



CENTRAL RAILROAD OF NEW JERSEY

SOUTHERN DIVISION

TIME TABLE No. 183

Effective 2.01 A. M., Eastern Standard Time

SUNDAY, APRIL 30, 1950

For the Government of Employees only

DESTROY ALL FORMER TIME TABLES

A. C. TOSH,
Vice President and General Manager

M. H. STROLLO,
Superintendent

SAFETY ALWAYS

Make this Railroad the safest
on which to work and travel

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CENTRAL RAILROAD OF NEW JERSEY

Date, _____ 1950

I hereby acknowledge receipt of _____ copies of

Southern Division Time Table No. 183

Name _____

Employed as _____



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SAFETY ALWAYS

Make this Railroad the safest
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FIRST CLASS

4659 4625

Saturday only.

Ex. Sat. Sun. and Holidays.

P.M.

P.M.

1.14

5.25

\$ 1.21

\$ 5.32

1.27

5.39

F 1.31

F 5.43

\$ 1.36

\$ 5.48

F 5.52

\$ 1.48

\$ 6.03

F 1.54

F 6.10

\$ 2.00

\$ 6.16

P.M.

P.M.

No. 4659 is reported by direction to No. 4625

FOURTH CLASS

470N 4292

Ex. Sat.
Sun. and
Holidays.

Ex. Sun.

A.M.

P.M.

7.00

8.00

\$ 7.25
8.00

F 8.35

8.15

8.50

\$ 8.20

F 8.55

8.30

9.05

A 8.45

\$ ^{9.20}
10.20

F10.55

F11.20

\$ ^{11.30}
11.30

12.19

12.34

12.45

12.53

A12.59

A.M.

A.M.

WESTWARD

Miles from Lakehurst.	STATIONS	FIRST CLASS		
		4271	4659	4625
		Sun. and Holidays only.	Saturday only.	Ex. Sat. Sun. and Holidays.
		A.M.	P.M.	P.M.
0.0	LAKEHURST.....	\$ 9.20	\$ 2.04	\$ 6.20
7.44	TOM'S RIVER.....	\$ 9.35	\$ 2.19	\$ 6.35
8.28	BEACHWOOD.....	\$ 9.38	\$ 2.21	\$ 6.37
11.47	PINEWALD.....	\$ 9.45	\$ 2.29	\$ 6.43
13.49	LANOKA HARBOR.....	\$ 9.50	\$ 2.34	\$ 6.48
15.72	FORKED RIVER.....	\$ 9.56	\$ 2.40	\$ 6.53
19.07	WARETOWN.....	\$10.04	\$ 2.47	\$ 6.59
22.13	BARNEGAT.....	\$10.11	\$ 2.54	\$ 7.06
		A.M.	P.M.	P.M.

EASTWARD

Miles from Barnegat.	STATIONS	FIRST CLASS		
		4606	4654	4278
		Ex. Sat. Sun. and Holidays.	Saturday only.	Sun. and Holidays only.
		A.M.	A.M.	P.M.
0.0	BARNEGAT.....	5.02	5.31	5.48
3.06	WARETOWN.....	\$ 5.09	\$ 5.38	\$ 5.55
6.41	FORKED RIVER.....	\$ 5.15	\$ 5.44	\$ 6.01
8.64	LANOKA HARBOR.....	\$ 5.20	\$ 5.49	\$ 6.07
10.66	PINEWALD.....	\$ 5.25	\$ 5.54	\$ 6.12
13.85	BEACHWOOD.....	\$ 5.31	\$ 6.00	\$ 6.18
14.69	TOM'S RIVER.....	\$ 5.33	\$ 6.02	\$ 6.21
22.13	LAKEHURST.....	\$ 5.48	\$ 6.17	\$ 6.36
		A.M.	A.M.	P.M.

WESTWARD

Miles from Bridgeton Junction.	STATIONS	FOURTH CLASS		
		4891		
		Ex.Sun.		
		A.M.		
0.0	BRIDGETON JCT.....	7.00		
5.23	FAIRTON.....	\$ 7.30		
8.92	CEDARVILLE.....	\$ 8.10		
11.42	NEWPORT.....	\$ 8.45		
14.45	DIVIDING CREEK.....	\$ 9.40		
16.14	WHITEHEAD.....	\$ 9.50		
18.04	MAURICETOWN.....	\$ 10.10		
		A.M.		

EASTWARD

Miles from Mauricetown.	STATIONS	FOURTH CLASS		
0.0	MAURICETOWN.....			
1.90	WHITEHEAD.....			
3.59	DIVIDING CREEK.....			
6.62	NEWPORT.....			
9.12	CEDARVILLE.....			
12.81	FAIRTON.....			
18.04	BRIDGETON JCT.....			

WESTWARD

Miles from Freehold.	STATIONS	FIRST CLASS	
		4957	4927
		● Saturday only.	● Ex. Sat. Sun. and Holidays.
		P.M.	P.M.
12.09	MATAWAN	1.48	\$ 5.28
11.6	MOHINGSON JCT	1.44	5.29
10.45	FRENEAU	\$ 1.46	\$ 5.31
8.85	MORGANVILLE	\$ 1.50	\$ 5.35
6.79	WICKATUNK	F 1.53	F 5.39
5.62	BRADEVELT	F 1.56	F 5.42
4.12	MARLBORO	\$ 2.00	\$ 5.46
1.87	EAST FREEHOLD	\$ 2.04	F 5.50
0.0	FREEHOLD	A 2.09	A 5.55
		P.M.	P.M.

EASTWARD

Miles from Freehold.	STATIONS	FIRST CLASS	
		4902	4950
		● Ex. Sat. Sun. and Holidays.	● Saturday only.
		A.M.	A.M.
0.0	FREEHOLD	5.59	6.14
1.87	EAST FREEHOLD	F 6.08	F 6.18
4.12	MARLBORO	F 6.07	F 6.22
5.62	BRADEVELT	F 6.11	F 6.25
6.79	WICKATUNK	F 6.14	F 6.28
8.85	MORGANVILLE	F 6.17	F 6.31
10.45	FRENEAU	\$ 6.21	\$ 6.35
11.6	MOHINGSON JCT	6.23	6.37
12.09	MATAWAN	A S 6.26	A 6.39
		A.M.	A.M.

GENERAL INSTRUCTIONS

A Rule referred to by number or letter is a Rule of the operating department.

1. LETTER AND SYMBOL INDICATIONS

“Daily”, “Ex. Sun.”, “Sunday Only”, etc., at top of a schedule indicate when the train shall run.

L	—Leave
A	—Arrive
S	—Regular Stop
F	—Flag stop to receive or discharge traffic
C	—Conditional stop. See time table footnote.
Z	—Stop to change engines
●	—Will not carry baggage
E.E.S.T.	—East end of single track
W.E.S.T.	—West end of single track
GE	—Gasoline-electric trains
MU	—Multiple Unit electric trains

Holidays: Days celebrated as:

New Year's Day
 Washington's Birthday
 Memorial Day
 Independence Day
 Labor Day
 Election Day
 Thanksgiving Day
 Christmas Day

2. SUPERIORITY OF TRAINS

On single track Eastward trains are superior to Westward trains of the same class unless otherwise specified.

3. MOVEMENT AGAINST THE CURRENT OF TRAFFIC BY PILOT ENGINE OR FLAG PROTECTION

When the train dispatcher cannot secure the track for a move against the current of traffic as prescribed by Rule D-151, movement may be made upon instructions of the train dispatcher in writing to all concerned by use of a pilot engine or under flag protection in accordance with Rule 99.

4. BACKING PASSENGER TRAINS OR EQUIPMENT AND DIESEL ENGINES CONSISTING OF 2 OR MORE UNITS

Back-up hose valve, platform valve or emergency valve must be in operation.

Conductor, trainman or fireman in charge of movement must know that air brake and train air signal equipment are coupled through from front of leading car to engine and are operative. Except where car has back-up valve or Diesel engine has emergency valve, back-up hose must be coupled to front of leading car and angle cock opened. No movement will be made until proper test of brakes is made by opening back-up hose valve, platform valve or emergency valve. After brakes are applied, observe if brake cylinder piston applies to rear car. Engineman must not make back-up move with a train line pressure of less than seventy (70) pounds. If cars are added or detached after test has been made, another test must be made. Conductor, trainman or fireman will then take posi-

tion at back-up hose valve, platform valve or emergency valve and signal by communicating signal and hand, flag or lamp signal.

Engineman must not move until proper communicating signal is given, followed by hand, flag or lamp signal, except that cars may be switched without use of communicating signal.

Conductor, trainman or fireman in charge of back-up movement must know that back-up hose valve, platform valve or emergency valve is operative by making running test when speed is attained. When approaching crossings and passing through yards, the air whistle signal must be sounded at intervals at such points.

When necessary to use back-up hose valve, platform valve or emergency valve and service stop is desired, gradual reduction of train line pressure must be made by slowly opening the valve. If emergency stop is desired, valve must be immediately operated to full open position and left open until stop is made.

When attaching engine or cars to occupied passenger equipment, a stop must be made about ten (10) feet distant and then move slowly to make the coupling.

Engineman will control speed of train and make all stops, except that conductor, trainman or fireman will control speed and make stops with use of back-up hose valve, platform valve or emergency valve under the following conditions:

- A—In an emergency.
- B—When communicating signal to stop is not acted on promptly.
- C—When movements are made with unoccupied passenger equipment to and from yards and terminals.

Engineman must when final stop is made reduce the brake pipe pressure to sixty (60) pounds so hose can be easily separated. Brake must not be applied in emergency for this purpose.

The back-up hose when not in use must be removed.

Conductor must ride leading platform of a train or passenger equipment making back-up moves and when attaching cars to another train or passenger equipment, except when making back-up moves with unoccupied passenger equipment to and from yards and terminal at Jersey City.

Stop must be made one hundred and fifty (150) feet from bumping block or car that may be on track. Then move back to point where final stop is to be made.

Air Brake Instructions Form 1118 Rev. amplified.

5. CONNECTING STEAM, AIR OR WHISTLE HOSE

The steam, air or whistle hose must not be connected until the cars have been stretched to assure that the coupling has been properly made.

Air Brake Instructions Form 1118 Rev. amplified.

6. TRAIN ORDERS, TRACK CAR ORDERS AND OTHER INSTRUCTIONS HANDLED BY TELEPHONE

Train orders, track car orders and other instructions will be handled over local telephone lines through signalmen or operators at nearest open office. (See time table list of telephones, under which are instructions regarding the use of train dispatcher's and message circuits, to obtain nearest office.)

If necessary to use train dispatcher's circuit, it will be permissible to receive instructions direct from the dispatcher, which must be repeated and record made by dispatcher.

Signalmen and operators will receive train orders, track car orders and other instructions from train dispatcher and transmit them to person asking for same. These must be repeated and names and occupations of employes exchanged, as prescribed by Rule 217, paragraphs 4 and 5, and Rule 234, paragraph 2.

Train orders, track car orders and other instructions have preference over all other business.

Conductor, engineman, pilot and drivers of track cars must use telephone when necessary to facilitate movements.

7. UNATTENDED BAGGAGE AND COMBINATION CARS

When baggage cars or combination cars with baggage compartment next to engine are unattended, the forward door must be kept locked and side doors closed and secured while enroute between terminals.

8. FLAGMEN ON PASSENGER TRAINS

Flagmen on passenger trains must confine their duties to the two rear cars in their train, except where locked or sealed baggage cars are hauled on the rear of train the flagman must remain not more than three cars from the rear end. Not more than two locked or sealed baggage cars to be hauled on the rear of occupied passenger trains.

9. HOURS OF SERVICE (See Rule O)

The Hours-of-Service Law requires that no employe in train service shall be permitted to be continuously on duty for more than sixteen consecutive hours, nor permitted to be on duty more than sixteen hours in the aggregate in any twenty-four hour period, except in case of casualty, unavoidable accident or Act of God. After being on duty sixteen consecutive hours, he must not be required or permitted to again resume duty without having been off duty ten consecutive hours, and, after being on duty sixteen hours in the aggregate in any twenty-four hour period, he shall not be required or permitted to again go on duty without having had at least eight consecutive hours off duty.

Any employe concerned who may be ordered for duty before his legal rest period has expired must report the fact to the proper officer before going on duty.

10. HIGH VOLTAGE WIRES

Employes working along the right-of-way on any structure, bridge or building close to overhead wires must not come within eight feet of high voltage transmission lines, or within three feet of signal power wires or catenary contact systems. If necessary to work closer to these wires than the above prescribed limits, permission must be received from the Power Director or other proper authority of the owner company, who will arrange to de-energize the wires and provide a protection man for the safe conduct of the work.

11. SPEED WHEN ACCEPTING APPROACH SIGNALS

In conforming to the speed requirements when operating under Rules 285, 285-A, 285-B and 285-C, the train should not exceed medium speed (one-half normal speed, not to exceed thirty (30) miles per hour) when passing the signal. When the

signal cannot be seen a sufficient distance to reduce to medium speed before passing the signal, the speed should be reduced as soon as proper handling of train will permit.

12. SPEED AT JUNCTIONS AND CROSSOVERS

Movement over diverging routes at junction points and crossovers must be made without shock or jar to the train.

13. THROWING MAIL, NEWSPAPERS, ETC. FROM MOVING TRAINS

Mail, newspapers, or packages must not be thrown from moving trains, except where actually required by train not stopping, and then only after Baggage Master has carefully checked to see that there are no passengers or employes on station platform who might be struck or injured.

14. MOVEMENT MAIN TO YARD TRACKS AT INTERLOCKINGS

While Yardmaster is on duty, Signalman must not initiate a movement from main track to yard track without permission from Yardmaster, who will be responsible for protecting any conflicting movement.

15. ATTACHING AND DETACHING ENGINES IN HELPER SERVICE

In order to avoid sudden reductions in brake pipe pressure on train, angle cock on helper engine must be opened before that on caboose. Angle cocks must be opened slowly.

When stop is made for helper, after helper has been attached and required brake pipe pressure obtained, the helper will call for application of the brakes with one long blast of the whistle. On receiving this signal, engineer of road engine will reduce brake pipe pressure as prescribed by Air Brake Instructions. After it is noted the brakes have been applied on the rear of the train, the helper will call for release of the brakes with two long blasts of the whistle. Upon receiving this signal, road engineer will make the usual release after he knows the train is ready and has the necessary signals to proceed. The helper engine, on observing that the brakes have been released, will recall the flagman and when ready to proceed will so indicate by two long blasts of engine whistle.

If caboose is not equipped with uncoupling device, train must be stopped to detach helper engine.

Air will not be coupled between helper engine and train when helper engines are used on the rear end to assist trains for short distances, such as assisting trains out of yards.

16. ACKNOWLEDGING RUNNING TEST OF BRAKES

It will not be necessary for trainmen to acknowledge running test of brakes made by enginemen except when leaving a terminal or when running test is made after the consist of a train has been changed.

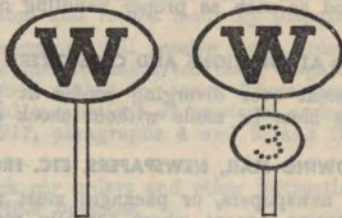
Air Brake Instruction 90 Form 1118 Rev. modified.

17. PASSENGER TRAINS APPROACHING STATIONS AT WHICH THEY ARE TO STOP

A passenger train must not go into a station where it is to stop while a train is standing or moving on track between it and the station platform. When two trains are approaching a station simultaneously at which they are to stop, the train using the track farthest from the station platform must stop clear of the station platform, proceeding only after the other train has cleared the station platform. Rule 107 amplified.

18. GRADE CROSSING APPROACH SIGN

RULE 703



Indication—Approach to grade crossings for which whistle must be sounded or bell rung.

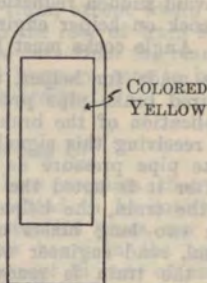
Name—Grade crossing approach sign.

Location—Upon the right of and adjacent to tracks to which it refers.

Note—When this sign indicates approach to more than one crossing it is supplemented with a disc displaying a numeral representing the number of crossings. Rule 703 amplified.

19. SIDING CLEARANCE SIGN

NEW RULE 710



Indication—Clearance point.

Name—Siding clearance sign.

Location—To the right of and adjacent to siding to which it refers.

(Not used where a derail or switch indicates the fouling point).

20. NEW DEFINITIONS OF SPEEDS

SPEEDS

NORMAL SPEED—The maximum speed permitted by timetable for main track movements.

MEDIUM SPEED—One-half the normal speed, not to exceed thirty miles per hour.

SLOW SPEED—A speed not exceeding fifteen miles per hour.

REDUCED SPEED—Proceed prepared to stop short of train or obstruction.

RESTRICTED SPEED—A speed that will permit stopping short of another train, or obstruction, but not exceeding fifteen miles per hour.

YARD SPEED—A speed that will permit stopping within one-half the range of vision.

“Superseding definitions of speeds shown on page 16, Rules of the Operating Department.”

21. SIGNAL INDICATION SPEEDS MAY BE MODIFIED

The speed prescribed by the indication of a signal may be modified by time-table.

22. NEW RULE 261

“261. Block signal indications will supersede the superiority of trains for both opposing and following movements on the same track, on tracks and between points specified in the time-table. A train or engine for which the direction of traffic has been established must not pass an interlocking signal indicating stop on hand signal, unless authorized by train order, and after having entered on such track must not move in the opposite direction without proper interlocking signal indication or train order. In all other respects all block signal rules and operating rules remain in force.”

Rule 261, Page 79, Rules of the Operating Department, is annulled.

23. DOUBLE END PASSENGER AND FREIGHT ROAD DIESEL ENGINES

The control cab from which the engine is being operated will be the forward end of the engine on all double end passenger and freight road diesel engines.

Crews will be so governed in initiating, interpreting and acting upon hand, flag and lamp signals, Rule 12 and any other Operating Department rules affecting the direction of movement of an engine.

Engine crews operating these engines must have an understanding with each member of train crew regarding the control cab from which the engine will be operated and must not operate engine from control cab on opposite end without notifying each member of train crew.

24. FAIRBANKS-MORSE DIESEL ENGINES 1500-1513 INCLUSIVE

When operating these engines, regardless of side from which the engine is operated, the CAB END of the engine will be considered the REAR END and the requirements of Rule 36 will govern the direction of movement, the same as a steam engine. Crews will be so governed in initiating, interpreting, and acting upon hand, flag, lamp and communicating signals, Rule 12, 16, and any other Operating Department rules affecting the direction of movement of these engines.

25. STARTING FREIGHT TRAINS HAVING DIESEL AND STEAM LOCOMOTIVES

Starting freight trains having diesel and steam locomotives on the head end, after coupling with steam on the head end, make a 25 pound reduction and wait required time for brakes to release on entire train. The steam locomotive to pull all slack out gently and leave throttle open. The diesel locomotive must not attempt to apply power until above is completed, then the diesel locomotive slowly notching out on throttle as power is required.

If diesel locomotive does not move and ammeter reading go all the way over in red zone, throttle must be shut off to idle position before lapse of five (5) seconds to prevent damage to traction motors.

Starting freight trains, having diesel locomotive on the head end and steam locomotive on rear end, after coupling helper on the rear, lead locomotive make 25 pound reduction and wait required time for brakes to release, the helper to push all possible slack in and leave throttle open. The helper will then sound two (2) long blasts of whistle to notify head end this has been completed. The diesel locomotive will then start head end

of train by notching throttle out as required to start train. Do not permit the head portion of train to move too fast until entire train is under way, as rear portion of train with slack bunched with helper on rear end and diesel locomotive on head end must have slack adjusted gently.

Should ammeter reading go into red zone above continuous rating, notch off on throttle to drop more load on steam helper. When ammeter reading starts out of the red zone due to getting help from rear, throttle will be notched out to get full capacity of diesel locomotive.

26. STOPPING DIESEL LOCOMOTIVE OVER OPEN FLAME OR FIRE

A Diesel locomotive must not be stopped over any open flame, light, or fire, except in case of emergency when immediate action must be taken to prevent damage to the locomotive by fire.

27. HEAD TRAINMAN ON FREIGHT DIESEL LOCOMOTIVE

Head trainman assigned to freight trains, operated with a Diesel locomotive, must ride in the control cab from which engine is operated, except when necessary to drop back because of stuck brakes, defects or other causes, or to handle retainers, and must return to engine as soon as possible.

28. DELAYS TO PASSENGER TRAFFIC

When there are unusual delays to passenger traffic the following will be observed:

Ticket Agents at Stations

Ticket Agents will keep informed as to the cause and probable length of interruption and will make courteous announcements in waiting rooms, on platforms, to passengers purchasing tickets, and to those making telephone inquiries.

Passenger Train Employes on Delayed Trains

Passenger train employes will make courteous announcements in each occupied car of their train (except sleeping cars at night), as to what they have been able to learn about the cause and probable length of delay, what action is being taken, and will express regret that passengers are being inconvenienced. If other means of reaching their destinations earlier is known, passengers should be furnished this information on request.

29. INSTRUCTIONS TO PASSENGER CREWS

Extraordinary precautions should be taken by crew members of passenger trains to see that passengers do not stand on buffer plates over couplers while train is in motion.

SPECIAL INSTRUCTIONS

101. TRAIN ORDER BRACKETS

Red flag and red light as required by paragraph (b), Rule 221, will be displayed on bracket at the following interlocking stations indicating there are train orders to be delivered:

“FA”—Farmingdale

“RG”—Red Bank

102. UNATTENDED INTERLOCKINGS, JUNCTIONS AND CROSSINGS OF RAILROADS AT GRADE

Main Line or Branch	Location	Interlocking, Junction, or Crossing	Normal Position of Signals When Unattended		
			C.N.J.	Other R.R.	See Note
Toms River & Barnegat	Beachwood	Interlocking (P.R.R. Crossing)	Proceed	Stop	4-7
Main Line	Farmingdale	Interlocking (P.R.R. Crossing)	Proceed	Stop	5-7
Main Line	Whittings	Interlocking (P.R.R. Crossing)	Proceed	Stop	6-7
Main Line	Minotola	Interlocking (P.R.S.L. Crossing)	Proceed	Stop	1
Main Line	Vineland	Interlocking (P.R.S.L. Crossing)	Stop	Proceed	1-2-3
Main Line	Bridgeton Junction	Interlocking (P.R.S.L. Crossing)	Stop	Proceed	1-2

NOTE 1. Trains, engines and track cars must stop at these signals regardless of the indication displayed. After stopping they may proceed over crossing if signal indicates proceed.

NOTE 2. Before obstructing the crossing, Trainman must set the signals on P.R.S.L. at stop and clear the signals on C.N.J.

NOTE 3. Before setting the signals at stop on P.R.S.L., Trainman must call P.R.S.L. Train Dispatcher at Camden and obtain permission.

NOTE 4. BEACHWOOD Interlocking unattended:

Daily.

NOTE 5. FARMINGDALE Interlocking unattended:

Daily: 10 PM to 6 AM

NOTE 6. WHITINGS Interlocking unattended:

Daily: 8:00 PM to 4:00 AM

NOTE 7. Trains, engines and track cars approaching this interlocking shall proceed only under proper signal indication.

103. FLAGGING CROSSINGS

(a) Train or engine crews must flag all movements over the following crossings. A member of crew with a red flag by day and a red light by night shall precede engine or train to warn highway traffic until crossing is blocked by engine or cars, as prescribed by Rule T, last paragraph:

<u>Location</u>	<u>Track or Branch</u>	<u>Crossings</u>
Freehold	Freehold Branch	Hudson Street.
Keyport	Sea Shore Branch	Beers Street, Main Street, Broad Street, Atlantic Street, Church Street and Maple Place. Weekdays: 12:01 AM to 4:25 AM 9:40 PM to 12:00 M Sundays: 12:01 AM to 7:00 AM 11:00 PM to 12:00 M { First, Second and Third Streets. { Monel—All Public Road Crossings.
Atlantic Highlands		Avenue D. Weekdays: 12:01 AM to 4:05 AM 10:00 PM to 12:00 M Sundays: 12:01 AM to 7:00 AM 11:00 PM to 12:00 M Highland Avenue, Center Street and Bay Avenue. Weekdays: 12:01 AM to 3:50 AM 11:05 PM to 12:00 M Sundays: 12:01 AM to 6:45 AM 10:45 PM to 12:00 M
	Stone Church Branch	Garfield and Lincoln Avenues.
Highlands	Sea Shore Branch	Miller Street. Weekdays: 12:01 AM to 4:00 AM 10:20 PM to 12:00 M Sundays: 12:01 AM to 7:00 AM 11:00 PM to 12:00 M
Monmouth Beach	Industrial Branch	Riverdale Avenue. During the hours of darkness, crossing to be protected by 2 members of the crew, one on each side of the train.
Long Branch	Industrial Branch	Atlantic Ave., Joline Ave., Sea View Ave., (During the hours of darkness, crossings to be protected by 2 members of the crew, one on each side of the train.), Cooper Avenue, Liberty St., Rockwell Ave., Fifth Ave., Sixth Ave., Lippincott Ave., and Seventh Ave.
	West End Branch	North and South Broadway.
Branchport	Eatontown Branch	Washington St., Branchport Ave., Grand Ave., Myrtle Ave.
Oceanport	Eatontown Branch	Oceanport Ave., Pemberton Ave., Portaupneck Road, Main St.
Red Bank	Belford Branch	Oakland St., Monmouth St., and Front St. (No train movements will be made over these crossings between 5:00 AM and 7:45 AM).

Location	Track or Branch	Crossings
Red Bank	Main Line	West Bergen Place. Mondays: 12:15 AM to 5:10 AM Tuesdays to Saturdays inclusive: 1:10 AM to 5:10 AM Sundays: 1:10 AM to 8:15 AM Newman Springs Road. See Note 1, 1(b), 1(d), 1(e), 1(f), 1(g), and 1(h) under Special Instructions 103(a).
Farmingdale	Main Line	Main Street. See Note 1, 1(b), 1(c), 1(d), 1(e), 1(f), 1(g), and 1(h) under Special Instructions 103(a). School St. When a train occupying side track has the crossing cut.
Lakewood	Main Line	Fourth St. and Main St.—Ocean Ave. When train or engine occupies siding and when crossing unattended. Mondays: 12:01 AM to 6:00 AM 11:00 AM to 12 Noon 6:30 PM to 7:30 PM Tuesdays to Saturdays inclusive: 12:30 AM to 6:00 AM 11:00 AM to 12 Noon 6:30 PM to 7:30 PM Sundays: 12:30 AM to 8:55 AM 7:00 PM to 12:00 M
South Lakewood	Main Line	When train or engine occupies side track.
Lakehurst	Main Line	Main Street.
Toms River	Toms River Branch	Main Street.
Winslow Jct.	Main Line	Cedar Brook Road (Egg Harbor Road), West of Passenger Station.
Winslow	Main Line	Mays Landing Road, 500 feet West of Mile Post 106.
Minotola	Main Line	Highway Crossing.
Main Avenue	Main Line	Highway Crossing.
Vineland	Main Line	East and West Boulevard.
Bridgeton	Secondary Track	Shiloh Road, Roadstown Road, and West Ave.
East Bridgeton	C&M Branch	Irving Ave., Millville Road.
Deerfield Branch	Deerfield Branch	Parsonage Road and Cornwell Road at all times; Love Lane, Finley Road and Seeley Road during the night.

NOTE 1. Road crossing is protected by automatic gates with flashing lights.

(a) IN TWO OR MORE TRACK TERRITORY:

- (1) Automatic gates operate with the current of traffic only except where otherwise referred to herein.
- (2) AGAINST the current of traffic moves on main tracks over road crossing must be protected per Rule T (last paragraph), except where otherwise provided herein.

(b) IN SINGLE TRACK TERRITORY, also ON TRACKS IN TWO OR MORE TRACK TERRITORY where automatic gates operate for movements with and against the current of traffic, when recrossing the road crossing after a reversal in direction of movement, or when approaching the road crossing while a switching movement is being made on the opposing approach

circuit; or when proceeding under STOP and PROCEED signal, Rule 291, STOP signal, Rule 292, at unattended interlockings preceded by flagman; or RESTRICTING cab signal, Rule 290; train, engine, or cars must approach the road crossing carefully and at reduced speed, expecting to find unwarned highway traffic on or approaching the road crossing. Movement must not be made on or over road crossing until it is known that the gates are in the "DOWN" position.

- (c) MOVEMENTS ON EACH SIDE TRACK which passes over road crossing must be protected by lowering automatic gates by manual control to the "DOWN" position, except where otherwise provided herein.
- (d) TO LOWER GATES by manual control, insert and turn switch key in key-hole marked "LOWER" in key-box provided for that purpose.
- (e) TO MOVE HIGHWAY TRAFFIC when gates are in the down position because a train, engine, or car is stopped on an approach track section, RAISE the gates by manual control for such track. Train, engine, or cars must not move on or over road crossing until gates are again in the "DOWN" position.
- (f) TO RAISE GATES by manual control, insert and turn switch key in key-hole marked "RAISE" in key box provided for that purpose and marked for the particular track for which it is desired to raise the gates.
- (g) SWITCH KEY MUST NOT BE REMOVED AFTER being inserted and turned in key-hole in key-box, until it is again desired to restore gates to automatic operation.
- (h) REPORTING GATES IN DOWN POSITION: Should an automatic crossing gate remain in down position when there are no trains, engines or cars on the approach sections, the Train Dispatcher must be notified of this fact immediately by an employee observing or learning of this condition. The Train Dispatcher (who will maintain an up-to-date list of nearby signal maintainers and other qualified employees), will arrange to have such a qualified employee operate the gates until conditions are again normal. Employee handling gates should furnish same protection as that furnished by a regular crossing watchman.

(b) Train or engine switching over the following private road crossings must have a member of the crew with a red flag by day and a red light by night stationed on the crossing to warn all highway traffic, as prescribed for public crossings by Rule T, first paragraph:

Location	Track or Branch	Crossings
Bridgeton	Vineland Branch	Standard Oil Crossing. Sinclair Oil Crossing.
Bridgeton	Main Line	Illinois Glass Co. Crossing.
Belford	Seashore Branch	All Crossings, J. Howard Smith Incorporated

(c) The following side track is protected with approach track circuits for the operation of automatic warning devices at road crossings. See Rule T, second paragraph item (c):

Branch	Location	Name of Crossing	Name of Siding or Side Track	See Note
Freehold	Morganville	English-town Road	North Side Track	1-2

NOTE 1. Approach circuit for Eastward moves.
NOTE 2. Approach circuit for Westward moves.

104. LOCATIONS WHERE BLOCK SIGNAL, INTERLOCKING AND CAB SIGNAL RULES (NOS. 261, 505 TO 515 AND 550 TO 560) ARE EFFECTIVE

(a) Block Signal and Interlocking Rule 261 effective from a point 779 feet west of Atlantic Highlands to a point 2,760 feet east of Highlands and between Red Bank "RG" Interlocking Station and West End Farmingdale Siding. On single track where trains are operated by signal indication in accordance with Rule 261, extra trains may be run without Train Orders. Rule S-97 (a) MODIFIED.

(b) Automatic Block System Rules 505 to 515, inclusive, effective between West End Farmingdale Siding and Lakehurst, Matawan and Atlantic Highlands.

(c) (1) Cab Signal Rules 550 to 560, inclusive, in effect:

MATAWAN TO ATLANTIC HIGHLANDS

RED BANK TO LAKEHURST

for engines equipped with cab signal apparatus in operative condition. By cab signal apparatus is meant cab signals and supplementary whistle and acknowledger.

(2) Engines not equipped with required cab signal apparatus must not be dispatched for movement over this territory except:

(a) Engines without engine trucks in switching and drag service.

(b) When an equipped engine is coupled ahead.

105. NORMAL POSITION OF HAND SWITCHES ON MAIN TRACKS AT JUNCTIONS

<u>Location</u>	<u>Switch</u>	<u>Normal Position</u>
Mohingson Jet.	Junction Switch	For track leading to Matawan
Bridgeton	Junction Switch	For Secondary track

106. HAND OPERATED SWITCHES EQUIPPED WITH ELECTRIC LOCKS

<u>Location</u>	<u>Switch</u>	<u>Controlled by</u>	<u>See Note</u>
Red Bank West Bergen Place	Crossover from main track to Engine Terminal lead track	"Q"	1-3
570 feet East of Newman Springs Road	Connection between main track and yard lead	"Q"	3
Eatontown East End of Siding	Crossover between main track and siding	"Q"	1-2
West End of Siding	Connection between main track and siding	"Q"	2
Camp Wood East End of side track	Connection between main track and side track	"Q"	3
West End of side track	Connection between main track and side track	"Q"	3
Rosevelt East End of Yard track	Connection between main track and yard track	"Q"	3
West End of Yard track	Connection between main track and yard track	"Q"	3
East Earle East End of Navy	Connection between main track and Navy	"Q"	3

<u>Location</u>	<u>Switch</u>	<u>Controlled by</u>	<u>See Note</u>
West Earle West End of Navy	Connection between main track and Navy	"Q"	3
Farmingdale PRR Inter- change	Connection between main track and PRR interchange	"Q"	3
East End of Siding	Connection between main track and siding	"Q"	2
West End of Siding	Connection between main track and siding	"Q"	2

The following instructions will govern the operation of electrically locked switch:

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

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

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

NOTE 2. PROCEDURE FOR ENTERING OR LEAVING A SIDING OR SIDE TRACK:

Entering a Siding:

When Train Dispatcher desires train or engine to enter siding, he will display an illuminated letter "S" on signal at the entering switch. When the letter "S" is displayed the electric lock on the hand operated switch is unlocked, and member of crew will then proceed as per Instructions for "Hand Operated Switches Equipped with Electric Locks".

Leaving a Siding:

When train or engine desires to leave a siding, after a member of crew has communicated with Train Dispatcher, and when conditions permit, the Train Dispatcher will unlock the electric lock on the hand operated switch. A white light displayed on the electric lock box will indicate that the unlock has been given. Member of crew will then be governed by Instructions for "Hand Operated Switches Equipped with Electric Locks", after which the train or engine movement must be governed by the indication of signal at the leaving end of the siding.

NOTE 3. ENTERING OR LEAVING A SIDE TRACK:

When it is desired to enter or leave a side track via a hand operated switch in main track equipped with an electric lock, a member of crew will communicate with Train Dispatcher advising him of the switch to be used and the direction in which the move is to be made after occupying main track. A member of crew will then open the door of the electric lock box and when Train Dispatcher initiates the release of the electric lock, it will be indicated by a white light inside the door of the electric lock box, which light will flash for a period of three (3) minutes. After this light ceases flashing the small semaphore in the electric lock box will assume the

90° position, indicating that the electric lock is released. A member of crew will then proceed in accordance with Instructions for "Hand Operated Switches Equipped with Electric Locks".

107. BLOCK MARKERS

(a) Block marker in cab signal territory is a number plate attached to a post or signal instrument case designating the entrance to a block.

(b) Cab signal will govern the entrance to blocks equipped with block markers.

(c) When a train is stopped at a block marker by a red cab signal it may proceed preceded by a Flagman a sufficient distance to insure protection until he can see the block signal in advance in Approach or Clear position, when the Flagman may be taken up and the train proceed to that signal at restricted speed, or until a Yellow, or less restrictive indication, is displayed by the cab signal.

108. BLOCK STATIONS

Location of Block Stations. (See Rules 400 to 406, inclusive)

Main Line or Branch	Station	HOURS OPEN					
		Weekdays Except Sat., Sun. and Holidays		Saturdays		Sundays & Holidays	
		From	To	From	To	From	To
Freehold	Matawan	4:30 AM to	8:30 PM	4:30 AM to	8:30 PM	4:30 AM to	8:30 PM
Freehold	Freehold	5:45 AM to	9:45 AM	Unattended		Unattended	
		10:45 AM to	3:45 PM				
Sea Shore	Atlantic High- lands	4:00 AM to	7:20 AM	4:00 AM to	7:20 AM	6:30 AM to	10:30 PM
		8:50 AM to	11:00 AM	8:50 AM to	11:00 AM		
		12:00 Noon to	10:30 PM	12:00 Noon to	10:30 PM		
Toms River and Barnegat	Lakehurst	5:40 AM to	10:40 PM	5:40 AM to	1:40 PM	Unattended	
Toms River and Barnegat	Barnegat	4:55 AM to	8:50 AM	Unattended		Unattended	
		9:50 AM to	1:55 PM				

109. OVERHEAD WIRE CROSSINGS

Employees are forbidden to ride or work on top of box cars, engines or other high equipment while movement is being made under overhead wire crossings at the following locations:

FREEHOLD BRANCH

Location	Side Tracks Involved
Morganville	S. P. Penick & Co.
Morganville	Freight House
Freehold	Patten Coal Co.

SEA SHORE BRANCH

Keyport	American Acoustics Tile Co.
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MAIN LINE

Vineland	Vineland Lumber Company
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C. & M. BRANCH

Bridgeton	Ferracute Machine Co. (Coal Pit)
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110. SPEED RESTRICTIONS**A. MAXIMUM SPEED.**

The speeds shown in the following tables are maximum speeds and must not be exceeded.

When rules, signals, instructions or any conditions require lower speed, such lower speed must not be exceeded.

B. MAXIMUM SPEED OF TRAINS.

	MILES PER HOUR		
	Pas- senger	Freight	Work and Service
Matawan and Freehold	40	30	30
Matawan and Atlantic Highlands	50	30	30
Atlantic Highlands and Highlands	30	30	30
Branchport and Eatontown	20	20	20
Red Bank and Lakehurst	50	40	30
Lakehurst and Winslow Jct.	40	40	30
Lakehurst and Barnegat	40	25	25
Winslow Jct. and Bridgeton	40	40	30
Bridgeton and Bowentown	20	20	20
Bridgeton Jct. and Mauricetown.....	30	30	30
Deerfield Branch	20	20	20
Vineland Branch	15	15	15

C. MAXIMUM SPEED OF ENGINES.

Loco. No.	RUNNING FORWARD	RUNNING BACKWARD	
	Light	With Train	Light
4— 140	20	20	20
151— 183	30	35	30
270— 324	20	20	20
624—	30	35	30
675— 683	25	25	25
750— 789	30	35	30
810— 835	40	35	30
840—	15	15	15
860— 935	30	25	25
1000—	25	25	25
1005—1012	35	35	35
1020—1025	30	30	30
1040—1066	35	35	35
1067—1071	30	30	30
1500—1513	40	—	40
2000—2005	40		
50-A-51 to 58-E-59.....	30	30	30
70-K-71 to 78-S-79.....	30	30	30

D. MAXIMUM SPEED WHEN HANDLING ENGINES, LOCOMOTIVE CRANES AND SCALE CARS.

Trains handling engines and locomotive cranes, 25 miles per hour.

Scale cars to be handled next to caboose, 40 miles per hour.

E. MAXIMUM SPEED AT INTERLOCKING PLANTS.

	MILES PER HOUR		
	Normal Speed Route	Medium Speed Route	Slow Speed Route
Matawan—"MR" Interlocking:			
To and from N. Y. & L. B. R. R. tracks	—	—	10
Red Bank—"RG" Interlocking:			
To and from N. Y. & L. B. R. R.....	—	15	15
Farmingdale—"FA" Interlocking	45	—	15
Beachwood—P.R.R. crossing	30	—	—
Whitings—"WN" Interlocking	30	—	—

F. MAXIMUM SPEED AT SPECIAL LOCATIONS.

(See Rule 701)

	MILES PER HOUR
Mohingson Jct.—Junction Switch	15
Belford Branch—All public crossings leading to J. H. Smith plant	6
Atlantic Highlands—Between Bridge No. 29, located thirteen hundred and twenty (1,320) feet East of Atlantic Highlands Passenger Station, and Atlantic Highlands Passenger Station	20
Atlantic Highlands and Bay View Ave.	10
Highlands Yard Limit Board to End of Branch	5
Red Bank—From a Point five hundred ten (510) feet West of West Bergen Place Crossing, to Newman Springs Road Crossing	20
Barnegat—Between Barnegat and Bridge 71, located 7,880 ft. east thereof	20
Winslow Junction:	
Over C.R.R. of N.J. switches to and from P.R.S.L. Black Horse Pike Crossing, located 1,000 ft. east of Mile Post 109	10
Mile Post 109	10
Vineland:	
Between Park Ave. and Delsea Drive Crossings....	10
Deerfield Branch:	
Love Lane, Finley Road, Seeley Road, Husted Station Road, Deerfield Pike and Cohansey—Deerfield Road—See Special Instruction 103 (a)	6
Bridgeton—Private Crossing, Illinois Glass Company, 435 feet west of M.P. 132	5

111. STANDARD CLOCKS, BULLETIN BOARDS AND TRAIN REGISTERS LOCATED AS INDICATED BY "X"

	Stand-ard Clock	Bul-letin Board	Train Regis-ter
Freehold—Station (All Trains)	X	X	X
Matawan—Station (Trains scheduled to stop. Operator will register trains not scheduled to stop)	—	—	X
Atlantic Highlands—Station (All Trains)	X	X	X
Highlands—Station (All Trains)	—	—	X
Red Bank—Interlocking Station (All Trains. Operator will register these trains)	X	X	X
Lakehurst—Station (All Trains)	X	—	X
Barnegat—Station (All Trains)	—	—	X
Winslow Junction—Station (Trains scheduled to stop. Operator will register trains not scheduled to stop)	—	—	X
Bridgeton—Station (All Trains)	X	X	X

112. FORM A

Trains must not leave the following points without Form A:

Matawan—All Trains

Freehold—All Trains

Farmingdale—Westward Trains

Lakehurst—Westward Toms River and Barnegat Branch Trains

Barnegat—Eastward Trains

113. YARD LIMITS

Indicated by Yard Limit Signs, as follows:

FREEHOLD—2,575 feet east of Freehold station to connection with the P.R.R.

MATAWAN—Freehold Branch—from main line switches, N. Y. & L. B. R.R., to a point 6,060 feet west thereof. Seashore Branch—from main line switches, N. Y. & L. B. R.R., to a point 2,410 feet west thereof.

ATLANTIC HIGHLANDS—From a point 4,900 feet east of Leonardo Station to a point 780 feet west of Atlantic Highlands Station.

HIGHLANDS—2,760 feet east of Highlands Station to end of Branch.

RED BANK—From main line switches, N. Y. & L. B. R.R., to a point 280 feet west of M.P. 39.

LAKEHURST—Main Line—from a point 4,380 feet east of, to a point 6,125 feet west of Lakehurst. Tom's River and Barnegat Branch—from connection with main line to a point 2,250 feet west of Bridge #60.

WINSLOW JCT.—From a point 2,000 feet east to a point 3,200 feet west of Winslow Junction Station.

BRIDGETON—Main Line—from a point 3,200 feet east of Bridgeton Jet. to Bridgeton Station. C. & M. R. Branch—from connection with main line to a point 770 feet east of M.P. 3.

114. SIDINGS

CAPACITY
40 ft. Cars 36 ft. Cars

	40 ft. Cars	36 ft. Cars
Eatontown	49	57
Farmingdale	53	59
Lakewood	91	106
Lakehurst	126	147
Cedar Lake	11	13
Landisville	44	52
Vineland	51	59
Green Grove Ave.	18	20
Keansburg	42	49
Belford	56	65
Atlantic Highlands	19	22
Highlands	21	24

115. SECONDARY TRACKS (SEE RULES 105 (a) AND 105 (b))

SECONDARY TRACKS OF NO ASSIGNED DIRECTION

<u>Track</u>	<u>Between</u>	<u>And</u>	<u>Controlled By</u>	<u>See Note</u>
Eatontown Branch	Branchport	Oceanport	Signalman, Red Bank Interlocking	—
Deerfield Branch	Connection with main track Bridgeton Jct.	End of Branch	Yard Master, Bridgeton	—
Bridgeton to Bowentown and Vine-land Branch	Bridgeton	Water St.	Yard Master, Bridgeton	—

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

116. AIR BRAKE PIPE PRESSURE.

Engines, steam or Diesel in road freight service will carry 80 lbs. train line pressure. Rules 13, 151, 155, 157 and 295, Book Form 1118—Rev. modified.

That portion of Rules 151, 155, 157, 181 and 196 Book Form 1118—Rev., reading "Reduce brake pipe pressure to 45 pounds", modified to read, "Reduce brake pipe pressure to 25 pounds below feed valve setting."

Enginemen will be governed by the following instructions when releasing air brake after a full application has been made before starting train. After brake valve is placed in running position on trains of:

60 cars or less wait 3 minutes.

60 cars to 100 cars wait 5 minutes.

100 cars to 125 cars wait 7 minutes.

125 cars to 150 cars wait 10 minutes.

Rule 194, Book Form 1118—Rev. modified.

TELEPHONES

MAIN LINE

STATION	LOCATION	CONNECTS WITH
Red Bank.....	Ticket Office	Q & Long Branch Ex.
	RG	Q & Long Branch Ex.
West Bergen Place.....	{ Box, West Bergen Place Yard opposite Water Column	RG, Q & Long Branch Ex.
	{ Box on Post East of Newman Springs Road	RG, Q & Long Branch Ex.
Shrewsbury ...	Box on Post, Lawes Coal, Side track	Q & Long Branch Ex.
Eatontown	{ Booth, East End of Siding.....	Q & Long Branch Ex.
	{ *Station	Q & Long Branch Ex.
	{ Booth, West End of Siding.....	Q & Long Branch Ex.
42 W. 17.....	Box on Post, East End Camp Woodside track	Q & Long Branch Ex.
43 E. 10.....	Box on Pole East of M.P. 43	Q & Long Branch Ex.
44 W. 21.....	(Army Side track) Box on Pole East of M.P. 45	Q & Long Branch Ex.
Rosevelt	{ Booth, East End of Side Track	Q & Long Branch Ex.
	{ Booth, West End of Side Track	Q & Long Branch Ex.
M. P. 46.....	Booth, East Earle.....	Q & Long Branch Ex.
M. P. 48.....	Booth, West Earle.....	Q & Long Branch Ex.
Earle	U.S. Navy Scale House	Q & Long Branch Ex.
48 W. 17.....	Box on Pole at Coal Hole switch	Q & Long Branch Ex.
Farmingdale...	{ Booth, PRR Interchange track, East of Station Passenger Station	Q & Long Branch Ex. Q & Long Branch Ex.
	{ Box on Post East End, Siding	Q & Long Branch Ex.
	{ Booth, West End of Siding.....	Q & Long Branch Ex.
Maxim	{ Booth, East end of Side Track	Q & Long Branch Ex.
Lakewood	{ Booth, East End of Siding	Q & Long Branch Ex.
	{ Passenger Station	Q & Long Branch Ex.
	{ Freight Station	Q & Long Branch Ex.
	{ Booth, West End of Siding.....	Q & Long Branch Ex.
Sand Pit	Booth, East End of Side Track	Q & Long Branch Ex.
So. Lakewood..	{ *Station	Q & Long Branch Ex.
	{ Booth, West End of Side Track	Q & Long Branch Ex.
64 W. 5.....	Box on Pole West of M.P. 64	Q & Long Branch Ex.
Lakehurst	{ *Station	Q & Long Branch Ex.
	{ Booth, West End of Siding.....	Q & Long Branch Ex.

STATION	LOCATION	CONNECTS WITH
81 E. 13.....	Box on Pole East of M. P. 81	Q & Long Branch Ex.
86 W. 20.....	Box on Pole West of M.P. 86.....	Q & Long Branch Ex.
Winslow Jct....	{ *Station..... Winslow (P. R. S. L.) ... Box on Section House West end Yard.....	{ Q & Long Branch Ex. Q & Long Branch Ex. Q & Long Branch Ex.
Landisville.....	*Station.....	Q & Long Branch Ex.
Vineland	Freight Station.....	Q & Long Branch Ex.
	*Interlocking.....	Q & Long Branch Ex.
Norma	Box on Pole.....	Q & Long Branch Ex.
Bridgeton Jct..	{ Box on Pole East end Yard..... Scale House..... *Interlocking... Box on Pole East Leg Wye.....	{ Q & Long Branch Ex. Freight Station Q & Long Branch Ex. Freight Station
Bridgeton.....	{ Box on Pole Opposite Illinois Glass Works... Box on Pole Opposite M.P. 132..... Hostler's Shanty..... *Car Foreman's Office.. *Freight Station.....	{ Freight Station Freight Station Q & Long Branch Ex. Freight Station Q & Long Branch Ex.

TOMS RIVER AND BARNEGAT BRANCH

Barnegat	{ Box on West End..... Freight Station	{ Q & Long Branch Ex. Long Branch 6-0486
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CUMBERLAND AND MAURICE RIVER BRANCH

East Bridgeton...	Box on Pole.....	Q & Long Branch Ex.
Cedarville.....	*Station.....	Q & Long Branch Ex.
Newport.....	*Station.....	Q & Long Branch Ex.
Penna Pulverizing	Box on Pole.....	Q & Long Branch Ex.
Whitehead.....	Box on Pole.....	Q & Long Branch Ex.

SEA SHORE BRANCH

STATION	LOCATION	CONNECTS WITH
Branchport.....	*Station.....	Q & Long Branch Ex.
Highlands	*Passenger Station	Q & Long Branch Ex.
	Box on Pole East of Freight Station	Q & Long Branch Ex.
	Booth, East End of Siding	Q & Long Branch Ex.
Waterwitch.....	*Station.....	Q & Long Branch Ex.
Bay View Ave.	Box on Pole West End of Side Track	Q & Long Branch Ex.
	Cabin East of Station ..	Q & Long Branch Ex.
Atlantic High- lands	Box on Pole West Leg Wye	Passenger Station
	Box on Pole East Leg Wye	Passenger Station
	*Passenger Station	Q & Long Branch Ex.
	Freight Station	Long Branch Ex.
Leonardo.....	*Station.....	Q & Long Branch Ex.
Navy.....	Box on Pole.....	Q & Long Branch Ex.
Belford.....	Box on Pole West end of Siding.....	Q & Long Branch Ex.
	*Station.....	Q & Long Branch Ex.
Port Monmouth..	*Station.....	Q & Long Branch Ex.
Keansburg....	Box on Pole West end of Siding.....	Q & Long Branch Ex.
	*Station.....	Q & Long Branch Ex.
Union Beach.....	*Station.....	Q & Long Branch Ex.
Green Grove Ave.	Box on Pole	Q & Long Branch Ex.
Keyport.....	*Passenger Station.....	Q & Long Branch Ex.
Matawan.....	MR.....	Q & Long Branch Ex.
	Passenger Station.....	Q & Long Branch Ex.
	Freight Station.....	Q & Long Branch Ex.

FREEHOLD BRANCH

Mohingson Jct...	Box on Pole.....	Q & Long Branch Ex.
Freneau.....	*Station.....	Q & Long Branch Ex.
Wickatunk.....	*Station.....	Q & Long Branch Ex.
Marlboro.....	*Station.....	Q & Long Branch Ex.
Freehold.....	*Passenger Station.....	Q & Long Branch Ex.
	Freight Station.....	Long Branch Ex.

*Accessible when office is closed

CREWS REQUIRING TRAIN ORDERS OR INSTRUCTIONS FROM TRAIN DISPATCHER WILL BE GOVERNED BY GENERAL INSTRUCTIONS 6

LOCOMOTIVE NUMBERS
SOUTHERN DIVISION

Locomotive No.	Weight	Restrictions
100	100,000 lbs	Not permitted
200	100,000 lbs	Not permitted
300	100,000 lbs	Not permitted
400	100,000 lbs	Not permitted
500	100,000 lbs	Not permitted
600	100,000 lbs	Not permitted
700	100,000 lbs	Not permitted
800	100,000 lbs	Not permitted
900	100,000 lbs	Not permitted
1000	100,000 lbs	Not permitted
1100	100,000 lbs	Not permitted
1200	100,000 lbs	Not permitted
1300	100,000 lbs	Not permitted
1400	100,000 lbs	Not permitted
1500	100,000 lbs	Not permitted
1600	100,000 lbs	Not permitted
1700	100,000 lbs	Not permitted
1800	100,000 lbs	Not permitted
1900	100,000 lbs	Not permitted
2000	100,000 lbs	Not permitted
2100	100,000 lbs	Not permitted
2200	100,000 lbs	Not permitted
2300	100,000 lbs	Not permitted
2400	100,000 lbs	Not permitted
2500	100,000 lbs	Not permitted
2600	100,000 lbs	Not permitted
2700	100,000 lbs	Not permitted
2800	100,000 lbs	Not permitted
2900	100,000 lbs	Not permitted
3000	100,000 lbs	Not permitted
3100	100,000 lbs	Not permitted
3200	100,000 lbs	Not permitted
3300	100,000 lbs	Not permitted
3400	100,000 lbs	Not permitted
3500	100,000 lbs	Not permitted
3600	100,000 lbs	Not permitted
3700	100,000 lbs	Not permitted
3800	100,000 lbs	Not permitted
3900	100,000 lbs	Not permitted
4000	100,000 lbs	Not permitted
4100	100,000 lbs	Not permitted
4200	100,000 lbs	Not permitted
4300	100,000 lbs	Not permitted
4400	100,000 lbs	Not permitted
4500	100,000 lbs	Not permitted
4600	100,000 lbs	Not permitted
4700	100,000 lbs	Not permitted
4800	100,000 lbs	Not permitted
4900	100,000 lbs	Not permitted
5000	100,000 lbs	Not permitted
5100	100,000 lbs	Not permitted
5200	100,000 lbs	Not permitted
5300	100,000 lbs	Not permitted
5400	100,000 lbs	Not permitted
5500	100,000 lbs	Not permitted
5600	100,000 lbs	Not permitted
5700	100,000 lbs	Not permitted
5800	100,000 lbs	Not permitted
5900	100,000 lbs	Not permitted
6000	100,000 lbs	Not permitted
6100	100,000 lbs	Not permitted
6200	100,000 lbs	Not permitted
6300	100,000 lbs	Not permitted
6400	100,000 lbs	Not permitted
6500	100,000 lbs	Not permitted
6600	100,000 lbs	Not permitted
6700	100,000 lbs	Not permitted
6800	100,000 lbs	Not permitted
6900	100,000 lbs	Not permitted
7000	100,000 lbs	Not permitted
7100	100,000 lbs	Not permitted
7200	100,000 lbs	Not permitted
7300	100,000 lbs	Not permitted
7400	100,000 lbs	Not permitted
7500	100,000 lbs	Not permitted
7600	100,000 lbs	Not permitted
7700	100,000 lbs	Not permitted
7800	100,000 lbs	Not permitted
7900	100,000 lbs	Not permitted
8000	100,000 lbs	Not permitted
8100	100,000 lbs	Not permitted
8200	100,000 lbs	Not permitted
8300	100,000 lbs	Not permitted
8400	100,000 lbs	Not permitted
8500	100,000 lbs	Not permitted
8600	100,000 lbs	Not permitted
8700	100,000 lbs	Not permitted
8800	100,000 lbs	Not permitted
8900	100,000 lbs	Not permitted
9000	100,000 lbs	Not permitted
9100	100,000 lbs	Not permitted
9200	100,000 lbs	Not permitted
9300	100,000 lbs	Not permitted
9400	100,000 lbs	Not permitted
9500	100,000 lbs	Not permitted
9600	100,000 lbs	Not permitted
9700	100,000 lbs	Not permitted
9800	100,000 lbs	Not permitted
9900	100,000 lbs	Not permitted
10000	100,000 lbs	Not permitted

Restrictions on Operating Locomotives and Service Cranes Over Southern Division and N. Y. & L. B. R. R. and Maximum Weights Allowed For All Freight Cars.

[See Pages 40 to 43]

LOCOMOTIVE NUMBERS
SOUTHERN DIVISION

	624	675 to 683	750 to 759
Jersey City to Red Bank.....			
Red Bank to Winslow Jct.....			
Winslow Jct. to Bridgeton.....			
Bridgeton to Bowentown Jct.....			
Matawan to Freehold.....			
Matawan to end of Sea Shore Branch.....			
East Long Branch to Branchport.....			
Branchport to Oceanport.....			
Lakehurst to Barnegat.....			
Bridgeton Jct. to Mauricetown.....			
Vineland Branch.....			
Deerfield Branch.....			
Woodbridge Jct. to Red Bank, N.Y. & L. B. R. R.			
Red Bank to Bay Head Jct., N. Y. & L. B. R. R.			

X--Indicates that equipment shown is not permitted to operate over that portion of the road.
Y--Engines 500-605 equipped with 21,000 gallon, 6 axle tenders not permitted.

Hours—Stations Are Open for Sale of Tickets

Daily Ex. Sundays & Holidays		Stations	Sundays & Holidays	
Open	Closed		Open	Closed
		MAIN LINE		
4:50 AM	9:40 PM	Red Bank	5:30 AM	9:45 PM
*6:25 AM	4:25 PM	Eatonfown	Closed	Closed
6:00 AM	2:00 PM	Farmingdale	6:30 PM	7:30 PM
*5:45 AM	3:30 PM	Lakewood	6:00 PM	7:15 PM
*7:00 AM	4:00 PM	South Lakewood	Closed	Closed
**5:40 AM	10:40 PM	Lakehurst	Closed	Closed

Daily Ex. Sundays & Holidays		Stations	Sundays & Holidays	
Open	Closed		Open	Closed
		TOMS RIVER & BARNEGAT BRANCH		
*5:25 AM	2:25 PM	Toms River Barnegat ††	Closed	Closed

††—Tickets not sold at Barnegat Station.

Daily Ex. Sundays & Holidays		Stations	Sundays & Holidays	
Open	Closed		Open	Closed
		SEA SHORE BRANCH		
4:30 AM	8:30 PM	Matawan	4:30 AM	9:55 PM
*4:50 AM	1:50 PM	Keyport	Closed	Closed
Closed	Closed	Union Beach	Closed	Closed
†4:10 AM	3:50 PM	Keansburg	3:00 PM	8:00 PM
5:00 AM	3:50 PM			
*4:45 AM	1:45 PM	Port Monmouth	Closed	Closed
*4:40 AM	1:40 PM	Belford	Closed	Closed
Closed	Closed	Leonardo	Closed	Closed
4:00 AM	10:30 PM	Atlantic Highlands	6:30 AM	10:30 PM
Closed	Closed	Water Witch	Closed	Closed
*5:30 AM	2:30 PM	Highlands	Closed	Closed

†—Open Mondays and First Day of Month only.

Daily Ex. Sundays & Holidays		Stations	Sundays & Holidays	
Open	Closed		Open	Closed
		FREEHOLD BRANCH		
4:30 AM	8:30 PM	Matawan	4:30 AM	9:55 PM
*6:15 AM	1:00 PM	Freneau	Closed	Closed
*6:00 AM	3:00 PM	Marlboro	Closed	Closed
*5:45 AM	3:45 PM	Freehold	Closed	Closed

*—Station closed Saturdays.

**—Lakehurst open 5:40 AM to 1:40 PM Saturdays.

COMPANY DOCTORS

NEW JERSEY

- Jersey City Medical Dept. IRA GOLDOWSKY, M.D., Medical Director
HARRY HANDLER, M.D., Asst. to Medical Director
Del. 3-1122—Ext. 256
- Atlantic Highlands ROBT. S. MCTAGUE, M.D.
Cor. E. Washington and 7th Avenue
Atlantic Highlands 1-0018
- Asbury Park L. E. DESIMONE, M.D., 1110 Grand Avenue
Asbury Park 2-7265
- Bayonne SYDNEY CHAYES, M.D., 980 Avenue C
Bayonne 3-0043
- Bound Brook BENJAMIN BOROW, M.D., 507 Church Street
Bound Brook 9-0420
- Bridgeton A. B. KUMP, M.D., 31 Commerce Street
Bridgeton 630
- Brielle W. F. DONOVAN, M.D., Ashley Avenue
Manasquan 7-0893
- Cranford ED. M. COE, M.D., 217 Holly Street
Cranford 6-1912
- Dover A. L. BAKER, M.D., 389 W. Blackwell Street
Dover 6-0333
- Elizabeth T. F. HIGGINS, M.D., 224 Monmouth Road
Elizabeth 2-1787
If no answer call Eliz. 3-2000
- Hoboken *W. C. STUART, M.D., 1 Newark Street
Hoboken 3-0351
- Lakewood E. G. HERBENER, M.D., 423 Third Street
Lakewood 6-0123
- Long Branch H. C. BURKHEAD, M.D., 541 Broadway
Long Branch 6-0665
- Matawan S. MANLIUS LAZOW, M.D., 199 Main Street
Matawan 1-1771
- Newark EMANUEL LICCESE, M.D., 84 Jefferson Street
Market 3-1166
- Perth Amboy *F. C. HENRY, M.D., First Nat. Bank Bldg.
Perth Amboy 4-2834
- Plainfield *C. E. LUFBURROW, M.D., 441 W. Front Street
Plainfield 6-1591
- Point Pleasant J. B. HENRIKSEN, M.D., 422 River Avenue
Point Pleasant 5-0164
- Red Bank J. B. BOYD, M.D., 31 Oakland Street
Red Bank 6-1825

NEW YORK

- New York *W. G. DORAN, M.D., 43 Fifth Avenue
Gramercy 3-3612

PENNSYLVANIA

- Allentown R. L. SCHAEFFER, M.D., 30 N. Eighth Street
Allentown 3-4780
- Ashley J. P. DOUGHERTY, M.D., 41 N. Main Street
Ashley 3-2422
- Bethlehem GEO. A. DOBOSH, M.D., 1622 W. Broad Street
Bethlehem 7-5435
D. P. WALKER, M.D., 401 Union Bank Bldg.,
Bethlehem 6-0345
- Easton G. H. BLOOM, M.D., 202 Buskill Street
Easton 2-4751
- Mauch Chunk J. J. DOUGHERTY, M.D., 5 W. Broadway
Mauch Chunk 270
- Palmerton R. P. BATCHELOR, M.D., 117 Columbia Avenue
Palmerton 3223
- Scranton J. O. MACLEAN, M.D., Suite 808 Med. Art. Bldg.
Scranton 5924

*Do Not conduct physical examinations for Employment or Periodicals.
S

HOSPITALS

1. In case of an Emergency when the Company Doctor is not available, First-Aid may be obtained at the following hospitals.

2. After First-Aid treatment, if any further treatment is needed it must be had from a Company Doctor.

3. If it is necessary to be admitted to the Hospital, notify the Hospital to contact the Company Doctor.

NEW JERSEY

Jersey City:

Christ Hospital
176 Palisade Avenue
Jo. Sq. 2-1220

J. C. Medical Center
Cor. Baldwin & Montgomery
Street
Bergen 3-7000

Asbury Park:

Fitkin Memorial Hospital
Corlies Ave. (Neptune, N.J.)
Asbury Park 2-8800

Bayonne:

Bayonne General Hospital
30th Street
Bayonne 3-6300

Bound Brook:

Bound Brook Hospital
507 Church Street
Bound Brook 9-0421

Bridgeton:

Bridgeton Hospital
Irving Avenue
Bridgeton 115

Dover:

Dover General Hospital
Jardine Street
Dover 6-1600

Elizabeth:

Alexian Brothers Hospital
655 E. Jersey Street
Elizabeth 2-9040
Elizabeth General Hospital
925 E. Jersey Street
Elizabeth 2-3400

Lakewood:

Paul Kimball Hospital
The River Avenue
Lakewood 6-1100

Long Branch:

Monmouth Memorial Hospital
Third Avenue
Long Branch 6-5200

Newark:

St. James Hospital
142 Jefferson Street
Market 2-6437

Perth Amboy:

Perth Amboy General Hospital
530 New Brunswick Avenue
Perth Amboy 4-3700

Phillipsburg:

Warren Hospital
Wilbur Ave.
Phillipsburg 5-1131

Plainfield:

Muhlenberg Hospital
Park Avenue
Plainfield 6-1750

Point Pleasant:

Point Pleasant Hospital
Pine Bluff Avenue
Point Pleasant 5-1100

Red Bank:

Riverview Hospital
35 Union Street
Red Bank 6-2700

Somerville:

Somerset Hospital
Rehill Avenue
Somerville 8-0119

Vineland:

Newcomb Hospital
States Street
Vineland 7-0510

PENNSYLVANIA

Allentown:

Allentown General Hospital
1627 Chew Street
Allentown 7161

Ashley:

See Wilkes-Barre
or
Palmerton

Bethlehem:

St. Lukes Hospital
Ostrum Street
Bethlehem 7-3991

Easton:

Easton General Hospital
20th and Lehigh
Easton 6221

Palmerton and Mauch Chunk:

Palmerton Hospital
First and Lafayette Ave.
Palmerton 2222

Scranton:

Moses Taylor Hospital
Quincy Avenue
Scranton 4-7251

Wilkes-Barre:

Mercy Hospital
196 Hanover Street
Wilkes-Barre 2-8101

SOUTHERN DIVISION

Divisional Staff

Superintendent

M. H. STROLLO

Train Master

A. H. LEWIS

Road Foreman of Engines

GEO. HIGGS

Assistant Road Foreman of Engines

J. B. VANNATTA

A. W. FRASER

Engineer Maintenance of Way

T. E. MACMANNIS

Assistant Engineer Maintenance of Way

C. H. VOGT

Engineer Structures, Bridges and Buildings

B. J. MINETTI

Engineer Maintenance of Structures

J. R. PRIZER

Assistant Engineer Maintenance of Structures

E. J. ROBRECHT

Master Mechanic

H. E. WHITENER

Chief Train Dispatcher

W. BOZARTH

Assistant Chief Train Dispatcher

A. E. FISHER

Train Dispatchers

W. A. TILTON, JR.

B. B. BERRY

D. H. VAN BUREN

C. B. HUNTER

L. E. HERRING

G. L. WHITFIELD

L. A. HOLLYWOOD

L. J. VETRANO

E. H. ANDERSON

WHO ARE RAILROAD PATRONS?



They are the people most important to the Jersey Central Lines — in person, on the telephone or by mail.

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

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

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

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

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