

NEW YORK & LONG BRANCH RAILROAD

TIME TABLE NO. 359

In Effect

**Sunday, April 26, 1964
at 2.01 A. M.**

Eastern Standard Time

FOR THE GOVERNMENT OF EMPLOYES ONLY

J. A. CRADDOCK
Vice President

A. E. BJORKNER,
Asst. to Vice President

J. J. GALUPPO,
Superintendent

E. W. JEFFREY
Transportation Manager

SAFETY ALWAYS

**Make this railroad the safest
on which to work and travel.**

TABLE OF CONTENTS

	Page
Main Line	4 to 25
General Instructions:	
1. Letter and Symbol Indications	26
2. Requirements of Train and Engine Service Employes	26
3. Operating Rules	27 to 31, 36
Safety Rules	30, 32, 36
4. Supplemental Instructions Governing Operation of Rail Diesel Cars and Diesel Engines	31
5. Supplemental Instructions Governing the Operation, Inspection and Maintenance of Air Brakes	32
6. Method of Stopping Train with Hot Journal or other Unsafe Condition in Train	36
7. Speed Table	38
Company Doctors	1
Local Instructions	40
Telephones	50
Fog Interruption Instructions	51

**THERE'S ALWAYS TIME FOR SAFETY ON
THE NEW YORK & LONG BRANCH RAILROAD
SAFETY IS EVERYBODY'S JOB
ALL THE TIME**

Original timetable from the collection of Tim Zukas
scanned by Tim Zukas, 2021

J. C. L. DOCTORS

Located In
N. Y. and L. B. R. R.
Territory

WILLIAM F. MURRAY, M.D.
214 Smith Street, Perth Amboy, N. J.
Hilcrest 2-2834

S. MANLIUS LAZOW, M.D.
199 Main Street, Matawan, N. J.
Telephone 566-1771

MICHALE CRISTOFARO, M.D.
Oakland and Pearl Streets, Red Bank, N. J.
Telephone 747-1825

L. E. DeSIMONE, M.D.
1110 Grand Avenue, Asbury Park, N. J.
Telephone 775-7265

J. BRUCE HENRIKSEN, M.D.
422 River Avenue, Point Pleasant, N. J.
Telephone 899-0164

P. R. R. DOCTORS

Located In
N. Y. and L. B. R. R.
Territory

WM. POLLEN, M.D.
535 New Brunswick Ave., Perth Amboy, N. J.
Telephone VALley 6-0150

THEO. SCHLOSSBACK, M.D.
94 South Main Street, Ocean Grove, N. J.
Telephone PROspect 5-7657

WM. J. D'ELIA, M.D.
57 Pitney Road, Spring Lake, N. J.
Telephone GIBson 9-581

AVOID DAMAGE

Switch Customers Cars Carefully

JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. Damage to freight or car can be avoided by always keeping coupling speed within the safe range — **NOT OVER 4 MILES PER HOUR — A BRISK WALK.**

SPEED TABLE To Find Coupling Speed of 40 Foot and 50 Foot Car

Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.	40 Foot Car	50 Foot Car
Sec- onds	Miles per Hour	Miles per Hour
1	28	35
2	14	17.5
3	9.3	11.6
4	7	8.7
5	5.6	7
6	4.7	5.9
7	4	5
8	3.5	4.4
9	3.1	3.9
10	2.8	3.5
11	2.5	3.1
12	2.3	2.9
13	2.15	2.7
14	2	2.5

Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this data will be helpful in your efforts to prevent Rough Handling.

Switch Crews must function as a team. Clear signals properly given are mighty important; talk it over — prevent Rough Handling — it can be done.

IMPACT FORCE AT VARIOUS STRIKING SPEEDS

	Car Coupled at	Units of Destructive Forces
Safe {	1 mph	1
	2 "	4
	3 "	9
	4 "	16
<hr/>		
Damaging {	5 "	25
	6 "	36
	7 "	49
	8 "	64
	9 "	81
	10 "	100

STATIONS	FIRST CLASS				
	JCL	PRR	PRR	JCL	JCL
	3375	1185	1111	3301	3351
		●	● The Skipper		
	Sunday and Holidays	Sunday and Holidays	Except Sunday and Holidays	Except Saturday and Holidays	Saturday Except Holidays
	A.M.	A.M.	A.M.	A.M.	A.M.
NEW YORK.....	7.35	8.25	9.25		
NEWARK.....	7.50	8.40	9.40		
WOODBIDGE JCT....	8.19	9.07	10.08	10.30	10.30
PERTH AMBOY.....	\$ 8.22	\$ 9.09	\$10.10	\$10.41	\$10.35
SO. AMBOY JCT.....	8.24	9.11	10.12	10.43	10.37
SOUTH AMBOY.....	\$ 8.27	\$ 9.18	\$10.19	\$10.48	\$10.40
MORGAN.....			See Note	See Note	See Note
CLIFFWOOD.....					
MATAWAN.....	\$ 8.38	\$ 9.28	\$10.28	\$11.01	\$10.53
HAZLET.....					
MIDDLETOWN.....					
RED BANK.....	\$ 8.53	\$ 9.39	\$10.39	\$11.18	\$11.09
LITTLE SILVER.....					
MONMOUTH PARK.....			\$10.44		
BRANCHPORT.....					
LONG BRANCH.....	\$ 9.03	\$ 9.49	\$10.49	\$11.33	\$11.23
WEST END.....					
ELBERON.....		\$ 9.53	\$10.53	\$11.38	\$11.28
DEAL.....					
ALLENHURST.....	\$ 9.08	\$ 9.57	\$10.57	\$11.43	\$11.33
NO. ASBURY PARK.....					
ASBURY PARK.....	\$ 9.12	\$10.03	\$11.01	\$11.53	\$11.42
BRADLEY BEACH.....	\$ 9.15	\$10.06	\$11.03	\$11.58	\$11.46
AVON.....			\$11.05		
BELMAR.....	\$ 9.18	\$10.11	\$11.08	\$12.07	\$11.53
SPRING LAKE.....	\$ 9.22	\$10.15	\$11.12	\$12.09	\$11.57
SEA GIRT.....	9.24	\$10.18	11.14	\$12.14	\$12.00
MANASQUAN.....	\$ 9.26	\$10.21	\$11.16	\$12.18	\$12.05
BRIELLE.....					
PT. PLEASANT BEACH.....	\$ 9.30	\$10.26	\$11.20	\$12.25	\$12.15
BAY HEAD JCT.....	A 9.34	A10.30	A11.24	A12.33	A12.19
	A.M.	A.M.	A.M.	P.M.	P.M.

No. 1111 will make "S" stop at Monmouth Park June 5th to August 8, incl.

Nos. 3301 and 3351 will not carry revenue passengers.

STATIONS	FIRST CLASS							
	PRR	JCL	JCL	JCL	PRR	PRR	PRR	JCL
	1189	3377	3307	3357	1153	1119	3617	3359
	●						●	
	Sunday and Holidays	Sunday and Holidays	Except Saturday and Holidays	Saturday Except Holidays	Saturday Except Holidays	Except Saturday and Holidays	Saturday Except Holidays	Saturday Except Holidays
	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
NEW YORK.....	9.50	11.00	11.00	11.00	11.40	12.15	12.55	1.00
NEWARK.....	10.05	11.10	11.10	11.10	11.54	12.28	1.10	1.10
WOODBIDGE JCT....	10.32	11.41	11.44	11.44	12.29	1.01	1.42	1.46
PERTH AMBOY.....	\$10.35	\$11.44	\$11.46	\$11.47	\$12.32	\$ 1.03	\$ 1.44	\$ 1.48
SO. AMBOY JCT.....	10.37	11.46	11.48	11.49	12.34	1.05	1.46	1.50
SOUTH AMBOY.....	\$10.39	\$11.48			\$12.36	\$ 1.07	\$ 1.48	\$ 1.52
MORGAN.....	See Note	See Note	See Note	See Note	See Note	See Note	MU	See Note
CLIFFWOOD.....								
MATAWAN.....	\$10.52	\$11.56	\$11.56	\$11.58	\$12.51	\$ 1.21		\$ 2.01
HAZLET.....								
MIDDLETOWN.....								\$ 2.08
RED BANK.....	\$11.04	\$12.08	\$12.08	\$12.10	\$ 1.04	\$ 1.34		\$ 2.15
LITTLE SILVER.....					\$ 1.09			\$ 2.20
MONMOUTH PARK.....	\$11.10	\$12.14	\$12.13	\$12.15	\$ 1.11	\$ 1.39		\$ 2.23
BRANCHPORT.....								
LONG BRANCH.....	\$11.14	\$12.18	\$12.20	\$12.20	\$ 1.15	\$ 1.44		\$ 2.27
WEST END.....								
ELBERON.....	\$11.18	\$12.22	\$12.24		\$ 1.19	\$ 1.48		\$ 2.31
DEAL.....								
ALLENHURST.....	\$11.22		\$12.28		\$ 1.23	\$ 1.52		\$ 2.36
NO. ASBURY PARK.....			\$12.31		\$ 1.25	\$ 1.55		\$ 2.38
ASBURY PARK.....	\$11.26	\$12.29	\$12.34	\$12.30	\$ 1.28	\$ 2.00		\$ 2.42
BRADLEY BEACH.....	\$11.29	\$12.32	\$12.37	\$12.33	\$ 1.31	\$ 2.03		\$ 2.45
AVON.....			\$12.40		\$ 1.34	\$ 2.06		\$ 2.47
BELMAR.....	\$11.33	\$12.35	\$12.43	\$12.37	\$ 1.37	\$ 2.09		\$ 2.50
SPRING LAKE.....	\$11.37	\$12.39	\$12.47	\$12.41	\$ 1.41	\$ 2.13		\$ 2.54
SEA GIRT.....	11.40	12.41	\$12.50	\$12.43	\$ 1.44	\$ 2.15		\$ 2.57
MANASQUAN.....	\$11.43	\$12.43	\$12.53	\$12.46	\$ 1.47	\$ 2.18		\$ 3.00
BRIELLE.....								
PT. PLEASANT BEACH.....	\$11.48	\$12.47	\$12.59	\$12.50	\$ 1.53	\$ 2.25		\$ 3.04
BAY HEAD JCT.....	A11.52	A12.51	A 1.04	A12.54	A 1.57	A 2.29		A 3.08
	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

Nos. 1189 and 3377 will make "S" stop at Monmouth Park July 4.

Nos. 3307 and 1119 will make "S" stop at Monmouth Park June 5th to August 7, incl.

Nos. 3357, 1153 and 3359 will make "S" stop at Monmouth Park June 6 to August 8, incl.

No. 1119 will make "S" stop at No. Asbury Park April 27 to June 11 and from Sept. 9 to Oct. 23, incl.

STATIONS	FIRST CLASS				
	PRR	JCL	JCL	PRR	JCL
	3623	3323	4317	1133	3363
	●		●	● The Broker	
Except Saturday Sunday & Holidays P.M.	Except Saturday Sunday & Holidays P.M.	Except Saturday Sunday & Holidays P.M.	Except Saturday Sunday & Holidays P.M.	Saturday Except Holidays P.M.	
NEW YORK.....	3.46	3.50	3.50	3.55	4.00
NEWARK.....	4.02	4.05	4.05	4.10	4.10
WOODBRIIDGE JCT..	4.34	4.33	4.37	4.44	4.46
PERTH AMBOY.....	\$ 4.36		\$ 4.40		\$ 4.47
SO. AMBOY JCT.....	4.38	4.36	4.42	4.47	4.49
SOUTH AMBOY.....	A 4.40		\$ 4.44	\$ 4.49	4.51
MORGAN.....	MU				
CLIFFWOOD.....					
MATAWAN.....		\$ 4.45	A 4.53	4.57	\$ 4.59
HAZLET.....		\$ 4.49			
MIDDLETOWN.....		\$ 4.56			\$ 5.07
RED BANK.....		\$ 5.02		\$ 5.10	\$ 5.12
LITTLE SILVER.....		\$ 5.07			\$ 5.16
MONMOUTH PARK.....					
BRANCHPORT.....					
LONG BRANCH.....		\$ 5.14		\$ 5.21	\$ 5.21
WEST END.....					
ELBERON.....		\$ 5.18		\$ 5.25	\$ 5.25
DEAL.....					
ALLENHURST.....		\$ 5.22		\$ 5.29	\$ 5.29
NO. ASBURY PARK.....				\$ 5.32	\$ 5.31
ASBURY PARK.....		\$ 5.26		\$ 5.35	\$ 5.33
BRADLEY BEACH.....				\$ 5.38	\$ 5.36
AVON.....				\$ 5.41	
BELMAR.....		\$ 5.32		\$ 5.45	\$ 5.40
SPRING LAKE.....		\$ 5.36		\$ 5.49	\$ 5.44
SEA GIRT.....		\$ 5.39		\$ 5.52	\$ 5.46
MANASQUAN.....		\$ 5.42		\$ 5.55	\$ 5.49
BRIELLE.....					
PT. PLEASANT BEACH.....		\$ 5.47		\$ 6.00	\$ 5.63
BAY HEAD JCT.....		A 5.52		A 6.04	A 5.67
	P.M.	P.M.	P.M.	P.M.	P.M.

FIRST CLASS							
JCL	PRR	JCL	PRR	JCL	PRR	PRR	
3325	1135	4015	3627	3327	1159	3631	
●	● The Commuter	●	●	●	●	●	
Except Saturday Sunday & Holidays P.M.	Except Saturday Sunday & Holidays P.M.	Except Saturday Sunday & Holidays P.M.	Except Saturday Sunday & Holidays P.M.	Except Saturday Sunday & Holidays P.M.	Saturday Except Holidays P.M.	Except Saturday Sunday & Holidays P.M.	
4.09	4.15	4.17	4.20	4.45	4.40	4.40	
4.10	4.30	4.10	4.35	4.50	4.55	4.55	
4.50	5.01	5.12	5.09	5.25	5.23	5.27	
		\$ 5.15	\$ 5.11	\$ 5.27	\$ 5.25	\$ 5.29	
4.54	5.05	5.17	5.13	5.29	5.27	5.31	
		\$ 5.19	A 5.15	\$ 5.31	\$ 5.29	A 5.33	
			MU	See Note		MU	
\$ 5.03	\$ 5.14	A 5.30		\$ 5.40	\$ 5.42		
	\$ 5.19			\$ 5.44			
\$ 5.11	\$ 5.25			\$ 5.49			
\$ 5.18	\$ 5.32			\$ 5.54	\$ 5.54		
\$ 5.24	\$ 5.37			\$ 6.00	\$ 5.59		
\$ 5.30	\$ 5.45			\$ 6.06	\$ 6.06		
\$ 5.34	\$ 5.49			\$ 6.09	\$ 6.11		
\$ 5.38	\$ 5.53			\$ 6.13	\$ 6.15		
\$ 5.40	\$ 5.56			\$ 6.17	\$ 6.17		
\$ 5.43	\$ 5.59			\$ 6.17	\$ 6.20		
\$ 5.46	\$ 6.02			\$ 6.20	\$ 6.23		
\$ 5.49				\$ 6.23			
\$ 5.52	\$ 6.06			\$ 6.25	\$ 6.27		
\$ 5.55	\$ 6.10			\$ 6.29	\$ 6.31		
\$ 5.59	\$ 6.13			\$ 6.32	\$ 6.34		
\$ 6.03	\$ 6.16			\$ 6.35	\$ 6.37		
\$ 6.08	\$ 6.20			\$ 6.39	\$ 6.41		
A 6.14	A 6.24			A 6.44	A 6.45		
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	

No. 3327 will detach cars at Matawan Station.

STATIONS	FIRST CLASS				
	PRR	PRR	PRR	JCL	JCL
	1197	1137	3635	3365	3331
	●	● The Shopper	●		
Sunday and Holidays	Except Saturday Sunday & Holidays	Except Saturday Sunday & Holidays	Saturday Except Holidays	Except Saturday Sunday & Holidays	
P.M.	P.M.	P.M.	P.M.	P.M.	
NEW YORK.....	4.50	4.48	5.25	5.32	5.44
NEWARK.....	5.05	5.03	5.40	5.50	5.50
WOODBIDGE JCT...	5.34	5.33	6.13	6.18	6.26
PERTH AMBOY.....	\$ 5.37		\$ 6.15	\$ 6.20	\$ 6.28
SO. AMBOY JCT.....	\$ 5.39	5.36	6.17	6.22	6.30
SOUTH AMBOY.....	\$ 5.41 \$ 5.46	\$ 5.38	6.19	6.24	\$ 6.32
MORGAN.....			MU		
CLIFFWOOD.....					
MATAWAN.....	\$ 5.54	\$ 5.48		\$ 6.32	6.40
HAZLET.....					\$ 6.44
MIDDLETOWN.....		\$ 5.55		\$ 6.38	6.48
RED BANK.....	\$ 6.05	\$ 6.02		\$ 6.44	6.54
LITTLE SILVER.....					\$ 6.58
MONMOUTH PARK.....					
BRANCHPORT.....					
LONG BRANCH.....	\$ 6.16	\$ 6.14		\$ 6.54	7.04
WEST END.....					
ELBERON.....	\$ 6.20	\$ 6.19		\$ 6.58	7.08
DEAL.....					
ALLENHURST.....	\$ 6.23	\$ 6.23		\$ 7.02	7.12
NO. ASBURY PARK.....				\$ 7.05	7.15
ASBURY PARK.....	\$ 6.27	\$ 6.28		\$ 7.07	7.18
BRADLEY BEACH.....	\$ 6.31	6.32		\$ 7.10	7.21
AVON.....	\$ 6.34				
BELMAR.....	\$ 6.36	6.37		\$ 7.14	7.25
SPRING LAKE.....	\$ 6.40	6.41		\$ 7.18	7.29
SEA GIRT.....	\$ 6.43	6.44		7.20	7.31
MANASQUAN.....	\$ 6.45	6.47		\$ 7.22	7.33
BRIELLE.....					
PT. PLEASANT BEACH.....	\$ 6.49	6.51		\$ 7.26	7.37
BAY HEAD JCT.....	A 6.53	A 6.55		A 7.30	A 7.42
	P.M.	P.M.	P.M.	P.M.	P.M.

FIRST CLASS							
PRR	PRR	PRR	PRR	PRR	JCL	JCL	PRR
3637	1141	1199	3641	3647	3367	3333	4239
●	●	●	●	●	●	●	●
Saturday Except Holidays	Except Sunday and Holidays	Sunday and Holidays	Saturday Except Holidays	Except Saturday Sunday & Holidays	Saturday Except Holidays	Except Saturday Sunday & Holidays	Sunday and Holidays
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
5.35	6.50	7.35	8.10	8.25	8.32	8.36	8.40
5.60	7.04	7.50	8.25	8.40	8.43	8.48	8.55
6.27	7.37	8.18	9.04	9.11	9.16	9.22	9.25
\$ 6.29	\$ 7.40	\$ 8.21	\$ 9.06	\$ 9.13	\$ 9.19	\$ 9.24	\$ 9.27
6.31	7.42	8.23	9.08	9.15	9.21	9.26	9.29
A 6.33	\$ 7.44 \$ 7.49	\$ 8.25 \$ 8.30	A 9.11	A 9.18	9.23	\$ 9.28	A 9.32
MU			MU	MU			MU
	\$ 7.68	\$ 8.38			\$ 9.31	\$ 9.37	
	\$ 8.02					\$ 9.40	
	\$ 8.07					\$ 9.43	
	\$ 8.16	\$ 8.50			\$ 9.43	\$ 9.49	
	\$ 8.21	\$ 8.55				\$ 9.54	
			See Note	See Note			See Note
	\$ 8.27	\$ 9.01			\$ 9.53	\$ 10.00	
	\$ 8.32				\$ 9.57	\$ 10.04	
	\$ 8.36				\$ 10.01	\$ 10.08	
	\$ 8.39					\$ 10.11	
	\$ 8.43	\$ 9.11			\$ 10.06	\$ 10.14	
	\$ 8.46	\$ 9.14			\$ 10.09	\$ 10.17	
	\$ 8.49						
	\$ 8.51	\$ 9.17			\$ 10.13	\$ 10.21	
	\$ 8.55	\$ 9.21			\$ 10.17	\$ 10.25	
	\$ 8.57	\$ 9.23			10.19	10.27	
	\$ 9.00	\$ 9.26			\$ 10.21	\$ 10.29	
	\$ 9.06	\$ 9.30			\$ 10.25	\$ 10.33	
	A 9.10	A 9.34			A 10.29	A 10.38	
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

Nos. 3641, 3647 and 4239 will stop at Raritan River Drawbridge for employees.

STATIONS	FIRST CLASS				
	PRR	PRR	PRR	JCL	JCL
	1112	1164	3622	3376	3314
	● The Banker	● The Banker	●		
Except Saturday Sunday & Holidays	Saturday Except Holidays	Except Saturday Sunday & Holidays	Sunday and Holidays	Except Saturday Sunday & Holidays	
A.M.	A.M.	A.M.	A.M.	A.M.	
NEW YORK.....	8.40	9.00	9.20	9.27	9.26
NEWARK.....	8.25	8.45	9.04	9.16	9.14
WOODBRIIDGE JCT..	A 8.01	A 8.18	A 8.30	A 8.43	A 8.44
PERTH AMBOY.....	\$ 8.15	\$ 8.27	\$ 8.40	\$ 8.41	
SO. AMBOY JCT.....	7.58	8.13	8.25	8.37	8.38
SOUTH AMBOY.....	\$ 7.56 z 7.51	\$ 8.11 z 8.06	8.23	\$ 8.35	\$ 8.36
MORGAN.....			MU		
CLIFFWOOD.....					
MATAWAN.....	7.42	7.58		\$ 8.26	\$ 8.28
HAZLET.....					
MIDDLETOWN.....					
RED BANK.....	\$ 7.31	\$ 7.48		\$ 8.14	\$ 8.13
LITTLE SILVER.....		\$ 7.42			\$ 8.08
MONMOUTH PARK.....					
BRANCHPORT.....					
LONG BRANCH.....	\$ 7.21	\$ 7.37		\$ 8.04	\$ 8.02
WEST END.....					
ELBERON.....	\$ 7.16	\$ 7.33		\$ 8.00	\$ 7.58
DEAL.....					
ALLENHURST.....	\$ 7.12	\$ 7.29		\$ 7.56	\$ 7.54
NO. ASBURY PARK.....		\$ 7.26			\$ 7.51
ASBURY PARK.....	\$ 7.08	\$ 7.23		\$ 7.51	\$ 7.48
BRADLEY BEACH.....		\$ 7.20		\$ 7.48	\$ 7.46
AVON.....		\$ 7.18			
BELMAR.....	\$ 7.03	\$ 7.16		\$ 7.44	\$ 7.42
SPRING LAKE.....	\$ 6.59	\$ 7.12		\$ 7.40	\$ 7.38
SEA GIRT.....	\$ 6.57	\$ 7.09		\$ 7.37	\$ 7.36
MANASQUAN.....		\$ 7.06		\$ 7.35	\$ 7.33
BRIELLE.....					
PT. PLEASANT BEACH	\$ 6.52	\$ 7.02		\$ 7.31	\$ 7.29
BAY HEAD JCT.....	6.48	6.58		7.27	7.26
	A.M.	A.M.	A.M.	A.M.	A.M.

FIRST CLASS							
JCL	PRR	PRR	JCL	JCL	PRR	PRR	JCL
3356	1114	1150	3316	3358	3626	1118	4002
	● The Shopper	●			●		●
Saturday Except Holidays	Except Sunday and Holidays	Sunday and Holidays	Except Saturday Sunday & Holidays	Saturday Except Holidays	Saturday Except Holidays	Except Sunday and Holidays	Except Saturday Sunday & Holidays
A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
9.27	10.20	10.35	11.53	11.54	1.07	2.15	2.22
9.15	10.05	10.20	11.43	11.43	12.52	2.00	3.05
A 8.44	A 9.36	A 9.51	A 11.12	A 11.12	A 12.15	A 1.33	A 1.42
\$ 8.41	\$ 9.33	\$ 9.48	\$ 11.09	\$ 11.09	\$ 12.12	\$ 1.30	\$ 1.40
8.39	9.31	9.46	11.06	11.07	12.10	1.27	1.38
\$ 8.37	\$ 9.29 z 9.24	\$ 9.44 z 9.39	\$ 11.04	\$ 11.05	12.08	\$ 1.25 z 1.20	\$ 1.36
					MU		
\$ 8.28	\$ 9.15	\$ 9.30	\$ 10.56	\$ 10.57		\$ 1.12	\$ 1.29
				\$ 10.55			
				\$ 10.50			
\$ 8.16	\$ 9.03	\$ 9.19	\$ 10.43	\$ 10.44		\$ 1.00	
\$ 8.11	\$ 8.58		\$ 10.37	\$ 10.39		\$ 12.54	
						See Note	
\$ 8.05	\$ 8.52	\$ 9.08	\$ 10.31	\$ 10.33		\$ 12.48	
\$ 8.01	\$ 8.48	\$ 9.04	\$ 10.26	\$ 10.29		\$ 12.44	
\$ 7.57	\$ 8.43	\$ 9.00	\$ 10.23	\$ 10.25		\$ 12.40	
\$ 7.54	\$ 8.40	\$ 8.57	\$ 10.20			\$ 12.37	
\$ 7.51	\$ 8.37	\$ 8.55	\$ 10.18	\$ 10.22		\$ 12.34	
\$ 7.48	\$ 8.34	\$ 8.53	\$ 10.15	\$ 10.19		\$ 12.30	
	\$ 8.31	\$ 8.50					
\$ 7.44	\$ 8.28	\$ 8.47	\$ 10.12	\$ 10.16		\$ 12.26	
\$ 7.40	\$ 8.24	\$ 8.44	\$ 10.08	\$ 10.12		\$ 12.22	
\$ 7.37	\$ 8.21	\$ 8.42	\$ 10.05	\$ 10.09		12.18	
\$ 7.35	\$ 8.18	\$ 8.40	\$ 10.03	\$ 10.07		\$ 12.16	
\$ 7.31	\$ 8.14	\$ 8.36	\$ 9.59	\$ 10.03		\$ 12.12	
7.27	8.10	8.32	9.55	9.59		12.08	
A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.

No. 1118 will stop at South Amboy Jct. for employees.

STATIONS	FIRST CLASS				
	PRR	JCL	JCL	PRR	PRR
	1182	3368	3328	1120	4234
	•			• The Skipper	•
Sunday and Holidays	Saturday Except Holidays	Except Saturday Sunday & Holidays	Except Sunday and Holidays	Sunday and Holidays	
P.M.	P.M.	P.M.	P.M.	P.M.	
NEW YORK.....	2.40			3.46	4.16
NEWARK.....	2.26			3.31	3.59
WOODBRIIDGE JCT... A	1.57	A 2.03	A 2.03	A 3.04	A 3.27
PERTH AMBOY.....	\$ 1.54	\$ 2.00	\$ 2.00	\$ 3.01	\$ 3.24
SO. AMBOY JCT.....	1.52	1.56	1.55	2.59	3.22
SOUTH AMBOY.....	\$ 1.50 z 1.45			\$ 2.57 z 2.52	3.20
MORGAN.....		See Note	See Note		MU
CLIFFWOOD.....					
MATAWAN.....	\$ 1.37	\$ 1.45	\$ 1.45	\$ 2.44	
HAZLET.....					
MIDDLETOWN.....					
RED BANK.....	\$ 1.26	\$ 1.36	\$ 1.35	\$ 2.32	
LITTLE SILVER.....				\$ 2.28	
MONMOUTH PARK.....					
BRANCHPORT.....					
LONG BRANCH.....	\$ 1.14	\$ 1.25	\$ 1.25	\$ 2.22	
WEST END.....					
ELBERON.....	\$ 1.09			\$ 2.18	
DEAL.....					
ALLENHURST.....	\$ 1.06			\$ 2.15	
NO. ASBURY PARK.....	\$ 1.02			\$ 2.12	
ASBURY PARK.....	\$12.59	\$ 1.15	\$ 1.15	\$ 2.09	
BRADLEY BEACH.....	\$12.56			\$ 2.05	
AVON.....					
BELMAR.....	\$12.51			\$ 2.01	
SPRING LAKE.....	\$12.47			\$ 1.57	
SEA GIRT.....	\$12.44			\$ 1.55	
MANASQUAN.....	\$12.41			\$ 1.53	
BRIELLE.....					
PT. PLEASANT BEACH	\$12.37	\$ 1.00	\$ 1.00	\$ 1.49	
BAY HEAD JCT.....	12.33	12.55	12.55	1.45	
	P.M.	P.M.	P.M.	P.M.	P.M.

Nos. 3368 and 3328 will not carry revenue passengers.

STATIONS	FIRST CLASS							
	PRR	JCL	JCL	JCL	PRR	PRR	PRR	PRR
	3630	3380	3360	3322	3634	1186	1172	1122
	•				•	•	•	• The Resorter
Except Saturday Sunday & Holidays	Sunday and Holidays	Saturday Except Holidays	Except Saturday Sunday & Holidays	Except Saturday Sunday & Holidays	Sunday and Holidays	Saturday Except Holidays	Except Saturday Sunday & Holidays	
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
NEW YORK.....	4.42	4.53	4.53	5.23	5.33	6.00	6.10	6.16
NEWARK.....	4.27	4.37	4.43	5.20	5.18	5.45	5.54	6.00
WOODBRIIDGE JCT... A	3.52	A 4.08	A 4.11	A 4.28	A 4.43	A 5.23	A 5.23	A 6.27
PERTH AMBOY.....	\$ 3.49	\$ 4.05	\$ 4.08	\$ 4.25	\$ 4.40		\$ 5.20	\$ 5.24
SO. AMBOY JCT.....	3.47	4.03	4.05	4.22	4.37	5.20	5.18	5.22
SOUTH AMBOY.....	\$ 3.45	\$ 4.00	\$ 4.03	\$ 4.19	4.35	\$ 5.18 z 5.13	\$ 5.16 z 5.11	\$ 5.20
MORGAN.....	MU	See Note	See Note	See Note	MU	See Note	See Note	See Note
CLIFFWOOD.....								
MATAWAN.....	\$ 3.52	\$ 3.52	\$ 3.54	\$ 4.08		\$ 5.04	\$ 5.03	\$ 5.10
HAZLET.....				\$ 4.06				
MIDDLETOWN.....			\$ 3.46			First Trip July 4		
RED BANK.....	\$ 3.40	\$ 3.40	\$ 3.42	\$ 3.55		\$ 4.52	\$ 4.51	\$ 4.59
LITTLE SILVER.....			\$ 3.36	\$ 3.49			\$ 4.46	\$ 4.54
MONMOUTH PARK.....	c 3.33	c 3.33	c 3.32	c 3.45		Last Trip Sept. 7	c 4.43	c 4.52
BRANCHPORT.....								
LONG BRANCH.....	\$ 3.30	\$ 3.30	\$ 3.29	\$ 3.40		\$ 4.42	\$ 4.40	\$ 4.48
WEST END.....								
ELBERON.....	\$ 3.25			\$ 3.36		\$ 4.38	\$ 4.36	\$ 4.44
DEAL.....								
ALLENHURST.....	\$ 3.21	\$ 3.19	\$ 3.19	\$ 3.30		\$ 4.33	\$ 4.32	\$ 4.40
NO. ASBURY PARK.....						\$ 4.29	\$ 4.29	\$ 4.37
ASBURY PARK.....	\$ 3.17	\$ 3.15	\$ 3.15	\$ 3.26		\$ 4.28	\$ 4.27	\$ 4.35
BRADLEY BEACH.....	\$ 3.14	\$ 3.10	\$ 3.10	\$ 3.21		\$ 4.24	\$ 4.24	\$ 4.32
AVON.....	\$ 3.11					\$ 4.21	\$ 4.22	
BELMAR.....	\$ 3.08	\$ 3.06	\$ 3.06	\$ 3.17		\$ 4.18	\$ 4.20	\$ 4.27
SPRING LAKE.....	\$ 3.04	\$ 3.02	\$ 3.02	\$ 3.13		\$ 4.14	\$ 4.16	\$ 4.23
SEA GIRT.....	\$ 3.01	\$ 2.59	\$ 2.59	\$ 3.10		4.11	4.13	\$ 4.20
MANASQUAN.....	\$ 2.59	\$ 2.56	\$ 2.56	\$ 3.08		\$ 4.09	\$ 4.11	\$ 4.17
BRIELLE.....								
PT. PLEASANT BEACH	\$ 2.55	\$ 2.52	\$ 2.52	\$ 3.04		\$ 4.05	\$ 4.07	\$ 4.13
BAY HEAD JCT.....	2.51	2.48	2.48	3.00		4.01	4.03	4.09
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

No. 3380 will make "S" stop at Monmouth Park July 4.

Nos. 3360 and 1172 will make "S" stop at Monmouth Park June 6 to August 8, incl.

Nos. 3322 and 1122 will make "S" stop at Monmouth Park June 5 to August 7, incl.

No. 1186 will not run Sept. 6.

STATIONS	FIRST CLASS				
	PRR	JCL	PRR	JCL	JCL
	1184	3362	3638	3384	3364
	•	•	•	•	
Sunday and Holidays	Saturday Except Holidays	Except Saturday Sunday & Holidays	Sunday and Holidays	Saturday Except Holidays	
P.M.	P.M.	P.M.	P.M.	P.M.	
NEW YORK.....	6.30	7.27	7.35	7.51	
NEWARK.....	6.15	7.15	7.20	7.35	
WOODBRIIDGE JCT...A	6.45	6.43	6.49	7.05	7.39
PERTH AMBOY.....	\$ 5.42	\$ 6.40	\$ 6.46	\$ 7.02	\$ 7.36
SO. AMBOY JCT.....	\$ 5.40	\$ 6.38	\$ 6.44	\$ 6.59	\$ 7.33
SOUTH AMBOY.....	\$ 5.38 z 5.33	\$ 6.36	\$ 6.42	\$ 6.57	\$ 7.30
MORGAN.....	See Note	See Note	MU	See Note	See Note
CLIFFWOOD.....	See Note	See Note		See Note	See Note
MATAWAN.....	\$ 5.25	\$ 6.27		\$ 6.48	\$ 7.20
HAZLET.....					
MIDDLETOWN.....					
RED BANK.....	\$ 5.14	\$ 6.15		\$ 6.36	\$ 6.56
LITTLE SILVER.....					\$ 6.51
MONMOUTH PARK...c	5.06	6.09		6.31	
BRANCHPORT.....					
LONG BRANCH.....	\$ 5.03	\$ 6.04		\$ 6.26	\$ 6.45
WEST END.....					
ELBERON.....	\$ 4.57	\$ 6.00			
DEAL.....					
ALLENHURST.....	\$ 4.53	\$ 5.56		\$ 6.19	
NO. ASBURY PARK...c				\$ 6.16	
ASBURY PARK.....	\$ 4.47	\$ 5.52		\$ 6.13	\$ 6.31
BRADLEY BEACH.....	\$ 4.43	\$ 5.49		\$ 6.10	\$ 6.22
AVON.....				\$ 6.07	
BELMAR.....	\$ 4.39	\$ 5.46		\$ 6.04	\$ 6.18
SPRING LAKE.....	\$ 4.35	\$ 5.42		\$ 6.00	\$ 6.14
SEA GIRT.....	\$ 4.32	\$ 5.40		\$ 5.57	\$ 6.11
MANASQUAN.....	\$ 4.29	\$ 5.38		\$ 5.54	\$ 6.08
BRIELLE.....					
PT. PLEASANT BEACH	\$ 4.25	\$ 5.34		\$ 5.50	\$ 5.55
BAY HEAD JCT.....	4.21	5.30		5.46	5.44
	P.M.	P.M.	P.M.	P.M.	P.M.

Nos. 1184 and 3384 will make "S" stop at Monmouth Park July 4.

No. 3362 will make "S" stop at Monmouth Park June 6 to August 8, incl.

No. 3364 will not carry revenue passengers.

	FIRST CLASS							
	PRR	PRR	JCL	JCL	JCL	JCL	PRR	PRR
	1188	1126	3386	3326	3330	3366	1128	1180
	•				•	•	•	•
Sunday and Holidays	Except Sunday and Holidays	Sunday and Holidays	Except Saturday Sunday & Holidays	Except Saturday Sunday & Holidays	Saturday Except Holidays	Except Sunday and Holidays	Sunday and Holidays	
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
	8.30	8.58	8.54		9.40	9.53	10.40	10.55
	8.14	8.32	8.41		9.29	9.39	10.25	10.40
A	7.44	8.05	8.11	A 8.13	A 8.59	A 9.10	A 9.56	A 10.10
\$	7.41	\$ 8.02	\$ 8.08	\$ 8.10	\$ 8.56	\$ 9.07	\$ 9.53	\$ 10.07
\$	7.39	\$ 8.00	\$ 8.06	\$ 8.03	\$ 8.54	\$ 9.05	\$ 9.51	\$ 10.05
z	7.37 z 7.32	z 7.55 z 7.53		\$ 8.01	\$ 8.52	\$ 9.03	z 9.49 z 9.44	z 10.03 z 9.58
				See Note			See Note	See Note
	\$ 7.24	\$ 7.45	\$ 7.58	\$ 7.48	\$ 8.44	\$ 8.54	\$ 9.35	\$ 9.50
	\$ 7.12	\$ 7.32	\$ 7.46	\$ 7.12	\$ 8.30	\$ 8.41	\$ 9.23	\$ 9.38
	\$ 7.01	\$ 7.19	\$ 7.36	\$ 7.01	\$ 8.19	\$ 8.31	\$ 9.13	\$ 9.28
	\$ 6.57	\$ 7.13			\$ 8.15	\$ 8.27	\$ 9.09	\$ 9.23
	\$ 6.52	\$ 7.09		\$ 6.46	\$ 8.11			\$ 9.18
								\$ 9.15
	\$ 6.48	\$ 7.03	\$ 7.25	\$ 6.42	\$ 8.07	\$ 8.21	\$ 9.02	\$ 9.12
	\$ 6.44	\$ 6.58	\$ 7.21		\$ 8.04	\$ 8.18	\$ 8.59	\$ 9.09
	\$ 6.41		\$ 7.18					
	\$ 6.39	\$ 6.54	\$ 7.15	\$ 6.29	\$ 8.02	\$ 8.15	\$ 8.54	\$ 9.05
	\$ 6.35	\$ 6.50	\$ 7.11	\$ 6.25	\$ 7.58	\$ 8.11	\$ 8.51	\$ 9.01
	6.32	6.45	7.08	6.22	7.55	8.09	8.47	8.58
	\$ 6.30	\$ 6.42	\$ 7.05	\$ 6.18	\$ 7.53	\$ 8.07	\$ 8.44	\$ 8.55
	\$ 6.25	\$ 6.38	\$ 7.01	\$ 6.03	\$ 7.49	\$ 8.03	\$ 8.40	\$ 8.51
	6.21	6.32	6.57	5.53	7.45	7.59	8.36	8.47
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

No. 3326 will not carry revenue passengers.

Nos. 1128 and 1180 will stop at South Amboy Jct. for employees.

GENERAL INSTRUCTIONS

(See Rules of the Operating Department effective October 15, 1954 for Rules referred to in these Instructions)

1. LETTER AND SYMBOL INDICATIONS.

"Daily", "Ex. Sun.", "Sunday Only", etc., at top of a schedule indicates when the train shall run.

- L** — Leave
- A** — Arrive
- S** — Regular Stop
- F** — Flag stop to receive or discharge traffic
- C** — Conditional stop. See time table footnote
- Z** — Stop to change engines
- — Will not carry baggage
- MU** — Multiple Unit electric trains

Holidays: Days celebrated as:

New Year's Day
Washington's Birthday
Memorial Day
Independence Day

Labor Day
Thanksgiving Day
Christmas Day

2. REQUIREMENTS OF TRAIN AND ENGINE SERVICE EMPLOYEES

(a) Train and engine service employes in road service must comply with the following rules and regulations:

(1) Absent from duty for less than 30 days—must not return to duty until they have certified on the prescribed General Order form that they have read and understand all General Orders issued during their absence in the territory where they are qualified to operate.

(2) Absent from duty 30 days or more—must not return to duty until they have subscribed to the requirements under paragraph (1) and, in addition have been examined by their immediate employing officers or, in their absence, by the Train Rules Examiner, either in person or by telephone, as to their understanding of all General Orders issued during their absence in the territory where they are qualified to operate.

(3) Absent from duty 30 days or more—must not return to duty until they have submitted to a physical examination.

(b) Enginemen, Firemen promoted as Enginemen intending to operate engines under the direct supervision and responsibility of Enginemen, and Conductors, must comply with the following in addition to paragraphs (a) (1), (2), and (3):

(1) Absent six months or more from the portion of the railroad over which they are expected to operate—must not resume duty until they have been examined by the designated officer or, in his absence, by the Train Rules Examiner, as to their knowledge of the physical characteristics of the portion of the road over which they will operate.

(2) In complying with paragraph (a) (2), must obtain a certified slip from the examining officer.

(3) Must have a copy of all General Orders in effect in the territory where they are qualified to operate, with them while on duty, properly inserted in the binder provided for that purpose.

(c) Train and engine service employes in all classes of service must submit to a physical examination as follows, or more often at the discretion of the Medical Examiner:

(1) Conductors and Trainmen — at least once every twenty-four months.

(2) Enginemen and Firemen — at least once every twelve months.

3. OPERATING RULES

(a) Examinations

Employes whose duties require them to be familiar with the Rules for the Government of the Operating Department must pass a satisfactory examination at least once every two years, or at more frequent intervals when directed. When reporting for examination they must present their copy of the Book of Rules for checking.

(b) Exception to Rule S.

Rule S does not apply to passenger trainmen between Woodbridge Jct. and Bay Head Jct.

(c) New Definition of "Engine."

ENGINE — A unit propelled by any form of energy or a combination of such units operated from a single control, used in train or yard service.

Definition of Engine, page 14, Rules of the Operating Department, **ANNULLED**.

(d) New Definition of "Track Car."

TRACK CAR — A hand car or a self-propelled car. The term "Track Car" shall include other self-propelled units, such as: Track cranes, Hy-Rail cars, Weed burners, Tie tampers, and other similar equipment.

Definition of Track Car, page 18, Rules of the Operating Department, **ANNULLED**.

(e) Exceptions to Operating Rule 3(b)

Conductors and Enginemen in freight service may compare watches with each other by train radio.

(f) Operating Rule 9, **AMPLIFIED** by addition of the following sentence to the second paragraph:

Where reference is made in Rules of the Operating Department to a red light, a prescribed electric lantern equipped with a prescribed red bulb may be used.

(g) New first paragraph of Operating Rule 15

The explosion of torpedoes is a warning signal to be on the alert for Flagman, obstruction or train ahead. The explosion of one torpedo will indicate the same as two, but the use of two is required.

First paragraph, Rule 15, page 30, Rules of the Operating Department, **ANNULLED**.

(h) Operating Rule 19, AMPLIFIED by addition of following sub-paragraph to first paragraph:

The display of one flashing type marker in passenger service will indicate the same as two.

(i) Operating Rule 99, AMPLIFIED by addition of following paragraph after paragraph 6:

Flagmen of freight trains in signal territory ONLY, when recalled by Engineman, will use special 15 minute burning red fuses, in addition to torpedoes to provide protection under circumstances when Conductor, because of other duties, cannot remain at rear of train to make proper test of train air brakes.

(j) Operating Rule 103(b), AMPLIFIED, by addition of following paragraph:

When cars are set out on a track on a grade, or when cars are added to those already standing on a grade, the slack between cars must be bunched before engine is detached.

(k) New Operating Rule 107

107. When a passenger train is receiving or discharging traffic on the side toward a station platform, a train, engine or cars must not pass between it and the station platform unless proper safeguards are provided.

107(a). A passenger train must not go into a station where it is to stop while a train is stopped or moving on the track between it and the station platform.

107(b). When two or more trains are approaching a station, the train scheduled to receive or discharge traffic from the track farthest from station platform has precedence over all other trains in entering station platform.

107(c). All other trains must approach prepared to stop and must not enter limits of station platform if there is any possibility that the train having precedence will reach the station platform before the other trains have cleared the platform.

107(d). A train making an unscheduled stop to receive or discharge traffic from the track farthest from the station platform must not enter limits of station platform until it is known no other train will pass between it and the station platform.

Rule 107, page 49, Rules of the Operating Department, **ANNULLED**.

(1) New fifth paragraph of Operating Rule 206

In transmitting Train Orders by telephone or train radio, the numbers of trains and engines in the address must be pronounced and then spelled, letter by letter. All stations and numerals in the body of an Order must first be plainly pronounced and then spelled, letter by letter thus: Aurora A-u-r-o-r-a, and One Naught Five, O-n-e N-a-u-g-h-t F-i-v-e.

Fifth paragraph, Rule 206, page 52, Rules of the Operating Department, **ANNULLED**.

(m) New last paragraph of Operating Rule 206

When two or more engines or units are coupled and a designation is made by engine number, the number of the leading unit will be used in Train Orders. Unless the units are rearranged or changed enroute, the designation initially established will be used until assignment is completed.

Last paragraph, Rule 206, page 53, Rules of the Operating Department, **ANNULLED**.

Instructions dated March 10, 1949, regarding system of assigning engine numbers, **ANNULLED**.

(n) New fourth paragraph of Operating Rule 217

To effect delivery of a Train Order by telephone or train radio to a train, the Operator must give to the Conductor, Engineman or other employe addressed, the complete Train Order including his own last name. The employe so receiving the Order must read it to the Operator, sign it as "received by" and then deliver a copy to each person addressed.

Fourth paragraph, Rule 217, page 58, Rules of the Operating Department, **ANNULLED**.

(o) New fifth paragraph of Operating Rule 217

The Operator will show on his office copy of the Train Order the name of the person to whom delivered by telephone or train radio and the time.

Fifth paragraph, Rule 217, page 58, Rules of the Operating Department, **ANNULLED**.

(p) New second paragraph Operating Rule 221

After a Dispatcher requests an Operator to copy a "31" or "19" Order and receives the Operator's reply "Stop displayed," adding the direction; the following specific questions and replies must be transmitted between them:

<u>Dispatcher's Question</u>	<u>Operator's Reply</u>
1. Is red flag and red light displayed on track in full view of approaching train?	Flag and red light is displayed (naming location).
2. Is the interlocking signal on (designated track) in Stop position?	Interlocking signal on (designating track) is in Stop position.
3. Is the "reminder" on the machine lever that controls the signal in Stop position?	The "reminder" is now on the lever controlling the signal in Stop position.

These same questions and replies must be transmitted whenever there is a Train Order in effect at the time there is a change in the tour of duty of either the Operator or Dispatcher.

Second paragraph, Rule 221, page 59, Rules of the Operating Department, **AMPLIFIED**.

(q) New second paragraph of Train Order Form D-R

All trains between the points named moving with the current of traffic in the same direction as designated train must, when practicable, receive a copy of the Order, and may then proceed on their schedule, or rights.

Second Paragraph, Train Order Form D-R, top of page 74, Rules of the Operating Department, **ANNULLED**.

(r) New Operating Rule 242

Track cars must not foul or run over manually operated or remotely controlled interlocked switches without permission of person in charge, and the interlocking signal displaying a Proceed indication. When movement has been completed, person in charge of interlocking must be notified, unless there is an understanding between the track car driver and the person in charge of the interlocking that this is not necessary.

When Proceed interlocking signal cannot be displayed at manually operated interlockings, movement may be made after receiving permission and assurance from the person in charge that switches and derails are properly lined. Movement may then be made at restricted speed. When movement has been completed, person in charge of interlocking must be notified, unless there is a nunderstanding between the track car driver and the person in charge of the interlocking that this is not necessary.

When Proceed interlocking signal cannot be displayed at remotely controlled interlockings, movement may be made after receiving permission from the person in charge. After receiving such permission switches and derails must be checked and driver of track car assured that route is properly lined before proceeding. Movement may then be made at restricted speed. When movement has been completed, person in charge of interlocking must be notified.

Movement of track cars through unattended interlockings and railroad crossings at grade will be governed by signal indication, or in the absence of signals, by special time table instructions.

Rules 242, 243 and 244, pages 81 and 83, Rules of the Operating Department, **ANNULLED**.

**(s) New Operating Rule 245
New Safety Rule 228**

Track Cars approaching workmen on or near the track must sound a warning whistle and slow down prepared to stop until it is known the track is clear.

Track Cars when approaching a grade crossing must sound a warning whistle and slow down and may pass over the crossing when the Operator knows that it is safe to do so.

In addition, when crossings are protected by—

- (a) Automatic Gates—must be lowered;
- (b) Manually Operated Gates—when attended, must be lowered;
- (c) Flashers—equipped for manual operation, must be actuated before passing over crossing.

If gates cannot be lowered or flashers actuated, a Flagman must protect the movement over the crossing.

Rule 245, page 83, Rules of the Operating Department, **ANNULLED**.

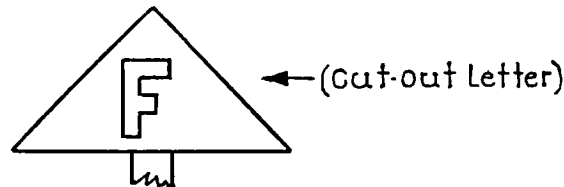
Rule 228, page 44, Safety Book, **ANNULLED**.

(t) New paragraph — Operating Rule 509

- (c) When operating under Rule 261, at restricted speed.

(u) New Paragraph — Operating Rule 611

Derails must be kept in derailing position, except when required to be in non-derailing position for an immediate movement.

(v) Operating Rule 700, AMPLIFIED by addition of new 'FLAG OVER CROSSING' sign.

This sign will be used at new locations and as replacements are necessary for present signs.

No change in paragraphs listed under:

Indication —

Name —

Location —

(w) New Operating Rule 801

Electrically-locked hand-operated switches may be locked or unlocked either from a control point or automatically through track circuits.

Instructions For Operating:

TO REVERSE, unlock and open electric lock box and when small semaphore assumes 90° position, throw small lever from "N" to "R". The switch may then be thrown in usual manner.

TO RESTORE to normal position, close the switch in usual manner, throw small lever in electric lock box from "R" to "N", then close and lock electric lock box.

TO CROSS OVER. End of crossover switch equipped with electric lock must be operated before the switch on the other end of crossover is operated. When restoring switch to normal, the end of crossover equipped with electric lock must be closed last.

(x) Operating Rule 1461, AMPLIFIED, by addition of following paragraph:

When approaching stations, vestibule doors must be closed on the side opposite the platform where passengers are to detain.

4. SUPPLEMENTAL INSTRUCTIONS GOVERNING OPERATION OF RAIL DIESEL CARS AND DIESEL ENGINES

RDC Diesel Engines Disabled			
No. Cars	No. Diesel Engines	No. Disabled	Corrective Action
2	4	1	} Remain in Service.
4	8	2	
2	4	2	} Remain in service to Jersey City.
4	8	4	
2	4	3 or more	} Move clear of main track. Report for instructions.
4	8	5 or more	

Operating single unit Rail Diesel Cars (RDC) in cab signal territory

When operating single unit Rail Diesel Cars in cab signal territory, and the cab signal indication changes to restricting indication, the Engineman will, in addition to complying with Rule 554, Rules of the Operating Department, approach next grade crossing protected by automatic warning devices, prepared to stop before passing over grade crossing unless it is known warning devices are operating properly.

If automatic warning devices are not operating properly,

- (a)—Automatic gates—must be lowered;
- (b)—Flashers—equipped for manual operation must be actuated;
- (c)—If gates cannot be lowered or flashers actuated—a Flagman must protect the movement over the grade crossing.

Use of Sand

Manual sanding must not be used, except in emergency, when operating Rail Diesel Cars or light Diesel engines. If stop is made on sand, in automatic block signal territory, or where automatic highway protection is installed, action must be taken to move forward or backward far enough to get at least one truck off the sanded rail.

Operating in Water

RDC or Diesel engines must not be operated on track submerged in water. If water has reached top of rail, speed must not exceed three miles per hour.

If a Diesel engine is advertently operated over track submerged in water, or there is reason to believe traction motors are wet, throttle must be closed until inspection is made. If traction motors are wet, throttle must remain closed until repairs are made.

RDC Body Door and Curtain

To avoid interference with Enginemen, body door must remain closed and curtain drawn on front end from which RDC engines are operated.

New Safety Rule 110

When a Diesel engine is under load, only qualified Mechanical Department personnel performing authorized duties may open or make any adjustment in high voltage cabinets, except that Enginemen and Firemen qualified to operate Diesel engines may release starting contactors and operate reverser with a dry wooden stick while in operation.

When a Diesel engine has been stopped and main battery switch opened, qualified Enginemen and Firemen may replace fuses or perform other work in high voltage cabinets.

Rule 110, page 26, Safety Book, ANNULLED.

5. SUPPLEMENTAL INSTRUCTIONS GOVERNING THE OPERATION, INSPECTION AND MAINTENANCE OF AIR BRAKES

Train Air Brake Operation During Inclement Weather

During inclement weather when rail, wheel or air brake may be adversely affected, air brakes must be operated with sufficient frequency to be assured of proper braking.

To insure against excessive operation of anti-wheel-slide devices, brake applications consistent with speed must be made in sufficient time to establish proper braking adhesion.

INSTRUCTIONS GOVERNING THE OPERATION, INSPECTION AND MAINTENANCE OF AIR BRAKES,

EFFECTIVE JULY 1, 1956:

Passenger Train Service

Instruction 104 AMPLIFIED

(a) At point or terminal, other than initial terminal, except as specified in Instruction 104(b), where motive power or engine crew or train crew is regularly changed, test of the train brake system must be made as prescribed in Instruction 102. When this examination has been completed, proper release signal must be given and it must be determined that all brakes have released properly.

(b) At point or terminal, other than initial terminal, as specified in time table or General Order, where engine crew or train crew or both are changed on a passenger equipment train, and consist, including engine remains intact, and no angle cock or end cock closed, except for cutting off one or more cars from rear of train, an application and release test of brakes must be made from engine with the automatic brake valve, noting brake pipe leakage. Inspector or Trainman must determine that brakes on rear car are applied. When this examination has been completed, proper release signal must be given. Before train departs, it must be known that brakes on rear car are released.

Running Test

New Instruction 105.

To conform with the provisions of the Power or Train Brake Safety Appliance Act of 1958:

1. After leaving originating point;
 2. After motive power has been changed;
 3. After engine or train crew has been changed;
 4. After angle cocks or brake pipe end cocks have been closed, except for cutting off one or more cars from the rear end of train;
- a 12-pound continuous brake pipe reduction must be made without shutting off power unless required, preventing engine brake from applying. If train air brakes do not properly operate, train must be stopped, cause of failure ascertained and corrected, and running test repeated.

Instruction 105(a) and 105(b), ANNULLED.

Freight Train Service

Instruction 205 AMPLIFIED

(a) At point or terminal, other than initial terminal, except as specified in Instructions 205 (b) or 205(c), where motive power or engine crew or train crew is regularly changed, test of the train brake system must be made as prescribed in Instructions 202, 203 or 204. When this examination has been completed, proper release signal must be given and it must be determined that all brakes have released properly.

(b) At point or terminal, other than initial terminal, as specified in time table or General Order, where engine crew

or train crew, or both are changed and consist of train including engine, remains intact and no angle cocks or end cock is turned, on receipt of proper request or signal to apply brakes for test, a 15-pound brake pipe service reduction must be made in automatic brake operation. The number of pounds of brake pipe leakage must then be noted as indicated by brake pipe gauge. Inspector or Trainman must examine the brakes on rear car and caboose to determine if they are applied properly. When this examination has been completed, proper release signal must be given. Before train departs it must be known that brake pipe pressure is being properly restored, as indicated by gauge on rear of train and the brakes on rear car and caboose are released.

(c) When engine crew or train crew, or both are changed and consist of train, including engine remains intact, except for cutting off or adding a car or solid block of cars at either front or rear of train; after such cars are in position where they are to be handled in train, on receipt of proper request or signal to apply brakes for test, a 15-pound brake pipe service reduction must be made in automatic brake operation. The number of pounds of brake pipe leakage must then be noted as indicated by brake pipe gauge and brakes on added car or cars, including caboose, must be examined to determine if they are applied properly.

If added cars have been previously tested as prescribed in Instruction 203, only the brakes on the rear car and caboose need be examined for service application. When this examination has been completed, it must be known that brake pipe pressure is being properly restored as indicated by gauge on rear of train and the brakes on rear car and caboose are released.

Instruction 208 MODIFIED

During severe cold weather, when gasket shrinkage and metal contraction cause excessive air system leakage, the limit for freight trains will be reduced as follows:

Temperatures	Number of Cars
11° to 20°	110
0° to 10°	90

With temperatures below zero, further reduction will be made as directed.

INSTRUCTIONS AUTHORIZING THE MOVEMENT OF A PASSENGER OR FREIGHT CAR IN A TRAIN WITH INOPERATIVE AIR BRAKE.

Instructions 102, 107, 202, 702, MODIFIED

The air brake system on all trains must be in effective operating condition. At all times the number of operative air brake cars must not be less than 85 per cent.

Trains leaving the initial terminal where car repair facilities are available, must have all air brakes operative.

Trains leaving the initial terminal where car repair facilities are not available, must have air brakes operative on not less than 85 per cent of the cars, and these must be next to the engine operating the train. No two cars with inoperative air brakes may be together (all such cars must be spaced by a car with operative air brakes). The rear car must have operative air brakes, except as prescribed in Instruction 107 governing the operation of air brakes.

Terminals at which car repair facilities are available: Jersey City, Elizabethport, Allentown, Ashley.

Speed Control

Instruction 401(a) REVISED

Engines equipped with or without speed control apparatus may be dispatched for operation in territory where

cab signal Rules 550 to 561, Rules of the Operating Department are in effect. Engines equipped with speed control dispatched for operation in territory where cab signal Rules 550 to 561, Rules of the Operating Department are in effect must have the speed control apparatus cut in and known to be operative.

Parking Diesel Engines

New Instruction 814.

Whenever a Diesel Unit is parked in an engine terminal for inspection or minor repair work or on a shop or yard track and the Diesel engine is shut down, the hand brake must be applied and known to be effective and a chocking chain must be placed around one of the driving wheels.

It is desirable, to the extent possible to place any parked Diesel Unit on a level track.

When any parked Diesel Unit with engine shut down is again to be moved, the engine should first be started and proper air pressure be restored to the air brake system and air brakes known to be applied before releasing hand brake and removing chocking chain from driving wheel.

Train Radio

Instruction 1205(a) third paragraph REVISED

Engineman to acknowledge by repeating "Proceed." Employee using the Walkie-Talkie will repeat "Proceed engine five seven" to the Engineman every 15 seconds until the car is clear of the side track switch. "CNJ engine five seven. Car is clear of switch. Stop."

Instruction 1205 (a) fifth paragraph REVISED

Engineman to acknowledge by repeating "Back Up." Employee using the Walkie-Talkie will repeat "Back up engine five seven" to the Engineman every 15 seconds until car is in the clear and stop is made.

New Instruction 1205(b)

Receiving Train Orders, Track Orders and Form 116, the train or track car addressed must be stopped before effecting delivery by train radio.

Inspection and Maintenance of Hand Brakes on Diesel Units

New Instruction 1402(c).

At each monthly inspection or whenever any defective condition is detected or reported by crew or Inspector the hand brake and its related mechanism on every Diesel Unit must be inspected, tested and known to be operative and effective before again being dispatched.

It must be known that any linkage, chain, or mechanism involved in the operation of the hand brake is free and clear and that the hand brake will be effective with the maximum allowable piston travel.

Hand brakes are to be applied and tested for condition and effectiveness without application of air to the brake cylinders.

Safety Control Inoperative (Dead Man)

Instruction 1404(a) REVISED

Engines in passenger service must not be dispatched unless the propelling unit is equipped with a "Dead Man"

control in cut-in position, except as outlined in following paragraphs:

When the "Dead Man" control becomes inoperative at the initial terminal and no equipped engine is available, an Officer qualified in Operating Rules will be assigned to ride in the operating cab of the locomotive to destination.

Should "Dead Man" fail on line of road, Engineman must cut-out "Dead Man" feature and report at nearest point of communication for instructions.

When the "Dead Man" becomes inoperative on a train consisting of only one Rail Diesel Car, and no Fireman is assigned, a Trainman, or an Officer qualified in Operating Rules, will be assigned to ride in the operating cab to destination.

Power Control Lock

New Instruction 1408

All Rail Diesel Cars and Diesel Locomotives, except freight units without operating cabs, will be equipped with a key operated Power Control Lock. This lock will be conveniently located in the operating cab and key may be inserted or removed when the lock is in the "Off" position but cannot be removed when it is in the "On" position.

When this Power Control Lock is in the "Off" position no power can be transmitted to the traction motors from the Diesel engine. When it is in the "On" position the Rail Diesel Car or Diesel Locomotive will function normally. A key for these Power Control Locks will be issued by Superintendents to Operating and Motive Power Department employees qualified to operate Rail Diesel Cars and Diesel Locomotives. These keys will be identified by individual numbers and each employe must sign a receipt when a key is issued to him.

Before leaving a Rail Diesel Car or Diesel Locomotive without a qualified employe in attendance, the employe in charge must turn the Power Control Lock to "Off" position and remove key, retaining it in his possession and in addition must—

1. Place throttle in "Idle" or "Off" position.
2. Place transition lever, if so equipped, in "Off" position.
3. Place "Reverse" lever in "Neutral" position.
4. On Diesel Locomotives place independent brake valve handle in "Applied" position. On Rail Diesel Cars place brake valve handle in "Full Straight Air" position.
5. Apply hand brake effectively or securely block the wheels, except in locations where qualified Mechanical Department employes are on duty.

In all locations, except where qualified Mechanical Department employes are on duty, Rail Diesel Cars or Diesel Locomotives not equipped with Power Control Locks must be attended by qualified employes whenever the engine is running.

Paragraph 12, page 14, of Instructions Governing the Operation, Inspection and Maintenance of Air Brakes; Paragraph 108, page 26, of the Safety Rule Book; and last paragraph of Rule 1401, page 130, Rules of the Operating Department, **ANNULLED.**

6. METHOD OF STOPPING TRAIN WITH HOT JOURNAL OR OTHER UNSAFE CONDITION IN TRAIN

When an Engineman observes, or is notified of a hot journal, or an unsafe condition on his train, he must immedi-

ately take action to stop the train by a service application of the air brakes.

When a member of the train crew riding in the caboose is notified of, or observes, a hot journal or an unsafe condition on his train, if his train is equipped with radio, he must immediately notify his Engineman by radio.

If the train is not equipped with radio, he must apply the air brakes from the caboose in accordance with Instruction 304(b) of Air Brake Instruction Book effective July 1, 1956, reading:

"(1) With long train, move A-1 caboose valve handle from extreme left, normal or running position, to notch 1. This will start the initial reduction and quick service throughout the train. Note reduction on the caboose air gauge. When the reduction becomes rapid, indicating the Engineman's brake valve handle is in lap position, return A-1 caboose valve handle to normal or running position."

"(2) With short train, move A-1 caboose valve handle to notch 1 and then slowly into notch 2 before returning to normal or running position."

"(3) For an emergency application, move handle promptly to extreme right. Leave handle there until train is stopped."

7. SPEED TABLE

Time per Mile		Time per Mile		Time per Mile	
Min. Sec.	MILES PER HOUR	Min. Sec.	MILES PER HOUR	Min. Sec.	MILES PER HOUR
0.51	70.59	1.36	37.50	2.21	25.53
0.52	69.23	1.37	37.11	2.22	25.35
0.53	67.92	1.38	36.73	2.23	25.17
0.54	66.67	1.39	36.36	2.24	25.00
0.55	65.45	1.40	36.00	2.25	24.83
0.56	64.29	1.41	35.64	2.26	24.66
0.57	63.16	1.42	35.29	2.27	24.49
0.58	62.07	1.43	34.95	2.28	24.32
0.59	61.02	1.44	34.62	2.29	24.16
1.00	60.00	1.45	34.29	2.30	24.00
1.01	59.02	1.46	33.96	2.31	23.84
1.02	58.06	1.47	33.64	2.32	23.68
1.03	57.14	1.48	33.33	2.33	23.53
1.04	56.25	1.49	33.03	2.34	23.38
1.05	55.38	1.50	32.73	2.35	23.23
1.06	54.55	1.51	32.43	2.36	23.08
1.07	53.73	1.52	32.14	2.37	22.93
1.08	52.94	1.53	31.86	2.38	22.78
1.09	52.17	1.54	31.58	2.39	22.64
1.10	51.43	1.55	31.30	2.40	22.50
1.11	50.70	1.56	31.03	2.41	22.36
1.12	50.00	1.57	30.77	2.42	22.22
1.13	49.31	1.58	30.51	2.43	22.08
1.14	48.65	1.59	30.25	2.44	21.95
1.15	48.00	2.00	30.00	2.45	21.82
1.16	47.37	2.01	29.75	2.46	21.69
1.17	46.75	2.02	29.51	2.47	21.56
1.18	46.15	2.03	29.27	2.48	21.43
1.19	45.57	2.04	29.03	2.49	21.30
1.20	45.00	2.05	28.80	2.50	21.18
1.21	44.44	2.06	28.57	2.51	21.05
1.22	43.90	2.07	28.35	2.52	20.93
1.23	43.37	2.08	28.12	2.53	20.81
1.24	42.86	2.09	27.91	2.54	20.69
1.25	42.35	2.10	27.69	2.55	20.57
1.26	41.86	2.11	27.48	2.56	20.45
1.27	41.38	2.12	27.27	2.57	20.34
1.28	40.91	2.13	27.07	2.58	20.22
1.29	40.45	2.14	26.87	2.59	20.11
1.30	40.00	2.15	26.67	3.00	20.00
1.31	39.56	2.16	26.47	3.15	18.46
1.32	39.13	2.17	26.28	3.30	17.14
1.33	38.71	2.18	26.09	3.45	16.00
1.34	38.30	2.19	25.90	4.00	15.00
1.35	37.89	2.20	25.71	5.00	12.00
				6.00	10.00

NEW YORK AND LONG BRANCH RAILROAD
LOCAL INSTRUCTIONS

	Page
102. Special Protection at Crossings	40
103. Automatic Crossing Gates	40
104. Current of Traffic	42
105. Location Where Block Signal and Interlocking, Automatic Block System, and Cab Signal Rules are Effective	42
106. Train Order Brackets	42
107. Movements of Trains in Bay Head Yard	42
108. Matawan Siding	43
109. Train Starting System on MU Track, South Amboy	43
110. Electrical Operation between "WC" Interlocking and South Amboy	43
111. Cab Signal Automatic Train Stop System on MU Cars	45
112. Speed Restrictions	45
113. Blocking Crossings	46
114. Gates on Inter-track Fences	47
115. Standard Clocks, General Orders, General Notices and Train Registers	47
116. Yard Limits	47
117. Secondary Tracks	47
118. Unattended Interlockings	47
120. Overhead Bridges	48
121. Electrically Locked Hand Operated Switches	48
122. Tonnage Signals	49
123. Hours Stations are Open for Sale of Tickets	49
Telephones	50
Fog Interruption Instructions	51

NEW YORK AND LONG BRANCH RAILROAD
LOCAL INSTRUCTIONS

102. SPECIAL PROTECTION AT CROSSINGS

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

<u>Location</u>	<u>Track or Branch</u>	<u>Crossing</u>
Matawan	Side Track	Main Street
Hazlet	Side Track	Holmdel Turnpike
Little Silver	Side Track	Sycamore Ave.
Long Branch	Side Track	Fifth Ave. and Westwood Ave.
West End	Side Track	West End Ave.
Belmar	Side Track	13th Ave.

103. AUTOMATIC CROSSING GATES

Movements must not be made on or over the following road crossings until it is known that the gates are in DOWN position when operating under:

- (a) RESTRICTING cab signal—Rule 290;
- (b) STOP and PROCEED signal—Rule 291;
- (c) STOP signal—Rule 292.

Gates operate for movements WITH and AGAINST the current of traffic, except when:—recrossing the road crossing after a reversal in direction of movement, or switching movement is being made on the opposing approach circuit.

Such movements must not be made on or over the road crossing until it is known that gates are in the DOWN position.

Crossings protected by automatic crossing gates are equipped with a center track circuit extended through the crossing and to the insulated joints about forty feet beyond each side of the crossing.

When an engine or cars occupy this circuit, gates cannot be raised either automatically or manually, therefore crews must, whenever practical, avoid stopping engines or cars between the insulated joints.

Trains or engines operating against the current of traffic, approaching road crossings protected by automatic crossing gates must not exceed a speed of 30 miles per hour from a point approximately 2,600 feet from the crossing until passing over it.

Supplemental manual operation of gates may be made by inserting and turning switch key in box provided for that purpose, as follows:

- (d) TO LOWER GATES — key-hole marked "LOWER".
- (e) TO RAISE GATES — key-hole marked "RAISE", for the particular track for which it is desired to raise the gates.
- (f) SWITCH KEY MUST NOT BE TURNED OR REMOVED until it is again desired to restore gates to automatic operation.
- (g) GATES REMAINING IN DOWN POSITION when there are no movements on the approach circuit, must be reported to the Train Dispatcher immediately.

<u>Location</u>	<u>Track or Branch</u>	<u>Crossings</u>	<u>See Note</u>
Cliffwood	Main Line	Gelhaus Road	
Cliffwood	Main Line	Cliffwood Rd.	
Hazlet	Main Line	Beers Ave.	
		Holmdel Turnpike	1
Middletown	Main Line	Nut Swamp Rd.	
Middletown	Main Line	Cooper Road	
Red Bank	Main Line	Route 35, (Broad St.)	1
Red Bank	Main Line	Patterson Ave.	
Little Silver	Main Line	Sycamore Ave.	1
		Oceanport Ave.	
		Silverside Ave.	
Branchport	Main Line	Branchport Ave.	1
		Joline Ave.	
Long Branch	Main Line	Broadway,	
		Chelsea & 5th Aves.	4
		Westwood Ave.	4
		Morris Ave.	4
		Bath Ave.	14
West End	Main Line	West End Ave.	1
		Brighton Ave.	
		Cedar Ave.	
Deal	Main Line	Roosevelt Blvd.	
Allenhurst	Main Line	Spier Ave.	
		Corlies Ave.	
		Allen Ave.	1
Belmar	Main Line	Grassmere Ave.	
		7th, 8th, 9th & 10th Aves.	
		12th, 13th, 16th Aves.	1
		17th & 18th Aves.	
Spring Lake	Main Line	Ludlow, St. Clair, Brighton, Warren, Monmouth, Ocean, Central and Beach Aves.	
Sea Girt	Main Line	Washington Blvd.	2
Pt. Pleasant Beach	Main Line	Broadway	
		Arnold Ave.	3
		Forman, Atlantic, New Jersey, and Washington Aves., Ocean House Road	

NOTE 1: Movements on side track must be protected by manual operation of the gates.

NOTE 2: Automatic gates with flashing lights operate for movements on main tracks with and against the current of traffic and for movements on side tracks passing over this crossing and leading to the Freight House.

NOTE 3: Westward trains on westward track, delayed at Pt. Pleasant Beach station, will stop clear of crossing. Key boxes for raising gates are located on post at station, and on post 200 feet east of station. Member of crew must observe that gates are in a down position and that crossing is clear of traffic before proceeding.

NOTE 4: Key box for RAISING gates for trains delayed at Long Branch Station is located on post south side of eastward track in station platform, 100 feet west of Station.

Key hole marked "EAST" will RAISE gates at Morris Avenue, Westwood Avenue, and Chelsea-Fifth Avenues, for eastward trains on eastward track.

Key hole marked "WEST" will RAISE gates at Bath Avenue for westward trains on westward track.

Member of crew must observe that gates are in DOWN position and that crossing is clear of traffic before proceeding.

104. CURRENT OF TRAFFIC

(a) Between "WC" and east end Raritan River Bridge, tracks 1 and 3 for eastward trains, tracks 2 and 4 for westward trains.

(b) Bay Head Jct. Loop track for westward trains.

105. LOCATIONS WHERE BLOCK SIGNAL AND INTERLOCKING, AUTOMATIC BLOCK SYSTEM, AND CAB SIGNAL RULES (Nos. 251, 261, 505 to 516 and 550 to 561) ARE EFFECTIVE

(a) Block Signal and Interlocking Rule 251 effective between:

"WC" and Bay Head Jct.

(b) Block Signal and Interlocking Rule 261 effective between:

"WC" and east end Raritan River Bridge on tracks 1, 2 and 4.

"SA" and east end Raritan River Bridge on eastward and westward track.

(c) Automatic Block System Rules 505 to 516, inclusive, effective between:

"WC" and Bay Head Jct.

(d) Cab Signal Rules 550 to 561, inclusive, effective between: "WC" and Bay Head Jct. for engines equipped with cab signals and supplementary whistle and acknowledged in operative condition.

Engines not equipped with required cab signals and supplementary whistle and acknowledged must not be dispatched for movement over this territory except:

(1) In switching and drag service. Maximum speed fifteen miles per hour.

(2) When an equipped engine is coupled ahead.

(e) Engines equipped with speed control operating against the current of traffic and cab signal indicator changes to restricting, train will proceed complying with Rule D-151 after taking the following action:

CRR of NJ Engines: Stop train, darken cab signal indicator by operating "STANDING CUTOUT" switch located under cab. When train is diverted back with the current of traffic, cab signal indicator will automatically return to normal.

PRR Engines: Move "SPEED CONTROL" switch to reverse.

When train is diverted back with the current of traffic, move "SPEED CONTROL" switch to normal.

106. TRAIN ORDER BRACKETS

Red flag and red light, as prescribed by Rules 221 (b) and 293, will be displayed on brackets at the following interlocking stations, indicating there are Train Orders to be delivered:

"SA"—South Amboy Jct.

"MR"—Matawan

"RG"—Red Bank

"SG"—Sea Girt

107. MOVEMENT OF TRAINS IN BAY HEAD YARD

Trains entering or leaving Bay Head Terminal Yard must be preceded by a member of the crew to see that switches are properly set for their movement. Conductors and Engine-men must see that these instructions are complied with.

108. MATAWAN SIDING

(a) Normal position of hand switches will be set for movements on siding.

(b) Trains or engines will enter this siding from either end on signal indication.

(c) Other trains or engines entering the siding requiring the use of a hand switch must first obtain permission from Signalman at "MR" Interlocking Station.

109. TRAIN STARTING SYSTEM ON MU TRACK SOUTH AMBOY

Train starting push buttons with amber indicator lights are located on two catenary poles in east-bound platform. (One is on the pole near Augusta Street, the other is on the pole at the east end of South Amboy station building.)

Two minutes prior to leaving time Conductor will push one of the two train starting buttons, and this will indicate to Signalman at "SA" Interlocking Station that train is ready to depart.

When ready to move train the Signalman at "SA" will clear the eastward signal for MU track, located at west end of station platform near John Street, and will also illuminate the amber indicator lights located above the train starting push buttons.

Until these amber indicator lights are lighted, train or engine stopping at South Amboy Station on MU track must not make eastward move from that station. If amber indicator lights are not illuminated prior to leaving time, Conductor will immediately report by telephone to "SA" Interlocking Station for instructions.

110. ELECTRICAL OPERATION FROM WOODBRIDGE JCT. TO 2100 FEET WEST OF SOUTH AMBOY STATION

The following tracks are equipped for A.C. electrified service:

TRACKS 2 and 4, AND WESTWARD TRACK:

Between Woodbridge Jct. "WC" Interlocking Station and a point 2100 feet west of South Amboy Station.

EASTWARD TRACK AND TRACKS 1 and 3:

Between a point 1045 feet west of South Amboy Station and Woodbridge Jct. "WC" Interlocking Station.

SIDE TRACK AND SIDING:

Side track from westward main track switch, located 776 feet west of South Amboy Station to a point 2100 feet west of South Amboy Station.

MU Siding from eastward main track switch, located 270 feet west of P.R.R. overhead bridge to a point 1875 feet west of South Amboy Station.

CROSSOVERS:

1. Between Westward Track and Westward Side Track, 870 feet West of South Amboy Station.

2. Between Westward Track and Eastward Track, 570 feet West of South Amboy Station.

3. Between Eastward Track and MU Siding, 550 feet East of South Amboy Station.

SPECIAL RULES GOVERNING TRAIN & ENGINE SERVICE, MAINTENANCE OF WAY AND ANY OTHER EMPLOYEES REQUIRED TO PERFORM WORK IN ELECTRIFIED TERRITORY.

Special Instructions for Employees in Electrified Territory, issued in book form C.T. 290 R2 (P.R.R.) are in effect. (Cen-

tral Railroad Company of New Jersey train and engine service employes will not be required to have a copy. Exception to item 6, page 123, Rules of the Operating Department.)

Supervisors and Foremen will be responsible for knowing that their men understand and comply with these instructions.

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

Employes must not work on or near energized wires, except in emergency, and then only under direction of the Power Director. Rails, frogs, switches and splices must not be changed, bonds or connections broken, unless temporary bonds have been placed and permission obtained from the Power Director.

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

Specially treated wood poles (pantograph poles) and rubber gloves have been placed in "WC" Interlocking Station and "SA" Interlocking Station.

Loose or broken impedance bond connection in the tracks must be regarded as energized (live) and reported immediately to the Superintendent and Power Director.

Employes must not allow their bodies, material or equipment of any kind to come within eight (8) feet of transmission wires or within three (3) feet of catenary system and signal power wires.

Employes are prohibited from getting upon, riding upon, or working upon top or roof of any freight car, passenger car, caboose, engine, or other high equipment or high lading, while said freight car, passenger car, caboose, or engine is under the energized catenary system.

When necessary to perform work on equipment as outlined above in overhead electrified territory, such work shall be performed under the supervision of, or by a qualified electrical employe.

SPECIAL RULES GOVERNING TRAIN & ENGINE SERVICE EMPLOYES OPERATING IN ELECTRIFIED TERRITORY.

Yardmasters and Conductors will be responsible for knowing that trainmen and caretakers of shipments and equipment understand these instructions.

Enginemen will be responsible for knowing that Firemen understand and comply with these instructions.

Enginemen must know before entering any electrified tracks that no part of the engine or engine equipment will foul the overhead catenary construction.

When there is a possibility that the contact between A.C. electric engines or A.C. multiple unit cars and the electric return circuit, as represented by the running rail, may be broken, pantographs must be immediately lowered.

No pantograph shall be lowered until it has been definitely known that the A.C. electric engine or A.C. multiple unit car is again making proper contact with the rail return circuit.

The 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 when MU cars are equipped with special emergency brake system.

In the event of difficulty of any kind, communicate immediately with the Power Director, Pennsylvania Railroad, New York.

List of telephones in the electrified territory are shown in timetable. Detailed instructions are posted in each box.

111. CAB SIGNAL AUTOMATIC TRAIN STOP SYSTEM ON MU CARS

Cab Signal Automatic Train Stop System for Pennsylvania Railroad MU trains operating over movable bridges within the State of New Jersey.

All Pennsylvania Railroad MU trains operated over movable bridges in the State of New Jersey must be dispatched from original terminal with the leading MU car so equipped.

The Cab Signal Automatic Train Stop System is supplemental to, and augments the existing Cab Signal apparatus on these cars so that when the Cab Signal changes to a less favorable indication, acknowledgement must be made within six (6) seconds in order to forestall an automatic train stop application which would result in an emergency application of the brakes and removal of power from the traction system.

Test of the Train Stop equipment must be made when Cab Signal is tested.

Details of operation are available in an instruction notice issued by the Pennsylvania Railroad Foreman of Engines and the Pennsylvania Railroad Passenger Trainmaster.

112. SPEED RESTRICTIONS

NOTE: Speeds shown in the following tables are the maximum miles per hour and must not be exceeded. When rules, signals, instructions or any conditions require lower speeds, such lower speed must not be exceeded.

(a) TRAINS

<u>Location</u>	<u>Pas- senger</u>	<u>Freight</u>	<u>Work and Service</u>
"WC" and Asbury Park Station	60	40	30
Asbury Park Station and Bay Head Jct.	40	40	30
Trains hauling locomotive cranes 25 miles per hour.			

(b) ENGINES

The same as required by The Central Railroad Company of New Jersey and the Pennsylvania Railroad, except single Diesel units, of either company, running light will not exceed a speed of 30 miles per hour.

(c) SPECIAL LOCATIONS (See Rule 701)

<u>Location</u>	<u>Restriction</u>	<u>Speed</u>
Between Hall Ave., Woodbridge Jct. and P.R.R. Connection — Tracks 3 & 4	—	20
Raritan River	Bridge	35
West of So. Amboy Jct.	Curve	35
South Amboy Augusta and John Sts.	Crossings To and from Raritan River R.R.	25 15
Matawan	Curve	50
Navesink River	Bridge	20
Red Bank— Westward Track	Switch—350 feet east of station	15
Long Branch	Curve	30
Elberon Station to Grant Ave., Deal	Automatic Gates and Curve	40

(c) SPECIAL LOCATIONS (con't.) (See Rule 701)

<u>Location</u>	<u>Restriction</u>	<u>Speed</u>
Allenhurst Station to Grassmere Ave.—Westward Track	Automatic Gates	35
North Asbury Park Station to Grassmere Ave.—Eastward Track	Automatic Gates	35
Asbury Park Station to Asbury Ave. —Eastward Track	Crossing	30
Bay Head Jct. Station to Ocean House Road	Crossing	10
Bay Head Jct.	Loop Track	6

(d) THROUGH INTERLOCKING LIMITS

<u>Location</u>	<u>Normal Speed Route</u>	<u>Medium Speed Route</u>	<u>Slow Speed Route</u>
"WC"—Woodbridge Jct.	60	30	15
— —Raritan River Draw	35	—	15
"SA"—South Amboy Jct.	35	10	10
— —Morgan Draw	40	—	15
"MR"—Matawan	60	—	15
"RG"—Red Bank	60	—	15
"OD"—Oceanport Draw	35	—	15
— —Shark River Draw	40	—	15
"SG"—Sea Girt	40	—	15
— —Manasquan River Draw	20	—	15

113. BLOCKING CROSSINGS

Trains must stop clear of the following crossings as indicated:

<u>Location</u>	<u>Crossing</u>	<u>Direction</u>	<u>Train</u>	<u>See Note</u>
South Amboy	John Street	Westward	Psgr. & Frt.	
		Eastward	Frt.	
Matawan	Augusta Street	Westward	Frt.	
		Eastward	Psgr. & Frt.	
Red Bank	Main Street	Westward	Psgr. & Frt.	1-2
		Eastward	Psgr.	1
Sea Girt	Washington Blvd.	Westward	Psgr.	
		Eastward	Psgr.	
Manasquan	Main Street	Westward	All	
		Eastward	All	
Point Pleasant Beach	Arnold Avenue	Westward	Psgr.	3
		Eastward	Psgr.	1

NOTE 1: Train consisting of 7 cars or less.

NOTE 2: Except to unload mail, baggage or express when train consists of 7 cars with working car next to engine.

NOTE 3: Trains making other than normal station stop to discharge passengers.

114. GATES ON INTER-TRACK FENCES.

Station Agents, Assistants and Gatemen at stations where inter-track fences are located must see that the gate is kept closed and locked except when opened to allow passengers to pass through and no one must be permitted to pass through the gate unless there is a station employe on hand to protect the safety of passengers.

115. STANDARD CLOCKS, GENERAL ORDERS, GENERAL NOTICES AND TRAIN REGISTERS LOCATED AS INDICATED BY "X".

	<u>General Stand- ard Clock</u>	<u>Orders and General Notices</u>	<u>Train Regis- ter</u>
Red Bank—Interlocking Station	X	X	—
Bay Head Jct. — Yardmaster's Office	X	X	—

116. YARD LIMITS.

Indicated by Yard Limit Sign, as follows:

BAY HEAD JCT. From a point 2375 feet east of Mile Post 38, including Dale Boat Works side track and Bay Head Yard.

117. SECONDARY TRACKS. (See Rules 105 (a) 105 (b).)

<u>Track</u>	<u>Between</u>	<u>And</u>	<u>Controlled by</u>	<u>See Note</u>
Monmouth Park Terminal	Connection West of "OD" Inter- locking	Monmouth Park Grand Stand	Signalman "OD" Inter- locking	1

Note 1. Monmouth Park Terminal in operation during Racing Season ONLY.

Signalmen and Operators must keep a record for secondary tracks under their jurisdiction and record thereon all movements, showing engine number, direction, place and time track is occupied or cleared.

118. UNATTENDED INTERLOCKINGS.

<u>Main Line or Branch</u>	<u>Location</u>	<u>Interlocking</u>	<u>Normal Position of Signals When Unattended</u>	<u>See Note</u>
Main Line	Oceanport Creek	Interlocking Proceed	NY & Other LB RR	1
Main Line	Sea Girt	Interlocking Proceed Stop		2

Note 1: "OD" Interlocking unattended daily, except June 5 to August 8. Weekdays unattended 12:01 a.m. to 11:30 a.m., 7:30 p.m. to 12:00 midnight, Sundays unattended. During the hours this interlocking station is unattended, the following arrangements will be in effect:

(a) The drawbridge will be closed and locked.

(b) The interlocking signals for straight movements, governing with the current of traffic, will operate automatically.
(See Rules 635 and 671)

Note 2: "SG" Sea Girt Interlocking Station unattended continuously.
The interlocking signals will be set for straight movements on the main line.
No crossover movements can be made.
The interlocking signals will operate automatically

for movements with the current of traffic.
(See Rules 635 and 671)

120. OVERHEAD BRIDGES.

Tell tales indicating restricted overhead clearance have been removed.

Employees must not go on top of cars, engines, or other high equipment while movements are being made under the following overhead bridges:

Bridge No.	Location
20/30	East of Perth Amboy
20/67	East of Perth Amboy
20/83	East of Perth Amboy
20/90	East of Perth Amboy
21/03	East of Perth Amboy
21/08	East of Perth Amboy
21/14	West of Perth Amboy
0/94	South Amboy
0/98	South Amboy
1/40	South Amboy
1/51	South Amboy
1/56	South Amboy
4/20	East of Cliffwood
7/25	West of Matawan
9/93	West of Hazlet
12/37	East of Middletown
12/47	East of Middletown
12/60	East of Middletown
24/24	East of Elberon
24/83	West of Elberon
26/36	West of Deal
29/81	East of Avon

121. ELECTRICALLY LOCKED — HAND OPERATED SWITCHES.

Location	Switch	Controlled by	See Note
"WC" Interlocking	Crossover from Track 4 to 6 West of Perth Amboy Station.	"WC"	1
South Amboy "SA" Interlocking	Crossover between westward track and track leading to Raritan River RR, located 870 feet west of South Amboy Station.	"SA"	1
South Amboy "SA" Interlocking	Crossover between eastward and westward tracks, located 570 feet west of South Amboy Station.	"SA"	1
South Amboy "SA" Interlocking	Crossover between eastward track and MU running track, located 550 feet east of South Amboy Station.	"SA"	1
South Amboy "SA" Interlocking	Switch in MU running track leading to MU Yard, located 650 feet east of South Amboy Station.	"SA"	—

Operating Rule 801 will govern the operation of electrically locked hand operated switches.

To reverse, unlock and open electric lock box and when small semaphore assumes 90° position, throw small lever from "N" to "R". The switch may then be thrown in usual manner.

To restore to normal position, close the switch in usual manner, throw small lever in electric lock box from "R" to "N" then close and lock electric lock box.

Note 1. End of crossover switch equipped with electric lock must be operated before the switch on the other end of crossover is operated. When restoring switch to normal, the end of crossover equipped with electric lock must be closed last.

122. TONNAGE SIGNALS

The following Automatic Block Signals are supplemented with a disc bearing the letter "P". (See Rule 291.)

EASTWARD—No. L142—Middletown

WESTWARD—No. L81—Hazlet

123. HOURS STATIONS ARE OPEN FOR SALE OF TICKETS

Stations	Daily		Saturday		Sunday & Holidays	
	Ex. Sat., Sun. & Hol.		Open	Closed	Open	Closed
South Amboy	4:30 A.M.	8:30 P.M.	4:30 A.M.	8:30 P.M.	4:30 A.M.	8:30 P.M.
Matawan	4:10 A.M.	8:10 P.M.	4:10 A.M.	8:10 P.M.	4:10 A.M.	8:10 P.M.
Middletown	4:00 A.M.	12:30 P.M.	Closed	Closed	Closed	Closed
Red Bank	4:45 A.M.	9:30 P.M.	4:45 A.M.	9:40 P.M.	5:20 A.M.	9:45 P.M.
Little Silver	4:40 A.M.	1:40 P.M.	4:40 A.M.	1:40 P.M.	Closed	Closed
Long Branch	4:35 A.M.	9:25 P.M.	4:40 A.M.	9:25 P.M.	5:10 A.M.	9:35 P.M.
Elberon	4:30 A.M.	8:30 P.M.	4:30 A.M.	8:30 P.M.	4:30 A.M.	8:30 P.M.
Allenhurst	4:30 A.M.	8:30 P.M.	4:30 A.M.	8:30 P.M.	4:30 A.M.	8:30 P.M.
No. Asbury Pk	4:25 A.M.	1:05 P.M.	Closed	Closed	Closed	Closed
Asbury Park	4:25 A.M.	9:20 P.M.	4:25 A.M.	9:20 P.M.	5:00 A.M.	9:20 P.M.
Bradley Beach	4:20 A.M.	1:05 P.M.	4:20 A.M.	1:05 P.M.	3:00 P.M.	6:30 P.M.
Avon	4:15 A.M.	1:00 P.M.	Closed	Closed	Closed	Closed
Belmar	4:15 A.M.	9:05 P.M.	4:25 A.M.	9:05 P.M.	4:50 A.M.	9:10 P.M.
Spring Lake	4:10 A.M.	12:50 P.M.	4:15 A.M.	1:15 P.M.	2:55 P.M.	6:15 P.M.
Sea Girt	5:30 A.M.	2:30 P.M.	Closed	Closed	Closed	Closed
Manasquan	4:10 A.M.	1:10 P.M.	4:10 A.M.	1:10 P.M.	2:50 P.M.	6:10 P.M.
Pt. Pleasant	4:00 A.M.	9:00 P.M.	4:15 A.M.	9:00 P.M.	4:40 A.M.	9:00 P.M.

TELEPHONES

Long Branch Exchange Capital 9-0486
 Long Branch Train Dispatcher Q

Station	Location	Connects With
Woodbridge Jct	†Home Signal (JCL) East of Interlocking.	WC & SA
"	WC Interlocking.	Q
"	†Signal Bridge, Hall Ave., West of Interlocking.	WC & SA
Perth Amboy	Ticket Office	WC-SA & Q
"	Baggage Room and Freight House	WC & SA
"	†Eastbound Platform.	WC & SA
"	†Westbound Platform.	WC & SA
"	†Freight House Ramp.	WC & SA
"	†Rar. North Shore Sdg.	WC & SA
"	†Signal Bridge 21/55	WC & SA
"	†Signal Bridge 21/69	WC-SA & Q
Raritan River	†Draw Captain Cabin	Q
So. Amboy Jct.	SA Interlocking.	Q
"	†Switch leading to Eastward track, West of P.R.R. overhead bridge.	SA
South Amboy	†Signal Bridge, Eastward track opposite MU yard.	SA
"	†Entrance MU Yard	SA
"	*Ticket Office	SA
"	†Westbound Platform	SA
"	†Switch leading to R.R. R.R.	SA
"	†Signal Bridge, Louisa St.	SA
Morgan	Draw Captain Cabin	Q
Cliffwood	On Pole at Crossover	Q
"	On Pole West End	Q
"	Wheaton Glass Siding	Q
Matawan	On Pole 650 Feet West of M. P. 6	MR & Q
"	Main St., Gate House	MR & Q
"	Ticket Office	MR-Q & L.B. Ex.
"	Atlantic Ave., Watchman's Cabin	MR
"	MR Interlocking	Q & L.B. Ex.
Middletown	On Posts at East End and West End of run around track Lily Cup Corp.	Q
Middletown Red Bank	*Station	Q
"	On Pole Home Signal, East of Bridge	Q
"	Passenger Station	RG & Q L.B. Ex.
"	Baggage Room	RG
"	RG Interlocking	Q & L.B. Ex.
"	Freight House	RG
Little Silver	*Station	Q
O.D.	*Interlocking	Q
Monmouth Park	Box on Pole	Q
Branchport	On Pole 21/22 West of Station	Q
Long Branch	On Pole Morris Ave.	Q
"	On Pole Eastbourne Ave.	Q
West End	On Pole Westbound Platform	Q
Elberon	Station	Q
Allenhurst	Station	Q

No. Asbury Park	*Station	Q
Asbury Park	Bangs Ave., Gate House	Q
"	Ticket Office	Q & L.B. Ex.
"	Station Master	L.B. Ex.
"	On Pole East End	Q & Asbury Pk.
"	Freight Yard	Q
"	Freight House	L.B. Ex.
Bradley Beach	Station	Q & L.B. Ex.
Avon	Station	Q
Shark River	Draw Captain Cabin	Q
Belmar	Station	Q & L.B. Ex.
"	On Pole, 152 Feet East of M. P. 31	Q
Spring Lake	*Station	Q
Sea Girt	} Ticket and Freight Office	SG
		SG Interlocking
Manasquan	Main Street Gate House	Q
Manasquan	Station	Q
Manasquan River	Draw Captain Cabin	Q
Pt. Pleasant Bch	Station	Q
Bay Head Jct.	Telegraph & Yd. Office	Q
"	Hostler Shanty	Q
"	On Post, West End of Yard	HD

†Telephones equipped with three-way switches with the phone lines connected with:

1—Power Director.

2—Woodbridge Jct. "WC" Interlocking and "SA" South Amboy Interlocking.

3—Telephone switchboard P.R.R., Newark.

* Accessible when office is closed.

FOG INTERRUPTION INSTRUCTIONS

All Passenger Station Employees.

Chief Train Dispatcher Long Branch will notify agents at all open passenger stations to advise Jersey Central patrons as follows:

"Weather conditions on the Hudson River this morning are such that there may be some interruption of CNJ ferry service to New York.

Conditions may improve by the time you reach Jersey City, but those of you who wish to do so may change to a Newark train at Elizabethport where you may secure "Fog Tickets" without charge, which will be good to New York "Hudson Terminal" via Pennsylvania Railroad and or Path Tubes.

DIVISIONAL STAFF

Superintendent

J. J. GALUPPO

Transportation Manager

E. W. JEFFREY

Road Foreman of Engines, JCL

J. D. SAVERCOOL

Assistant Road Foreman of Engines

R. J. TREDINNICK

Manager, Engine Terminals

W. F. DALEY

Chief Train Dispatcher

L. E. HERRING

Assistant Chief Train Dispatcher

B. B. BERRY

Train Dispatchers

G. L. WHITFIELD

W. P. LULKEN

L. J. VETRANO

E. F. MORRIS

J. B. GUNN

F. A. GRIMM

G. H. CAMERON

A. J. STAMATO

R. J. FRENCH

WHO ARE RAILROAD PATRONS?

-:-

They are the people most important to this institution—in person, on the telephone or by mail.

They are not dependent on us—we are dependent on them.

They are not an interruption of our work—they are the purpose of it. We are not doing them a favor by serving them—they are doing us a favor by giving us an opportunity to serve them.

They are not outsiders to our business—they are part of it.

They are not cold statistics — they are flesh-and-blood human beings with feelings and emotions like our own.

They are people who bring us their business. It is our job to see that their business and requests are handled promptly and courteously.