

No. 2 Track from facing-point crossover, 895 feet north of Fair, to a point 1005 feet north thereof, Belvidere—Delaware Branch.

Hunter—Connection from No. 4 track to L. V. R.R.

SIDINGS:

SA AND JG:

Eastward Siding, Helmetta to Jamesburg.

No. 1 Siding (long siding) from connection to Eastward Siding 258 feet east of JG to connection to Eastward

Siding 5054 feet east of JG.

YARD TRACKS—

SUNNYSIDE YARD—

All tracks except No. 74 and No. 75 tracks; No. 4 wheel pit; postal switching track; postal concentration center tracks No. 1, No. 2, No. 3 and Coal track; No. 61 crossover, leading from loop A to Postal Switching track, R Interlocking, Wreck Spur, Oil Spur, Incinerator Track and Track F Gosman Avenue Yard.

JERSEY CITY—

Tracks 1 to 9, inclusive.

Track Nos. 11 and 12 and connection to B Track.

HARSIMUS COVE—

Tracks 1 to 7 inclusive.

Brunswick Street back lead.

Brunswick Street ladder.

Water Plug Track from connection to Track 7 to 800 feet eastward.

Old Stock Yard Tracks 2, 3 and 4 to a point 790 feet east of Yard Masters Office, Henderson Street.

New Stock Yard Tracks 5 to 9 inclusive, to a point 1490 feet east of Yard Masters Office, Henderson Street and No. 10

Track to a point 1280 feet east of Yard Masters Office, Henderson Street.

New Yard Ladder to a point 1300 feet east of Yard Masters Office, Henderson Street.

Back Lead.

A—Ladder Track to a point 85 feet east of Yard Masters Office, Henderson Street.

North Incline Track, Berwind White Coal Dock Pier, to a point 790 feet east of Yard Masters Office, Henderson Street.

Loop Track connection to Jacy.

MEADOWS YARD—

Engine Storage Tracks Nos. 2, 3 and 4, and connections from Engine Storage Tracks Nos. 2, 3 and 4, to connection to Outbound Engine Track 1760 feet east of Karny.

Cabin Track.

A-1 Lead.

Ladder Track west end Eastward Storage Yard and Eastward Receiving Yard.

Ladder Track east end Eastward Storage Yard.

Ladder Track east end Eastward Receiving Yard including Ladder Track west end tracks 14 to 22 inclusive, westward Classification Yard.

Eastward Storage Yard Tracks Nos. 12 and 19.

Eastward Receiving Yard Tracks Nos. 7 to 11 inclusive.

Westward Classification Yard Tracks 14, 15, 17 to 22 inclusive, from connection to westward ladder to 133 feet eastward.

Ladder Track west end Westward Classification Yard Tracks 1 to 14 inclusive.

Westward Classification Yard Tracks 1 to 14 inclusive from connection to westward ladder to 133 feet eastward.

No. 3 Old Receiving Yard Lead.

Ladder Track east end Eastward Classification Yard.

Running Nos. 1, 2 and 3.

Flat Tracks Nos. 1, 2 and 3.

Berwind Track.

Engine Track Karny to 1760 feet eastward.

MANHATTAN PRODUCE YARDS—

Display Yard Lead from connection to Government Lead to connection with No. 0 track.

Modoc Track from crossover switches Karny to connection with No. 0 Track.

HUDSON—

Tracks Nos. 5, 6, 8, 10, 11, 13, 14, 15 and 16, lead to No. 0 Track east of Hudson.
No. 0 Track from lead at Hudson to Karny.

GREENVILLE YARD—

Westward Make-up, Departure yard.
Tracks 1 to 11 inclusive from connection to Lead Track to 990 feet eastward.
Lead Track.
No. 1 Running Track.
Nos. 3 and 4 Hump Tracks from C. R. R. of N. J. Bridge to 800 feet eastward.
Southwest Lead and Westward Lighterage Yard lead from connection to No. 4 Hump Track to 1194 feet eastward.
Locomotive Lay-up Track.
Pit Track.
Nos. 1 and 2 Float Tracks to connection to No. 1 Running Track.
Receiving Yard Tracks 3 to 6 inclusive.
No. 3 Garden Track.
Nos. 4, 5, and 6 Garden Tracks from westward connection to No. 1 Track to 700 feet eastward.
Oak Island Interchange Track from connection to No. 1 Track (CY) to 1200 feet eastward.

WAVERLY YARD—

No. 8 East End Yard Track WA-5 to WA-4.
Spur Track WA-6.
Old Westward Track WA-6.
Westward Empty Yard Stub Track.
Eastward Receiving Yard Tracks 1, 2, 3 and 13.
Eastward Receiving Yard Tracks 4 to 12 inclusive, from Westward connection to lead to 300 feet eastward.
Eastward Receiving Yard Tracks 9 to 12 inclusive, from connection to lead to Set-off Track WA 4 to 400 feet westward.
Westward Empty Yard Track No. 1 from connection to Old Westward Track to 250 feet eastward.
Westward Empty Yard Tracks 2 to 12 inclusive from westward connection to lead to 350 feet eastward.
Westward Preference Yard Tracks 4 to 11 inclusive from connection to Speedway to 350 feet eastward.
Old Eastward Track, New York Bay Line R. R., WA-5—WA-2.
Speedway between WA-5 and WA-6.
No. 0 Track between WA-5 and WA-6.
No. 1 Running between WA-5 and WA-6.

HUNTER STREET YARD, NEWARK—

Drill Track.
Track No. 0 including connection to Track No. 1 (Hunter).

SOUTH BROAD STREET YARD, NEWARK—

Spur Track from connection to Express House Lead to 300 feet eastward.
Spur Track from connection to track No. 5 to Express House tracks.
Express House Tracks 1 and 2.
Milk Track.

WAVERLY—West Side

West Yard Track No. 4 and connection to Track No. 6, 1950 feet westward.

DURANT YARD—

Tracks A and B from eastward connection to No. 5 Track to 400 feet westward.

STILES STREET YARD, LINDEN—

Track No. 1.
Track No. 2, from connection to Track No. 1, 150 feet west of Stiles Street Undergrade Bridge to 950 feet westward, and from connection to Track No. 1 at North Rahway to 600 feet eastward.
Tracks Nos. 3 and 4, from connection to Track No. 0, 150 feet west of Stiles Street Undergrade Bridge to 950 feet westward.

RAHWAY—

Siding (Tail Track) from switch connection to westward track, 1066 feet west of Signal A205 to 510 feet east of switch connection.
Track No. 0 from and including connection to Track A, 140 feet east of North Rahway Station to and including connection to Track A, 300 feet west of Linden Station.

SOUTH AMBOY YARD—

Receiving Tracks, Nos. 1 and 2, including connection to Eastward Main Track.
Ladder Track west end Receiving Yard.
West end Track E-12 including connection to Lead to No. 2 Dumper and Pier C.
West end Tracks 1 and 2, Pier C, from connection to lead to 420 feet eastward.
West end Tracks 3 and 4, Pier C, from connection to lead to 500 feet eastward.
Loop Track.
Running Track.
Lead from Running Track to Pier C.
Lead to No. 1 Dumper.
Sand Bridge and Locomotive Cleaning Platform Tracks, including lead to Loop Track.
Cabin Track.
Passenger MU Yard Tracks 1, 2, 3, 4 and 5.

OLD BRIDGE YARD—

Empty Car Yard Track No. 1, including connections to Westward Main Track.
West end Empty Car Yard Tracks Nos. 2 to 7 inclusive from connection to Ladder to 500 feet eastward.
East end Loaded Car Yard Tracks Nos. 1 to 18 inclusive from connection to Ladder to 500 feet westward.
Loaded Car Yard Ladder including connection to Eastward Main Track.
East end Racoon Tracks Nos. 1 and 2 from connection to Eastward Main Track to 350 feet westward.
West end Stock Ground Tracks Nos. 1 and 2 from connection to Eastward Main Track to 445 feet eastward.

LINCOLN-EDISON—

No. 5 and No. 6 yard tracks.

COUNTY, BALDWIN STREET YARD—

Spur Track, No. 1 and No. 2 Tracks from connection to No. 5 Track to 350 feet eastward.
Ladder Track west end Mile Run Yard including lead to Passenger MU Yard Tracks 1, 2 and 3.
Track No. 0 from connection with Track No. 1 to 275 feet westward.

MONMOUTH JUNCTION—

Set-off track, from connection to Main Track Jamesburg Branch, to end of track.

PRINCETON—

Lower yard Tracks 11 to 16.
Lower yard Lead A

TRENTON—

Barracks Yard—
East Side Tracks Nos. 1 and 2.
West Side Tracks Nos. 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13 and 14.
Track No. 7 from Olden Avenue to connection to junction Track No. 5 at east end of Advance Yard.
Coairport Yard—
Tracks Nos. 0, 1 and 2 to a point 955 feet west of junction of east and west leg of Millham Wye.

Passenger Station—

Track No. 7.

South Side Low Platform.

Track No. 1 Station Yard.

Wall Track.

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

GRUNDY—

No. 5 Track from connection to No. 4 Track to 552 feet eastward.

BRISTOL YARD—

Track No. 1 from connection to Track No. 0 to 5030 feet westward.

Track No. 2 from connection to Track No. 0 to connection to Track No. 1 east of Scale House.

Track No. 2 from connection to Track No. 1 west of Scale House to 2495 feet westward.

Track No. 3 from connection to Track No. 0 to 788 feet westward.

TORRESDALE—

Siding from connection to Track No. 1 to 1900 feet westward.

TRENTON BRANCH—

Middle track between Morris and MA.

Trailing crossover between No. 2 main track and Middle track, west end C Yard.

Crossover leading from middle track to No. 2 track at Copper. West end of make-up track from connection to middle track to a point 400 feet east.

Trailing crossover between No. 1 main track and Running track, 2205 feet east of MB and Running track between this switch and east ladder of Eastward Receiving Yard.

East ladder of Eastward Receiving Yard between connection with Running track and yard track (designated E-9) north of and adjacent to No. 1 main track;

East end of yard tracks of Eastward Receiving Yard north of No. 1 main track and designated consecutively from south to north as E-9, E-8, E-7, E-6 and E-5, for following distances from east ladder:

E-9 and E-8.....	530 feet
E-7	650 feet
E-6	750 feet
E-5	650 feet

E-1, E-2, E-3 and E-4, Eastward Receiving yard.

Connecting track between fly track south of Hump building and ladder track east end of tracks E1, E2, E3 and E4.

Crossover leading from No. 1 main track to ladder track at west end of tracks E-1, E-2, E-3 and E-4.

Crossover between track leading to east end of Tracks E-1, E-2, E-3 and E-4 and North Hump lead, 600 feet west of center line of Morrisville Scale.

Crossover between North Hump lead and Middle track 250 feet west of center line of Morrisville Scale.

East end of tracks 19, 20, 21 and 22 A Yard 1670 feet west of crossover between Middle track and lead track to A Yard.

West end of make-up track from connection to Middle Track to a point 400 feet east.

East end of 145 car make-up track from point of switch 415 feet east of center line of Hump building to a point 1400 feet west.

Hand-operated crossover between connecting track and middle track, trailing for westward movements on middle track 3929 feet west of MY.

Connecting track from hand-operated crossover 3929 feet west of MY to west end of A yard, Morrisville

Hand-operated crossover between No. 2 track and middle track, 3549 feet west of MY.

Electric Engine track from facing hand-operated switch for westward movements in Middle Track, 2040 feet west of MY to trailing hand-operated switch for westward movements to Middle Track, 3480 feet west of MY.

No. 1 Repair track from connection with Electric Engine track lead to a point 860 feet east.

West end of No. 1 and No. 2 tracks, A yard, Morrisville, from switch to connecting track to a point 1335 feet east thereof.

OTHER TRACKS:**HAROLD—**

Eastward Local Track from continuation of Line 1 to Gosman Avenue.

Eastward Express Track from continuation of Line 3 to facing point crossover leading from Eastward Express to Eastward North Side Track.

Westward Express and Westward Local Tracks from Laurel Hill Avenue to connection to Line 2 and Line 4.

Westward North Side Track from Laurel Hill Avenue to connection with Line 2.

Eastward and Westward New York Connecting Tracks.

Facing Point Crossover leading from Eastward Local Track to Eastward Express Track.

Facing Point Crossover leading from Eastward Express Track to Eastward North Side Track.

Facing Point Crossover leading from Eastward North Shore Track to Eastward New York Connecting Track.

Facing Point Crossover leading from Eastward New York Connecting Track to Westward Express Track.

Facing Point Crossovers leading from Westward Express Track to Westward Local Track.

Facing Point Crossover leading from Westward Local Track to Westward Express Track.

Facing Point Crossovers leading from Westward Local Track to Westward North Side Track.

Facing Point Crossover leading from Westward North Side Track to Westward Local Track.

Facing Point Crossover leading from Westward North Side Track to Line 4.

Facing Point Crossover leading from Westward New York Connecting Track to Westward North Side Track.

Facing Point Crossover leading from Westward New York Connecting Track to Westward Long Island Connecting Track.

Trailing Point Crossover between Eastward and Westward New York Connecting Tracks 3880 feet east of Harold.

F INTERLOCKING—

Long Island City westward passenger track from Harold Interlocking Station to a point 825 feet west of F Interlocking Station.

Long Island City westward freight track from a point 785 feet east to a point 410 feet west of F Interlocking Station.

Facing Point Crossover leading from P. R. R. track, Sub. 1, to Long Island City westward passenger track 210 feet west of F Interlocking Station.

Facing Point Crossover leading from Long Island City westward passenger track to P. R. R. track, Sub. 1, 642 feet west of F Interlocking Station.

Facing Point Crossover located 225 feet east of F Interlocking Station leading from Long Island City westward freight track to Long Island City westward passenger track.

Third Street Siding from connection to Loop 1, to a point 680 feet west thereof.

Sub Tracks 1, 2, 3, and 4 between F and Q.

Loop Tracks Nos. 1 and 2 between F and R.

R INTERLOCKING—

Loop Track A (R Interlocking).

Q INTERLOCKING—

Connecting Track between Q and Harold.

Eastward and Westward Engine Tracks between Q and Sunnyside Engine House.

PENNSYLVANIA STATION, NEW YORK—

All Tracks.

JERSEY CITY—

Engine Track between east end Waldo Avenue Yard and Jacy. Track B between Jacy and Waldo.

MEADOWS—

Morris Track between Hack and Karny.

Hand-operated crossover between Morris Track and Track 19, Eastward Storage Yard, 2300 feet east of Karny.

Hand-operated crossover between Morris Track and Track 19, Eastward Storage Yard, 1250 feet east of Karny.

Between Karny and Hack via Government Lead, No. 1 Ice House and Grape Yard Lead.
 Display Yard Ladder between Government Lead and Naught Track.
 No. 0 Track between Karny switches and connection with Grape Yard Lead.
 Engine Track between Meadows and Karny.

HUNTER—
 Hunter-18th Street Track from connection to L. V. R. R. to 950 feet westward.
 No. 5 Track between Hunter and Lane.

WAVERLY—
 Set-off Track between WA-6 and WA-5
 Track A between WA-6 and WA-3.

ELMORA—
 Track No. 0 from connection to Track A, Elmora to 3155 feet westward.

NEW BRUNSWICK—
 No. 5 Track between Baldwin Street Yard and County.
 County—East Millstone Track to 1700 feet west of No. 4 Track connection.

MIDWAY—
 Midway—Rocky Hill Track from connection to Track No. 4 to 730 feet eastward.

PRINCETON JUNCTION—
 Track No. 5 from connection to Princeton Branch to 3230 feet eastward.

MILLHAM—East Trenton Switches—
 Eastward Running Track, Millham to connection to east end of Coalport Yard.
 Westward Running Track from connection to Eastward Running Track to 720 feet westward, and from a point 2897 feet west of Millham to connection to east end of Coalport Yard.
 East and west leg of wye from connection to Track 5, to connection to Eastward Running track.
 Crossover between Eastward Running and Westward Running tracks, located 2897 feet west of Millham.
 Trailing point crossover between Eastward and Westward Running tracks located 5360 feet west of Millham

MILLHAM TO FAIR—
 Tracks Nos. 0 and 5.

Grundy to Morris—No. 0 Track.

1167-A6. Phase-Breaks

Location	Tracks	Cat. Pole	Distance of Break
Main Line	No. 1 and No. 2	W3.44	200 feet east of and 200 feet west of catenary pole W3.44

1167-A7. Position Light Phase-Break Indicator

Location	Track	Location of Indicator	Distance Between Indicator and Break
Main Line: East of Portal	No. 1 (Eastward) No. 2 (Eastward)	Signal Bridge W38	1500 feet
East of Portal	No. 1 (Westward)	On ground mast 185 feet west of Signal Bridge W37	2000 feet
	No. 2 (Westward)	On catenary pole W3.05	

1167-A8. When necessary to remove or apply jumpers between electric engines all pantographs must be lowered. If not practicable, open generator switch, battery switch, and air compressor switch during time of insertion or removal of jumpers.

1167-A9. Employees must not be on top of box cars, engines or other high equipment when movements are being made from sidings, yards or other tracks, which are not electrified, to tracks which are electrified, except in High Wire Territory.

1167-A10. All engine crews operating in passenger service, when moving between Sunnyside Enginehouse and Yard, after arrival at signal for reverse movement on Sub Tracks, will change to leading end of engine for reverse movement to enginehouse or train.

1167-A11. Pantographs must not be dropped—between west portal of North River Tunnels and east portal of East River Tunnels—Sub-1 and Sub-2 tracks under L. I. R. R. tracks east of F Interlocking Station—under low overhead structures, except in New York as follows:

On Tracks Nos. 2, 3, and 4 after requesting Power Director to open Sectionalizing Switch No. 6353.

Yard A.

West end Yard E.

Pantographs must not be dropped until controller is in OFF position and control switches to blower motors, air compressors and heaters have been opened or it is known that trolley wire is de-energized.

There is no restriction on raising lowered pantographs in this territory.

Pantographs must be in down position at layover points except as outlined above or when required to be raised to make tests, heat cars, or to prepare them for movement.

1167-A12. Enginemen must not permit fireman to operate electric engine between Newark and Harold, including Sunnyside Yard, except in case of extreme emergency. This paragraph of this instruction will not apply to engine crews assigned to yard engines while working within the confines of Sunnyside Yard.

1167-A13. Back up movements with electric engines when not accompanied by a Trainman, except movements of single engine with streamlined cab, Fireman must take position on forward end of engine in direction of movement and control movement by means of hand signals to Engineman. He must observe all signals affecting movement of his engine and accordingly give hand signals to Engineman.

1167-A14. When moving D. C. or A. C. multiple unit cars, Engineman must be on forward end in direction of movement.

1167-A15. Operation of one multiple unit car is prohibited except when shifting. Before making such movements, air and hand brakes must be tested and known to be operative. These movements must not exceed a speed of 10 miles per hour.

This instruction does not apply to MU cars which are equipped with a special emergency brake system to permit single car operation at maximum speeds for MU trains.

In the operation of MU cars equipped with special emergency brake system, an EMERGENCY BRAKE SWITCH is located in each motorman's operating compartment. The special emergency brake system is operated by placing the EMERGENCY BRAKE SWITCH, in the operating compartment from which the car is being operated, in the "ON" position. It is to be used only in event of failure of the regular air brake system. The switch must normally remain in the "OFF" position. When in single car operation, the special emergency brake system on these cars must be tested from operating end before each trip by placing the EMERGENCY BRAKE SWITCH in "ON" position with brakes released and control plug inserted, noting that brakes are immediately applied on both trucks. When switch is placed in "OFF" position brakes must release on both trucks. This test must immediately follow the normal initial terminal air brake test as prescribed in Instruction 11-b of 99-D-1, Brake and Train Air Signal Instructions.

In making shifting movements with single D. C. multiple unit cars a running brake test must be made immediately after movement is started.

1167-B3. When two or more Hudson Tube Trains using D. C. electric power stop on the same track a short distance apart, train that is close to train ahead, must not start until preceding train has been under headway one minute.

1167-B4. D. C. Electric Trains will operate in the Series Running position between Newark and Harrison.



1167-B5. Run in Series signs when lighted indicates partial failure of D. C. power supply and requires that all D. C. Electric Trains operate in the Series Running position between specified points as follows:

Location of Sign	Run In Series		
	Track	Between	And
440 feet east of JO Interlocking Station.....	No. 1	JO	Harold
565 feet east of C Interlocking Station.....	No. 3	C	Harold
1206 feet west of F Interlocking Station.....	No. 2	F	JO
785 feet west of Harold Interlocking Station.....	No. 4	Harold	C
800 feet west of WR Interlocking Station.....	No. 2	Waldo	Harrison
10 feet east of Dock Interlocking Station.....	No. 1	Harrison	WR

In all cases of abnormal low DC power, even though Run in Series signs are not displayed, enginemen will run carefully for one minute after power is restored to prevent abnormal loads on the power system.

1167-B6. H. & M. R. R. Enginemen must use electric brake except eastward trains from Newark must make station stop at Harrison with automatic brake.

Eastward trains not stopping at Harrison, Engineman must make running test with automatic brake between Newark and Harrison.

Automatic brake must be tested prior to departure from Yard.

1167-B7. H. & M. R. R. Enginemen and Trainmen on Lay up Trains must turn all drum switches to OFF position. Before uncoupling or coupling cars, it must be known that drum switches are in OFF position. After make-up of train has been completed, drum switches may be turned to ON position, indicating GREEN on panel board in end of each car.

H. & M. R. R. Rear Brakemen of westward trains after arrival at Newark must personally turn drum switch of rear car to OFF position and rear markers to OFF position.

H. & M. R. R. Conductors of eastward trains when taking position on trains must personally turn drum switch of head car to ON position.

1167-B8. Portable Third Rail Jumpers are located at east end, westward platform Harrison and at all interlocking stations in D. C. electrified territory. They must be replaced after using.

1167-B9. Auxiliary or Compromise Car Couplers for coupling H. & M. and P. R. R. Equipment are located at Waldo, Hack, Karny and Hudson Block Stations also at east end, westward platform Harrison.

TRAIN DISPATCHERS

1201-A1. Location of Train Dispatchers—

New York:

Train Dispatchers in charge as follows:

Main Line: A to Holmes

Branches: Jersey City
P. and H.
Greenville
P.A. and W.
Amboy
Freehold

Jamesburg
Princeton
Belvidere-Delaware
Bordentown
Trenton

1201-A2. Movements on main tracks will be in charge of Train Dispatcher of this Region, except:

Main Line	Between	And	Note
	Harold	A	1
Trenton Branch (When MA is closed)	MB (No. 1 track) Copper (No. 2 track)	Region Post (Phila. Region)	2
Trenton Branch (When MA is open)	MA	Region Post (Phila. Region)	2
Amboy Branch	BO	Region Post (Atl. District)	3

where movements will be in charge of:

Note 1—Train Director at A.

Note 2—Train Dispatcher Philadelphia Region and orders issued over signature of the Superintendent Transportation of that Region.

Note 3—Train Dispatcher Atlantic District and orders issued over signature of the Assistant Regional Manager of that District.

Movements on portions of the main tracks of connecting Regions listed below will be in charge of Train Dispatchers of this Region:

Main Line	Between	And
	Region Post (Phila. Region)	Holmes

and orders issued over signature of the Superintendent Transportation of this Region.

1201-A3. Form DR Train Orders authorizing movements against the current of traffic between Waldo and Karny, must include the name of the branch on which applicable.

SIGNAL RULES

Movement of Trains in the same direction by Block Signals 1251-A1. Rules 251, 253 and 254 in effect:

	Track	Between	And
Main Line	No. 1 and No. 4 A and B	Hudson Elmora	Region Post (Phila. Region) Union
	No. 2 and No. 3	Morris	Region Post (Phila. Region)
	No. 1 and No. 2	Jacy	Hudson
Jersey City Branch	No. 1 and No. 2	Union	WC
P. A. & W. Branch	No. 1 and No. 2	CQ	OB
Amboy Branch	No. 1 and No. 2	BO	Region Post (Atlantic District)
Belvidere Delaware Branch	No. 1 and No. 2	Fair	MG

OPPOSING AND FOLLOWING MOVEMENT OF TRAINS BY BLOCK SIGNALS

1261-A1. Rules 261, 262, 263 and 264 in effect:

	Track	Between	And
Long Island R. R.	Westw'd Passg. and Westward Freight	Harold	F
Main Line	No. 1 and No. 2	Harold	JO
	No. 3 and No. 4	Harold	C
	No. 1 and No. 2	A	Hudson
	No. 2 and No. 3	Hudson	Morris
	No. 0	Edison	Lincoln
Amboy Branch	Single	SA	CQ
Jamesburg Branch	Single	JG	Midway

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



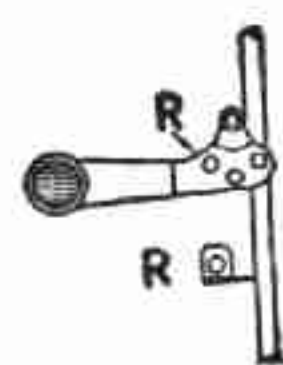
INDICATION—One track intervenes between signal and track it governs.
NAME—Signal mast bracket marker.
Signal mast bracket marker in service: Bordentown Branch.
Distant signal M-322, 6000 feet west of Fair.



INDICATION — Proceed prepared to stop at next signal. Train exceeding slow speed must at once reduce to that speed.
NAME—Approach.
In service between East portal of North River and West portal of East River Tunnels.



INDICATION—Proceed.
NAME—Clear.

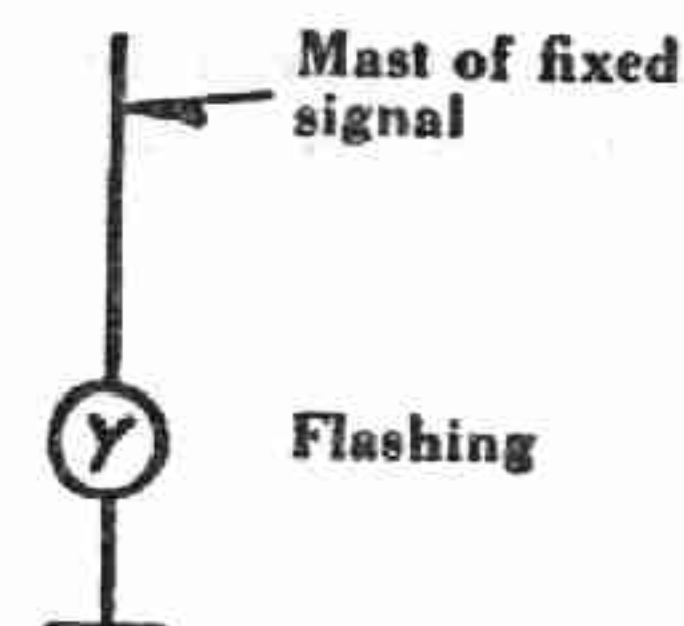


INDICATION—Stop.
NAME—Stop-Signal.



INDICATION—Proceed.
NAME—Clear.

NOTE—To apply to trains governed by fixed signal under which located.



INDICATION—Orders.
NAME: Train-order.

SPRING SWITCH—SWITCH LIGHT

Note: R = Red; G = Green



INDICATION:



Green—Switch Normal.
Red—Switch Reverse or Not Properly Set.

1280-A to 1296-A2. Duplicate Signals are located on left side of track at:

First Home Signal Track No. 1, A Interlocking.
Signal 4E11 Track 4 East River Tunnel.
Signal 4E25 Track 4 East River Tunnel.
Signal 2E21 Track 2 East River Tunnel.

1280-A to 1296-A3. At A, JO, KN, C, R and Q Interlockings when a train extends beyond first home signal or stops after passing same, train must not move until either Engineman or Fireman has observed signal or one of their trainmen has verbally notified them, immediately prior to moving, that signal is in passing position.

1280-A to 1296-A4. Home signal controlled from JO Interlocking Station governing westward movements in Line 2, East River Tunnels, is located as follows:

Color light signal located 1830 feet east of First Avenue Shaft.
When stop signal, Rule 292 is displayed, crew must immediately report to Train Director or Operator.

1280-A to 1296-A5. Home signals controlled from A—Interlocking station governing eastward movement in North River Tunnels are located as follows:

No. 2 Track

Position light signal located 300 feet west of West Portal.
Color light signal located 2,700 feet east of Weehawken Shaft.

No. 1 Track

Position light signal located 300 feet west of West Portal.
Color light signal located 1,820 feet east of Weehawken Shaft.

1280-A to 1296-A6. When letters H-M are displayed, signal must not be accepted by any trains except Hudson Tube trains.

Hudson Tube trains must not accept signal at Waldo for movement from No. 1 track (Jersey City Branch) to H. & M. R. R. tracks at Waldo—WR, or signal from track 4 to track W at Dock, unless H-M sign is displayed. Eastward Hudson Tube trains making station stop at Journal Square must not accept signal for movement to No. 1 track (Jersey City Branch)

1291-A1. When Signal P-80 on Passaic and Harsimus Branch indicates "Stop then Proceed at Restricted Speed," train will contact Kany before proceeding.

Automatic Train-Stops (Trippers)

1299-A1. Automatic train-stops are located as follows:

Location	Signals
F	All Home signals immediately preceding, and governing movement into, tunnels except low Home signal governing westward movement from Track Sub. 4.
East River Tunnels	All fixed signals with the current of traffic except Block signal 1E28, track No. 1 (Distant signal to F).
JO and C	All Home signals immediately preceding, and governing movement into, tunnels.
A	All Home signals immediately preceding, and governing westward movement into tunnels.
Waldo (and WR)	All Home signals governing westward movement on H. and M. R. R. Westward Tunnel Track. Home signals governing eastward movement from east end H. and M. R. R. (Journal Square) Station Tracks A and C.

Note: See Special Instruction 1299-A2.

Manual Release of Automatic Train-Stops (Trippers).

1299-A2. Release mechanism is located in case adjacent to signal.

When a train equipped with automatic train stops (trippers) is stopped by a signal at which an automatic train stop is located, to enable the train to proceed the Conductor or Engineman, or such person as they may designate, must be governed as follows:

Place P. R. R. switch key in slot in small iron case and turn key to right, holding for five seconds or until it is known automatic train stop is down, key may then be removed and train proceed in accordance with signal indication. Automatic train stop will remain down until entire train has passed over same. If train stop does not remain down when key is removed, reinsert key and turn to right, holding same to the right until entire train has passed over train stop.

If for any reason automatic stop arm cannot be released by using switch key, train may pass same in tripping position. When this occurs great care must be exercised to avoid damage to train and Train Director at A must be immediately notified.

When train is assisted by one or more engines at rear of train equipped with automatic train stop, the automatic train stops on assisting engine or engines must be made inoperative by closing cutout cocks in brake pipe leading to automatic train stop. This must be done before movement is started. After assisting service has been completed, cutout cocks must immediately be opened to restore normal operation.

1299-A3. Minimum distance from signal to point at which automatic train stop (tripper) at that signal will go to tripping position is as follows:

East River Tunnel, track No. 1	1287 feet
East River Tunnel, track No. 2	1250 feet
East River Tunnel, track No. 3	1050 feet
East River Tunnel, track No. 4	1080 feet

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

1299-A4. Automatic train stops (trippers) located at the following points work in conjunction with smash boards only and are not equipped with release mechanism: Interlocking home signal governing eastward movements on No. 1 track at Hack. Interlocking home signal governing westward movements on No. 2 track at Hack. Interlocked home signal governing eastward movements on E track at Dock. Interlocked home signal governing westward movements on W track at Dock.

MANUAL BLOCK SIGNAL SYSTEM

1305-A1. Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the Region as specified:

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4 (Against current of traffic only)	F	JO or C
Greenville Branch	No. 1 and No. 2 (Against current of traffic only)	WA-6	WA-2
Passaic and Harsimus Branch	No. 1 and No. 2 (Against current of traffic only)	WA-3	WA-5
	No. 1 and No. 2 (Against current of traffic only)	Karny	Hack
Princeton Branch	Single	Nassau	KS
Bordentown Branch	Single	Fair	BO
Amboy Branch	No. 1	CQ	OB
	No. 2	Deep Cut	OB
	Single	OB	BO
	No. 1 and No. 2	BO	Region Post—(Atlantic District)
Freehold Branch	Single	SG	JG
Jamesburg Branch	Single	JG	Midway
Belvidere Delaware Branch	Single	G	MG

NOTE:—In the application of Rules 335 and 361, where Rule 261 is in effect, fixed signals and not hand signals used at F to indicate condition of the block on No. 1 and No. 3 tracks for westward trains also at JO and C to indicate condition of the block on No. 2 and No. 4 tracks for eastward trains.

1316-A1. Rule 316 will apply:
 Princeton Branch between Nassau and KS
For movements against current of traffic:
 Main Line between F and JO or C

1317-A1. Rule 317 will apply:
 Bordentown Branch between Fair and BO.
 Amboy Branch between
 CQ and OB, No. 1 Track
 Deep Cut and OB, No. 2 Track
 OB and Region Post—(Atlantic District)
 Freehold Branch between SG and JG
 Jamesburg Branch between JG and Midway
 Belvidere Delaware Branch between G and MG
For movements against current of traffic:
 Passaic and Harsimus Branch between
 WA-3 and WA-5 } (against current of
 Kamy and Hack } traffic only)
 Greenville Branch between WA-6 and WA-2
 (against current of traffic only)
**For all movements against current of traffic except where Rule
 261 is in effect.**

Facing Hand-operated Switches

1362-A. Train orders must be used to advance a train or engine at a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal.

**Facing Hand-operated Switches
 Connected with Manual Block Signal.**

1362-B. Locations:

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
Fair	Westward	Single	Block Station and M.P. 1
JG	Westward	Single	Block Station and M.P. 14
Midway	Eastward	Single	Block Station and M.P. 31
SG	Westward	Single	Block Station and M.P. 1
Farmingdale	Westward	Single	Block Station and M.P. 9
Frenchtown*	Northward	Single	Block Station and Distant Switch Signal B-326
Lambertville	Northward	Single	Block Station and M.P. 50
MG	Northward	Single	Block Station and M.P. 63

NOTE—A train or engine receiving a 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 trains and engines must approach such switches prepared to stop short of switches not properly lined.

*This switch is connected with the interlocking signal Sundays, May 30, July 4, Sept. 1, also Monday through Saturday between 9.00 P.M. and 5.00 A.M.

AUTOMATIC BLOCK SIGNAL SYSTEM

1501-A1. Rules 501 to 512, inclusive, are in effect on portions of the Region as follows:

For movements with current of traffic

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4	Harold	JO or C
	No. 1 and No. 2	A	Hudson
	No. 1, No. 2, No. 3 and No. 4	Hudson	Elmora
	No. 1, No. 2, No. 3, No. 4 A and B	Elmora	Union
	No. 1, No. 2, No. 3 and No. 4	Union	Region Post (Phila. Region)
	No. 0	Edison	Lincoln
Jersey City Branch	No. 1 and No. 2	Jacy	Hudson
Passaic and Harsimus Branch	No. 1 and No. 2	Waldo	Hack
	No. 2	Kamy	WA-5
	No. 1	Signal P-106	Kamy
Greenville Branch	No. 1 and No. 2	Bay	WA-2
P. A. & W. Branch	No. 1 and No. 2	Union	WC
Trenton Branch	No. 1 and No. 2	Morris	Region Post (Phila. Region)
Amboy Branch	No. 2	CQ	Deep Cut
Belvidere Delaware Branch	No. 1 and No. 2	Fair	MG

For movements on Single Track

	Track	Between	And
Amboy Branch	Single	SA	CQ

For movements against current of traffic

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4	Harold	F
	No. 1 and No. 2	A	Hudson
	No. 2 and No. 3	Hudson	Morris
	No. 0	Lincoln	Edison

CAB SIGNALS

1551-A1. Rules 551 to 570, inclusive, are in effect on portions of the region as follows:

For movements with current of traffic

	Track	Between	And
Main Line	No. 1, No. 2 No. 3 and No. 4	Harold	JO or C
	No. 1 and No. 2	A	Hudson
	No. 1, No. 2 No. 3 and No. 4	Hudson	Elmora
	E, W, A and No. 5	Dock Interlocking	
	No. 1, No. 2, No. 3, No. 4, A and B	Elmora	Union
	No. 1, No. 2, No. 3 and No. 4	Union	Region Post (Phila. Region)
	No. 0	Edison	Lincoln
Jersey City Branch	No. 1 and No. 2	Jacy	Hudson
P. A. & W. Branch	No. 1 and No. 2	Union	WC
Trenton Branch	No. 1 and No. 2	Morris	Region Post (Phila. Region)

For movements against current of traffic

	Track	Between	And
Main Line	No. 1 and No. 2	A	Hudson
	No. 2 and No. 3	Hudson	Morris
	No. 0	Edison	Lincoln

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

Trenton—

No. 5 track at west end of station platform.

Eastward station track, 225 feet west of east end of eastward platform.

North side low platform track 225 feet west of east end of eastward platform.

South Amboy Junction—

Between SA and end of two main tracks SA from 1100 feet west of SA to 100 feet west thereof.

Union—

Eastward Connecting Track Perth Amboy and Woodbridge Branch from a point 135 feet west to a point 255 feet west of eastward home signal.

Newark—

South Broad Street yard, wire train storage track.

Journal Square (H. & M. R. R.)—

West ends of Tracks A, C, F and R.

Pennsylvania Station, New York—

East end of tracks Nos. 5 to 21, inclusive, except 9 and 10 (L. I. R. R.).

East end of tracks Nos. 9 and 10.

West end of tracks Nos. 1 to 18, inclusive, and track 5, Yard A.

1557-A1. A change in cab signal to "Restricting" at following locations will indicate the home signal is more restrictive than "Slow-approach":

Location	Direction of Movement	Approximate Distance from Governing Home Signal	Track
County	Westward	3000 feet east of	2, 3 and 4
County	Eastward	4200 feet west of	1, 2 and 3
Midway	Westward	4475 feet east of	2, 3 and 4
Midway	Eastward	3420 feet west of	1, 2 and 3
Midway	Jamesburg Br. Westward	3490 feet east of	Main
Morris	Westward	4782 feet east of	2, 3 and 4
Morris	Eastward	3625 feet west of	1 and 2

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

(a) Wire, work and wreck trains and ballast cleaners to and from work.

(b) Engines not equipped with cab signal apparatus or equipped with cab signal apparatus not in operating condition for direction it is to move, or pushing cars between:

Jacy and Hudson,
Hudson and Lane,
Lane and Union,
Union and WC,
Millham and MA.

(c) Engines moving to and from shops.

(d) Detour trains.

(e) Trains and engines from a connecting region or railroad (in emergencies)

1560-B2. Long Island Railroad trains equipped with Automatic Speed Control in operative condition for the direction they are to move will be considered as meeting the requirements of the Rules in the same manner as if they were equipped with cab signals.

If Automatic Speed Control fails, it will be cut out and the movement will proceed governed by fixed signal indications but not exceeding 40 miles per hour. In such cases crews are relieved from reporting the failure at the next point of communication; eastward trains will proceed to Harold and report to operator and westward trains will report failure to train-director at A (Phone 2001) on arrival at New York.

INTERLOCKING

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

All interlocking stations except—Farmingdale, Frenchtown, MG, G and BO.

1616-A1. In the operation of trains No. 101, 103, 124, 125, and 158 with Tubular Train equipment:

Employees governed by "Instructions Governing operation of Signals and interlockings" (C.T. 405) must assure themselves that no lever of the interlocking in their charge controlling a switch over which tubular trains are routed will be operated until they know that the entire train is clear of the involved switch. Where practicable, blocking devices must be used for this purpose.

TELEPHONE—TRAINPHONE

1701-A1. Telephones in East and North River Tunnels equipped with loud ringing bells at and between telephones.

Persons who wish to communicate with any person in tunnels should call central and state to the operator the person wanted and in which tunnel they are located.

Calls are as follows:

Telephone Exchange.....	1 long
Trainmen and Emergency Call.....	2 short
Trackmen.....	3 short
Telegraph and Telephone Repairmen.....	4 short
Signal Maintainer.....	1 long 1 short
Electric Traction Employees.....	1 long 2 short

1701-B1. New light-weight stream-lined Pullman cars are equipped with telephone, radio and train line connectors which are connected and disconnected by Pullman employees.

If necessary to part these cars, care must be exercised to see that connectors have been removed before cars are separated.

USE OF TRAINPHONE FOR MANUAL BLOCK SIGNAL SYSTEM OPERATION

1708-A1. Train phone in service.

	Between	And
Belvidere Delaware Branch	MG	Kent

Occupation

QUALIFIED FOR SERVICE

PART OF ZONE QUALIFIED FOR:

Name

ZONE

Home Region

REGION

**THE PENNSYLVANIA RAILROAD
NEW YORK REGION**

New York, N. Y., April 18, 1958

GENERAL ORDER No. 501

Effective 2.01 A.M., Sunday, April 27, 1958

Applies in All Zones

- (a) Time-Table No. 5 in effect. It contains the necessary instructions issued in general orders up to and including No. 406 all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 5 to see that his copy is complete, pages properly lined up and note changes. Employes must turn in Time-Table No. 4 to bulletin board attendant after Time-Table No. 5 takes effect.

- (b) **FREIGHT TRAIN OPERATION
CURRENT RATINGS—FREIGHT**

Maximum locomotive power used on rear of freight train must not exceed 5000 diesel horsepower or 7800 electric horsepower. When in emergency, diesel and electric power is doubleheaded on rear of a freight train, operated diesel horsepower must not exceed 2500, and not more than one electric locomotive unit of any class may be used.

When the rated working horsepower of locomotives pushing a freight train exceeds 4800, enginemen of the pusher locomotives will ease off the throttle while train is making a diverging movement over crossovers and turnouts.

Cab lead ammeter readings of Class FF-2 electric locomotives, whether operated as single or multiple cab locomotives, are restricted to a maximum of 700 amperes and throttle lever must be so manipulated that this value is never exceeded.

Authorized Current Ratings Overload Relay Setting		Maximum Accelerating Current	
Type	Amperes	Amperes	Notch
FF-2	850	700	Starting
		550	1 - 24
		400	25 - 26

These ratings are supplementary to those shown in page No. 43 of the CT-290, dated 7-21-52, Electrical Operating Instructions.

Applies in Zones A and B

- (c) **MAIN LINE
F—PORTAL**

Modified P5A locomotives restricted through East and North River Tunnels New York.

Special Instruction 1160-A1, changed

(Continued)

GENERAL ORDER No. 501 — Continued

Applies in Zone B

- (d) **JERSEY CITY**

HARSIMUS COVE YARD

Tracks out of service for electric operation as follows:

Old Stock Yard Tracks 2, 3 and 4 from a point 790 feet east of Yard Masters Office, Henderson Street.

New Stock Yard Tracks 5 to 9 inclusive, from a point 1490 feet east of Yard Masters Office, Henderson Street and No. 10 Track from a point 1280 feet east of Yard Masters Office, Henderson Street.

New Yard Ladder from a point 1300 feet east of Yard Masters Office, Henderson Street.

A—Ladder Track from a point 85 feet east of Yard Masters Office, Henderson Street to a point 1400 feet east thereof.

J Yard Tracks 1 to 9 inclusive.

No. 4 Track, Slate Dock Yard.

North Incline Track, Berwind White Coal Dock Pier from a point 790 feet east of Yard Masters Office, Henderson Street.

Motor stop signs, installed.

Special Instruction 1167-A5, changed.

Applies in Zone C

- (e) **MAIN LINE**

COUNTY-DEANS

Yard tracks under construction south of No. 1 track. Overhead catenary under construction over these tracks.

Special Instruction 1167-A5, changed.

- (f) **TRENTON BRANCH**

MA

Temporary block station, in service.

Automatic block signal T-419 governing westward movement on No. 2 track and automatic block signal T-414 governing eastward movement on No. 1 track changed to Home Signals. Movement from Middle track and movement against current of traffic at this point will be governed by hand signals from operator in charge.

- (g) **TRENTON**

COALPORT YARD

Tracks out of service for electric operation as follows:

Tracks Nos. 0, 1 and 2 from a point 955 feet west of junction of east and west leg of Millham Wye to the west end of Coalport Yard.

Motor stop sign, installed.

Special Instruction 1167-A5, changed.

(Continued)

GENERAL ORDER No. 501 — Concluded**Applies in Zone D****(h) FREEHOLD BRANCH
MANASQUAN—JAMESBURG**

Single unit RC engines, Rail Detector Cars and light engines must approach all highway crossings protected by automatic flasher lights or bell prepared to stop, unless it is known automatic crossing protection is operating.

Special Instruction 1103-C10 added.

Applies in Zone E**(i) AMBOY BRANCH—BORDENTOWN BRANCH
BO**

Block Station changed to Block and Interlocking Station.

Interlocking Rules 605 to 670 inclusive, in effect. Special Instructions 1104-C1 and 1606-A1, changed.

Applies in Zone F**(j) BELVIDERE DELAWARE BRANCH
ROXBURG—MARTINS CREEK**

Switch No. 1, Switch No. 3 and passing siding CR, out of service.

**(k) BELVIDERE DELAWARE BRANCH
HUDSON YARD—PHILLIPSBURG**

Facing hand-operated switch for southward movement in main track, with hand-operated derail, 3080 feet north of Phillipsburg, leading to Phillipsburg Grocery Co. track, capacity 5 cars, in service.

**(l) BELVIDERE DELAWARE BRANCH
KENT—CARPENTERVILLE**

Facing hand-operated switch for northward movements at Lead Switch Kent changed to spring switch.

Pipe connected derail out of service.
Spring switch mechanism, electric switch targets, SS (spring switch) and FP (fouling point) signs, in service.

**(m) BELVIDERE DELAWARE BRANCH
FRENCHTOWN**

Frenchtown Block and interlocking station. Hours in service changed as follows:

6.00 A.M. to 10.00 P.M., Daily except Sunday.

**(n) BELVIDERE DELAWARE BRANCH
LAMBERTVILLE**

Lambertville Block Station. Hours in service changed as follows:

6.00 A.M. to 10.00 P.M., Daily except Saturday and Sunday.

This General Order is printed in Time-Table No. 5 and will not be issued in sticker form.

R. E. BLOSSER,

Superintendent Transportation

To All Employees—

Your company, cooperating 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 highway, 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!

R. E. BLOSSER,

Superintendent Transportation

Approved:

N. L. FLECKENSTINE,
Regional Manager