

# **Pennsylvania-Reading Seashore Lines**

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## **The Pennsylvania Railroad** PHILADELPHIA REGION

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### **ATLANTIC DISTRICT**

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#### **TIMETABLE No. 8**

(SPECIAL INSTRUCTIONS)

In effect 2:01 A.M., Sunday, April 28, 1963

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### **FOR THE GOVERNMENT OF EMPLOYEES ONLY**

---

**EASTERN STANDARD TIME**

---

**PENNSYLVANIA-READING SEASHORE LINES**

**H. D. KRUGGEL**  
General Manager

---

**THE PENNSYLVANIA RAILROAD**  
PHILADELPHIA REGION—ATLANTIC DISTRICT

**A. M. HARRIS**  
General Manager Transportation

**H. H. VAUGHN**  
Regional Manager

**H. D. KRUGGEL**  
Assistant Regional Manager - Atlantic District

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# SPECIAL INSTRUCTIONS

## GENERAL RULES

### Rules etc.; Governing PRSL Operation

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

### Uniforms

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

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

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

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

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

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

### Snow Melting Oil—Use of

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

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

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

### Safety Rule Book S-7-A—(Rev.)

100M-1A. Train and Engine Service Employes are required to know the Safety Rule of the day, which is printed in the schedules portion of the timetable. They are also required to know the meaning, intent and application of the Rule.

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

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

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

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

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

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

Location	Name and Address	Telephone Number
CAMDEN.....	F. H. Ehmman, M.D., 22 Federal St. Paul M. Mecray, M.D., 405 Cooper St.	WO 3-2300 Ext. 307 WO 4-1125
PENNS GROVE....	Harry F. Suter, M.D., 49 West Main St.	AX 9-2202
ATLANTIC CITY...	S. L. Winn, M.D., 1616 Pacific Ave.	344-6440 345-0195
MILLVILLE.....	J. S. Knowles, M.D., Harrison Ave.	TA 5-0052
OCEAN CITY.....	Herschell Pettit, M.D., 807 Wesley Ave. (Office Only)	399-0176
ROEBLING.....	J. H. Hornberger, M.D., 4th and Main Sts.	HY 9-0144 HY 9-0229

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

Location	Name and Address	Telephone Number
CAMDEN.....	Cooper—Sixth and Stevens Sts.	WO 4-6600
CAMDEN.....	West Jersey—Mt. Ephraim and Atlantic Avenues	WO 3-8830
CAMDEN.....	Our Lady of Lourdes— 1600 Haddon Avenue	WO 3-4300
MOUNT HOLLY...	Burlington County — Madison Avenue	AM 7-0700
LAKEWOOD.....	Paul Kimball—River Ave.	LA 6-1900
WOODBURY.....	Underwood—509 N. Broad St. (Private)	TI 5-0100
WOODBURY.....	Memorial—104 N. Broad St.	TI 5-5456
VINELAND.....	Newcomb—State Street	OX 1-9000
MILLVILLE	Millville—North High Street	Taylor 5-3500
CAPE MAY COURT HOUSE..	Burdette Tomlin—Lincoln Ave.	465-7171
BRIDGETON..	Bridgeton—Irving Avenue	GL 1-6600
SALEM.....	Salem County Memorial— Woodstown Road	YE 5-1000
ATLANTIC CITY..	Atlantic City—28 S. Ohio Ave.	344-4081
RIVERSIDE.....	Zurbrugg Memorial— Franklin St.	HO 1-0510
SOMERS PT.	Shore Memorial— Sunny Ave.	927-3501
ELMER	Community— W. Front St.	358-2341

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

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

At each passenger and each freight station.

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

**Stretchers:**

One stretcher should be carried on each combined car and baggage car, to be placed in stretcher box.

One stretcher must be carried on each passenger train.

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

Headquarters	Bell Telephone Number
Absecon.....	641-4250
Berlin.....	RO 7-0246
Cape May Court House.....	465-7141
Bordentown.....	298-1170
Fort Dix.....	RA 7-7121
Hammonton.....	LO 1-1800
Malaga.....	OX 2-3277
Mays Landing.....	625-8111
Mantua.....	UL 7-0044
Port Norris.....	Port Norris 35
Edgewater Park.....	DU 7-1800
Toms River.....	D1 9-2770
Woodstown.....	769-0774
Red Lion (Rt. 206).....	OR 9-7281
Riverside (Rt. 130).....	DU 7-1800
Tuckerton.....	AX 6-3131
Bridgeton.....	GL 1-0100
Turnerville.....	CA 7-2500
Laurelton.....	TW 2-3443

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

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

**TIMETABLES****LETTERS AND CHARACTERS**

1004-A. The following letters and characters in schedules indicate:

S—Regular stop.

F—Stop on signal to receive or discharge passengers.

A—Stop on signal to receive passengers.

B—Stop on signal to discharge passengers.

C—Regular stop to receive passengers.

D—Regular stop to discharge passengers.

E—Regular stop for express, mail or newspapers.

G—Regular stop, Saturday only.

H—Regular stop, Saturday only, to receive passengers

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

K—Regular stop, Sunday only.

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

M—Regular stop daily except Saturday and Sunday.

N—Regular stop daily except Sunday.

●—No baggage service.

⊕—No baggage service Sunday.

✦—Passenger train—rail motor car.

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

◇—Passenger train—no train baggageman.

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

**1004-B1**

X—Stop to cut off connection.

Z—Stop north of Interlocking to have Ocean City connection attached to rear.

**SIGNALS**

1007-A1. In addition to carrying Flagman's Signals, as required by Rule 99 flagman of RC or MU trains, on which there is no head brakeman, must place a red flag and a white light in head car of train for use in case of emergency. When a head brakeman is assigned, he must place the red flag and white light in head car of train.

**ENGINE WHISTLE SIGNALS**

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

When stops are to be made for water, hot boxes, repairs, etc.

Operator will notify train dispatcher promptly.

1014(l)-A2. Portable whistle post (yellow disc with black letter W) will be placed approximately 1,250 feet from point where section gangs are working, at following locations: 27th Street, Camden and Region Post (New York Region). 27th Street, Camden and Toms River.

Birmingham and Columbus.

Mount Holly and Medford.

When a portable whistle post is displayed, Rules 14(1) and 14 (q) will apply.

### COMMUNICATING SIGNALS

1016(a)-A. When starting signal has been displayed, at Atlantic City passenger station, trains will be started by rear trainman giving communicating signal from the rear end of last car in train, except when the rear car has an observation end, the signal will be given from the front end of that car.

### TRAIN SIGNALS

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

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

### USE OF SIGNALS

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

Day Signals—A red flag, torpedoes and fuses.

Night Signals—A white light, torpedoes and fuses.

### Lamps on Standing Equipment

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

Camden:—Delaware Ave., Pine Street Extension.

Atlantic City:—Mediterranean Ave., Georgia Ave., Mississippi Ave.

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

### Fusees and Torpedoes

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

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

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

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

### SUPERIORITY OF TRAINS

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

### GENERAL ORDERS

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

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

Bulletin Board	Employees' Register	Standard Clock	Location	Other Regions and Railroads
X	X	X	Camden—Crew Dispatcher's Office	New York Phila. Chesapeake
X	X	X	Pavonia—Yard Master's Office, 27th St.	New York Phila. Chesapeake
X	X	.....	Pavonia—Yard Master's Office, State St.	New York
X	X	X	Pemberton—Conductor's Room	New York
X	X	X	Camden—Bulson St. Yard Master's Office	
X	X	X	Coopers Point—Yard Office	
X	X	X	Paulsboro—Yard Office	
X	X	.....	Penns Grove—Conductors' Room	
X	X	X	Salem—Conductors' Room	
X	X	X	Bridgeton—Conductors' Room	
X	X	X	Millville—Conductors' Room	
X	X	.....	Millville—Yard Office	
X	X	.....	Ocean City—Conductors' Room	Phila.
X	X	X	Wildwood—Oak Avenue (Summer Only)	Phila.
X	X	X	Cape May—Passenger Station	Phila.
X	X	X	Atlantic City—Sta. Master's Office	New York
X	X	X	Eng. House Foreman's Office	Phila.

NOTE—X indicates in service.

### Standard Clocks

1075-A3. Standard Clocks at other points:

Train Dispatchers Office, Camden.

Ocean City Passenger Station.

All open Block Stations.

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

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

1075-A4b. General Order Zones of the Atlantic District are as follows:

Zone	Main Line	Branches	Secondary Tracks
D	Jersey to Vernon	Bordertown (Camden to Minson) Pemberton (Cooper to 27th St.)	
E		Pemberton (27th St. to Pemberton Jordan to Pensauken	Medford Kinkora Dix Running Trk. Birmingham Running Trk.
F		Bordertown (Minson to N. Y. Reg. Post at Bordertown)	

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

#### Qualification of Conductor or Engineman

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

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

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

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

#### Crews Relieved No Register

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

#### Deadheading

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

### OBSERVATION OF TRAINS FOR DEFECTS

#### Dragging Equipment Detector

1076-A2. Number 1 track 200 feet north of Jordan Block Station.

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

Elm Street Palmyra—Westward track.

#### MOVEMENT OF TRAINS

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

Except: At Brown (Clementon Route), Woodbury, Glassboro, Tuckahoe, Wildwood Jct., Winslow toward Tuckahoe, Cooper (Pemberton Branch) and Pensauken a Proceed Signal displayed for Southward train will indicate that all trains due which are superior have arrived or left and at Winslow (Clementon Route), Swift, Glassboro, Wildwood Jct., Tuckahoe toward Winslow and Birmingham a Proceed Signal displayed for Northward train will indicate that all trains due which are superior have arrived or left. At Minson a Proceed Signal displayed for Eastward train will indicate that all trains due which are superior have arrived or left and at MJ a Proceed Signal displayed for Westward train 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 Indicator

1084-A1. At Atlantic City passenger station, when train is ready the conductor will operate handle of switch located on shelter and light posts on platform adjacent to track, giving an indication that train is ready to start. Receipt of signal will be indicated by yellow light; if yellow light is not received, conductor will notify employe at the gate.

Employee will, at the proper time close the gate, and after the last passengers through the gate have had time to reach the train, will display the starting signal, green light, except for trains which do not carry passengers.

If starting signal is not displayed at proper time, conductor will ascertain if signal is being withheld and if not, train may proceed without starting signal.

1087-A1. Between Cooper and State Street Block signals (Pemberton Branch), trains (not including passenger trains), and yard or light engines, will make movements by signals, whose indication will supersede Timetable superiority; or may enter the block and make such movements by permission of the operator which permission will supersede Timetable superiority.

**Yard Limits**

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

Track	Between	and
Pemberton Br.	Cooper Block Station	2061 ft. north of Mile Post 3
	846 ft. north of Mile Post 18	1524 ft. north of Mile Post 20
	60 ft. south of Mile Post 23	End of Main Track at Pemberton
Penns Grove Br.	1993 ft. south of Woodbury	1833 ft. north of Mile Post 10
	2956 ft. south of Mile Post 13	402 ft. south of Mile Post 15
	2000 ft. north of Mile Post 16	2000 ft. south of Mile Post 17
	1000 ft. north of Mile Post 23	2000 ft. south of Mile Post 25
	1500 ft. south of Mile Post 27	To end of Main Track at Penns Grove Block-Limit Station
Salem Secondary Track	1993 ft. south of Woodbury	1596 ft. north of Mile Post 10
	2738 ft. south of Mile Post 18	1026 ft. north of Mile Post 20
	2841 ft. south of Mile Post 25	780 ft. south of Mile Post 26
	1290 ft. north of Mile Post 36	To end of Main Track at Salem Block-Limit Station
Bridgeton Secondary Track	728 ft. north of Mile Post 18	815 ft. north of Mile Post 19
	2045 ft. south of Mile Post 25	2185 ft. south of Mile Post 26
	880 ft. north of Mile Post 36	To end of Main Track at Bridgeton
Millville Branch	2145 ft. south of Woodbury	2035 ft. south of Woodbury Heights
	1600 ft. south of Mile Post 17	1200 ft. north of Mile Post 19
	3033 ft. north of Mile Post 34	315 ft. south of Mile Post 35
	3579 ft. north of Mile Post 39	1003 ft. south of Mile Post 41
Ocean City Br.	Tuckahoe Interlocking Station	65 ft. north of Mile Post 54
	145 ft. north of 34th Street	To end of Main Track at Ocean City
Cape May Br.	Tuckahoe Interlocking Station	457 ft. north of Mile Post 54
	175 ft. north of Mile Post 72	811 ft. north of Mile Post 73
	1583 ft. south of Mile Post 78	To end of Main Track at Cape May Block-Limit Station
Wildwood Br.	Wildwood Jct. Block Station	554 ft. south of State Highway No. 9
	530 ft. north of Grassy Sound Movable Bridge	To end of Main Track at Wildwood
Clementon Br.	1000 ft. north of Mile Post 8	Mile Post 9
Williamstown Secondary Track	Glassboro Interlocking Station	6960 ft. south of Glassboro Interlocking Station

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

1093-A3. Regular trains operating between Tuckahoe and Ocean City, between Wildwood Jct. and Wildwood, between Wildwood Jct. and Cape May and within yard limits at Wildwood Jct., are relieved from complying with Rule 99 and second paragraph of Rule S-93.

**Westville-The Texaco Plant**

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

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

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

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

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

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

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

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

**Authority to Proceed as an Extra**

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

At Initial Terminals by station master, agent or their representative.

**Non-Interlocked Railroad Crossings at Grade**

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

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

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

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

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



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

Paulsboro Bridgeport Crook Horn Grassy Sound  
Movable bridges listed below will be open for water traffic when bridge operator is not on duty.

Hours when bridge operator is on duty will be shown on the appropriate station page in the Schedules Book of the Timetable.

Paulsboro Bridgeport Grass Sound Canal

#### Delanco Movable Bridge

1098-B2. April 1 to November 30 inclusive: Bridge Watchman on duty 7.00 A.M. to 11.00 P.M., Daily except Sunday. 3.00 P.M. to 11.00 P.M. Sunday. Bridge will be locked up for train movements when watchman is not on duty except that bridge will be open for water traffic 7.00 A.M. to 3.00 P.M. Sunday. Hours will be advanced one hour when Daylight Saving Time is in effect.

December 1 to March 31 inclusive: Bridge Watchman off duty continuously. Bridge will be locked up for train movements. Signals will be displayed in proceed position.

In case of signal failure, operator at MJ will, after conferring with the train dispatcher, issue Clearance Card Form C. In such cases a member of the crew must precede the train across the bridge.

#### Automatic Highway Crossing Protection on Sidings, Yard or other Tracks

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

Track	Crossing	Location	Note
Delivery	Cumberland St.	So. of Gloucester	
To Buzby Bros.	U. S. 130	Westville	3
To Texas Co.	U. S. 130	Westville	1
Delivery	Holly Ave.	No. of Pitman	1
Industrial	Union Street	South Glassboro	1
Siding	Swedesboro Rd.	Franklinville	1
Siding	Catawba Ave.	Newfield	1
Siding	Pearl St.	Newfield	1
Siding	Park Drive	Vineland	
Siding	Sherman Ave.	So. Vineland	
Wye	High Street	Millville	
Industrial	Seventh Street	Shipyard	
Industrial	Eighth Street	So. of Shipyard	
Industrial	Ninth Street	So. of Shipyard	
Industrial	Tenth Street	So. of Shipyard	
Industrial	Mt. Ephraim Ave.	So. of Shipyard	
Delivery	Merchant St.	Audubon	1
Siding	New Freedom Rd.	Williamstown Jct.	
Atl. City El. Co.	Butter Road	So. of Palermo	
Atl. City El. Co.	Church Road	So. of Palermo	
Atl. City El. Co.	Tuckahoe Rd.	So. of Palermo	
Siding	Bay Shore Rd.	Rio Grande	
Yard	Broad Street	Cape May	4
To Shell Co.	Jessup Road	Thorofare	
To Shell Co.	Grove Road	Thorofare	
To Shell Co.	Fowler Road	Thorofare	
To Shell Co.	Paradise Road	Thorofare	5
Yard	Delaware St.	Paulsboro	1
Yard 1, 2 & 3	Penn Street	Paulsboro	1
Yard	Commerce Street	Paulsboro	1
To Monsanto Co.	U. S. 130	Bridgeport	1-2
Delivery	Harkers Lane	Reed Crossing	1
Siding	Cove Road	Merchantville	
Siding	Park Avenue	Merchantville	
Industrial	Petty Island Br.	Petty Island	6
Industrial	Hylton Road	Arch St. Palmyra	1
Industrial	Thomas Ave.	Riverton	1-2
Industrial	Cedar Street	Riverton	1-2
Industrial	Fairview St.	Riverside	1
Industrial	Broad Street	Beverly	1
Industrial	Cooper Street	Beverly	1
Industrial	Sluce Street	Burlington	1-2
Siding North Side	Jones Street	East Burlington	1
Siding, South Side	Jones Street	East Burlington	1
Industrial	U. S. 130	Burlington	3

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

Note 1. Trains and engines must stop on short track circuit in advance of crossing. Crew must know that crossing protection is operating

and must not proceed until crossing is clear for the movement. If crossing protection is not operating, movement over crossing must not be made, until crossing is protected by a member of the crew.

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

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

Note 4. Broad Street crossing is protected by flashing light highway crossing signals which operate automatically for southward movements to all tracks. For northward movements, 30 seconds before train moves, a member of the crew will operate push button. Push buttons are located on west side of No. 1 track for No. 1 track, and between No. 1 and No. 2 track for No. 2 track and No. 3 track. Flashing light will automatically cut out when train clears the crossing.

Note 5. At Paradise Road, flashing light highway signals operate automatically for southward movements. Northward movements must stop on track circuit extending 150 feet south of the crossing and before crossing over the highway it must be observed that highway crossing signals are operating and that crossing is clear for the movement.

Note 6. On track leading to Cities Service Company on Petty Island, train and engine movements must stop on track circuit marked with "CC" sign 115 feet east of westward movable bridge signal and after an interval of five minutes the westward movable bridge signal will clear.

Westward movements must clear "CC" sign located 85 feet west of eastward movable bridge signal releasing crossing protection for highway traffic.

When shifting movements are made east of "CC" sign, located 85 feet west of eastward movable bridge signal, push button located on instrument case must be operated after movement is west of "CC" sign.

Train or engine movements Petty Island to Pavonia must stop between a point 85 feet west of eastward movable bridge signal and eastward movable bridge signal. After an interval of five minutes the eastward movable bridge signal will clear.

Eastward movements must clear "CC" sign located 115 feet east of westward movable bridge signal, releasing crossing protection for highway traffic.

Trains or engines must not exceed a speed of ten miles per hour between movable bridge signals, prepared to stop, looking for highway vehicles that may be on the bridge.

#### Locations at which Signs Mark Operating Limits of Automatic Crossing Protection

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

Track	Crossing	Location
Single	Broad Street	Burlington
Industrial	Petty Island Bridge	Petty Island
No. 1 and No. 2	36th Street	Pavonia
Single	Cooper Street	Woodbury
Single	Virginia Ave.	Penns Grove
Single	State Highway (Note A)	Bridgeton
Siding	New Freedom Rd. — Brooklyn Rd.	Williamstown Jct.

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

### Interrupting Operation of Automatic Highway Crossing Protection Manually

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

Location	Crossing	Protection	Main Tracks	Other Tracks	Push Buttons Located
Florence	Columbus Rd.	Auto. Gates	2	—	So. & No.
E. Burlington	Jones St.	Auto. Gates	2	2	South Side
Burlington	Sluice Rd.	Flashing Lights	1	—	So. & No.
Beverly	Cooper St.	Auto. Gates	1	1	So. & No.
	Broad St.	Auto. Gates	1	2	North Side
Riverside	Pavillon Ave.	Auto. Gates	1	—	South Side
	Fairview Ave.	Auto. Gates	1	2	South Side
Riverton	Chester Ave.	Auto. Gates	1	—	South Side
	Main St.	Auto. Gates	1	—	South Side
Palmyra	Thomas Ave.	Auto. Gates	1	1	South Side
	Morgan Ave.	Auto. Gates	1	—	South Side
Barrington South of	Cinnaminson Ave.	Auto. Gates	1	—	South Side
	Hylton Road	Auto. Gates	1	1	South Side
Barrington South of	Browning Road	Flashing Lights	1	—	West Side

### Interrupting Operation of Automatic Highway Crossing Protection Automatically

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

Track	Crossing	Location	Note
No. 1	Browning Road	No. of Collingswood	
No. 1	Zane Avenue	No. of Collingswood	
No. 1	Collings Avenue	Collingswood	
No. 1	Lees Avenue	So. of Collingswood	
No. 1	Irvin Avenue	So. of Collingswood	
No. 1	Cuthbert Road	Cuthbert	
No. 1	Glenwood Avenue	No. of Westmont	
No. 1	Crystal Lake Avenue	Westmont	
No. 2	Eresham Avenue	Ashland	
No. 1 and No. 2	Atco Avenue	Atco	
No. 1 and No. 2	Liverpool Avenue	No. of Egg Harbor	
No. 1 and No. 2	Philadelphia Avenue	Egg Harbor	
Main	Seventh Street	Shipyard	
Main	Eighth Street	So. of Shipyard	
Main	Ninth Street	So. of Shipyard	
Main	Tenth Street	So. of Shipyard	
Main	Mt. Ephraim Avenue	So. of Shipyard	
Main	Collings Avenue	West Collingswood	
Main	Merchant Street	Audubon	
Main	Pine Street	No. of Orston	
Main	Chestnut Street	Orston	
Main	Clements Bridge Road	Barrington	
Main	Davis Road	So. of Barrington	F
Main	Laurel Avenue	So. of Stratford	
Main	Lincoln Avenue	No. of Magnolia	E
Main	Elm Avenue	Laurel Springs	
Main	Berlin Road	Clementon	
Main	New Freedom Road	Penbryn	
Main	New Freedom-Williamstown Rds.	Williamstown Jct.	
No. 1 and No. 2	Essex Street	No. of Gloucester	
No. 1 and No. 2	Morris Street	No. of Gloucester	
No. 1 and No. 2	Mercer Street	No. of Gloucester	
No. 1 and No. 2	Middlesex Street	No. of Gloucester	
No. 1 and No. 2	Chambers Street	No. of Gloucester	
No. 1 and No. 2	Hudson and Paul Sts.	No. of Gloucester	
No. 1 and No. 2	Monmouth Street	Gloucester	
No. 1 and No. 2	Cumberland Street	So. of Gloucester	
No. 1 and No. 2	Market Street	So. of Gloucester	
No. 2	Powell Street	So. of Gloucester	
No. 2	Olive Street	South Westville	
No. 1	Barber Avenue	Woodbury	D
Main	Elm Avenue	Woodbury Heights	
No. 1	Ellis Street	So. of Glassboro	
No. 1	Wilmer Street	So. of Glassboro	
Main	Lake Road	No. of Newfield	
Main	Grove Road	Thorofare	
Main	Delaware Street	Faulsboro	
Main	Penn Line Street	Faulsboro	

Track	Crossing	Location	Note
Main No. 1 and No. 2	Commerce Street	Paulsboro	G
No. 1	36th Street	Pavonia	H
No. 1	Chester Avenue	Riverside	B
Main	Pavillon Avenue	Riverside	
Main	Keim Street	Burlington	
Main	Chestnut Street	So. of Moorestown	A

Note A MOORESTOWN, at Chester Avenue, 114 feet north of Moorestown, crossing is protected by flashing light highway crossing signals, operating automatically for northward and southward through movements. To operate crossing signals for a northward movement after a southward movement has been made, it will be necessary for a member of the crew to operate push button located on relay case, south side of Chester Avenue, 30 seconds before departure of train.

Southward trains consuming more than two minutes between Chester Avenue and Chestnut Street, 856 feet south of Moorestown, must approach Chestnut Street prepared to stop unless flashing light signals are operating properly. If flashing light highway crossing signals are not operating properly, a member of the crew must protect crossing in advance of each movement over the crossing.

Note B Riverside, Pavillon Avenue (first highway crossing east of station).

Eastward trains stopped longer than 30 seconds on No. 1 track more than 40 feet west of Pavillon Avenue will automatically release track circuit to automatic highway protection permitting crossing gates and flashing lights to clear for highway traffic. The gates and flashing lights will again operate for the protection of highway traffic when the rail movement passes a point 40 feet west of this crossing. Rail movements so operated must not full Pavillon Avenue until full protection is afforded highway traffic.

Note D Northward trains delayed for a period of two minutes or longer between a point 3,400 feet north of Woodbury Heights Station and northward home signal 2,171 feet south of Woodbury block and interlocking station must approach East Barber Avenue 1,543 feet south of Woodbury block and interlocking station prepared to stop unless full protection is afforded by highway crossing protection.

Note E Facing point hand operated switch for northward movement at Lincoln Avenue 1,122 feet north of Magnolia Station is equipped with automatic circuit feature to interrupt operation of flashing light highway crossing signals. After switch has been operated to reverse position, cars standing on main track clear of insulated joint north of crossing will no longer cause flashing lights to operate. Trains making shifting movement over crossing and a southward train operating under a stop-and-proceed signal, must know that highway crossing protection is operating properly. If highway crossing protection is not operating properly a member of the crew must be stationed on crossing to give warning to persons using the highway.

Note F BARRINGTON, South of—The facing hand-operated switch for southward movement at Davis Road 5,128 feet south of Barrington station is equipped with automatic circuit feature to interrupt operation of flashing light highway crossing signals. After switch has been operated to reverse position, cars standing on main track and clear of insulated joints south of crossing will not cause flashing lights to operate.

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

Note G PAVONIA, Trains or engines on No. 2 track from a point 569 feet east of 36th Street to 36th Street and trains or engines on No. 1 track from a point 453 feet west of 36th Street to 36th Street delayed two minutes or longer will automatically shut off flashing light highway crossing signals at 36th Street and before proceeding over the crossing a member of the crew must operate "Start" push button in box on east end of instrument case north side of track for westward movement, and on a post on south side of track for eastward movement. Box must be kept locked when not in use.

If flashing light highway crossing signals do not operate properly, a member of the crew must protect the crossing in advance of each movement over the crossing.

Note H RIVERSIDE, Eastward trains delayed or working between Main Street 1,008 feet west of Mile Post 11 and Chester Avenue 905 feet east of Mile Post 11 for a period of two minutes and ten seconds or longer must approach Chester Avenue prepared to stop unless full protection is afforded.

### 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	Note
Pemberton Branch	Madison Ave. Pine Street	Mount Holly		
Pemberton Branch	Westfield Avenue	3300 feet south of Pavenia		
Bordertown Branch	Knickerbocker Rd.	Roebling		
Millville Branch	Pine Street	Westville		
Millville Branch	Park Ave. Edith Ave.	North Woodbury		
Millville Branch	Landis Ave.	Vineland		

NOTE: Hours when crossing watchmen are not on duty are shown in the Schedules Book of the Timetable.

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

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

Track	Crossing	Location	Note
Coopers Point	Ferry Lot	Camden	
Campbell Soup Co.	Delaware Avenue	Camden	
Campbell Soup Co.	Front Street	Camden	
Yard	Jefferson Street	Bulson Street	
Belt Line	All Crossings	Camden	3
New York Ship	Broadway	Camden	
Old Gloucester	All Crossings	Gloucester	3
A. C.			
Old Gloucester Branch	All Crossings	Gloucester	3
Hungerford & Terry	Atlantic Avenue	Clayton	
Freight Station	West Blvd.	Vineland	
Angelucci Coal Co.	West Blvd.	Vineland	
Kimco Co.	West Blvd.	So. Vineland	
Goffs	Main Road	Clayville	1
Goffs	Lincoln Avenue	Clayville	1
T. C. Wheaton Co.	Wheaton Ave. (Main Rd.)	Millville	7
Millville Mfg. Co.	Buck Street	Millville	
Wye	Second Street	Millville	
Wye	N. J. Route 47	Millville	5
Leesburg Sec.	N. J. Route 47	Port Elizabeth	
Grenloch Sec.	Collins Avenue	East Gloucester	
Grenloch Sec.	Nicholson Street	East Gloucester	
Grenloch Sec.	U. S. Route 130	Crescent Blvd.	2
Grenloch Sec.	Kings Highway	Mt. Ephraim	
Grenloch Sec.	Anderson Avenue	Bellmawr	
Grenloch Sec.	Browning Road	Bellmawr	
Grenloch Sec.	Private Road 2,780 ft. south of Browning Rd.	Runnemede	
Grenloch Sec.	Clements Bridge Rd.	Runnemede	
Grenloch Sec.	Station Avenue	Glendora	
Grenloch Sec.	Almonesson Ave.	Blenheim	
Grenloch Sec.	Clementon Ave.	Blenheim	
Grenloch Sec.	Church Street	Blackwood	
Grenloch Sec.	Pine Street	Blackwood	
Grenloch Sec.	Asyla Road	Lakeland	
Penns Grove Br.	North School Street	Gibbstown	12
Penns Grove Br.	Main St. (Repaupa Ave.)	Gibbstown	
Jordan Coal Co.	Lovers Lane	Friendship	
Penns Grove Br.	N. J. Route 48	Friendship	
Penns Grove Br.	Pitman Avenue	Penns Grove	
Penns Grove Br.	Main Street	Penns Grove	
Du Pont Co.	Between Shipping house and Interchange track	Deepwater Point	
Du Pont Co.	Neoprene Road	Deepwater Point	
Swedesboro Supply Co.	Locke Avenue	Swedesboro	
Callf. Packing Corp.	Locke Avenue	Swedesboro	
Bridgeton Sec.	Franklinville—Swedesboro Rd.	South of Aura	
Bridgeton Sec.	U. S. Route 40	Elmer	
Bridgeton Sec.	Main Street	Elmer	
Bridgeton Sec.	Broad Street	Elmer	
Bridgeton Sec.	Rosenhayn Avenue	South of Cohan	
Bridgeton Sec.	Penn Street	Bridgeton	
Hajoca Corp.	Penn Street	Bridgeton	
Bridgeton Sec.	Irving Avenue	Bridgeton	
Bridgeton Sec.	East Avenue	Bridgeton	
Williamstown Sec.	N. J. Rt. 47 (Broad St.)	Glassboro	
Williamstown Sec.	Clayton Road	Williamstown	
Williamstown Sec.	Church Street	Williamstown	
Williamstown Sec.	Chestnut Street	Williamstown	
Williamstown Sec.	Blue Bell Rd.	Williamstown	
Williamstown Sec.	Main Street	Williamstown	
Williamstown Sec.	N. J. Route 40	Williamstown	
Newfield Sec.	Estelleville Road	Mays Landing	
Newfield Sec.	Farragut Avenue	Mays Landing	
Newfield Sec.	Main Street	Mays Landing	
Newfield Sec.	U. S. Route 9 (New Rd.)	Pleasantville	
Newfield Sec.	Second Street	Pleasantville	
Newfield Sec.	Main Street	Pleasantville	
Newfield Sec.	Franklin Blvd.	Pleasantville	
Somers Pt. Sec.	Tilton Road	Northfield	
Oaklyn Coal Co.	West Atlantic Ave.	Audubon	8
Eastern Dist.	West Atlantic Ave.	Haddon Heights	
J. S. Collins	Atlantic Avenue	Clementon	



**1103-C3. Pavonia—River Road Crossing, west of Cooper:**

The duties of the bridge watchman at Cooper River movable bridge will include the protection of River Road Crossing; and this employe will be located at the crossing except when necessary to operate the movable bridge.

**Camden to Atlantic City—Vernon Route**

**1103-C4. Haddonfield—At Redman Avenue, crossing watchman on duty—**

Daily 8.00 A.M. to 4.00 P.M.

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

**Penns Grove—Deepwater Point**

**1103-C6. On yard tracks at Carneys Point and Deepwater Point, at grade crossings of narrow gauge industrial tracks of the DuPont Company, trains or engines must stop not more than 100 feet nor less than 50 feet from crossing and not proceed until it is known that the route is clear and there is no approaching movement on industrial tracks.**

**Pleasantville-Somers Point**

**1103-C7. A speed of 10 miles per hour must not be exceeded over highway grade crossings between Pleasantville and Somers Point. The locomotive bell must be sounded for a period of not less than 20 seconds before each crossing is reached and until passed.**

**Referring to Rule 103**

**1103-C8. Trains on sidings blocking private road crossings must be patrolled by trainmen and train cut if anyone desires to use private crossing. This does not relieve trainmen of cutting train for public road crossings immediately.**

**1103-C9. Cars must not be placed on industrial tracks between clearance posts located as follows: 100 feet east and west of first crossing west of Beverly; 100 feet east and west of crossing west of Arch Street Station, Palmyra.**

**Glassboro**

**1103-C10. Shifting movements must not be made over Railroad Avenue grade crossing until it is known that highway crossing protection is operating properly. If highway crossing protection is not operating properly a member of the crew must be stationed on the crossing to give warning to persons using the highway.**

**Woodbury**

**1103-C11. Shifting movements must not be made over Cooper Street, East Barber Ave. or South Barber Ave. (Glassboro Road) grade crossings until it is known that highway crossing protection is operating properly. If highway crossing protection is not operating properly a member of the crew must be stationed on the crossing to give warning to persons using the highway.**

**Brown—West Collingswood (Industrial Track)**

**1103-C12. Trains or engines must approach all highway crossings between Brown Interlocking Station and West Collingswood Station on industrial track prepared to stop unless it is known that automatic highway crossing protection is operating properly. If highway crossing protection is not operating properly, before making movement over crossing a member of the crew must be stationed on the crossing to give warning to persons using the highway.**

**Clementon Branch—Magnolia**

**1103-C13. Trains or engines making shifting movements over Lincoln Avenue between 10.20 A.M. and 12.10 P.M. must be protected by a member of the crew in advance of each movement over crossing.**

**Jersey—Vernon  
Jordan, North of**

**1103-C14. Shifting or slow movements on No. 1 track in vicinity of Burlington Pike (Westfield Avenue) north of Jordan must be prepared to stop before passing over crossing and may move over crossing only after automatic protection has been re-established or proper protection has been provided by a member of the crew.**

**Merchantville**

**1103-C15. At Cove Road, manually controlled electric push buttons in cabinet on north end of instrument case in service, to cut out and cut in flashing light highway crossing signals at Cove Road when cars are standing between Park Avenue and Cove Road.**

When cars are standing between Park Avenue and Cove Road clear of insulated joint south side of Park Avenue and north side of Cove Road the flashing light highway crossing signals may be cancelled by pushing button marked "CUT OUT," to start lights to flash after being cancelled push button marked "CUT IN."

When not open for immediate use cabinet must be kept locked.

Cars left standing between Park Avenue and Cove Road while train is shifting south of that point when returning to cars north of Cove Road must know that automatic protection is operating properly before making movement over Cove Road. If automatic protection is not operating properly before making movement over crossing a member of the crew must be stationed on the crossing to give warning to persons using the highway.

At Center Street manually controlled electric push buttons located in cabinet on south end of instrument case in service for the purpose of cutting out and cutting in flashing light highway crossing signals at Center Street when cars are standing between Morris Street and Center Street.

With cars standing between Morris Street and Center Street and clear of insulated joints south side of Morris Street and north side of Center Street the flashing light signals at Center Street may be cancelled by pushing button marked "CUT OUT": To start lights to flash after being cancelled push button marked "CUT IN." When not open for immediate use cabinet must be kept locked.

Trains leaving cars standing between Morris Street and Center Street and proceed south of Cove Road with rest of train to deliver and shift cars must when returning to cars north of Center Street know that protection is operating properly at Cove Road, Park Avenue and Center Street before crossing. If protection is not operating properly before making movement over crossings a member of the crew must be stationed on the crossing to give warning to persons using the highway.

**Burlington**

**1103-C16. At Sluice Road manually controlled electric push button in cabinet on east end of instrument case south side of track will CUT OUT and CUT IN flashing light highway crossing signals on Eastward track when train is standing west of crossing and clear of insulated joints.**

Manually controlled electric push button in cabinet on a post on north side of track will CUT OUT and CUT IN flashing light highway crossing signals on Westward track when train is standing east of crossing and clear of insulated joints.

Cabinet must be locked when not open for immediate use.

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

Switch Located at	Connecting	With	Normal Position is for Movements
Lewis	Running Track Pemberton—Camp	Kinkora Secondary	To Camp
Wildwood Jct.	Main Track Wildwood Jct.—Cape May	Wildwood Branch	To Cape May

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

Location	Switches
Jordan	Crossover between No. 1 and No. 2 Main tracks. Switch of connecting track to Pensauken.
Pensauken	Switch of connecting track to Jordan.
Wildwood Jct. (Note A)	Junction switch to Wildwood Branch
Swift (Note A)	Switch leading to No. 1 yard track

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

### Hand-Operated Switches Equipped with Electric Locks

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

Location	Switch	Controlled by
Jersey—Hatch	Kieckhefer Container Co. 2 switches	Jersey
Jersey—Hatch	Cove Road Delivery track	Jersey
State Street	Facing hand operated Switch in No. 1 track	Cooper
South Camden	7th Street Extension	Brown
South Camden	Comey Side track	Brown
North of Newton Creek	N. Y. Shipyard track, north of Newton Creek	Brown
South of Newton Creek	Gloucester Yard	Brown
Minson	U. S. Steel Products Co.	Jersey
5100 feet east MJ	Crossover between Nos. 1 and 2 tracks	MJ

Location	Switch	Controlled by
4900 feet east MJ	Switch in No. 1 track at east end East Burlington siding	MJ
4900 feet east MJ	Crossover between No. 2 track and U. S. Pipe and Foundry Company track	MJ
5100 feet west MJ	Switch in Single track at east end Industrial track	MJ
Tuckahoe	Wye Switch, Cape May Br. Wye Crossover, C. M. Br.	Tuckahoe
Tuckahoe	Siding switch 1600 ft. South of Interlocking Station. (Cape May Branch)	Tuckahoe
Glassboro	Gas House track	Glassboro
Glassboro	Williamstown Branch	Glassboro
Glassboro	Field track	Glassboro
Haddonfield	Wye Switch, south of Haddonfield	Vernon
Atlantic—Interlocking	No. 8 Station track to Wye	Atlantic

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

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

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

To operate automatic timing device depress treadle on electric lock to remove switch lock. After switch lock has been removed from keeper it will be necessary for a period of approximately (5) minutes to elapse before electric lock can be released.

### Receiving or Discharging Traffic

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

Station	Crossing	Location	Direction
Delair	Derousse Avenue	100 ft. west	Both
Collingswood	Collings Avenue	122 ft. north	Both
Cuthbert	Cuthbert Road	29 ft. north	Both
Westmont	Crystal Lake Avenue	60 ft. north	Both
Woodcrest	Woodcrest Road	70 ft. south	Both
Ashland	Evesham Avenue	60 ft. north	Both
Osage	Chews Landing Road	39 ft. north	Both
Lindenwold	Linden Avenue	122 ft. north	Both
Reed Crossing	Harkers Lane	50 ft. north	Both
Berlin	Washington Avenue	58 ft. south	Both
Chesilhurst	Washington Street	71 ft. north	Both
Waterford	Main Street	87 ft. north	Both

## 1107-A1.—Continued

Station	Crossing	Location	Direction
Elwood	Union Street	47 ft. north	North
Egg Harbor	Philadelphia Avenue	76 ft. south	South
Pomona	Mays Landing Road	45 ft. north	Both
South Westville	Olive Street	52 ft. north	South

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

## Secondary Tracks

1110-A1. Trains and engines will protect against following movements on secondary tracks as indicated:

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

## Running Tracks

1112-A1. Trains and engines will protect against following movements as indicated:

Track	Between	And
3	Center	Cooper

## Track Assignments

## 1151-A1. Single Track

Track	Between	And
Main Line	Tide	Atlantic
Clementon Branch	Brown	Winslow
Millville Branch	No. Woodbury	Glassboro
Millville Branch	Glassboro	Wood
Cape May Branch	Winslow	Cape May
Ocean City Branch	Tuckahoe	Ocean City
Wildwood Branch	Wildwood Jct.	Wildwood
Penns Grove Branch	Woodbury	Penns Grove
Pemberton Branch	Cooper	Pemberton
Bordertown Branch	Minson	MJ

## 1151-B1. Two or More Tracks

Current of traffic is as follows:

Main Line Between:	No. 5 Track	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Jersey and Vernon				South'd	North'd
Alan and Center	E & W		E & W	E & W	
Center and Southward Limits Center Interlocking			South'd	S & N	North'd
Southward Limits Center Interlocking and Tide				South'd	North'd
Bordertown Branch Between: Center and Cooper			E & W	West'd	East'd
Cooper and Minson MJ and BO				West'd West'd	East'd East'd
Millville Branch Between: Center and No. Woodbury				South'd	North'd

NOTE—Tracks are Numbered from East to West.

1151-B2. Westward movements on No. 1 track, State Street to Cooper, may be made without train orders, on permission of the operator at Cooper at speed not exceeding 15 miles per hour.

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

Track	Between	And	Controlled by	Note
Grenloch (S)	Brown	Grenloch	Brown	1 9
Deep Water Pt. (S)	100 feet south of South leg of Wye at Penns Grove.	Switch leading to Atl. Elec. Light & Power Co.; Deepwater Point	Woodbury	1 2 9
Salem (S)	Woodbury	Salem	Woodbury	1 2
Bridgeton (S)	Glassboro	Bridgeton	Glassboro	1 6
Williamstown (S)	Glassboro	Williamstown	Glassboro	1 6 9
Leesburg (S)	Manumuskin	880 ft. South of Leesburg	Swift	1 5 9
Manumuskin (S)	Wood	1.75 miles South of Manumuskin	Swift	1 5 10
Woodbine (S)	1,839 feet north of Woodbine	Woodbine Jct.	Tuckahoe	1 9
Medford (S)	Mt. Holly	Medford	Cooper	1 9
Kinkora (S)	Lewis	Kinkora	Birmingham	1 3 9
Newfield (S)	3200 feet North of Mays Landing	Penred	Atlantic	1 4 9
Somers Point (S)	Pleasantville	Somers Point	Atlantic	1 4 9

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

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

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

NOTE 3—Controlled by Cooper when Birmingham is not in service.

NOTE 4—Controlled by Atlantic when in service.

NOTE 5—Controlled by Woodbury when Swift is not in service, Brown when Swift and Woodbury are not in service.

NOTE 6—Controlled by Glassboro, by Woodbury when Glassboro is not in service, by Brown when Glassboro and Woodbury are not in service.

NOTE 8—When movement has been completed it must be reported clear except when clearing at an interlocking or block station.

NOTE 9—Rule 110 applies.

NOTE 10—Rule 99 will not apply.

**1151-G1. Running Tracks of No Assigned Direction:**

Track	Between	And	Controlled by	Notes
3(E)	Center	Cooper	Center	1
Birmingham	Birmingham	Toms River	Birmingham	2
(S) Dix	Pemberton	Camp	Birmingham	2

(E) Indicates timetable direction from point first named.

NOTE 1—The movement of trains, or engines, on No. 3 running track between Center and Cooper is by signal indication under the direction of operator at Center.

NOTE 2—Controlled by Cooper when Birmingham is not in service.

**All Other Tracks**

1151-G3. When Jordan is open, the movement of southward trains Jordan to Pensauken will be by signal indication; movement of northward trains Pensauken to Jordan will be by signal indication or permission of operator at Jordan; signal indication or permission of operator, supersedes Timetable superiority.

1151-G4. At Glassboro, trains from Bridgeton Secondary Track to south leg of Wye must obtain permission from operator before opening switch to enter Wye.

1152-A1. Haddonfield—During the hours Vernon Block Station is in service, trains making crossover movement are relieved from Observing Rule 152.

**PASSENGER TRAIN OPERATION****Toilet Room Doors in Passenger Equipment**

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

While passing over Watershed between Pomona and Absecon. When passing through City of Burlington.

Between Mount Holly and Fort Dix on all Main trains.

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

**Draining Steam Heat Lines**

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

**Placing Cars in Terminals**

1154-A5. When cars are pushed into Atlantic City terminal, a back-up hose equipped with brake valve and alarm whistle must be used.

**Placing Cars in Camden Coach Yard Storage Tracks**

1154-A6. When cars are pushed into Camden Coach Yard Storage tracks, a back-up hose equipped with brake valve and alarm whistle must be used.

**Drinking Cups**

1154-A7. Within the State of New Jersey trainmen will upon request, provide passengers with free drinking cups in accordance with New Jersey State Law.

**Station Stop Markers**

1154-A8. Haddonfield—Station stop markers located on pedestals adjacent to No. 2 track, governing the stopping of Southward passenger trains. Engineman must stop front end of engine opposite marker number corresponding to number of cars in train, unless otherwise instructed by conductor.

**Reading Company Passenger Cars**

1154-A9. The following Reading Company cars identified with a stripe painted on the end window, at "A" end of coach, may be used between heavier steel cars or between heavier steel cars and the engine.

1104, 1108, 1113, 1116, 1127, 1134, 1138, 1147, 1148, 1153, 1156, 1158, 1159, 1201, 1202, 1206, 1220, 1238, 1260 and 1261.

**FREIGHT TRAIN OPERATION****1155-A1. Freight Trains Arriving 36th Street, Pavonia**

Freight trains arriving Pavonia operated by electric engines must stop at 36th Street and call yard master for instructions.

**Pusher Engines**

1155-A2. The conductors of pusher engines will be responsible for notifying the engineman of the pusher engine when the train is properly coupled and ready to move.

Enginemen of pusher engines will not use power until they are notified that the train is properly coupled.

**Spotting Cars**

1155-A6. When spotting cars closer than 100 feet to a bumping block or end of track on a trestle, air hose must be coupled and air brakes working on all cars.

**Movement of Cars over Jefferson Avenue**

1155-A7. Movement of cars over Jefferson Avenue crossing on Bulson Street yard track must not be made unless attached to engine.

**FREIGHT AND PASSENGER TRAIN OPERATION****In Event of Wreck or Other Obstruction**

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



### Placing Cars Next to Concrete Bumpers

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

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

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

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

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

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

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

### 1156-A5. Referring to Miscellaneous Rule 4160-C.

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

### 1156-A6. Equipment Restrictions.

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

## 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

BETWEEN:	Single Track		No. 5 Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
	Miles per Hour											
Camden and Haddon Avenue, 990 feet West of Center Interlocking Station			30	30	30	30	30	30	30	30	30	30
Haddon Avenue, 990 feet West of Center Interlocking Station and 12th Street (Cooper Route), 1,170 feet East of Center Interlocking Station							30	30	30	30	30	30
12th St. (Cooper Route), 1,170 feet East of Center Interlocking Station and Cooper							15	15	30	30	30	30
Cooper and Minson									30	30	30	30
Minson and MJ	40	40										
MJ and BO									40	40	40	40
Phila. Dist Post and Vernon									60	40	60	40
Cooper and Birmingham	45	45										
Haddon Avenue, 990 feet West of Center Interlocking Station and Newton Avenue (Vernon-Brown Route), 1,065 feet South of Center Interlocking Station							30	30	30	30	30	30
Newton Avenue (Vernon-Brown Route), 1,065 feet South of Center Interlocking Station and Division Street (Vernon-Brown Route), 2,510 feet South of Center Interlocking Station							30	30	30	30	30	30
Division Street (Vernon-Brown Route), 2,510 ft. South of Center Interlocking Station and South end of curve at Kaighn Avenue (Vernon Route), 4,615 feet South of Center Interlocking Sta.									30	30	30	30
South end of curve Kaighn Avenue (Vernon Route), 4,615 feet South of Center Interlocking Sta. and Vernon										70	50	70

## 1157-C1.—Continued

BETWEEN:	Single Track		No. 5 Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Fr.	Pgr.	Fr.	Pgr.	Fr.	Pgr.	Fr.	Pgr.	Fr.	Pgr.	Fr.
	Miles per Hour											
Vernon and Tide									70	50	70	50
Tide & Penred	70	50										
Penred and Atlantic City									45	45	45	45
Division Street (Brown Route), 2,510 feet South of Center Interlocking Station and Brown									40	40	40	40
Brown and Winslow	60	45										
Winslow and Tuckahoe	70	45										
Tuckahoe and Cape May	60	45										
Tuckahoe and Crook Horn Movable Bridge	50	30										
Crook Horn Movable Bridge and Ocean City	45	30										
Wildwood Jct. and Wildwood	50	30										
Brown and No. Woodbury									60	45	60	45
No. Woodbury and Glassboro	60	45										
Glassboro & S. Glassboro	25	25							25	25	25	25
S. Glassboro & Millville	60	45										
Millville and Wood	30	30										
Phila. Dist. Post and Hatch	30	30										
Phila. Dist. Post and Minson	30	30										
Divide and Minson	30	30										
<b>Between:</b>												
Jordan and Pennsauken	15	15										
Birmingham Pemberton	45	30										
Pemberton & Fort Dix	15	15										
Woodbury and Penns Grove	40	40										

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

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

1157-C2. Operating against current of traffic, except where Rule 261 is in effect, unless otherwise specified.	Psg.	Fr.
	50	40
MJ and BO .....	40	30

## 1157-C3. Wreck Trains and Work Trains

Between:	Boom Trailing		Boom Forward		on Curves	
	Miles per Hour					
	Wreck	Work	Wreck	Work	Wreck	Work
Center and New York Region Post	30	30	25	20	20	20
Phila. Dist. Post and Vernon....	40	30	30	20	20	20
Cooper and Birmingham .....	35	30	25	20	20	20
Center and Atlantic City.....	50	30	40	20	20	20
Brown and Wildwood.....	30	30	30	20	20	20
Tuckahoe and Ocean City.....	30	30	30	20	20	20
Wildwood Jct. and Cape May....	30	30	30	20	20	20
Center and Millville .....	40	40	40	20	20	20
Woodbury—Penns Grove .....	20	30	20	20	20	20
Woodbury and Salem .....	30	30	20	20	20	20
All other tracks .....	15	15	15	15	15	15

Work trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.

	Miles per Hour
1157-C4. Circus Trains .....	*40
1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Rule 4155-A.	
—on straight track .....	*30
—on curves.....	*20
1157-C6. Freight trains with 30 or more cars of mineral freight.	*40
Freight trains with 30 or more Jenny type cars, loaded or empty .....	*40
NOTE—When handling such trains conductors must know that enginemen have been so advised.	
1157-C7. Snow Plows in service .....	*20
Snow Flangers in service .....	*20
Passing station platforms and trains on adjacent tracks.	4

	Miles per Hour
<b>1157-C11.</b> Passenger train assisted by an engine on rear and air brake controlled by leading engine. ....	30
<b>1157-C12.</b> Pushing Cars—Passenger Trains ..... —Freight Trains .....	30 20
<b>1157-C13.</b> Track Cars—unless otherwise restricted ..... —when hauling track cars or trailers ..... —through crossovers and turnouts, and over highway and railroad crossings.....	20 15 5
<b>1157-C14.</b> Highway rail cars unless otherwise restricted Fairmont A-30 ..... —through crossovers and turnouts, and over highway and railroad crossing .....	20 5
NOTE—Highway Rail Cars will operate under same rules and Special Instructions that apply to Track Cars.	
<b>1157-C15.</b> Diesel engines when operated from rear unit or other than leading end for direction of movement .....	30
<b>1157-C16.</b> Speed over grade crossing when protected by a member of crew .....	6
<b>1157-C17.</b> Burlington—Trains and engines must consume at uniform speed four and one-half minutes between westward Home signal MJ and Burlington. Fireman must be on seat box maintaining lookout, and engine bell ringing between these points.  Riverside—Fairview Street and Pavilion Avenue..... Through Riverton and Palmyra—(between ½ mile west of Mile Post 7 and ½ mile East of Mile Post 9)	15 35
*—When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	

<b>TURNOUTS</b>		
1157-D1. Maximum Speed		
	Miles per Hour	
Non-Interlocked turnouts — diverging movements, All Class engines over crossovers and turnouts.....	10	
	Miles per Hour	
All class engines through interlocked crossovers or turnouts listed below must not exceed speed indicated....	Forward	Backward
	10	10
<b>Center Interlocking:</b> At the junction switch No. 1 track to or from (P.R.S.L.), connecting with No. 3 track (Atlantic District), West of Center Interlocking Station. Crossover between No. 1 and No. 3 tracks east of Center Interlocking Station (Atlantic District).		
<b>Cooper Interlocking:</b> All crossovers and turnouts of Cooper Interlocking.		
<b>Jersey Interlocking:</b> Switch leading to or from No. 1 track Vernon Route to Divide—Minson connecting track.		
<b>Brown Interlocking:</b> Switch leading to or from J. C. Dunn Co., north of Brown Interlocking Station. Switch leading to or from Army Air Force Track, Chelton Avenue north of Brown Interlocking Station. Switch leading to or from Sitley Co., south of Brown Interlocking Station.		
1157-E1. Maximum Speed, approaching a Movable Bridge on a track not protected by both a Home Signal and a Distant Signal		
	Location	Miles per Hour
<b>Penns Grove Branch:</b>		
	Paulsboro .....	6
	Bridgeport .....	10
<b>Bordentown Branch:</b>		
	Cooper — (against current of traffic) .....	6

**CURVES, BRIDGES, ETC.****1157-F1. Maximum Speed**

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

	Miles per Hour
<b>MAIN LINE</b>	
<b>Jersey to Vernon</b>	
Curve north of Divide on Divide-Minson connecting track .....	15
Curve at Vernon Bridge Route.....	30
<b>MAIN LINE</b>	
<b>Center to Atlantic City</b>	
Curve North of Wright Avenue Center Interlocking	15
Curve at Vernon Southward Track (Camden Route)	60
Curve at Vernon Northward Track (Camden Route)	50
Winslow, on single track Clementon-Vernon connecting track .....	20
Curve at Pen Red .....	45
Bridge 57.63 Atlantic Movable Bridge.....	15
<b>MILLVILLE BRANCH</b>	
<b>Brown to Wood</b>	
Bridge 3.10 Newton Creek, South of Yorkship.....	40
Between Bridge 3.10 Newton Creek and Bridge 4.86 Little Timber Creek .....	25
Curve North of Brooklawn.....	40
Bridge 5.55 Big Timber Creek, Westville.....	40
Curve South of Woodbury .....	45
Bridge 12.22 Mantua Creek, South of Wenonah.....	30
Newfield over Pearl Street, Main Line.....	30
C.R.R. of N.J. crossing at Landis.....	15
Vineland between Park Avenue and Chestnut Avenue (by ordinance) .....	20
Through Millville (by ordinance).....	10
Millville-Between a point 1300 feet North of Swift Block Station to Swift Block Station.....	10
<b>PENNS GROVE BRANCH</b>	
<b>Woodbury to Penns Grove</b>	
Bridge 13.70 Paulsboro Movable Bridge .....	6
Between Paulsboro Movable Bridge and a point 300 feet South of Billingsport Road.....	6
Gibbstown Turnouts North and South end of siding	10
Bridge 20.79 Bridgeport Movable Bridge .....	10
Bridge 23.80 Jumbo.....	30
Mile Post 27 to Pitman Ave. ....	15
Pitman Avenue, Penns Grove (by ordinance).....	5
Harmony Street, Penns Grove (by ordinance).....	5
<b>CLEMENTON BRANCH</b>	
<b>Brown to Winslow</b>	
On Industrial track between Brown and West Collingswood .....	15
Curve between Brown and Shipyard.....	25
Between Ship Yard and Crescent Blvd. bridge No. 4.16	45
Curves at Winslow on Southward track, Vernon-Cape May route from bridge No. 27.14 over C.R.R. of N.J., 120 feet North of Winslow Interlocking Station, to a point 130 feet South of Mile Post 27.....	30

**1157-F1.—Continued****Miles  
per Hour**

<b>Brown to Winslow—Continued</b>	
Curves at Winslow on Southward track, Clementon-Cape May route from bridge No. 25.76 over C.R.R. of N.J., to a point 130 feet South of Mile Post 27 under Egg Harbor Road.....	30
Curves at Winslow on Northward track, Cape May-Vernon route from a point 130 feet South of Mile Post 27 to bridge No. 27.14, over C.R.R. of N.J., 120 feet North of Winslow Interlocking Station.....	30
Curves at Winslow on Northward track, Cape May-Clementon route from 130 feet South of Mile Post 27 to bridge No. 26.11 over Southward Cape May connection .....	30
<b>CAPE MAY BRANCH</b>	
<b>Winslow to Cape May</b>	
Curve South of Richland.....	60
Curve at Tuckahoe.....	40
Bridge 57.84 Woodbine Jct.....	40
Curve South of Dennisville.....	50
Curve at Cape May Court House.....	50
Weeks Landing Road North of Erma.....	10
Bridge 78.19 Canal Movable Bridge.....	20
Curves Harbor Branch Jct. to Cape May.....	30
Broad St., Cape May.....	6
<b>OCEAN CITY BRANCH</b>	
<b>Tuckahoe to Ocean City</b>	
367 feet South of Tuckahoe to a point 1706 feet Southward .....	30
Bridge 57.10 Cedar Creek.....	30
Bridge 60.91 Ben Elder Creek.....	30
Bridge 61.08 Crook Horn Movable Bridge .....	20
Between 15th Street, Ocean City and Ocean City.....	10
<b>WILDWOOD BRANCH</b>	
<b>Wildwood Jct. to Wildwood</b>	
Curves South of Wildwood Jct. ....	15
State Highway No. 9 South of Wildwood Jct.....	6
Bridge 74.00 Old Turtle.....	30
Bridge 74.97 Grassy Sound, Trestle and Movable Bridge	15
Bridge 75.87 Sunset Lake.....	30
<b>BORDENTOWN BRANCH</b>	
<b>Camden to Bordentown (New York Region Post)</b>	
At Center on Wye track.....	10
Bridge 1.50 Cooper River Movable Bridge .....	20
36th Street, Pavonia, on No. 2 track from a point 569 feet east of 36th Street to 36th Street. ....	10
On No. 1 track from a point 453 feet west of 36th Street to 36th Street. ....	10
Bridge 3.26 Petty Island Movable Bridge .....	10
State Street No. 1 and No. 2 track Pavonia.....	25
Delanco Movable Bridge.....	20
<b>PEMBERTON BRANCH</b>	
<b>Cooper to Pemberton</b>	
State Street Pavonia.....	25
Curve South of Pavonia at Pleasant Street.....	15
Curve at Westfield Ave. Mile Post 3 to Haddonfield Road south of Pensauken.....	30
Centre Street, Park Ave., Cove Road, Merchantville .....	6
Between Locust Street 1,250 feet north West Moorestown and Stanwick Ave.....	25
Bridge 15.15 South of Masonville.....	40
Reverse curve between Mile Post 16 and Hainesport....	40

1157-F1.—Continued	Miles per Hour
Cooper to Pemberton—Continued	
Bridge 16.87 North of Hainesport.....	40
Curve between Mount Holly Station and Pine St.....	20
Curve at Birmingham .....	15
Lewis—Over the following highway crossings:	
Juliustown Road on Kinkora Branch.....	6
Juliustown Road on U. T. Co. R. R.....	6
Juliustown Road on south leg of wye.....	6
<b>Newfield Secondary Track</b>	
English Creek Road, McKee City.....	10
Tremont Avenue, 4,185 feet south of McKee City.....	10
Spruce Avenue, Cardiff.....	10
State Highway 48, 3,782 feet north of Mount Calvary..	10
Doughty Road, Pleasantville.....	10
<b>Somers Point Secondary Track</b>	
All highway crossings between Pleasantville and Somers Point .....	10
<b>Grenloch Secondary Track</b>	
Third Avenue, Runnemede.....	6
Ninth Avenue, Glendora.....	6
Woodland Avenue, Blenheim.....	6
Elaine Avenue, Lakeland .....	5
<b>Salem Secondary Track</b>	
Bridge 23.39 Oldmans Creek, Mile Post 23.....	15
At Station and road crossing South Woodstown.....	15
Between North wye switch Salem and Salem Station Track leading to Salem Glass Works, crossing streets on any track (by ordinance).....	20
	4
<b>Bridgeton Secondary Track</b>	
Main Street, Elmer.....	10
Broad Street, Elmer.....	10
Penn Street (Indian Avenue).....	5
Between North wye switch, Bridgeton and Bridgeton Station .....	20
Elmer Industrial Track (Old Daretown Branch)	
Front Street.....	10
State Street.....	10
<b>Williamstown Secondary Track</b>	
Union Street, Glassboro.....	6
Main Street, Glassboro.....	6
Academy Street, Glassboro.....	6
Williams Street, Glassboro.....	6
<b>Manumuskin Secondary Track</b>	
Orange Street South of Wood Block-Limit Station .....	5
<b>Woodbine Secondary Track</b>	
Lincoln Avenue North of Woodbine Station.....	5
Washington Avenue North of Woodbine Station.....	5
Adams Avenue South of Woodbine Station.....	5
Jefferson Avenue South of Woodbine Station.....	5
Madison Avenue South of Woodbine Station.....	5
<b>Birmingham Running Track</b>	
Hanover Street, South Pemberton.....	6
<b>Kinkora Secondary Track</b>	
Juliustown—Main Street.....	6
Jobstown—At Monmouth Road crossing 50 feet south of Jobstown and Sykesville Road crossing 370 feet south of Jobstown.....	6
Sharp—At York Road crossing 0.8 mile south of Sharp	6
Columbus—U.S. Highway 206 .....	6

ENGINES		
1157-G1. Maximum Speeds, unless otherwise restricted		
Class	Miles per Hour	
	Light	With Train
<b>Electric Units:</b>		
B1 .....	25	25
DD1 .....	50	50
DD2 .....	50	70
E2B, E2C, E3B .....	50	60
E44 .....	50	70
FF2 .....	50	50
GG1 .....	50	80
L6, L6a .....	50	50
O1a, O1c .....	50	80
P5, P5a .....	50	70
<b>MU Cars (Multiple Units) Except Class MP-85 .....</b>		
	65	
<b>MU Cars (Multiple Units) Class MP-85 .....</b>		
	80	
<b>Rail Motor Car or Cars .....</b>		
	65	
<b>RDC (Budd Cars) Multiple Units .....</b>		
	80	
<b>RDC (Budd Cars) Single Units .....</b>		
	50	
	<b>Multiple Light</b>	<b>With Train</b>
<b>Diesel Units:</b>		
Road "A" and "B" Unit Types—		
Passenger .....	60	80
Freight, except EH-15 .....	50	65
EH-15 .....	50	50
Freight-Passenger .....	60	75
<b>Shifter Types—</b>		
All Classes, except following:		
AP3-24MS .....	50	60
AP3-24MS .....	60	75
AS-16MS, EFS-17M, ES-15MS .....	50	65
ES-15A .....	30	55
ES-6 (No. 5911 only) .....	30	40
GS-4, GS-4M .....	30	30
A6-B .....	20	20
Pennsylvania-Reading Seashore Lines		
BS-16ms (No. 6011-No. 6016, No. 6024-No. 6027, incl.) .....	50	80
BS-16ms (No. 6007-No. 6010, incl.)..	50	65
BS-16m .....	50	65
BS-15ms .....	50	65
<b>Single Units—Light—</b>		
All Classes, except A6-B .....		
	30	
A6-B .....		
	20	
<b>NOTE—</b>		
Diesel unit type designations:		
Second letter (and third where used) in unit type designation		
indicates service as follows:		
"P"—Passenger.		
"F"—Freight.		
"H"—Freight (Helper).		
"FP"—Freight-Passenger.		
"S"—Shifter.		
"PS"—Shifter, Passenger.		
"FS"—Shifter, Freight.		
Numerals indicate engine horsepower in nearest hundreds.		
<b>Electrical Units—Horsepower.</b>		
Class E2B .....	2500	horsepower
Class E2C .....	3000	horsepower
Class E3B .....	3000	horsepower
Class E44 .....	4400	horsepower
Class FF2 .....	3000	horsepower
Class P5, P5a .....	3750	horsepower
Class GG1 .....	4620	horsepower

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

Track	Between	And	Miles per Hour
No. 3.....	Center.....	Cooper.....	15
Kinkora Br.....	Lewis.....	Kinkora.....	15
Medford.....	Mount Holly...	Medford.....	15
<b>Birmingham—</b>			
Running track....	Birmingham..	Toms River...	15
Dix Running track...	Pemberton...	Camp.....	15
Grenloch.....	Brown	Grenloch.....	15
Deep Water Point....	Penns Grove...	Deep Water...	15
Salem			
Secondary track....	Woodbury....	Salem.....	30
<b>Bridgeton</b>			
Secondary track....	Glassboro.....	Bridgeton.....	30
<b>Newfield</b>			
Secondary track....	Mays Landing.	Penred.....	15
<b>Glassboro—</b>			
Williamstown.....	Glassboro.....	Williamstown..	15
<b>Manumuskin</b>			
Secondary track....	Wood.....	1.75 miles south of Manumuskin..	15
Leesburg.....	Manumuskin..	880 ft. South of Leesburg...	15
Woodbine		Woodbine Jct..	15
Secondary track....	1839 ft. North of Woodbine..		
Somers Point.....	Pleasantville...	Somers Point..	15
All Sidings.....	.....	.....	5

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

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

**ENGINE AND SPECIAL LOAD RESTRICTIONS  
1160-A1. Engines and special loads are restricted at locations  
shown below:**

NOTE—Letters and figures indicate:

X—Prohibited.

A—Backward movement prohibited.

B—Backward movement restricted to speed indicated.

D—Operation of engines coupled prohibited.

E—Restricted account of light rail.

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

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

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

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

COLUMN	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
LOCATION	ASE, A6B, B5S, B5A, B57, B57M, E56, G54, G54M AS10, AS10A, AS10AM, AS10AS, AS10AS, AS10M, AS10M, AS10A, BS10A, BS10AM, BS10AS, BS10M, BS10AM, BS10AS, BS12M, ES10, ES12, ES12M, FS10 AS15M, AS16, AS16M, AS16MS, AF15, AF16, BF15, BF16A, BF16, ES16M, ES16MS, EF17M, EF18, EF18A, EH15, AH15, AS12, FS12M, FS12AM, FF16, GF25 AS18AM, AS24M, AP20, APP20, BS16M, BS16MS, EP20, EP22, FP20, FP20A, LG AS16A, APS24MS, BS24, BS24M, BF16Z, BF20L, ES15A, ES17M, FS24M, FF20, LS25, LS25M BH90, GG1, FF2, P5, P5A, DD1, DD2, E20, E2C, E3B, E44									
<b>MAIN LINE:</b>										
Between Center and Vernon...							X	X	X	
<b>CENTER, South of</b>										
Pine Street extension, South of Haddon Ave. ....					X	X				
On Curve to L. H. Shingle Co..			X	X	X	X				
Camden Pottery Co. ....			X	X	X	X	X	X	X	
City Line Lumber Co. ....			X	X	X	X				
<b>COLLINGSWOOD:</b>										
Mohrfeld Coal Co. ....			X	X	X	X	X	X	X	
<b>BETWEEN JERSEY AND VERNON</b>										
North leg Wye track:—Jersey units heavier than those shown in Column 5 prohibi- ted except Class Electric P5 and GG1 may be operated in detour								X	X	X
<b>BRIDGE NO. 274</b>										
South of Jersey .....							25	X	X	X
<b>BRIDGE NO. 434</b>										
North of Jordan .....							25	X	X	X
<b>WEYERHAEUSER CO. No. 2 BLDG. (Kieckhefer)</b>	X	X	X	X	X	X	X			

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

COLUMN	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
<b>GLASSBORO, South of:</b> Peoples Gas Co. ....	5	5	5	5	X	X				
Wye track .....	5	5	5	5	X	X				
<b>CLAYTON</b> Clayton Ready Mix Co. ....								X	X	X
<b>VINELAND:</b> Tracks to Kimball-Prince Lumber Co. ....					X	X	X	X	X	X
<b>SOUTH VINELAND</b> Campbell Co. ....								X	X	X
<b>MILLVILLE:</b> Wye track .....	5	5	5	5	5	X				
Track leading to T. C. Wheaton Co. ....						X				
<b>CLEMENTON BRANCH</b> <b>HADDON HEIGHTS</b> Haddon Heights Eastern Distb. Co. ....			X	X	X	X				
<b>PENBYRN, North of:</b> Geo. H. Pettinas track (curve) .	5	5	5	5	5	X				
<b>WILLIAMSTOWN JCT., South of:</b> Wye track .....	5	5	5	5	5	X				
Bridgeton Sand Co. ....	5	5	5	5	5	X				
Suburban Propane Gas Co. ....						X				
<b>PENNS GROVE BRANCH</b> Between Woodbury and Penns Grove .....							X	X	X	X
<b>PAULSBORO, South of:</b> I. P. Thomas Co. yard Track No. 1. ....							X			
Track No. 2. ....							X			
Track No. 3. ....							X			
Track No. 4. ....							X			
Track No. 5. ....	X	X	X	X	X	X				
Track No. 6. ....							X			
Track No. 7. ....							X			
Switch leading to Patterson Oil Co. ....	5	5	5	5	5	X				
Vacuum Oil Co., track No. 1. ....			X	X	X	X				
Catalytic Plant .....			X	X	X	X				
<b>GIBBSTOWN, South of:</b> Wye track .....	5	5	5	5	5	X				
Cardox .....						X				
<b>PENNS GROVE:</b> Wye track .....	5	5	5	5	5	X				
<b>SALEM SECONDARY TRACK</b> Between Woodbury and Salem.							X			
<b>SWEDESBORO</b> S. B. Patterson warehouse track .....							X			
<b>SALEM:</b> Wye track .....							X			
Glass Works Branch beyond a point 800 feet south of 5th St. ....			X	X	X	X				
<b>BRIDGETON SECONDARY</b> <b>TRACK</b> Between Glassboro and Bridgeton .....							X	X	X	X
<b>BRIDGETON:</b> Wye track .....	5	5	5	5	5	X				
American Can Co. ....						X				
New Jersey Packing Co. ....						X				
The Hunt Co. ....						X				
P. J. Ritter Co. ....						X				
<b>NEWFIELD SECONDARY</b> <b>TRACK</b> Between Mays Landing and Penred .....							X	X	X	X
<b>PLEASANTVILLE:</b> Hygienic Ice & Coal Co. ....							X	X	X	X

COLUMN	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
<b>BORDENTOWN BRANCH</b>										
<b>CENTER:</b>										
Wye track .....						X				
Newton Coal Co. trestle .....				X	X	X	X	X	X	X
<b>CENTER, East of:</b>										
City of Camden trestle .....	X	X	X	X	X	X	X	X	X	X
<b>BRIDGE NO. 150</b>										
West of Cooper .....	20	20	20	20	20	15	15	15	10	X
<b>COOPER, East of:</b>										
Elmer Stevens .....						X				
<b>JERSEY, West of:</b>										
Kleckhefer Container Co. First switch west of Jersey; beyond a point 1000 feet from switch .....					X	X				
Second switch west of Jersey Bundle Mfg. Co. ....					X	X				
Precision Drawn Steel .....					X	X				
<b>JERSEY, East of:</b>										
Lead to Ford Co. ....						X				
<b>PALMYRA:</b>										
Trap Rock, Inc. ....						X				
H. L. Williams Co.—(Beyond Sign) .....	X	X	X	X	X	X				
<b>RIVERTON:</b>										
Whitesell Inc. ....						X				
<b>RIVERSIDE:</b>										
Florence Thread Co. ....			X	X	X	X	X	X	X	X
Riverside Metal Co. ....						X				
<b>BEVERLY:</b>										
Wall Rope Works .....						X				
Wall Paper Co. (Beyond Sign) ..			X	X	X	X				
<b>EDGEWATER PARK:</b>										
Bridge 15.52, Warren Street ...						35	35	30	25	X
<b>FLORENCE:</b>										
Natl. Gypsum Co. ....						X				
<b>PEMBERTON BRANCH</b>										
Between Cooper and Birmingham .....							H	X	X	X
<b>COOPER, South of:</b>										
Standard Oil Co. ....			X	X	X	X				
Warren Webster Co. ....			X	X	X	X				
Du Bell Lumber Co. ....			X	X	X	X				
Di Medlo Lime Co. ....			X	X	X	X				
Concrete Steel Co. ....			X	X	X	X				
R. M. Hollingshead Co. ....			X	X	X	X				
Iowa Soap Co. ....			X	X	X	X				
Keystone Coal Co. ....			X	X	X	X				
Pavonia Ice & Coal .....			X	X	X	X				
Pavonia Station Pub. Del. ....						X				
<b>MERCHANTVILLE, South of:</b>										
McAllister Coal Co. ....						X				
Freight house track .....						X				
Delivery track .....						X				
<b>BRIDGE NO. 528</b>										
South of Merchantville .....		20	20	20	X	20	X	X	X	
<b>MAPLE SHADE, North of:</b>										
J. S. Collins & Sons .....						X				
<b>MAPLE SHADE, South of:</b>										
Graham Brick Co. ....						X				
<b>MOORESTOWN:</b>										
Hollingshead Co. ....						X	X	X	X	X
Moorestown Supply .....						X	X	X	X	X
Collins Bros. ....						X	X	X	X	X

COLUMN	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
<b>BRIDGE NO. 1238</b>										
South of Stanwick Ave. ....						X		X	X	X
<b>MASONVILLE, South of:</b>										
Whitehead Bros. ....						X	X	X	X	X
<b>MOUNT HOLLY, South of:</b>										
G. F. Pettinos, Inc. ....						X	X	X	X	X
<b>BIRMINGHAM</b>										
Permutt .....						X	X	X	X	X
Between Birmingham and Camp .....							20	X	X	X
<b>MEDFORD SECONDARY TRACK</b>										
Mount Holly to Medford .....						X		X	X	X
<b>BIRMINGHAM RUNNING TRACK</b>										
Birmingham to Toms River ...						X		X	X	X
<b>GRENLOCH SECONDARY TRACK</b>										
Brown to Grenloch .....						X		X	X	X
<b>WILLIAMSTOWN SECONDARY TRACK</b>										
Glassboro to Williamstown ...						X		X	X	X
<b>WOODBINE SECONDARY TRACK</b>										
Woodbine Jct. to Woodbine ...						X		X	X	X
<b>SOMERS POINT SECONDARY TRACK</b>										
Pleasantville to Somers Point.						X		X	X	X
<b>DEEPWATER POINT SECONDARY TRACK</b>										
Penns Grove to Deepwater ...						X		X	X	X
<b>DU PONT TRACKS, NO. 1</b>										
Carneys Pt. ....	10	10	10	10	10	X				
<b>MANUMSKIN SECONDARY TRACK</b>										
Between Wood and Terminus..						X		X	X	X
<b>LEESBURG SECONDARY TRACK</b>										
Between Manumuskinn and Leesburg .....						X	X	X	X	X
<b>CAMDEN YARD</b>										
Freight Yard track 10 .....										
Mine tracks 10 to 16 inc. ....										
<b>CAMDEN YARD—KAIGHN AVE.:</b>										
Freight House conn., 2nd St. ...		X	X	X	X					
Camden Port Terminal .....		X	X	X	X					
National Water Proofing Co. ...		X	X	X	X					
Giordano Waste Material Co. ...		X	X	X	X					
American Dredging Co. ....		X	X	X	X					
Public Service .....		X	X	X	X					
Volney-Bennett Lumber Co. ...		X	X	X	X					
Flintkote .....		X	X	X	X					
Camden Grocers Co. ....		X	X	X	X					
RCA Victor Co. ....		X	X	X	X					
Belt Line conn., Front and Kaighn Ave. ....		X	X	X	X					
<b>KAIGHN AVE.—BULSON ST. YARD</b>										
Belt Line conn., Front and Kaighn Ave. ....		X	X	X	X					
Moon Carrier .....		X	X	X	X					
I. Boudov Coal & Ice Co. ....		X	X	X	X					
Mack Warehouse, Ferry Ave. ...		X	X	X	X					
MacAndrews & Forbes Co. ....		X	X	X	X					
Std. Warehouse & Dist. ....		X	X	X	X					
Southwark Mfg. Co. ....		X	X	X	X					
Camden Sewage Plant .....		X	X	X	X					



COLUMN	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	
<b>BULSON ST. YARD</b>											
Bulson Street drill track (former Gloucester Branch) .....						X	X	X	X	X	
New York Shipbuilding Co. ....			X	X	X	X	X	X	X	X	
Ace Iron & Metal .....			X	X	X	X					
<b>COOPERS POINT YARD</b>											
Curve leading from Delaware Ave. to Public Del track at Coopers Point yard .....			X	X	X	X					
All class engines are pro- hibited making movements from No. 4 warehouse and No. 33 building to No. 4 track Campbell Soup Co. ....											
<b>PAVONIA YARD</b>											
River Road Public Delivery ..						X					
Texaco Oil Co. ....						X					
Victor Co. track beyond a point 200 feet west of State Street .....			X	X	X	X					
Magnetic Metal Co. ....			X	X	X	X					
Wyatt Co. ....			X	X	X	X					
Beideman Co. ....						X					
Cities Service Co. track No. 1..			X	X	X	X					
Canuso Co. ....						X					
Campbell Soup Co. ....											
Laundry repair tracks Except No. 2 and No. 3 .....						X					
Laundry repair tracks No. 2 and No. 3 .....			X	X	X	X					
New Jersey Water Co. ....			X	X	X	X	X	X	X	X	
Eastern Tire Co. ....			X	X	X	X					
Clorox Co. ....			X	X	X	X					
<b>ATLANTIC CITY YARD</b>											
Mediterranean Ave. tracks ....	X	X	X	X	X	X					
Burkhard & Cudahay, Baltic Ave. ....	X	X	X	X	X	X	X	X	X	X	
Burkhard Coal Co., Baltic Ave..	X	X	X	X	X	X	X	X	X	X	
Louis Mason Co., Baltic Ave..	X	X	X	X	X	X					
Edwin Smith, Baltic Ave. ....	X	X	X	X	X	X	X	X	X	X	
Atlantic City Sewerage Co., Baltic Ave. ....	X	X	X	X	X	X					
Atlantic City Elec. Co. ....			X	X	X	X	X	X	X	X	
Swift Co. ....			X	X	X	X					
South Jersey Gas Co., Florida Ave. ....						X	X	X	X	X	

H—Between 27th Street, Pavonia and Pensauken engines heavier than BP20 prohibited.

O—Clayton—All type engines prohibited beyond a point 60 feet south of Atlantic Avenue on track leading to Hungerford and Terry, Inc.

P—Glassboro Lumber Co. track engines heavier than BS16MS must not be operated on track toward coal unloader.

#### 1160-A2. Magnolia:

Trains or engines must not exceed a speed of 8 miles per hour on tracks of Owens-Corning Fiberglas Corp.

#### 1160-A3. Between Lewis and Fort Dix:

Engines may operate on Union Transportation Company tracks between Lewis and switch 1 Fort Dix, at a speed not exceeding 15 miles per hour and may enter Fort Dix Yard at switches 3, 2 and 1.

Engines may use warehouse No. 77 tracks and may use switch leading to I and L track, at a speed of 5 miles per hour.

1160-A4. Engines and Derricks in excess of class and weight indicated must not be permitted on Bridges of Industrial tracks named:

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

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

1160-A5. In I. P. Thomas Co. yard at Paulsboro engines must not go beyond points indicated—

Track No. 1—south end of warehouse.

Track No. 6—sign at coal wharf.

Track No. 7—sign at acid tank.

1160-A-7. Class GF-25 Diesel units must not exceed a speed of 20 miles per hour on Main Track between BO and Camden and on Main Track between Pemberton and Cooper. GF-25 Diesel units are prohibited on all other tracks.

1160-A8. On Cedarville Wash Sand and Gravel Co. track engines must not pass engine limit signs on No. 1 and No. 3 tracks.

Engines and cars must not pass under hopper on No. 2 (middle) track.

**D. R. R. & B. Co. Branch**—Between west end of approach viaduct and Jersey Interlocking Station:

**1160-A10.** Not more than three (3) electric engines coupled together class GG-1, P-5, P-5a, E-44, E-2b, E-2c or E-3b may operate over Delair Bridge 2.07 between approach viaduct and Jersey Interlocking Station.

Not more than four (4) road or shifter type diesel engines or units coupled together may operate over Delair Bridge 2.07 between approach viaduct and Jersey Interlocking Station.

Additional engines of any class must be spaced from any of the coupled engines listed above with at least ten (10) cars between them and the Train Dispatcher and Block Operators at Shore and Jersey must not permit any train on adjacent track while the movement of any of the above coupled engines is being made.

**1160-A11.** At Lucas Paint Co., Lucaston, movable steel plates have been installed on rails of lacquer track about 3 cars lengths from point of Switch. Cars must not be placed on this track until it is known that plates have been removed.

#### Equipment Restrictions

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

Weight of Car (Pounds)	Minimum Coupled Length	Restrictions
150,000-170,000	40'-0"	Same as Column 2
170,000-220,000	42'-0"	Same as Column 5
220,000-251,000	48'-0"	Same as Column L

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

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

#### Derricks

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

#### Overhead Clearance

**1163-A1.** Employees are prohibited from riding or walking on the roof of any moving car. The following locations are excepted:

All Hump Yards

**1163-A1a.** Employees are warned of close overhead clearance at the following locations.

#### BETWEEN CAMDEN AND MINSON:

Signal bridge east of Cooper.  
 Bridge No. 2.37 at 27th Street.  
 Bridge No. 2.64 track leading to Petty Island.  
 Bridge No. 4.79 west of Delair.  
 All Signal Bridges.  
 Ford Co. close side and overhead on all tracks.

#### PAVONIA:

Close side and overhead clearance at Penn-Jersey Warehouse at State Street and River Road.

#### MOUNT HOLLY:

Close overhead clearance on both tracks of Burlington County Supply Co., south of Pine Street, Mount Holly.

#### LEWIS-KINKORA:

Stone Arch Bridge No. 4.25 south of Columbus.

#### BETWEEN JERSEY AND PENRED via HADDONFIELD:

All overhead bridges including Signal Bridges.

#### Lucaston:

Lucas Paint Company, Gibbsboro.  
 On tracks leading to Coal Hill, No. 39 Building, Freight House and Oil Hill.

#### BISHOPS BRIDGE

Owens Illinois Co. Warehouse tracks W-1, W-2, W-3, W-4, W-5 and W-6.

#### BETWEEN CAMDEN AND BROWN:

All Signal Bridges.

#### BETWEEN BROWN AND TUCKAHOE:

All overhead bridges.

Kerr Concrete Pipe Co.

Close side clearance on delivery track.

#### BETWEEN SOUTH CAMDEN AND 1.75 MILES SOUTH OF MANUMUSKIN:

Sitley's.

Bridge No. 1.26 Bulson Street Yard.

Bridge No. 8.32 Hunter Street, Woodbury.

Bridge No. 27.85 State Highway Malaga.

Close overhead and side clearance on "Dry" track of G. F. Pettinos track No. 1 south of Manumuskin.

#### WOODBINE-WOODBINE JCT.:

Bridge No. 57.73 Woodbine Jct.

#### PENNS GROVE BRANCH:

Bridge No. 23.80 Jumbo Movable Bridge.

Overhead pipe line and cables, DuPont Co. Plant No. 1 at Carneys Point.

#### WOODBURY-SALEM:

Bridge No. 25.55 Harrisonville Pike, north of Woodstown Station.

#### MAYS LANDING-PENRED:

Bridge No. 47.40 State Highway, Mays Landing.

#### CAMDEN:

Delaware Avenue Territory—

Campbell Soup Co.

RCA Victor

Penn Street—track to Eavenson Soap Co.

Pearl Street—track to Baird Lumber Co.

**CAMDEN—Continued****Belt Line Territory—**

Kaighn Ave.—track to Swift Co.  
 Atlantic & Ferry Aves.—track to Boudov Co.  
 Atlantic Ave. & 2nd St.—track to Grocers Exchange.  
 Atlantic Ave. & 2nd St.—track to W. Hodges.

**Pine Street Extension—**

Tracks in General Chemical Co.  
 Tracks in Monsanto Chemical Co.  
 Tracks in Sears Roebuck & Co.

**CAMDEN—HADDONFIELD**

All Signal Bridges.

**JERSEY—VERNON:**

Kieckhefer Plant.  
 No. 2 Westfield Ave., close overhead and side clearance.  
 Bell Supply Co.

**COLLINGSWOOD:**

Track in Mohrfeld Coal Co.

**BROWN—CLEMENTON:**

Owens-Corning Fiberglas Corp., close side and overhead clearance on No. 5 and 6 Warehouse tracks.  
 Suburban Lumber Co. track, Oaklyn.  
 Clementon Lumber Co. track, Clementon.

**BROWN—GRENLOCH:**

Boulevard & Grant Streets, Gloucester.

**GLOUCESTER BRANCH:**

Ruberoid Co. track, Gloucester.  
 Hinde Dauch Paper Co., Gloucester.  
 Calco Chemical Co. track, Gloucester.

**GLOUCESTER—WESTVILLE:**

Goodman Feed Co. track, Brooklawn.  
 Coombs Lumber Co. track, Westville.

**SOUTH WESTVILLE:**

Middle Atlantic Lumber Co.

**PAULSBORO:**

DuPont Co. tracks, Paulsboro.  
 I. P. Thomas & Sons track, Paulsboro.

**PENNS GROVE—DEEPWATER POINT:**

All tracks 700 feet South of New Delaware River Bridge at Deepwater Point.

**MILLVILLE:**

K Street T. C. Wheaton Glass Co. Delivery track.

**OCEAN CITY:**

34th Street Ocean City

1163-A2. Employees are prohibited from riding on top of moving engines except in place provided for that purpose on this equipment.

**ELECTRICAL OPERATION**

1167-A1. Electrical Operating Instructions CT290, in effect.

1167-A2. Power Directors located at Pennsylvania Station, 30th Street, Philadelphia, telephone 6-666 have jurisdiction over A. C. Electrical Operation between Jersey and Pavonia and the 6600 volt signal transmission line in non-electrified territory between Jersey and connection with the Pennsylvania-Reading Seashore Lines at Vernon.

1167-A3. The following tracks equipped for A.C. electrical operations:

Main tracks between—

**JERSEY AND PAVONIA:**

Single track, end of Delaware River Bridge to Hatch.

Westward track, Hatch to 36th St., Pavonia.

Eastward track, 31st Street, Pavonia, to Hatch.

Crossovers from West Yard to Eastward track at 28th Street, Pavonia.

Eastward track 28th Street, Pavonia, to and including crossover to East Yard at 29th Street, Pavonia.

Yard tracks—

**PAVONIA:**

No. 1 and 2 Receiving tracks, West Yard from westward main track 36th Street to 27th Street.

Track No. 1 East Yard 31st Street westward to a point approximately 150 feet west of 29th Street, as indicated by A.C. Motor Stop signs.

Tracks Nos. 2 and 3 from ladder track to 150 feet west of 29th Street as indicated by A.C. Motor Stop sign.

Track No. 5 East Yard from ladder to end of track as indicated by A.C. Motor Stop sign.

1167-A4. During sleet storms, pantograph shoes of all electric engines in passenger and freight service must be inspected at Pavonia.

1167-A5. When power is removed, engineman must report from first available telephone where train can be stopped by proper handling.

1167-A6. 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-A7. Clearance of approximately 24 feet 6 inches between trolley wire and top of rail is provided in East Yard, Pavonia from 31st Street northward to end of electrified yard tracks Nos. 1-2-3-5.

Within this territory employees are permitted to work on top of cars or other high equipment in the performance of their duties, not permitting any part of their bodies, clothing, tools or materials to get closer than three feet to wires.

This territory is not designated by high wire signs.

1167-A8. Employees must not be on top of box cars, engines or other high equipment when movements are being made from sidings, yard or other tracks which are not electrified to tracks which are electrified, except in High Wire Territory.

1167-A9. Employees working on or near energized wires must obtain permission and proper protection from Power Director.

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 operation.

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

#### TRAIN DISPATCHERS

1201-A1. Location of Train Dispatcher  
Camden:

Train Dispatcher in charge as follows:

##### MAIN LINE:

Phila. Dist. Post to Vernon  
Center to Atlantic City

##### BRANCHES:

Bordentown—Center to N. Y. Reg. Post  
Pemberton  
Cape May  
Clementon  
Millville  
Penns Grove  
Ocean City  
Wildwood

##### SECONDARY TRACKS:

Manumuskin  
Salem  
Bridgeton

##### CONNECTING TRACK:

Jordan to Pennsauken

1201-A2. Train Dispatcher at Camden has control of movements on New York Region tracks between New York Region Post and BO.

1204-A1. Referring to Rule 204.

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

#### Referring to Rule 221.

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

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

## SIGNAL RULES

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

X—Indicates Rules in Effect.

- COLUMN 1—Movement of trains in the same direction by Block Signals  
Rules 251, 253 and 254.
- COLUMN 2—Opposing and following movement of trains by Block Signals  
Rules 261, 262, 263 and 264.
- COLUMN 3—Movement of trains on Secondary Tracks  
Rules 271, 272 and 273.
- COLUMN 4—Manual Block Signal System  
Rules 305 to 373 inclusive, except Rule 316.
- COLUMN 5—Manual Block Signal System  
Rules 305 to 373 inclusive, except Rule 317.
- COLUMN 6—Manual Block Signal System for movements against the current of Traffic.  
Rules 305 to 373 inclusive, except Rule 317.
- COLUMN 7—Manual Block Signal System for movements against the current of Traffic.  
Rules 305 to 373 inclusive, except Rule 316.
- COLUMN 8—Automatic Block Signal System  
Rules 501 to 512, with the current of traffic and on single track.
- COLUMN 9—Automatic Block Signal System  
Rules 501 to 512, against the current of traffic.
- COLUMN 10—Cab Signals  
Rules 551 to 570, with the current of traffic and on single track.
- COLUMN 11—Cab Signals  
Rules 551 to 570, against the current of traffic.

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note		
			1	2	3	4	5	6	7	8	9	10	11			
		<b>MAIN LINE</b>														
Jersey	Vernon	1 and 2	X	...	...	...	...	X	...	X	...	X	...	...	...	...
Center	Tide	1 and 2	X	...	...	...	...	X	...	X	...	X	...	...	...	...
Tide	Penred	Single	...	X	...	...	...	...	...	X	...	X	...	...	...	...
		<b>Branches Secondary Tracks and Sidings</b>														
Center	Brown	Millville Br. 1 and 2	...	X	...	...	...	...	...	X	X	...	...	...	...	...
Brown	Woodbury	1 and 2	X	...	...	...	...	X	...	X	...	...	...	...	...	...
Woodbury	Glassboro	Single	...	...	...	X	...	...	...	...	...	...	...	...	...	...
Glassboro	Wood	Single	...	...	...	X	...	...	...	...	...	...	...	...	...	...
Wood	Terminus	Manumuskin Secondary	...	...	X	X	...	...	...	...	...	...	...	...	...	E-G
Woodbury	Penns Grove	Penns Grove Single	...	...	...	X	...	...	...	...	...	...	...	...	...	...
Woodbury	Salem	Salem Secondary	...	...	X	X	...	...	...	...	...	...	...	...	...	E



1281-B to 1288-B. At the following locations, block signals listed also act as distant signals. When governed by Rule 281 (282, 285, 288) Manual Block is Clear and trains will proceed in accordance with signal indications:

Cooper—Southward Block Signal at Cooper when displaying aspect, Rule 285 Figure A, (APPROACH) indicates Clear Block and Approach. When displaying aspect Rule 281 Figure A, (CLEAR) indicates Clear Block.

State Street—Northward Block Signal at State Street when displaying aspect Rule 285 Figure A (APPROACH) indicates Clear Block and Approach.

MJ, Westward Home Signal, located 5,130 feet east of MJ and the Eastward Home Signal, located 60 feet west of MJ, in addition to giving indication as to the condition of block, will act as distant signal to the next home signal.

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

Slow sign located 2,338 feet south of Cohan and Stop sign with red light located 346 feet south of Cohan governing northward movement.

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

1288-B2. WHITINGS—Slow sign located 3644 feet north of Whitings and reflector type stop sign located 644 feet north of Whitings governing southward movement.

Slow sign located 3546 feet south of Whitings and reflector type stop sign located 548 feet south of Whitings governing northward movement.

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

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

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

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
Winslow	Southward	Single	Southward Block Signal and Folsom delivery track.
Woodbury	Southward	Single	Woodbury and Switch to Robbins Quigley and switch leading to F. B. Collier & Sons, Salem Secondary Track.
Glassboro	Southward	Single	Southward Signal and Switch to Owen Illinois Glass Co.
Cooper	Southward		Southward Signal and Switch to Concrete Steel and State Street Lead to Pavonia Yard.
Cooper (State Street)	Southward	Single	Southward Signal and Coal Hill Track South of State Street and North Switch of Crossover Leading to Pavonia Yard at 27th Street.
Cooper (State Street)	Northward	Single	Northward Signal & Switches Leading to DI Medio Lime Co., Dubell Lumber Co. and Concrete Steel Co.
Pensauken	Northward	Single	Northward Signal and South End of Siding Merchantville.
Moorestown	Northward	Single	Northward Signal and Switch Leading to Collins Track Inc.
Moorestown	Southward	Single	Southward Signal and Switch Leading to Moorestown Supply Co. Track.
MJ	Westward	No. 2	Home Signal 5130 feet east of MJ and MJ
MJ	Eastward	No. 1	Block Station and Home Signal 4700 feet east of MJ

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

### Referring to Rule 509

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

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

**1510-A1.** Color light fixed signal 280 feet north of Williamstown Jct. governing Northward movement and color light fixed signal 4,980 feet south of Williamstown Jct. governing Southward movement must not be passed when stop-signal is displayed without authority by train order.

### CAB SIGNALS

#### Cab Signal Departure Test

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

Between	And
Philadelphia	Atlantic City Race Track
Philadelphia	Garden State Race Track
Camden	Haddonfield
Camden	Ashland

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

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

#### 1551-A3. Cutting-in Sections Located—

No. 2 track from Delair Passenger Station to home signal at Hatch.

No. 1 track from a point 50 feet east of Cooper Interlocking Station to a point 225 feet east of Cooper Interlocking Station.

Jordan, on connecting track from Pensauken.

Minson—Jersey, on single track, 1700 feet north of Minson and extending 1800 feet northward.

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

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

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

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

#### 1551-A4. Operation of Cab Signal Circuit Switch

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

#### Change in Cab Signal Aspects at Certain Locations

**1551-A5.** Jersey Interlocking: (Divide):

When home signal governing movements on No. 1 track displays aspects Rule 291 figure A, or Rule 292 figure A, cab signal will display "Restricting" aspect from a point 3120 feet north of signal No. 121B to home signal at Jersey.

#### 1551-A6. Jersey Interlocking:

When home signal governing movements on No. 2 track displays aspects Rule 290 figure A, Rule 291 figure A, or Rule 292 figure A, cab signal will display "Restricting" aspect from a point 690 feet west of Delair Passenger Station to home signal at Hatch.

#### HATCH, West of

When home signal governing movements on No. 1 track displays aspects Rule 291 figure A, or Rule 292 figure A, cab signal will display "Restricting" aspect from a point 3195 feet east of signal No. 34 to home signal at Hatch.

#### 1551-A7. Cooper Interlocking:

When home signal governing movements on No. 2 track displays aspects Rule 290 figure A, Rule 291 figure A, or Rule 292 figure A, cab signal will display "Restricting" aspect from a point 3043 feet west of signal No. 23 to home signal at Cooper.

#### 1551-A8. Jordan Block Station:

When home signal governing movements on No. 1 track displays aspects Rule 291 figure A, or Rule 292 figure A, cab signal will display "Restricting" aspect from a point 7890 feet north of Race Block Station to home signal at Jordan.

#### 1551-A9. RACE, South of

When home signal governing movements on No. 2 track displays aspects Rule 290 figure A, or Rule 292 figure A, cab signal will display "Restricting" aspect from a point 6400 feet south of Race Block Station to home signal at Vernon.

#### 1551-A10. Vernon Interlocking:

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

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

#### 1551-A11. Gate:

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

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

#### When Cab Signal Apparatus Fails

**1551-A12.** When Cab Signal apparatus fails it is the duty of the engineman to personally report to and receive instructions from the operator.

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

- Between Center Interlocking and Haddonfield.
- Between Atlantic City and Absecon.
- Engines in switching and transfer service.
- Engines and Rail Motor Cars moving light to and from shop.
- Wire, work and wreck trains and ballast cleaners to and from work.
- Passenger or freight engines in back up service with or without cars and switching and transfer service between Jersey and Cooper and between Jersey and Race.
- Reading Co. trains or engines between Jersey and Cooper.

## INTERLOCKING

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

- Alan..... Interlocking station.
- Atlantic..... { Interlocking station.  
Signal bridge north of Atlantic movable bridge.  
Penred.
- Brown..... Interlocking station.
- Center..... Interlocking station.
- Cooper..... Interlocking station.
- Jersey..... { Interlocking station.  
North switch of Divide.  
East switch of Minson.  
West switch of Hatch.
- Woodbury.... Interlocking station.
- Glassboro.... Interlocking station.
- Vernon..... Interlocking station.
- Winslow..... { Interlocking station.  
North end of connecting track.

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

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

### TELEPHONE—TRAINPHONE

**1701-A1.** At Alan Interlocking, telephone located between Nos. 1 and 2 outbound engine tracks, from which enginemen on all outbound engines must report to train director at Alan, the engine number, track on which engine is moving, train to which engine is assigned, or destination if for points other than Camden.

**1701-A2.** At Atlantic Interlocking, telephone located at north end of No. 13 track opposite cab signal test rack, from which enginemen on all outbound engines must report to train director at Atlantic; the engine number, track on which engine is moving, train to which engine is assigned, or destination if for points other than within Atlantic Interlocking. Engines must not move beyond clearance point of No. 12 and 13 engine storage tracks until permission is received from train director at Atlantic.

#### NOTE

Qualified for Service page  
and the  
Safety Message  
will be found in the Schedules  
portion of the Timetable.



