

**NEW YORK & LONG BRANCH
RAILROAD**

Time-table No. 308

IN EFFECT

Sunday, September 24, 1939

AT 2.01 A. M.

EASTERN STANDARD TIME

**FOR THE GOVERNMENT OF
EMPLOYES ONLY**

**R. F. DICKERSON,
SUPERINTENDENT**

**E. T. M. CARR,
ASS'T SUPERINTENDENT**

SAFETY ALWAYS

**Make this Railroad the safest
on which to work and travel**

C. R. R. of N. J. SURGEONS

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

F. C. HENRY, Jr., M. D.
First National Bank Bldg., Perth Amboy, N. J.
Telephone, Perth Amboy, 4-2834

JOHN B. BOYD, M. D.
141 Broad Street, Red Bank, N. J.
Telephone, Red Bank 1825

HAROLD A. KAZMANN, M. D.
406 Broadway, Long Branch, N. J.
Telephone, Long Branch 51

OTTO R. HOLTERS, M. D.
513 2nd Avenue, Asbury Park, N. J.
Telephone, Asbury Park 1896

WILLIAM F. DONOVAN, M. D.
Higgins Avenue, Brielle, N. J.
Telephone, Manasquan 893

P. R. R. SURGEONS

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

W. E. RAMSAY, M. D.
240 High Street, Perth Amboy, N. J.
Telephone, Perth Amboy 4

J. FRANCIS WEBER, M. D.
264 Main Street, South Amboy, N. J.
Telephone, South Amboy 360

E. H. EULNER, M. D., Alternate
216 Henry Street, South Amboy, N. J.
Telephone, South Amboy 216

OLIVER K. PARRY, M. D.
601 Bangs Avenue, Asbury Park, N. J.
Telephone, Asbury Park 3546

J. BRUCE HENRIKSEN, M. D.
422 River Avenue, Point Pleasant, N. J.
Telephone, Point Pleasant 164

NEW YORK & LONG BRANCH RAILROAD

E. T. M. Carr, Ass't Superintendent
Long Branch, N. J.

Date.....1939

I hereby acknowledge receipt ofcopies of Time-
Table No. 308.

Name.....

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SPECIAL INSTRUCTIONS.

1. All trains in this Time-table are first class.
2. "Daily," "Ex. Sun.," "Sun. only," etc., at top of a schedule indicate when the train shall run.
3. Standard time will be indicated by the clock in Red Bank Tower, Conductor's Room at Long Branch, and Bulletin Board Room at Bay Head Jct.
4. At stations not equipped with train order signals a red flag by day and a red light by night displayed where it can be plainly seen by an approaching train will indicate stop for train orders, or other instructions.

A passenger train approaching a station at which the train order signal indicates stop, may, after acknowledging same as prescribed in Rule 14 (g), pass the signal to do station work. Train having passed train order signal in this manner must not proceed without clearance card.
5. Bulletin Boards and books will be maintained at Red Bank Tower, Long Branch and Bay Head Jct.
6. Extra trains may start from any station and proceed without running orders.
7. While a main line train is arriving or standing at Matawan station, West siding must be kept entirely clear east of inter-track fence.
8. When placing cars on sidings in the vicinity of Twelfth Avenue, Belmar, a clearance of 75 feet is required from the Easterly and Westerly lines of highway on siding No. 1 and 2 and 25 feet on private siding and at Tenth Avenue a clearance of 50 feet from Westerly line of the highway. Cars on sidings at Hazlet must not be placed within 150 feet of Hazlet Avenue, west of station.
9. When a train is authorized to run against the current of traffic by train order it must run at reduced speed; enginemen must keep a sharp lookout for stop or slow signals, switches improperly set and for trackmen, bridgemen, line repairmen, signal maintainers and other persons authorized to run hand cars, etc. See Rule 14 (q).
10. Not more than one (1) employee, in addition to engineman and fireman in charge, including officials, will be permitted to ride engines on passenger trains and the total at no time will exceed four (4).

Not more than three (3) employees, in addition to engineman and fireman in charge, including officials, will be permitted to ride engines on freight trains or road engines without trains.
11. Trains so scheduled will stop at Brielle, Cliffwood and Morgan to receive passengers when persons are seen on station platform.
12. (a) Employees in protecting road crossings not protected by watchman, gates or other mechanical device, shall have with them, a red flag by day and a red light by night and remain stationed on the crossing to protect highway traffic at all times, while the engine or cars occupy the crossing.

(b) A train or engine drilling over road crossings not protected by watchman, gates or other mechanical device must be protected in accordance with paragraph (a).

(c) A train or engine recrossing a road crossing after a reversal in direction of movement, operating against the current of traffic on a main track, moving to and on the main track after a "meet and passing" move or when operating on a side

track or passing siding does not operate automatic warning signals at road crossing. When any such move is made by a train or engine over a crossing equipped with automatic warning signs, the crossing shall be approached carefully and at reduced speed with the expectation of finding unwarned highway traffic on or approaching such crossing.

(d) Following crossings must be protected in accordance with paragraph (a):—

Red Bank { Oakland and Monmouth Street Crossings (Belford Branch, C. R. R.), when gatemen are not on duty.

13. (a) Automatic Block System in service between Woodbridge Jct. and Bay Head Jct.

(b) Rules D-251 to D-254 inclusive are effective between Woodbridge Junction and west end of Perth Amboy.

(c) Trains will run against the current of traffic by block signal whose indications will supersede time table superiority and will take the place of train orders as follows: (Rule 508 is modified accordingly).

Between east end of Raritan Bridge and "WC" tower on track 4.

Between "SA" South Amboy Jct. Interlocking Tower and MU running track on Eastward track.

(d) The current of traffic will be as follows:—

Between "WC" Woodbridge Jct. Interlocking Tower and West end of Perth Amboy.

Track 1 and 3 for Eastward trains.

Track 2 and 4 for Westward trains.

14. Trains approaching stations where it is seen that another train is approaching on opposite track (except where inter-track fences are located) the train using the track nearest to the station must come to a full stop, and not proceed until the other train has left.

15. When any passenger train is stopping at stations which have inter-track fences, and the rear of the approaching train has not reached the inter-track fence, all vestibule doors must be closed on the inter-track side of the train and passengers cautioned against crossing tracks until the same can be done with safety. Inter-track fences are located at South Amboy, Morgan, Middletown, Red Bank, Branchport, West End, Elberon, Allenhurst, North Asbury Park, Bradley Beach, Belmar and Spring Lake.

16. The following crossings must not be blocked by any portion of train while standing at Stations:

Washington Boulevard, Sea Girt.

Arnold Avenue, Point Pleasant.

17. (a) Train and engine employees will not receive direct from, nor will train dispatcher send direct to them, train orders, messages or other instructions, nor will train crews report arrival and departure of trains direct to train dispatcher, except in cases of emergency.

Train orders, messages or other instructions will be handled over train dispatcher's circuit through signalmen or operators at nearest open office.

When necessary to use train dispatcher's circuit, ask for nearest office.

Signalmen and operators will secure train orders or instructions from train dispatcher and transmit it to person asking for same.

Train orders and instructions handled by telephone must be repeated and names and occupations of employees handling same exchanged.

Trains meeting with delay or after taking siding at any point must report on telephone to signalman or operator at nearest open office for instructions.

Train orders and instructions to train crews have preference over all other business.

Conductor, engineman or pilot must use telephone when necessary to facilitate movement of trains.

(b) Train Dispatcher's telephones are located at all stations, towers and draw bridges (except Morgan, Cliffwood, Sea Girt and Brielle stations) and are accessible when offices are open.

(c) Additional telephones connected with Train Dispatcher's Office, Long Branch, are located at following points:

Cliffwood	On pole west side of track opposite crossover.
*Hazlet	Station.
*Middletown	Station.
Branchport	{ Branchport Ave. Gateman's House. *Branchport Station.
Asbury Park	{ Bangs Avenue Gateman's House. Tool House East End of Freight Yard.
*Spring Lake Station	
Sea Girt	{ Washington Boulevard, Gateman's House.

*Accessible when office is closed.

18. Crossover switches east end of Long Branch Yard unattended. Crossover movements must not be made until permission is obtained from train dispatcher. Dispatcher's telephones are located in Conductors' Room, Long Branch Passenger Station, and Gateman's house at Morris Avenue crossing, Long Branch.

19. In drilling passenger equipment at Bay Head Terminal and Long Branch, engines must hold fast of cars until they have stopped.

20. When trains are approaching the track-tanks between Branchport and Long Branch, trainmen must see that the windows are closed.

21. The rear coach of all trains of passenger equipment running after dark must be illuminated.

22. It will be the duty of every passenger train crew on arriving at Terminals to see that passengers are unloaded before performing any other service.

23. While crossing bridges Engineman must keep ash pans closed. Bridge watchmen will report each violation of this rule.

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

25. When eastward relief trains, starting from N. Y. and L. B. points are run by either of the operating companies, such relief trains must not precede the regular train next ahead of that for which relief trains are run except in case of accident, and then only when permission has been given. Crews of relief trains must know that the regular train next preceding them has gone before starting.

26. In automatic signal territory, trains passing from side tracks to main tracks will, as a protection against following trains, open the main track switch three (3) minutes before fouling the main track except:

(a) In electrified territory South Amboy.

In order to expedite their own movement, the switch should be opened immediately after passage of any train they expect to follow.

Both switches of a cross over must be open three (3) minutes before the train or engine starts to make a cross-over movement, and the movement must be completed before either switch is restored to normal position.

This will not relieve flagman from protecting as per Rule 99.

27. Passenger Conductors and trainmen must observe what transpires while trains are stopping at and leaving stations, particularly in connection with the possibility of persons falling in getting off or when attempting to get on train after it has started from station.

They must be in position to warn passengers who attempt to get off or on train while in motion, and do so in manner that will attract attention of the passengers and stop them from taking the chance that may result in injury.

They must know that all passengers are off trains at stations before giving signal to start. This to be done by looking through train from car platform and then looking out to see if anyone is stepping from car.

Rear vestibule doors and traps of through trains will be kept closed at all times, except that they may be opened by flagman for purpose of leaving train to perform flagging duty.

The vestibule doors, except head vestibule on first car of trains making local stops, will be opened when first station stop is being made and may be kept open until the local stops have been completed. Head vestibule of first car to be closed except upon arrival at final terminal. When stops are made members of crew must be stationed as to cover maximum number of platforms possible.

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 and injured.

28. The use of switch lights on N. Y. & L. B. R. R. has been discontinued, except on main track switches and derails on double end sidings.

29. Unless absolutely necessary, enginemen must not apply brakes on bridge east of Matawan.

30. Main track switch must not be closed before the rear of a train entering a siding has passed beyond the fouling point.

Main track switch must be opened before train leaving passing siding passes beyond fouling point.

31. On stub end tracks, whether or not protected by bumping block, cars will not be placed or left within ten (10) feet of end of track except in special cases where it is necessary to place cars closer to end of track for loading or unloading.

32. Rule 14 (L) is modified to the extent that the two long and two short blasts of whistle shall be prolonged or repeated until the crossing is passed.

The sounding of the highway crossing whistle signal shall be performed by starting the first blast at the proper distance from the crossing, making the length of each blast and interval between blasts such as to prolong the completion of the warning until the crossing is passed.

Enginemen of slow moving trains shall, when necessary, sound a second warning to properly accomplish this result.

When work is being done on or near main or important running tracks under conditions requiring locomotive whistle warning from approaching trains, the trackmen's "W" banner, consisting of an oval-shaped piece of sheet metal 12" wide by 24" high, riveted to a staff and painted yellow with the letter "W" painted in black, will be displayed in both directions, but this banner is not used to reduce the speed of trains.

See Rule 14 (1), Book of Rules.

33. "SG", Sea Girt Interlocking Station— Unattended:

Daily

10.40 p. m. to 6.40 a. m.

During these hours the following arrangement of switches and signals will be in effect:

(a) The interlocking switches will be set for eastbound and westbound train movements on the New York and Long Branch Railroad. No crossover moves or movements to and from the Freehold and Jamesburg Branch of the P. R. R. can be made.

(b) The Interlocking Signals on eastbound and westbound New York and Long Branch Railroad Tracks will operate automatically.

(c) When a train is stopped by either of these two signals it may proceed at slow speed, prepared to stop short of an obstruction, to the next signal displaying a proceed indication. A member of the crew must precede the train through Interlocking Plant and observe that switch points are in proper position for the train movement. Report of such irregular move must be made to Superintendent from the first open telegraph office.

34. "HJ," Bay Head Junction Interlocking Station— Unattended:

Weekdays

11.05 a. m. to 2.45 p. m.

6.45 p. m. to 7.05 a. m.

Sundays and Holidays

12.30 p. m. to 2.00 p. m.

6.00 p. m. to 8.30 a. m.

During the time that "HJ" Tower is unattended the following arrangement of switches and signals will be in effect:

(a) The switches are set for train movements to and from the loop track. The interlocking signals governing movements on the N. Y. & L. B. R. R. will operate automatically.

(b) When a train moving on the N. Y. & L. B. R. R. is stopped by one of these signals it may proceed at slow speed, prepared to stop short of an obstruction, to the next signal displaying a proceed indication. A member of the crew must precede the train through interlocking plant observing that switch points are in proper position for the train movement and also observing that no train movements are being made to or from the P. R. R. Report of such irregular move must be made to Superintendent from the first open office.

(c) When train movements are to be made to or from the P. R. R. tracks, trainmen must operate the signals and switches in accordance with the instruction posted in the tower.

35. The answer to a flagman's stop signal is two short and one long blast of the engine whistle. Rule 14, is modified accordingly.

36. The following automatic signals having a disc bearing the letter "P" attached to the mast are tonnage signals:

WESTWARD

No. L-81, on Hazlet grade approaching Hazlet.

EASTWARD

No. L-142, on Middletown grade approaching Middletown.

When either of the above signals is in stop position, freight trains having fifty per cent. (50%) or more of slow tonnage rating of the engine hauling the train and for helper engines closing in on the train to be assisted the indication will be:

"Proceed at slow speed expecting to find a train in the block, broken rail, obstruction, or switch not properly set."

With respect to all other trains the indication of these signals remains unchanged.

37. The engine whistle must be sounded and bell rung when approaching interlocking plants, switches, station platforms, etc., where laborers are engaged in handling snow.

38. The use of yellow flag or yellow light by trainmen of work trains is prohibited (such flagging to be restricted to the standard red and green flags only).

The yellow flag or yellow light is to be used as heretofore to indicate a restricted track and is to be used as a marker in advance of the restriction. Green flag or green light is to be used to indicate resumption of speed after the restriction is passed. The above to be used only for temporary restrictions. Where a permanent restriction of some duration is required, the standard yellow speed restriction boards, on which is shown the speed in miles per hour permitted, and the green resume boards will be used, and will be covered by General Order.

Before yellow flag or yellow light is used for temporary restriction the approval of the Train Dispatcher must be obtained in time for a notice to be given to all trains of the restriction and location.

Enginemen upon observing a yellow flag indicating speed restrictions will sound warning whistle to employees working on the track and this to be repeated if employees are not in sight at completion of the first whistle signal.

Yellow flags are not to be waved as a flag and are to be used only when fixed on staffs in the ground or held without waving in the hands of an employee in the same manner as if fixed in the ground along the track except when complying with Rule 13, Page 49.

When used either on staffs in the ground or in the hands of an employee, they must be so located alongside of the track so as to give Enginemen a proper view of the indication.

When work trains, trackmen, or other employees are performing work requiring flag protection, the flagman will be furnished written instructions, which will be shown to the Enginemen of all trains flagged.

Flagman will not be sent out to flag certain trains, but will flag all trains.

39. Light engines (with engineman and fireman only) stopped by preceding train, will be protected by the flagman of the preceding train until called in, at which time the fireman of the light engine will protect his own engine as per Rule 99.

When motor cars are stopped by train ahead, the train flagman will continue to protect the train. This does not relieve the flagman of motor car from properly protecting his car.

40. (a) Sand must not be used within home signal limits of interlocking plant except in emergencies. Rule 667 modified accordingly.

(b) The excessive use of sand at any point is prohibited.

(c) Cylinder cocks must not be open while passing over movable parts of an interlocking plant.

(d) During freezing weather, engines must not be permitted to stand over movable parts of interlocking plant if possible to avoid it.

41. During storms and bad weather, all trains must be handled carefully at all points, where slides or washouts are liable to be encountered.

ELECTRICAL OPERATION.

Power Director is located as follows:

26 Exchange Place, Jersey City, Pennsylvania Railroad.

In the event of difficulty of any kind, communicate immediately with the Power Director, 26 Exchange Place, Jersey City, Pennsylvania Railroad.

Telephones in the electrified territory are located as follows:

Westward home signal (C. R. R. of N. J.) east of Woodbridge Jct. "WC" interlocking.

Woodbridge Jct. "WC" interlocking tower.

Home Signal bridge 20/31 Hall Avenue, west of Woodbridge Jct. "WC" tower.

Ticket Office, Perth Amboy.

Baggage Room, Perth Amboy.

East side station platform at Perth Amboy.

West side station platform at Perth Amboy.

Perth Amboy Freight House.

Signal Bridge 21/55.

Track No. 3, Freight House Ramp.

Raritan North Shore Siding.

Signal Bridge 21/69.

Raritan River Drawbridge—Draw Captain Cabin.

South Amboy Jct. "SA" interlocking tower.

West of P. R. R. overhead bridge. At switch leading to Eastward track.

Home Signal Bridge 1/14 Eastward main track opposite MU Yard.

Augusta Street, South Amboy At entrance to MU Yard.

West Side Station Platform South Amboy.

George Street overhead bridge At switch leading to Raritan River R. R.

Home Signal Bridge West of South Amboy.

These are equipped with three-way switches with telephone lines connected with:

1. Power Director.

2. Woodbridge Jct. "WC" interlocking tower, and "SA" South Amboy Jct. Interlocking Tower.

3. Telephone Switchboard, P. R. R., South Amboy.
Detailed instructions are posted in each box.

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

MAIN TRACKS:

WESTWARD TRACK:

Between Woodbridge Jct. "WC" interlocking Tower and a point 1867 feet West of South Amboy Station.

EASTWARD TRACK:

Between a point 796 feet West of South Amboy Station and Woodbridge Jct. "WC" Interlocking Tower.

SIDINGS:

Westward Siding, 1135 feet from Main track switch located 732 feet West of South Amboy Station.

MU Running Track, between switch in Eastward track 270 feet West of P. R. R. overhead bridge and a point 1606 feet West of South Amboy Station.

CROSSOVERS:

1. Between Westward track and Westward Siding, 600 feet West of South Amboy Station.
2. Between Westward track and Eastward track, 350 feet West of South Amboy Station.
3. Between MU Running track and Eastward track, 500 feet West of South Amboy Station.
4. Between Eastward track and MU Running track, 10 feet East of Augusta Street.

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

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

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

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

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

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

Firing tools must be handled in such a manner that they cannot come within three (3) feet of contact with the overhead wires.

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

Enginemen must know before entering any electrified tracks, that no part of his engine or engine equipment will foul the overhead catenary construction, particular attention to be given the operating rod of cab ventilators, cab ventilator doors and steam valve casing on top of boiler.

Care must be exercised when using the squirt hose on locomotives to prevent the stream from striking the overhead wires.

Specially treated wood poles (pantograph poles) and rubber gloves have been placed in Woodbridge Junction (WC) Interlocking Tower and South Amboy Junction (SA) Interlocking Tower.

In cases where catenary wires are noticed to be shaking violently, unusually heavy arcing occurring, or it is believed that electrical trouble exists, all pantographs should be lowered at once and Power Director advised of conditions immediately.

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

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

Bridge warnings ("tell tales") will not be used above tracks equipped with overhead wires.

When an A. C. electric engine or an A. C. multiple unit car becomes derailed, pantograph must be lowered immediately.

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

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

Not more than two persons in addition to the engine crew except in special cases, will be permitted to ride on front platforms of multiple unit trains or on electric engines.

When two or more trains using electric power stop on the same track a short distance apart, a train that is close to a train ahead must not start until preceding train has been under headway 30 seconds.

Multiple unit trains must not assist in starting steam trains or trains hauled by electric engines.

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

SPEED RESTRICTIONS.

When accepting a caution or approach signal the train shall at once be reduced to 30 miles per hour, or such other lower speed as conditions or instructions may require, and such reduced speed shall not be exceeded in block except when next signal displays a less restrictive indication.

When a cab signal displays a caution indication (Proceed at restricted speed prepared to stop at next signal) enginemen must at once take such action as is necessary to reduce speed to not exceeding thirty (30) miles per hour, or such lower speed as conditions or instructions require.

At junction points or crossovers, where the signal or target indicates a diverging route, Enginemen must reduce the speed of their trains so that the diverging or crossover movement may be made without a shock or jar to the train.

Where the rate of speed is established by time table, or otherwise, over crossovers or diverging routes, and at interlocking plants, it must be strictly observed.

In all cases when freight cars are used in troop trains the speed of such trains must not exceed twenty-five (25) miles per hour.

The speeds shown below are maximum speeds and must not be exceeded on any portion of the road.

	Miles Per Hour	
	Passenger	Freight Service Train
Woodbridge Jct. to Bay Head Jct.	70	30

Where lower speeds are required by time-table direction or otherwise or where local conditions render lower speeds necessary such lower speeds must not be exceeded.

Special Restrictions.

	Miles Per Hour
Engines without engine truck.....	15
P.R.R. Engines, type I-1 and M-1, over Raritan River Bridge	10
Raritan River Bridge.....	40
Curve West of South Amboy Jct.....	35
South Amboy — All Street Crossings.....	25
Morgan Drawbridge	40
Bridge East of Matawan.....	35
Curve at Matawan.....	35
To and From CRR at Red Bank.....	15
Double Heading over Oceanport Drawbridge...	15
Oceanport Drawbridge	35
Curve at Long Branch.....	40
Curve at Elberon.....	40
Shark River Bridge.....	40
Manasquan River Drawbridge.....	40
Ocean Road Crossing — Bay Head Jct.....	6
Bay Head Jct. — Loop Track.....	15

YARD LIMITS.

Indicated by Yard Limit Boards as follows:—

Bay Head Jct.—From Broadway Crossing, Point Pleasant, to Junction Switch on P. R. R. including Bay Head Yard.

STATIONS	DISTANCE FROM	DISTANCE FROM	DISTANCE FROM	TELEGRAPH OFFICES	WATER STATIONS
	BAY HEAD JUNCTION	WOODBIDGE JUNCTION	BEGINNING OF N. Y. & L. E. R. R.		
NEW YORK					
NEWARK					
WOODBIDGE JCT	39.87		1.68	D. & N.	
PERTH AMBOY.....	38.61	1.06	0.57		
SO. AMBOY JCT. ...	37.38	2.29	0.66	D. & N.	
SOUTH AMBOY.....	36.64	3.03	1.40	DAY	
MORGAN.....	34.99	4.68	3.05		
CLIFFWOOD.....	32.61	7.06	5.48		
MATAWAN	31.39	8.28	6.65	D. & N.	
HAZLET.....	29.61	10.06	8.43	DAY	
MIDDLETOWN.....	25.41	14.26	12.63	DAY	
RED BANK.....	21.57	18.10	16.47	D. & N.	WATER
LITTLE SILVER.....	19.21	20.46	18.83	DAY	
BRANCHPORT.....	16.70	22.97	21.34	DAY	
LONG BRANCH.....	15.64	24.03	22.40	D. & N.	WATER
WEST END.....	14.80	24.87	23.24	DAY	
ELBERON.....	13.46	26.21	24.58	DAY	
DEAL	11.95	27.72	26.09	DAY	
ALLENHURST	11.43	28.24	26.61	DAY	
NO. ASBURY PARK..	10.65	29.02	27.39	DAY	
ASBURY PARK.....	9.96	29.71	28.08	DAY	
BRADLEY BEACH ...	9.02	30.65	29.02		
AVON.....	8.09	31.58	29.95	DAY	
BELMAR.....	7.34	32.33	30.70	DAY	
SPRING LAKE.....	5.24	34.43	32.80	DAY	
SEA GIRT.....	3.86	35.81	34.18	DAY	
MANASQUAN	3.07	36.60	34.97	DAY	
BRIELLE.....	2.49	37.18	35.55		
POINT PLEASANT....	1.08	38.59	36.96	DAY	
BAY HEAD JCT.....		39.67	38.04	DAY	WATER

STATIONS	P.R.R.	C.R.R.	P.R.R.	C.R.R.	P.R.R.
	723	4017	815	3319	2685
	Except Sunday	Saturday Only	Except Sunday	Except Sunday	Holidays Only
	P.M.	P.M.	P.M.	P.M.	P.M.
NEW YORK.....	2.50	3.00		3.30	
NEWARK.....	3.04	3.13			
WOODBRIIDGE JCT	3.30	3.49		4.09	
PERTH AMBOY.....	\$ 3.32	\$ 3.52			
SO. AMBOY JCT. ...	3.34	3.54		4.13	
SOUTH AMBOY.....	\$ 3.35 \$ 3.40				
MORGAN.....					
CLIFFWOOD.....					
MATAWAN.....	\$ 3.48	^A 3.405		4.21	
HAZLET.....					
MIDDLETOWN.....	3.55	Will Not Run Nov. 11			Will Run Nov. 23 Dec. 25 Jan. 1 Feb. 22
RED BANK.....	\$ 4.00			\$ 4.32	
LITTLE SILVER.....					
BRANCHPORT.....					
LONG BRANCH.....	\$ 4.09		4.15	\$ 4.42	5.00
WEST END.....					
ELBERON.....	\$ 4.13			\$ 4.46	
DEAL.....					
ALLENHURST.....	\$ 4.17		\$ 4.22		
NO. ASBURY PARK..	\$ 4.19		\$ 4.24		
ASBURY PARK.....	\$ 4.22		\$ 4.27	\$ 4.52	\$ 5.10
BRADLEY BEACH ...	\$ 4.25		\$ 4.30		
AVON.....					
BELMAR.....	\$ 4.28		\$ 4.34	\$ 4.58	\$ 5.16
SPRING LAKE.....	\$ 4.32		\$ 4.38	\$ 5.02	\$ 5.20
SEA GIRT.....	4.34		^A 4.41	5.04	\$ 5.23
MANASQUAN.....	\$ 4.36			\$ 5.08	\$ 5.28
BRIELLE.....					
POINT PLEASANT...	\$ 4.39			\$ 5.10	\$ 5.30
BAY HEAD JCT.....	^A 4.42			^A 5.13	^A 5.33
	P.M.	P.M.	P.M.	P.M.	P.M.

No. 723 stop at Middletown except Saturdays.

	P.R.R.	C.R.R.	C.R.R.	P.R.R.	P.R.R.	C.R.R.	C.R.R.
	725	3201	4009	3719	729	3323	4011
	The Banker				The Merchant		
	Except Sunday	Except Sunday	Except Saturday & Sunday	Except Sunday	Except Saturday & Sunday	Except Sunday	Except Sunday
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
	3.45	3.45	4.20	4.14	4.33	4.40	4.45
	3.59	3.49	4.25	4.36	4.48	4.45	4.45
	4.28	4.37	5.03	5.11	5.18	5.21	5.30
	\$ 4.30	\$ 4.40		\$ 5.13			\$ 5.33
	4.32	4.42	5.08	5.16	5.21	5.24	5.35
		\$ 4.46		^A 5.18			\$ 5.38
		\$ 4.49		MU			
		\$ 4.52					
Will not run Nov. 23, Dec. 25, Jan. 1 and Feb. 22	4.39	\$ 4.57	^A 5.16		5.29	^C 5.32	^A 5.46
		\$ 5.02	Will Not Run				Will Not Run
		\$ 5.09	Oct. 12 Nov. 7 Nov. 23 Dec. 25 Jan. 1 Feb. 12 Feb. 22		\$ 5.40	\$ 5.44	Nov. 7 Nov. 11 Nov. 23 Dec. 25 Jan. 1 Feb. 22
	\$ 4.50	^A 5.16			\$ 5.40	\$ 5.44	Nov. 7 Nov. 11 Nov. 23 Dec. 25 Jan. 1 Feb. 22
	\$ 4.54					\$ 5.48	Dec. 25 Jan. 1 Feb. 22
	\$ 4.58					\$ 5.52	
	\$ 5.01				\$ 5.48	\$ 5.56	
	\$ 5.04					\$ 5.59	
	\$ 5.07				\$ 5.52	\$ 6.02	
	\$ 5.10						
	\$ 5.12				\$ 5.56	\$ 6.06	
	\$ 5.15					\$ 6.09	
	\$ 5.17				Will not run Nov. 23, Dec. 25, Jan. 1, Feb. 12 and Feb. 22	\$ 6.00	\$ 6.13
	\$ 5.20					\$ 6.03	\$ 6.16
	\$ 5.23					\$ 6.05	\$ 6.19
	\$ 5.26					\$ 6.07	\$ 6.21
	\$ 5.30					\$ 6.11	\$ 6.25
	^F 5.32					\$ 6.14	6.27
	\$ 5.34					\$ 6.16	\$ 6.31
	\$ 5.38					\$ 6.19	\$ 6.35
	^A 5.41					^A 6.22	^A 6.38
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

No. 3323 stop at Matawan Nov. 7, Nov. 11, Nov. 23, Dec. 25, Jan. 1 and Feb. 22.

STATIONS	P.R.R.	C.R.R.	P.R.R.	P.R.R.	C.R.R.
	797	4055	4237	753	3381
	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only
	P.M.	P.M.	P.M.	P.M.	P.M.
NEW YORK	5.50	8.30	8.50	9.20	9.30
NEWARK	6.04	8.03	9.05	9.34	9.40
WOODBIDGE JCT	6.37	9.28	9.38	10.04	10.15
PERTH AMBOY	\$ 6.39	\$ 9.31	\$ 9.40	\$ 10.06	\$ 10.18
SO. AMBOY JCT.	6.41	9.34	9.43	10.08	10.20
SOUTH AMBOY	\$ 6.43	\$ 9.37	A 9.45		\$ 10.22
MORGAN		F 9.40	MU		
CLIFFWOOD		F 9.44			
MATAWAN	\$ 6.51	A 9.48		\$ 10.16	\$ 10.31
HAZLET				Last Trip Oct. 29	
MIDDLETOWN				F 10.38	
RED BANK	\$ 7.03			\$ 10.28	\$ 10.44
LITTLE SILVER					\$ 10.48
BRANCHPORT					F 10.52
LONG BRANCH	\$ 7.12			\$ 10.37	\$ 10.55
WEST END					F 10.58
ELBERON	\$ 7.16			\$ 10.41	F 11.01
DEAL					F 11.04
ALLENHURST	\$ 7.20			\$ 10.45	\$ 11.06
NO. ASBURY PARK..	\$ 7.22				\$ 11.08
ASBURY PARK	\$ 7.24			\$ 10.49	\$ 11.11
BRADLEY BEACH ...	\$ 7.27			\$ 10.52	\$ 11.14
AVON					
BELMAR	\$ 7.31			\$ 10.56	\$ 11.18
SPRING LAKE	\$ 7.35			\$ 11.00	\$ 11.22
SEA GIRT	7.37			11.02	11.24
MANASQUAN	\$ 7.39			\$ 11.04	\$ 11.27
BRIELLE					
POINT PLEASANT....	\$ 7.43			\$ 11.08	\$ 11.31
BAY HEAD JCT.	A 7.46			A 11.11	A 11.34
	P.M.	P.M.	P.M.	P.M.	P.M.

P.R.R.						
793						
Sunday Only						
P.M.						
11.20						
11.35						
12.02						
\$ 12.04						
12.06						
\$ 12.14						
Last Trip Oct. 29						
\$ 12.26						
\$ 12.35						
\$ 12.39						
\$ 12.43						
\$ 12.47						
\$ 12.50						
\$ 12.54						
\$ 12.58						
1.00						
\$ 1.02						
\$ 1.06						
A 1.09						
A.M.						

STATIONS	C.R.R.	P.R.R.	P.R.R.	P.R.R.	C.R.R.
	4902	704	706	3718	3306
			The Com- muter		
	Except Sunday	Except Sunday	Except Sunday	Except Sunday	Except Sunday
	A.M.	A.M.	A.M.	A.M.	A.M.
NEW YORK.....	8.50	8.39	8.44	9.04	8.50
NEWARK.....	8.45	8.15	8.28	8.41	.....
WOODBIDGE JCT	▲ 7.50	▲ 7.52	▲ 7.59	▲ 8.05	▲ 8.09
PERTH AMBOY.....	§ 7.47	.....	§ 7.58	§ 8.02	.....
SO. AMBOY JCT....	7.48	7.49	7.54	8.00	8.06
SOUTH AMBOY.....	§ 7.41	§ 7.47	.....	7.58	.....
MORGAN.....	§ 7.38	.....	.....	MU	.....
CLIFFWOOD.....	§ 7.35	.....	.....	.....	.....
MATAWAN.....	§ 7.32	7.39	§ 7.46	.....	7.58
HAZLET.....	.....	.....	.....	.....	.....
MIDDLETOWN.....	.....	.....	.....	Will Not Run	.....
RED BANK.....	.....	§ 7.28	§ 7.34	Nov. 7	§ 7.47
LITTLE SILVER.....	.....	.....	§ 7.30	Dec. 25	.....
BRANCHPORT.....	.....	§ 7.20	.....	Jan. 1	.....
LONG BRANCH.....	.....	§ 7.17	§ 7.25	Feb. 12	.....
WEST END.....	.....	.....	§ 7.22	Feb. 22	.....
ELBERON.....	.....	§ 7.13	.....	.....	§ 7.32
DEAL.....	.....	.....	§ 7.18	.....	§ 7.39
ALLENHURST.....	.....	§ 7.08	§ 7.16	.....	§ 7.27
NO. ASBURY PARK.....	.....	§ 7.05	§ 7.14	.....	§ 7.24
ASBURY PARK.....	.....	§ 7.03	§ 7.12	.....	§ 7.21
BRADLEY BEACH.....	.....	§ 7.00	§ 7.09	.....	§ 7.18
AVON.....	.....	§ 6.58	.....	.....	§ 7.15
BELMAR.....	.....	§ 6.55	§ 7.05	.....	§ 7.12
SPRING LAKE.....	.....	§ 6.51	.....	.....	§ 7.08
SEA GIRT.....	.....	§ 6.48	7.00	.....	§ 7.05
MANASQUAN.....	.....	§ 6.46	§ 6.58	.....	§ 7.02
BRIELLE.....	.....	.....	.....	.....	§ 7.00
POINT PLEASANT....	.....	§ 6.42	§ 6.55	.....	§ 6.58
BAY HEAD JCT.....	.....	6.39	6.52	.....	6.55
	A.M.	A.M.	A.M.	A.M.	A.M.

STATIONS	C.R.R.	C.R.R.	P.R.R.	C.R.R.	C.R.R.	C.R.R.	P.R.R.	P.R.R.
	4004	3200	708	3308	4008	4200	710	742
			The Merchant				The Broker	The Banker
	Except Sunday	Except Sunday	Except Sunday	Except Sunday	Except Sunday	Except Sunday	Except Saturday & Sunday	Saturday and Holidays
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
NEW YORK.....	8.55	9.20	9.10	9.20	9.25	9.30	9.32	9.38
NEWARK.....	8.45	9.22	8.53	9.22	9.22	9.22	9.11	9.22
WOODBIDGE JCT	▲ 8.16	▲ 8.24	▲ 8.26	▲ 8.40	▲ 8.44	▲ 8.48	▲ 8.50	▲ 8.55
PERTH AMBOY.....	.....	§ 8.22	.....	.....	.....	.....	.....	.....
SO. AMBOY JCT....	8.13	8.19	8.23	8.37	8.41	8.45	8.47	8.52
SOUTH AMBOY.....	.....	§ 8.17	.....	.....	.....	.....	.....	.....
MORGAN.....	.....	§ 8.13	.....	.....	.....	.....	.....	.....
CLIFFWOOD.....	.....	.....	.....	.....	.....	.....	.....	.....
MATAWAN.....	§ 8.04	§ 8.09	8.13	8.29	§ 8.33	0 8.37	8.40	8.45
HAZLET.....	Will Not Run	§ 8.04	.....	.....	Will Not Run	.....	.....	.....
MIDDLETOWN.....	Nov. 7	§ 7.58	.....	.....	Oct. 12	§ 8.29	.....	.....
RED BANK.....	Nov. 11	7.52	§ 8.03	§ 8.18	Nov. 7	.....	8.29	§ 8.34
LITTLE SILVER.....	Nov. 23	.....	.....	§ 8.13	Nov. 11	.....	8.26	§ 8.30
BRANCHPORT.....	Dec. 25	Will Not Run	.....	.....	Nov. 23	.....	.....	.....
LONG BRANCH.....	Jan. 1	Nov. 7	§ 7.55	§ 8.07	Dec. 25	.....	.....	.....
WEST END.....	Feb. 22	Nov. 11	.....	.....	Jan. 1	.....	.....	.....
ELBERON.....	.....	Nov. 23	§ 7.51	§ 8.03	Feb. 12	.....	.....	.....
DEAL.....	.....	Dec. 25	§ 7.47	.....	.....	.....	.....	.....
ALLENHURST.....	.....	Jan. 1	§ 7.45	.....	.....	.....	.....	.....
NO. ASBURY PARK.....	.....	.....	§ 7.42	§ 7.57	.....	.....	.....	.....
ASBURY PARK.....	.....	.....	§ 7.39	§ 7.55	.....	.....	.....	.....
BRADLEY BEACH.....	.....	.....	§ 7.36	.....	.....	.....	.....	.....
AVON.....	.....	.....	§ 7.34	§ 7.50	.....	.....	.....	.....
BELMAR.....	.....	.....	§ 7.31	§ 7.48	.....	.....	.....	.....
SPRING LAKE.....	.....	.....	§ 7.27	§ 7.44	.....	.....	.....	.....
SEA GIRT.....	.....	.....	§ 7.24	7.41	.....	.....	.....	.....
MANASQUAN.....	.....	.....	§ 7.22	§ 7.39	.....	.....	.....	.....
BRIELLE.....	.....	.....	.....	.....	.....	.....	.....	.....
POINT PLEASANT....	.....	.....	§ 7.18	§ 7.35	.....	.....	.....	.....
BAY HEAD JCT.....	.....	.....	7.15	7.32	.....	.....	.....	.....
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

No. 4200 stop at Matawan Nov. 7, Nov. 11, Nov. 23, Dec. 25, Jan. 1 and Feb. 22.

STATIONS	P.R.R.	P.R.R.	C.R.R.	P.R.R.	P.R.R.
	712	3722	3314	714	2682
	The Banker			The Shopper	
	Except Saturday & Sunday	Except Sunday	Except Sunday	Daily	Holidays Only
A.M.	A.M.	A.M.	A.M.	A.M.	
NEW YORK.....	9.38	10.11	10.23	11.05	.....
NEWARK.....	9.22	9.50	10.09	10.49	.....
WOODBIDGE JCT	Δ 8.55	Δ 9.16	Δ 9.38	Δ 10.15	.....
PERTH AMBOY.....		\$ 9.14	\$ 9.35	\$ 10.13	.....
SO. AMBOY JCT....	8.52	9.12	9.32	10.11	.....
SOUTH AMBOY.....		9.10	\$ 9.31	\$ 10.10	.....
MORGAN.....		MU			.....
CLIFFWOOD.....					.....
MATAWAN.....	8.45		\$ 9.23	\$ 10.02	.....
HAZLET.....					Will Run Nov. 23 Dec. 25 Jan. 1 Feb. 22
MIDDLETOWN.....					.....
RED BANK.....	\$ 8.35		\$ 9.11	\$ 9.50	.....
LITTLE SILVER.....			\$ 9.03		.....
BRANCHPORT.....			\$ 9.00	\$ 9.41	Δ 10.20
LONG BRANCH.....	8.27		\$ 9.00	\$ 9.41	Δ 10.20
WEST END.....	\$ 8.25		\$ 8.57		.....
ELBERON.....	\$ 8.22		\$ 8.54	\$ 9.37	.....
DEAL.....	\$ 8.19				.....
ALLENHURST.....	\$ 8.17		\$ 8.50	\$ 9.32	.....
NO. ASBURY PARK..			\$ 8.47	\$ 9.30	.....
ASBURY PARK.....	\$ 8.13		\$ 8.44	\$ 9.28	\$ 10.11
BRADLEY BEACH...			\$ 8.41	\$ 9.25	.....
AVON.....					.....
BELMAR.....	\$ 8.08		\$ 8.37	\$ 9.21	\$ 10.04
SPRING LAKE.....			\$ 8.33	\$ 9.17	\$ 10.00
SEA GIRT.....	8.04		7 8.30	7 9.15	7 9.57
MANASQUAN.....			\$ 8.28	\$ 9.13	\$ 9.54
BRIELLE.....					.....
POINT PLEASANT....	\$ 8.01		\$ 8.24	\$ 9.09	\$ 9.50
BAY HEAD JCT.....	7.58		8.21	9.06	9.46
	A.M.	A.M.	A.M.	A.M.	A.M.

P.R.R.	C.R.R.	P.R.R.	P.R.R.	P.R.R.	C.R.R.	P.R.R.	C.R.R.
804	3102	716	832	2662	3316	3726	3318
Except Sunday	Except Sunday	Except Sunday	Holidays Only	Except Sunday	Except Sunday	Saturday Only	Except Sunday
A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.
	12.14	12.15			1.05	1.17	2.05
		11.59			12.51	12.56	1.54
	Δ 11.18	Δ 11.26			Δ 12.19	Δ 12.22	Δ 1.17
	\$ 11.15	\$ 11.23			\$ 12.16	\$ 12.20	\$ 1.14
	11.12	11.20			12.13	12.18	1.10
	\$ 11.10	\$ 11.18			\$ 12.12	12.16	\$ 1.07
						MU	
	7 11.04						
	11.01	\$ 11.10			\$ 12.04		\$ 12.57
		Last Trip Oct. 31	Will Run Nov. 23 Dec. 25 Jan. 1	Will Not Run Nov. 23 Dec. 25 Jan. 1 Feb. 22			\$ 12.52
		\$ 10.58			\$ 11.52		\$ 12.45
							\$ 12.38
							X 12.20
					\$ 11.41		X 12.15
Δ 10.41		\$ 10.49	Δ 11.09		\$ 11.38		X 12.12
							X 12.08
		\$ 10.45			\$ 11.34		X 12.05
\$ 10.34		\$ 10.41			\$ 11.30		X 12.01
\$ 10.31			\$ 11.02		\$ 11.27		X 11.58
\$ 10.29		\$ 10.37	\$ 10.59		\$ 11.24		X 11.55
\$ 10.28		\$ 10.34	\$ 10.56		\$ 11.21		X 11.50
7 10.20			\$ 10.53				X 11.47
\$ 10.18		\$ 10.30	\$ 10.51		\$ 11.17		X 11.44
\$ 10.13		\$ 10.26	\$ 10.47		\$ 11.13		X 11.38
\$ 10.10		10.24	\$ 10.44		11.10		X 11.34
		\$ 10.22			\$ 11.08		X 11.31
		\$ 10.18		Δ 10.50	\$ 11.04		X 11.26
		10.15		10.46	11.01		
	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.

STATIONS	P.R.R.	P.R.R.	P.R.R.	C.R.R.	P.R.R.
	718	822	720	3106	3730
	The Skipper				
	Except Sunday	Saturday Only	Except Sunday	Except Saturday & Sunday	Except Sunday
P.M.	P.M.	P.M.	P.M.	P.M.	
NEW YORK.....	3.15		4.55	5.42	5.51
NEWARK.....	2.59		4.39	5.28	5.31
WOODBIDGE JCT	A 2.26		A 4.11	A 4.41	A 4.51
PERTH AMBOY.....	\$ 2.24		\$ 4.09	\$ 4.38	\$ 4.49
SO. AMBOY JCT....	2.22		4.07	4.34	4.47
SOUTH AMBOY.....	\$ 2.21		\$ 4.06 \$ 4.01	\$ 4.32	4.45
MOEGAN.....					MU
CLIFFWOOD.....					
MATAWAN.....	\$ 2.13		\$ 3.54	4.18	
HAZLET.....				Will Not Run	Will Not Run
MIDDLETOWN.....				Nov. 7	Nov. 23
RED BANK.....	\$ 2.01		\$ 3.43	Nov. 23	Dec. 25
LITTLE SILVER.....				Dec. 25	Jan. 1
BRANCHPORT.....				Jan. 1	Feb. 22
LONG BRANCH.....	\$ 1.52	A 3.22	\$ 3.34		
WEST END.....					
ELBERON.....	\$ 1.48	\$ 3.18	\$ 3.30		
DEAL.....					
ALLENHURST.....	\$ 1.44	\$ 3.14	\$ 3.26		
NO. ASBURY PARK..		\$ 3.12	\$ 3.24		
ASBURY PARK.....	\$ 1.41	\$ 3.10	\$ 3.22		
BRADLEY BEACH ...	\$ 1.38	\$ 3.07	\$ 3.19		
AVON.....			\$ 3.17		
BELMAR.....	\$ 1.34	\$ 3.03	\$ 3.15		
SPRING LAKE.....	\$ 1.30	\$ 2.59	\$ 3.11		
SEA GIRT.....	1.28	\$ 2.56	3.09		
MANASQUAN.....	\$ 1.26		\$ 3.07		
BRIELLE.....					
POINT PLEASANT....	\$ 1.22		\$ 3.03		
BAY HEAD JCT.....	1.19		3.00		
	P.M.	P.M.	P.M.	P.M.	P.M.

C.R.R.	C.R.R.	P.R.R.	P.R.R.	P.R.R.	C.R.R.		
4216	3322	814	3734	722	4218		
				The Resoriter	The Blue Comet		
Saturday Only	Except Sunday	Except Sunday	Except & Sunday Saturday	Except Sunday	Except Sunday		
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		
5.36	6.08		6.31	7.25	7.31		
5.28	6.00		6.11	7.09	7.24		
A 4.55	A 5.23		A 5.36	A 6.38	A 6.54		
\$ 4.52	\$ 5.20		\$ 5.33	\$ 6.36	6 6.52		
4.50	5.18		5.30	6.33	6.50		
\$ 4.49	\$ 5.16		5.28	\$ 6.31			
			MU				
\$ 4.41	\$ 5.09			\$ 6.28	6.42		
			Will Not Run				
			Nov. 23				
\$ 4.29	\$ 4.57		Dec. 25	\$ 6.11	\$ 6.30		
	\$ 4.51		Jan. 1				
			Feb. 22				
	\$ 4.44	A 4.52		\$ 6.02			
	\$ 4.40	F 4.49		\$ 5.58			
	\$ 4.36	F 4.45		\$ 5.54			
	\$ 4.33	\$ 4.42					
	\$ 4.30	\$ 4.40		\$ 5.51			
	\$ 4.27	\$ 4.37		\$ 5.48			
		\$ 4.34					
	\$ 4.23	\$ 4.32		\$ 5.44			
	\$ 4.19	\$ 4.28		\$ 5.40			
	4.16	\$ 4.25		F 5.38			
	\$ 4.14			\$ 5.35			
	\$ 4.10			\$ 5.31			
	4.07			5.28			
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		

No. 4218 stop at Perth Amboy to let off passengers from Hammonton and points beyond.

STATIONS	P.R.R.	P.R.R.	P.R.R.	C.R.R.	C.R.R.
	8 12	2670	2536	3204	3324
	Except Saturday & Sunday	Except Sunday	Holidays Only	Except Sunday	Except Sunday
	P.M.	P.M.	P.M.	P.M.	P.M.
NEW YORK.....			8.15	8.18	8.30
NEWARK.....			7.59	8.18	8.18
WOODBIDGE JCT.....			▲ 7.26	▲ 7.31	▲ 7.46
PERTH AMBOY.....			§ 7.23	§ 7.28	.....
SO. AMBOY JCT.....			§ 7.20	7.24	7.42
SOUTH AMBOY.....				§ 7.22	.....
MORGAN.....			MU	F 7.17	.....
CLIFFWOOD.....				F 7.14	.....
MATAWAN.....				§ 7.10	§ 7.34
HAZLET.....				F 7.09	.....
MIDDLETOWN.....		Will Not Run	Will Run	F 6.56	.....
RED BANK.....		Nov. 23 Dec. 25	Nov. 23 Jan. 1 Feb. 22	6.50	§ 7.22
LITTLE SILVER.....		Jan. 1 Feb. 22			.....
BRANCHPORT.....					§ 7.15
LONG BRANCH.....	▲ 6.44				§ 7.12
WEST END.....					.....
ELBERON.....	§ 6.40				§ 7.08
DEAL.....					.....
ALLENHURST.....	§ 6.36				§ 7.04
NO. ASBURY PARK..	§ 6.34				§ 7.01
ASBURY PARK.....	§ 6.32				§ 6.59
BRADLEY BEACH ...	§ 6.29				§ 6.56
AVON.....	§ 6.27				.....
BELMAR.....	§ 6.25				§ 6.52
SPRING LAKE.....	§ 6.21				§ 6.48
SEA GIRT.....	§ 6.18				6.45
MANASQUAN.....					§ 6.43
BRIELLE.....					.....
POINT PLEASANT....		▲ 6.30			§ 6.39
BAY HEAD JCT.....		6.26			6.36
	P.M.	P.M.	P.M.	P.M.	P.M.

C.R.R.	C.R.R.	P.R.R.					
3108	3326	730					
Except Sunday	Except Sunday	Except Sunday					
P.M.	P.M.	P.M.					
	9.22	10.05					
	9.26	9.49					
▲ 8.44	▲ 8.39	▲ 9.21					
X 8.42 8.14	§ 8.36	§ 9.19					
	8.26	9.17					
	§ 8.24	9.18 § 9.11					
	8.00	§ 8.13	§ 9.03				
		§ 8.05					
		§ 7.59					
		§ 7.51	§ 8.51				
		X 7.40					
		X 7.34	§ 8.42				
		X 7.24					
		X 7.21	§ 8.38				
		X 7.16	§ 8.34				
			§ 8.32				
		X 7.13	§ 8.30				
		X 7.02	§ 8.27				
		X 6.59					
		X 6.57	§ 8.23				
		X 6.52	§ 8.19				
		X 6.49	8.16				
		X 6.46	§ 8.15				
		X 6.42	§ 8.11				
			8.08				
	P.M.	P.M.	P.M.				

STATIONS	P.R.R.	C.R.R.	P.R.R.	C.R.R.	P.R.R.
	4230	4100	798	3376	714
	The Shopper				
Sunday Only	Sunday Only	Sunday Only	Sunday Only	Daily	
A.M.	A.M.	A.M.	A.M.	A.M.	
NEW YORK.....	7.20	9.20	9.10	10.17	11.05
NEWARK.....	7.05	10.08	8.55	10.08	10.49
WOODBRIIDGE JCT	A 6.34	A 8.26	A 8.28	A 9.38	A 10.15
PERTH AMBOY.....	\$ 6.32	\$ 8.23	\$ 8.26	\$ 9.35	\$ 10.13
SO. AMBOY JCT....	6.30	8.19	8.24	9.32	10.11
SOUTH AMBOY.....	6.28	\$ 8.17			\$ 10.10
MORGAN.....	MU	F 8.14			
CLIFFWOOD.....		F 8.10			
MATAWAN.....		\$ 8.04	\$ 8.15	\$ 9.22	\$ 10.02
HAZLET.....			Last Trip Oct. 29		
MIDDLETOWN.....					
RED BANK.....			\$ 8.03	\$ 9.10	\$ 9.50
LITTLE SILVER.....					
BRANCHPORT.....				\$ 9.03	
LONG BRANCH.....			\$ 7.55	\$ 9.00	\$ 9.41
WEST END.....					
ELBERON.....			\$ 7.51	\$ 8.56	\$ 9.37
DEAL.....			\$ 7.47		
ALLENHURST.....			\$ 7.45	\$ 8.52	\$ 9.32
NO. ASBURY PARK..			\$ 7.42	\$ 8.49	\$ 9.30
ASBURY PARK.....			\$ 7.39	\$ 8.46	\$ 9.28
BRADLEY BEACH ...			\$ 7.36	\$ 8.43	\$ 9.25
AVON.....			\$ 7.34		
BELMAR.....			\$ 7.31	\$ 8.39	\$ 9.21
SPRING LAKE.....			\$ 7.27	\$ 8.35	\$ 9.17
SEA GIRT.....			\$ 7.24	8.32	F 9.15
MANASQUAN.....			\$ 7.22	\$ 8.30	\$ 9.13
BRIELLE.....					
POINT PLEASANT....			\$ 7.18	\$ 8.26	\$ 9.09
BAY HEAD JCT.....			7.15	8.23	9.06
	A.M.	A.M.	A.M.	A.M.	A.M.

P.R.R.	P.R.R.	P.R.R.	C.R.R.	P.R.R.	P.R.R.	C.R.R.
2682	792	832	3276	782	4236	4254
Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only
A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.
	12.20		8.30	8.27	5.05	5.08
	12.04			3.11	4.49	4.56
	A 11.35		A 2.31	A 2.38	A 4.17	A 4.27
	\$ 11.32		\$ 2.28	\$ 2.36	\$ 4.14	
	11.30		2.26	2.34	4.12	4.28
			\$ 2.24		4.10	
	Last Trip Oct. 29		F 2.16		MU	
	\$ 11.23		\$ 2.13	\$ 2.27		4.15
			\$ 2.09			
			\$ 2.03			
	\$ 11.11		1.56	\$ 2.16		\$ 4.01
						First Trip Jan. 7 1940
A 10.20	\$ 11.02	A 11.09		\$ 2.07		
	\$ 10.58			\$ 2.03		
	\$ 10.54			\$ 1.59		
		\$ 11.02		\$ 1.56		
\$ 10.11	\$ 10.50	\$ 10.59		\$ 1.54		
	\$ 10.47	\$ 10.56		\$ 1.51		
		\$ 10.53				
\$ 10.04	\$ 10.44	\$ 10.51		\$ 1.47		
\$ 10.00	\$ 10.40	\$ 10.47		\$ 1.43		
\$ 9.57	10.38	\$ 10.44		1.41		
\$ 9.54	\$ 10.36			\$ 1.39		
\$ 9.50	\$ 10.32			\$ 1.35		
9.46	10.29			1.32		
A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.

STATIONS	C.R.R.	C.R.R.	P.R.R.		
	4050	3380	784		
	Sunday Only	Sunday Only	Sunday Only		
	P.M.	P.M.	P.M.		
NEW YORK.....	5.42	5.56	6.45		
NEWARK.....	5.23	5.38	6.29		
WOODBRIIDGE JCT	A 4.49	A 5.09	A 5.58		
PERTH AMBOY.....	\$ 4.46		\$ 5.56		
SO. AMBOY JCT. ...	4.43	5.05	5.54		
SOUTH AMBOY.....	\$ 4.41				
MORGAN.....	\$ 4.37				
CLIFFWOOD.....	F 4.33				
MATAWAN.....	\$ 4.30	\$ 4.57	5.48		
HAZLET.....					
MIDDLETOWN.....					
RED BANK.....		\$ 4.45	\$ 5.38		
LITTLE SILVER.....					
BRANCHPORT.....		\$ 4.38			
LONG BRANCH.....		\$ 4.35	\$ 5.27		
WEST END.....			\$ 5.24		
ELBERON.....		\$ 4.31	\$ 5.21		
DEAL.....					
ALLENHURST.....		\$ 4.27	\$ 5.17		
NO. ASBURY PARK..		\$ 4.24	\$ 5.15		
ASBURY PARK.....		\$ 4.21	\$ 5.13		
BRADLEY BEACH ...		\$ 4.18	\$ 5.10		
AVON.....					
BELMAR.....		\$ 4.14	\$ 5.06		
SPRING LAKE.....		\$ 4.10	\$ 5.02		
SEA GIRT.....		\$ 4.07	5.00		
MANASQUAN.....		\$ 4.04	\$ 4.58		
BRIELLE.....					
POINT PLEASANT....		\$ 4.00	\$ 4.54		
BAY HEAD JCT.....		3.57	4.51		
	P.M.	P.M.	P.M.		

C.R.R.	P.R.R.	C.R.R.	C.R.R.	C.R.R.	P.R.R.	P.R.R.	
4256	2534	3176	4262	3384	786	834	
Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
			The Blue Comet				
7.19	7.42	7.52	8.22	8.46	9.30		
7.08	7.26		8.12	8.33	9.14		
A 6.35	A 6.52	A 6.55	A 7.45	A 8.00	A 8.43		
	\$ 6.49	\$ 6.52	C 7.43	\$ 7.58			
6.31	\$ 6.46	6.49	7.41	7.55	8.40		
		\$ 6.47					
	MU	F 6.43					
		F 6.40					
6.22		6.37	7.33	\$ 7.47	\$ 8.32		
\$ 6.10			C 7.21	\$ 7.34	\$ 8.21		
First Trip Jan. 7 1940				\$ 7.30			
				\$ 7.26			
				\$ 7.23	\$ 8.12	A 8.34	
					\$ 8.09	\$ 8.31	
					\$ 7.19	\$ 8.06	
				\$ 7.15	\$ 8.02		
				\$ 7.12		\$ 8.23	
				\$ 7.09	\$ 7.58	\$ 8.20	
				\$ 7.06	\$ 7.55	\$ 8.16	
				\$ 7.03	\$ 7.53		
				\$ 7.00	\$ 7.51	\$ 8.12	
				\$ 6.56	\$ 7.47	\$ 8.08	
				\$ 6.53	7.45	\$ 8.05	
				\$ 6.50	\$ 7.43		
				\$ 6.46	\$ 7.39		
					6.43	7.36	
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	

No. 4262 stop at Red Bank and Perth Amboy to let off passengers from Hammonton and points beyond.

GENERAL NOTICE.

Safety is of the first importance in the discharge of duty.

Obedience to the rules is essential to safety.

To enter or remain in the service is an assurance of willingness to obey the rules.

The service demands the faithful, intelligent and courteous discharge of duty.

To obtain promotion capacity must be shown for greater responsibility.

GENERAL RULES.

A. Employees whose duties are prescribed by these rules must provide themselves with a copy.

Employees whose duties are in any way affected by the time-table must have a copy of the current time-table with them while on duty.

B. Employees must be conversant with and obey the rules and special instructions. If in doubt as to their meaning, they must apply to proper authority for an explanation.

C. Employees must pass the required examinations. They must familiarize themselves with rules and special instructions for other classes of employees, in so far as they relate to their own duties.

D. Persons employed in any service on trains are subject to the rules and special instructions.

E. Employees must render every assistance in their power in carrying out the rules and special instructions and must report to the proper official any violation thereof.

F. Accidents, detention of trains, failure in the supply of water or fuel, or defects in the track, bridges or signals, must be promptly reported by wire to the proper official.

G. The use of intoxicants by employees while on duty is prohibited. Their use, or the frequenting of places where they are sold, is sufficient cause for dismissal.

H. The use of tobacco by employees while on duty in or about passenger stations, or on passenger cars, is prohibited.

J. Employees on duty must wear the prescribed badge and uniform and be neat in appearance.

K. Employees and others authorized to transact business at stations or on or about trains must be orderly and avoid annoyance to patrons.

L. In case of danger to the Company's property employees must unite to protect it.

M. In case of injury to persons, loss of life, or damage to property, wire promptly to the Superintendent: follow this with a report by mail, using the prescribed forms, giving complete statement of the facts, together with names and address of persons injured, and of as many witnesses as possible.

N. In case of accident, conductors of trains involved will, in the absence of the Superintendent or other official, take charge of the work necessary to be done, commanding the services of engines and men on other trains, should the emergency so require.

O. Employees must be careful in the use of the Company's property, and know that appliances necessary for their use are in safe condition before using them. They are forbidden to incur risks which, by the exercise of proper precaution in the inspection and use of such appliances, can be avoided, regardless of the fact that they may at the time, be acting under the orders of their superiors or otherwise.

P. Unnecessary noise must be avoided in and about passenger trains and especially sleeping cars at night. Employees will pass through sleeping cars only when necessary, avoiding annoyance to the occupants in any way. Great care must be exercised while switching or coupling cars carrying passengers.

Q. Employees of the company must devote themselves exclusively to its service, and must not engage in other occupation without permission from the Superintendent.

R. They must attend punctually during the designated hours of service.

DEFINITIONS.

ENGINE.—A locomotive propelled by any form of energy.

MOTOR.—A car propelled by any form of energy.

TRAIN.—An engine, or motor, or more than one engine, or motor, coupled with or without cars, displaying markers.

REGULAR TRAIN.—A train authorized by a time-table schedule.

SECTION.—One of two or more trains running on the same schedule displaying signals or for which signals are displayed.

EXTRA TRAIN.—A train not authorized by a time-table schedule. It may be designated as—

Extra—for any extra train, except work extra;

Work extra—for work train extra.

SUPERIOR TRAIN.—A train having precedence over another train.

TRAIN OF SUPERIOR RIGHT.—A train given precedence by train order.

TRAIN OF SUPERIOR CLASS.—A train given precedence by time-table.

TIME-TABLE.—The authority for the movement of regular trains subject to the rules. It contains the classified schedule of trains with special instructions relating thereto.

SCHEDULE.—That part of a time-table which prescribes class, direction, number and movement for a regular train.

DIVISION.—That portion of a railroad assigned to the supervision of a Superintendent.

SUB-DIVISION.—A portion of a division designated by time-table.

MAIN TRACK.—A track extending through yards and between stations, upon which trains are operated by time-table or train order, or both, or the use of which is governed by block signals.

SINGLE TRACK.—A main track upon which trains are operated in both directions.

DOUBLE TRACK.—Two main tracks, upon one of which the current of traffic is in a specified direction, and upon the other in the opposite direction.

THREE OR MORE TRACKS.—Three or more main tracks, upon any of which the current of traffic may be in either specified direction.

CURRENT OF TRAFFIC.—The movement of trains on a main track, in one direction, specified by the rules.

STATION.—A place designated on the time-table by name, at which a train may stop for traffic or to enter or leave the main track; or from which fixed signals are operated.

SIDING.—A track auxiliary to the main track for passing of trains.

FIXED SIGNAL.—A signal of fixed location indicating a condition affecting the movement of a train.

YARD.—A system of tracks within defined limits provided for the making up of trains, storing of cars and other purposes, over which movements not authorized by time-table, or by train order, may be made, subject to prescribed signals and rules, or special instructions.

YARD ENGINE.—An engine assigned to yard service and working within yard limits.

PILOT.—An employe assigned to a train when the engineman or conductor, or both, are not fully acquainted with the physical characteristics or rules of the railroad, or portion of the railroad, over which the train is to be moved.

Note To Definition Of Fixed Signal.—The definition of a "Fixed Signal" covers such signals as slow boards, stop boards, yard limits, switch, train order, block, interlocking, sempahore, disc, ball or other means for displaying indications that govern the movement of a train.

STANDARD TIME.

1. Standard Time obtained from Washington Observatory will be transmitted to all points from designated offices at 12:00 noon daily except Sunday.

2. Watches that have been examined and certified to by a designated inspector must be used and employes designated as follows must submit their watches to local inspectors for quarterly examination, viz.:—Yard masters, assistant yard masters, conductors, train baggagemen, trainmen, train flagmen, switch tenders, signalmen, road foreman of engines, enginemen, firemen, operators, station agents who are operators, section foremen, bridge foremen. The certificate in prescribed form must be renewed and filed with Superintendent every three months.

(Form of Certificate.)

CERTIFICATE OF WATCH INSPECTOR.

This is to certify that on.....19.....
the watch of.....
employed as
on theR.....
was examined by me. It is correct and reliable and with proper care, should run within a variation of thirty seconds per week.

Name of maker.....
Grade
Number of movement.....
Open or hunting case
Metal of case.....
Signed,
Inspector.

Address.....

3. Watches of conductors, enginemen and flagmen must be compared before commencing each day's work, with a clock designated by time-table as a standard clock. The time when watches are compared must be registered on a prescribed form.

3 (a). Employes who are required to observe Standard Time, and whose duties prevent them from having access to a standard clock, must compare their watches daily with those of other employes who have Standard Time and have registered as above directed.

3 (b). Conductors and Enginemen must compare time with each other before starting on the initial trip.

TIME-TABLES.

4. Each time-table, from the moment it takes effect, supersedes the preceding time-table, and its schedules take effect on any division, or subdivision, at the leaving time at their initial stations on such division, or subdivision. But when a schedule of the preceding time-table corresponds in number, class, day of leaving, direction, and initial and terminal stations with a schedule of the new time-table, a train authorized by the preceding time-table will retain its train orders and assume the schedule of the corresponding number of the new time-table.

Schedules on such division, or subdivision, date from their initial stations on such division, or subdivision.

Not more than one schedule of the same number and day shall be in effect on any division, or subdivision.

5. Not more than two times are given for a train at any station; where one is given, it is unless otherwise indicated, the leaving time; where two, they are the arriving and the leaving time.

The time applies to the switch where an inferior train enters the siding; where there is no siding it applies to the place from which fixed signals are operated; where there is neither siding nor fixed signal, it applies to the place where traffic is received or discharged.

Schedule meeting or passing stations are indicated by figures in full face type.

Both the arriving and leaving time of a train are in full faced type when both are meeting or passing times, or when one or more trains are to meet or pass it between those times.

When trains are to be met or passed at a siding extending between two adjoining stations the time at each end of the siding will be shown in full faced type.

6. The following letters when placed before the figures of the schedule indicate:

"F"—flag stop to receive or discharge passengers or freight;

"S"—regular stop;

"L"—leave;

"A"—arrive.

"X"—stop on signal for baggage, mail, express, etc.

"C"—indicates conditional stop. See foot notes.

"MU"—multiple unit.

SIGNALS.

7. Employes whose duties may require them to give signals must provide themselves with the proper appliances, keep them in good order and ready for immediate use.

8. Flags of the prescribed color must be used by day, and lights of the prescribed color by night.

9. Day signals must be displayed, from sunrise to sunset but when day signals cannot be plainly seen, night signals must be used in addition.

Night signals must be displayed from sunset to sunrise.

10. COLOR SIGNALS.

Color	Indication
(a) Red.	Stop.
(b) Yellow.	Proceed with caution, and for other uses prescribed by the Rules.
(c) Green.	Proceed, and for other uses prescribed by the Rules.
(d) Yellow and green.	Flag stop. See Rule 28.
(e) Blue.	See Rule 26.
(f) Purple.	Stop. (Night indication for dwarf signals and derails.)

11. A train finding a red fusee burning on or near its track, must stop and extinguish the fusee and then proceed with caution, prepared to stop short of a train or obstruction.

Fusees must not be placed on bridges, highway crossings or other places where fire might be communicated to structures or cars.

When there is an engine pushing behind the caboose, and it is necessary to drop fusees from the caboose, they must be dropped so as to fall between the rails of the track on which the train to be protected is moving.

12. HAND, FLAG AND LAMP SIGNALS.

Note.—The hand, or a flag, moved the same as the lamp, as illustrated in the following diagrams, gives the same indication:

Manner of Using.

- Swung across the track—STOP.
- Held horizontally at arms length, when the train is moving—REDUCE SPEED.
- Raised and lowered vertically—PROCEED.
- Swung vertically in a circle at half-arm's length across the track when the train is standing—BACK.
- Swung vertically in a circle at arm's length across the track when the train is running—TRAIN HAS PARTED.
- Swung horizontally above the head when the train is standing—APPLY AIR BRAKES.
- Held at arm's length above the head when the train is standing—RELEASE AIR BRAKES.

Note.—Hand signaling includes the use of lamp, flag, torpedo and, where required, fusee signals.

13. Any object waved violently by anyone on or near the track is a signal to stop.

14. ENGINE AND MOTOR WHISTLE SIGNALS.

Note.—The signals prescribed are illustrated by "o" for short sound; "—" for long sounds. The sound of the whistle should be distinct, with intensity and duration proportionate to the distance signal is to be conveyed.

- (a) o apply brakes—Stop.
- (b) — — — Release brakes—Proceed.
- (c) — o o o Flagman protect rear of train.
- (d) — — — — — Flagman may return from west or south, as prescribed by Rule 99.
- (e) — — — — — Flagman may return from east or north as prescribed by Rule 99.
- (f) — — — — — When running, train parted; to be repeated until answered by signal prescribed by Rule 12 (e) Answer to Rule 12 (e).
- (g) o o Answer to any signal not otherwise provided for.
- (h) o o o When train is standing, back. Answer to Rule 12 (d) and 16 (c). When train is running, answer to 16 (d).
- (j) o o o o Call for signals.
- (k) — o o To call the attention of yard engines, extra train or trains of the same or inferior class or inferior right to signals displayed for a following section.
- (l) — — — o o Approaching public crossings at grade.
- (m) Omitted.
- (n) Omitted.
- (o) o — — Inspect train line for leak or for brake sticking.
- (p) A succession of short sounds is an alarm for persons or live stock on the track.
- (q) — o When running against the current of traffic (1) approaching stations, curves or other points where view may be obscured, (2) Approaching passenger or freight trains and when passing freight trains.

"For additional tracks the following signals will be used."

F-274.	Sound	
(r)	— — — — —	Flagman on track 1 may return.
(s)	— — — — — o	Flagman on track 3 may return.
(t)	— — — — —	Flagman on track 2 may return.
(u)	— — — — — o	Flagman on track 4 may return.

15. The explosion of two torpedoes is a signal to reduce speed and look out for a train ahead or obstruction.

The explosion of one torpedo will indicate the same as two but the use of two is required.

The explosion of torpedoes will be acknowledged as per Rule 14 (g).

15. (a) Torpedoes must not be placed near stations, road crossings, main track switches or in yards where persons are liable to be injured by them.

16. COMMUNICATING SIGNALS.

- (a) Two. When standing—start.
- (b) Two. When running—stop at once.
- (c) Three. When standing—back the train.
- (d) Three. When running—stop at next passenger station.
- (e) Four. When standing—apply or release air brakes.
- (f) Four. When running—reduce speed.
- (g) Five. When standing—recall flagman.
- (h) Five. When running—increase speed.
- (j) Six. When running—increase train heat.
- (k) One long when running—look back for hand signals.

17. The headlight will be displayed to the front of every train by night, but must be concealed when a train turns out to meet another and has stopped clear of main track, or is standing to meet trains at the end of double track or at junctions.

Electric headlights must be dimmed approaching towers, junctions, terminals, and opposing trains on double, three or more tracks, and while passing through yards.

When an engine is running backward a white light must be displayed by night on the rear of the tender.

18. Yard engines will display the headlight to the front and rear by night. When not provided with a headlight at the rear, a white light must be displayed. Yard engines will not display markers.

At night, when standing or moving about yards, road engines must display a red light to the rear.

19. The following signals will be displayed one on each side of the rear of every train, as markers to indicate the rear of the train: By day, yellow flags or marker lamps (not lighted). By night, yellow lights to the front and side and red lights to the rear, except when the train is clear of main track, when yellow lights must be displayed to the front, side and rear and except when a train is turned out against the current of traffic when yellow lights must be displayed to the rear on the side, next to the main track on which the current of traffic is in the direction the train is moving and a red light to the rear on the opposite side.

20. All sections except the last will display two green flags, and, in addition, two green lights by night, in the places provided for that purpose on the front of the engine.

21. Extra trains will display two white flags and, in addition, two white lights by night, in the places provided for that purpose on the front of the engine.

21 (a). Extra trains, except extra passenger trains, will omit the display of white signals.

22. When two or more engines are coupled, each engine shall display the signals as prescribed by Rules 19, 20 and 21.

23. One flag or light displayed where in Rules 19, 20 and 21, two are prescribed, indicate the same as two; but the proper display of all train signals is required.

24. When cars are pushed by an engine (except when shifting or making up trains in yards) a white light must be displayed on the front of the leading car by night.

25. Each car of a passenger train must be connected with the engine by a communicating signal appliance.

26. A blue signal, displayed at one or both ends of an engine, car or train, indicates that workmen are under or about it; when thus protected it must not be coupled to or moved. Workmen will display the blue signals and the same workmen are alone authorized to remove them. Other cars must not be placed on the same track so as to intercept the view of the blue signals, without first notifying the workmen.

USE OF SIGNALS.

27. A signal imperfectly displayed or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal, except that when the day indication is plainly seen it will govern, and when sufficient lights in a COLOR LIGHT signal are displayed to determine a PROCEED INDICATION of signal, it will govern as a proceed at slow speed prepared to stop indication.

Day and night aspects for color light signals have the same colors as the night aspects of three position signals.

Conductors and enginemen using a switch where the switch light is imperfectly displayed or absent, must, if practicable, correct or replace the light.

Imperfectly displayed signals must be reported to the Superintendent from the next open telegraph office at which the train stops.

28. A yellow and green signal by day, yellow light at night will be used to stop a train only at the flag stations indicated on its schedule. When it is necessary to stop a train at a point that is not a flag station on its schedule, a red signal must be used.

29. When a signal (except a fixed signal) is given to stop a train it must, unless otherwise provided, be acknowledged as prescribed by Rule 14 (g) or (h).

30. The engine-bell must be rung when an engine is about to move and while approaching and passing public crossings at grade.

31. The whistle must be sounded at all places where required by Rule or Law.

32. The unnecessary use of either the whistle or the bell is prohibited.

33. Watchmen stationed at highway crossings must use stop signals when necessary to stop trains. They will use prescribed signals to stop highway traffic.

34. The engineman and fireman must when practicable, communicate to each other by its name the indication of all signals affecting the movement of their train.

35. The following signals will be used by flagmen:

Day signals—A red flag,
Torpedoes and
Fuses.

Night signals—A red light,
A white light,
Torpedoes and
Fuses.

Note to Rule 21a.—The term "extra passenger trains" applies to any extra train assigned to passenger service, whether deadhead or otherwise.

SUPERIORITY OF TRAINS.

71. A train is superior to another train by right or class. Right is conferred by train order; class by time-table. Right is superior to class.
72. Trains of the first class are superior to those of the second; trains of the second class are superior to those of the third; and so on.
73. Extra trains are inferior to regular trains.

MOVEMENT OF TRAINS.

82. Time-table schedules, unless fulfilled are in effect for twelve hours after their time at each station.

Regular trains more than twelve hours behind either their schedule arriving or leaving time at any station lose both right and schedule and can thereafter proceed only as authorized by train order.

83. A train must not leave its initial station or a junction until it has been ascertained whether all superior trains due have left.

84. A train must not start until the proper signal is given.

85. When a train of one schedule is on the time of another schedule of the same class in the same direction it will proceed on its own schedule.

Trains of one schedule may pass trains of another schedule of the same class.

A section may pass and run ahead of another section of the same schedule, first exchanging train orders, signals and numbers with the section to be passed. The change in sections must be reported from the next available point of communication.

86. Unless otherwise provided an inferior train must clear the time of a superior train in the same direction not less than five minutes but must clear at the time a first class train in the same direction is due to leave the next station in the rear where time is shown.

91. Unless some form of block signals is used, trains in the same direction must be kept at least five minutes apart, except in closing up at stations. A train following a train carrying passengers must be kept at least ten minutes behind it.

91. (a) Where no form of block signals is used, train must be spaced in accordance with Rule 91 by the Agent or Operator, when on duty.

92. A train must not arrive at a station in advance of its schedule arriving time.

A train must not leave a station in advance of its schedule leaving time.

93. Within yard limits the main track may be used, protecting against regular trains.

Extra trains must move within yard limits prepared to stop, unless the main track is seen or known to be clear.

95. Two or more sections may be run on the same schedule.

Each section has equal time-table authority.

A train must not display signals for a following section, except as prescribed by Rule 85, without orders from the Superintendent.

97. Extra-passenger trains may run ahead of trains of any class.

98. Trains must approach the end of double track, junctions, railroad crossings at grade, and drawbridges, with caution. Where required by rule or by law, trains must stop.

Trains using a siding must proceed with caution, expecting to find it occupied by other trains.

99. When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes and when necessary, in addition, displaying lighted fuses.

When signal 14 (d) or 14 (e) has been given to the flagman and safety to the train will permit, he may return. When the conditions require he will leave the torpedoes and a lighted fuse.

The front of a train must be protected in the same way when necessary by the front trainman or fireman.

When a train is moving under circumstances in which it may be overtaken by another train, the flagman must take such action as may be necessary to insure full protection. By night or by day when the view is obscured lighted fuses must be thrown off at proper intervals.

When day signals cannot be plainly seen, owing to weather or other condition, night signals must also be used.

Conductors and enginemen are responsible for the protection of their trains.

Note to Rule 91a.—A red flag by day and a red light by night will be used to space trains. A train that is detained, when released, must receive clearance card (Form A TD) reading: "I have no orders for your train. Stop signal is displayed on account of Rule 91 (a)."

Flagman's Signals:

Day signals—A red flag,
Torpedoes and
Fuses.

Night signals—A red light,
A white light,
Torpedoes and
Fuses.

100. When the flagman goes back to protect the rear of the train, the next trainman or baggageman must, in the case of passenger trains, and the next trainman in the case of other trains, take his place on the train.

101. Trains must be fully protected against any known condition which interferes with their safe passage at normal speed.

When conditions are found which may interfere with the safe passage of trains at normal speed and no protection has been provided, such action must be taken as will insure safety.

102. If a train should part while in motion, trainmen must, if possible, prevent damage to the detached portions. The signals prescribed by Rules 12 (e) and 14 (f) must be given.

The detached portion must not be moved or passed until the front portion comes back.

The engineman and trainmen of the front portion must give the train-parted signal to trains running on the opposite track. A train receiving this signal or being otherwise notified that a train on the opposite track has parted, must immediately reduce speed and proceed with caution until the separated train is passed.

When a train is disabled so it may obstruct the opposite track, trains on that track must be stopped.

103. When cars are pushed by an engine, except when shifting or making up trains in yards, a trainman must take a conspicuous position on the front of the leading car.

104. Switches must be left in proper position after having been used. Conductors are responsible for the position of the switches used by them and their trainmen, except where switchtenders are stationed, but, when practicable, the engineman must see that the switches nearest the engine are properly set.

A switch must not be left open for a following train unless in charge of a trainman of such train.

105. Both the conductor and the engineman are responsible for the safety of the train and the observance of the rules, and, under conditions not provided for by the rules, must take every precaution for protection.

106. Any train approaching a station, where a train is receiving or discharging passengers, mails, baggage, express or freight, must be stopped before reaching the station and must not proceed until the train moves away, except where proper safeguards are provided between tracks.

107. In case of doubt or uncertainty the safe course must be taken.

108. Flying switches (dropping out a car or cars while train is in motion) must not be made. Running switches (placing cars on a siding so situated that they cannot be pushed in by the engine) must not be made with cars occupied by passengers, explosives, inflammables, or acids; nor over a public crossing at grade without protection of a flagman. Car set out must be properly protected by the application of hand brakes.

109. General Orders will be posted at points designated on the time-table.

All train employes must read them carefully before departing on their runs, and affix their signatures in the space provided for that purpose.

110. Passenger stations must not be obstructed, preventing passengers from boarding trains. Public crossings must not be obstructed unnecessarily, and in no case over five minutes. If necessary to separate train, the crossing must be protected before recoupling.

151. Trains must keep to the right unless otherwise provided.

152. When a train crosses over to or obstructs the other track, unless otherwise provided it must first be protected as prescribed by Rule 99 in both directions on that track.

RULES FOR MOVEMENT BY TRAIN ORDERS.

201. For movements not provided for by time-table, train orders will be issued by authority and over the signature of the Superintendent. They must contain neither information nor instructions not essential to such movements.

They must be brief and clear; in the prescribed forms when applicable; and without erasure, alterations or interlineation.

202. Each train order must be given in the same words to all persons or trains addressed.

203. Train orders must be numbered consecutively each day, beginning at midnight.

The same number shall not be issued on more than one dispatching district within one Superintendent's jurisdiction.

204. Train orders must be addressed to those who are to execute them, naming the place at which each is to receive his copy. Those for a train must be addressed to the conductor and engineman, and also to anyone who acts as its pilot. A copy for each employe addressed must be supplied by the operator.

Orders addressed to operators restricting the movement of trains must be respected by conductors and enginemen the same as if addressed to them.

205. Each train order must be written in full in a book provided for the purpose at the office of the Chief Train Dispatcher; and with it recorded the names of those who have signed for the order; the time and the signals which show when and from what offices the order was repeated and the responses transmitted; and the train dispatcher's initials. These records must be made at once, and never from memory or memoranda.

206. In train orders regular trains will be designated as "No. 10," and sections as "Second 10," adding engine numbers if desired. Extra trains will be designated by engine numbers, and the direction as "Extra 798 'East' or 'West.'"

In transmitting train orders by telegraph time may be stated in figures only or duplicated in words.

In transmitting train orders by telephone the names of stations must be plainly pronounced, and then spelled, letter by letter, thus: Aurora, A-u-r-o-r-a; all numerals must first be pronounced, and then followed by spelling, thus: 1-0-5, O-n-e N-a-u-g-h-t F-l-v-; the train dispatcher must write the order as he transmits it and underscore it as it is being repeated. The letters duplicating names of stations and numerals will not be written in the order book nor upon train orders.

Even hours must not be used in stating time of day in train orders, such as 10:00 A. M.

207. To transmit a train order, the signal "31" or the signal "19" followed by the direction must be given to each office addressed, the number of copies being stated, if more or less than three—thus, "31 West, copy 5," or "19 East, copy 2."

208. A train order to be sent to two or more offices must be transmitted simultaneously to as many of them as practicable. When not sent simultaneously to all, the order must be sent first to the superior train.

209. Operators receiving train orders must write them in manifold during transmission. If they cannot at one writing make the requisite number of copies, they must make others from one of the copies previously made, and repeat to the train dispatcher from the new copies each time additional copies are made. They must retain a copy of each train order.

210. When a "31" train order has been transmitted, operators must, unless otherwise directed, repeat it at once from the manifold copy in the succession in which the several offices have been addressed, and then write the time of repetition on the order. Each operator receiving the order should observe whether the others repeat correctly.

Those to whom the order is addressed, except enginemen, must then sign it, and the operator will send their signatures preceded by the number of the order to the train dispatcher. The response "complete," and the time, with the initials of the Superintendent, will then be given by the train dispatcher. Each operator receiving this response will then write on each copy the word "complete," the time, and his last name in full, and then deliver a copy to each person addressed, except enginemen. The copy for each engineman must be delivered to him personally by the conductor or pilot. The conductor or pilot must read the order aloud to the operator. The engineman must read the order aloud to the conductor or pilot.

Enginemen must show train orders to firemen and when practicable to forward trainmen. Conductors must show train orders when practicable to trainmen.

Note to Rule 206.—when two or more engines are coupled the leading engine only will be designated in train orders but engineman of assisting engine, or engines, must be supplied with copy of train order; engines of foreign lines will be designated by their initials in addition to their numbers.

Note to Rule 209.—The use of the typewriter and indelible pencil is prohibited.

Note to Rule 210.—All used train orders must be turned in promptly to the Superintendent's office for inspection.

211. When a "19" train order has been transmitted, operators must, unless otherwise directed, repeat it at once from the manifold copy, in the succession in which the several offices have been addressed. Each operator receiving the order should observe whether the others repeat correctly. When the order has been repeated correctly by an operator, the response "complete," and the time, with the initials of the Superintendent, will be given by the train dispatcher. The operator receiving this response will then write on each copy the word "complete," the time, and his last name in full, and personally deliver a copy to each person addressed without taking his signature. But when delivery to engineman will take the operator from the immediate vicinity of his office, the engineman's copy will be delivered by the conductor or pilot.

When a "19" train order restricting the superiority of a train is issued for it at the point where such superiority is restricted, the train must be brought to a stop before delivery of the order.

Form "19" train orders must not be used to restrict the superiority of a train except where block signals are in use.

Enginemen must show orders to firemen and when practicable to forward trainmen. Conductors must show train orders when practicable to trainmen.

212. When so directed by the train dispatcher, a train order may be acknowledged before repeating, by the operator responding, "X;—(Number of Train Order)—to—(Train Number)—" with the operator's initials and office signal. The operator must then write on the order his initials and the time.

213. "Complete" must not be given to a train order for delivery to an inferior train until the order has been repeated or the "X" response sent by the operator who receives the order for the superior train.

214. When a train order has been repeated or "X" response sent, and before "complete" has been given, the order must be treated as a holding order for the train addressed, but must not be otherwise acted on until "complete" has been given.

If the line fails before an office has repeated an order or has sent the "X" response, the order at that office is of no effect and must be treated as if it had not been sent.

The operator who receives and delivers a train order must preserve the lowest copy.

216. For train orders delivered by the train dispatcher the requirements as to the record and delivery are the same as at other offices.

217. A train order to be delivered to a train at a point not a train order office, or at one at which the office is closed, must be addressed to

"C. and E.at....., care of" and forwarded and delivered by the conductor or other person in whose care it is addressed. When form "31" is used "complete" will be given upon the signature of the person by whom the order is to be delivered, who must be supplied with copies for the conductor and engineman addressed, and a copy upon which he shall take their signatures. This copy he must deliver to the first operator accessible, who must preserve it, and at once transmit the signatures of the conductor and engineman to the train dispatcher.

Orders so delivered must be acted on as if "complete" had been given in the usual way.

For orders which are sent, in the manner herein provided, to a train, the superiority of which is thereby restricted, "complete" must not be given to an inferior train until the signatures of the conductor and engineman of the superior train have been sent to the train dispatcher.

218. When a train is named in a train order by its schedule number alone, all sections of that schedule are included, and each must have copies delivered to it.

219. An operator must not repeat or give the "X" response to a train order for a train which has been cleared or of which the engine has passed his train-order signal until he has obtained the signatures of the conductor and engineman to the order.

220. Train orders once in effect continue so until fulfilled, superseded or annulled. Any part of an order specifying a particular movement may be either superseded or annulled.

Orders held by or issued for or any part of an order relating to a regular train become void when such train loses both right and schedule as prescribed by Rule 4 and 82, or is annulled.

When a conductor or engineman, or both, is relieved before the completion of a trip, all train orders and instructions held must be delivered to the relieving conductor or engineman. Such orders or instructions must be compared by the conductor and engineman before proceeding.

Note to Rule 211.—All used train orders must be turned in promptly to the Superintendent's office for inspection.

221. When an operator receives the signal "31," or "19," followed by the direction, he must immediately display the "stop signal" for the direction indicated and then reply "stop displayed," adding the direction; and until the orders have been delivered or annulled, the signal must not be restored to "PROCEED." While "STOP" is indicated trains must not proceed without a clearance card Form A. (T. D.).

Operators must have the proper appliances for hand signaling ready for immediate use if the fixed signal should fail to work properly. If a signal is not displayed at a night office, trains which have not been notified must stop and ascertain the cause, and report the facts to the Superintendent from the next available point of communication.

Where the semaphore is used, the arm indicates "stop" when horizontal and "proceed" when in a vertical or diagonal* position. Operators must observe whether the indications of the Train Order Signals correspond with the position of the levers.

221. (a). A passenger train approaching a station at which the train order signal indicates stop may, after acknowledging same as prescribed in Rule 14 (g), pass the signal to do station work. Train having passed train order signal in this manner must not proceed without clearance card.

222. Operators must promptly record and report to the train dispatcher the time of departure of all trains and the direction of extra trains. They must record the time of arrival of trains and report it when so directed.

223. The following signals and abbreviations may be used: Initials for signature of the Superintendent. Such office and other signals as are arranged by the Superintendent.

C & E—for Conductor and Engineman.
C & M—for Conductor and Motorman.
X—Train will be held until train order is made "complete."
Com—for Complete.
No—for Number.
Eng—for Engine.
Sec—for Section.
Pass—for Passenger.
Frt—for Freight.
Mins—for Minutes.
Jct—for Junction.
Dispr—for Train Dispatcher.
Opr—for Operator.

31 or 19—to clear the line for Train Orders, and for Operators to ask for Train Orders.

S D—for "Stop Displayed."

4—Where shall I go ahead?

13—I understand; or, do you understand?

23—The following is for you and others.

27—This telegram must have preference over all other business (except Train Orders, "Wire" and Signal 29) and will be used only by the President, Vice-President, General Manager and General Superintendent.

29—Reporting accidents and requests for the wreck train. Has preference over all other business except Train Orders. The usual abbreviations for the names of the months and stations.

FORMS OF TRAIN ORDERS.

Note.—In the forms of train orders, the words and figures in full-faced type are examples, indicating the manner in which the orders are to be filled out.

B.

Directing a Train to Pass or Run Ahead of Another Train

- (1) No. 1 pass No. 3 at K.
Both trains will run according to rule to the designated point and there arrange for the rear train to pass promptly.
- (3) Extra 594 east run ahead of No. 6 M to B.
The first-named train will run ahead of the second-named train between the points designated.
- (5) No. 1 pass No. 3 at K and run ahead of No. 7 M to Z.
When an inferior train receives an order to pass a superior train, right is conferred to run ahead of the train passed from the designated point. Unless some form of block signals is used, the following train will run with caution, looking out for the designated train, ahead until the order is fulfilled.

* Angle above or below the horizontal.

Note to Rule 221.—At interlocking stations not equipped with train order signals, a red flag by day and a red light by night must be displayed, where it can be plainly seen, toward the approaching train in addition to the "Stop" indication of the Home interlocking signal.

E.

Time Orders.

- (1) No. 1 run 50 mins late A to G.
This makes the schedule time of the train named, between the stations mentioned, as much later as stated in the order, and any other train receiving the order is required to run with respect to this later time, as before required to run with respect to the regular schedule time. The time in the order should be such as can be easily added to the schedule time.
- (2) No. 1 run 50 mins late A to G and 20 mins late G to K, etc..
This makes the schedule time of the train named, between the stations mentioned, as much later as stated in the order, and any other train receiving the order is required to run with respect to this later time as before required to run with respect to the regular schedule time. The time in the order should be such as can be easily added to the schedule time.

F.

For Sections.

- (1) Eng. 20 display signals and run as First 1 A to Z.
To be used when the number of the engine for which signals are displayed is unknown, and is to be followed by (2) both being single-order examples.
- (2) Eng. 25 run as Second 1 A to Z.
- (3) No. 1 display signals A to G for Eng. 85.
Second 1 display signals B to E for Eng. 99.
- (4) Eng. 20, 25 and 99 run as First, Second and Third 1 A to Z.
To add an intermediate section, (5) will be used.
- (5) Eng. 85 display signals and run as Second 1 A to Z. Following sections change numbers accordingly.
The engine named will display signals and run as directed, and following sections will take the next higher number.
To drop an intermediate section, (6) will be used.
- (6) Eng. 85 is withdrawn as Second 1 at H. Following sections change numbers accordingly.
The engine named will drop out at H, and following sections will take the next lower number.
To substitute one engine for another on a section, (7) will be used.
- (7) Eng. 18 instead of Eng. 85 display signals and run as Second 1 R to Z.
The second-named engine will drop out at R, and be replaced by the first-named engine.
If the second-named engine is the last section, the words "display signals and" will be omitted. Following sections need not be addressed.
To discontinue the display of signals, (8) will be used.
- (8) Second 1 take down signals at D.
The train named will take down signals as directed, and a following section must not proceed beyond the designated point.
To pass one section by another, (9) will be used.
- (9) Eng. 99 and 25 reverse positions as Second and Third 1 H to Z.
Conductors and enginemen of the trains addressed will exchange orders and signals. Following sections, if any, need not be addressed.
Each section affected by these orders must have copies, and must arrange signals accordingly.
To annul a section for which signals have been displayed over a division, or any part thereof, when no train is to follow the signals, Form K must be used.
When sections are run to an intermediate point of a schedule, the train orders must specify which section or sections shall assume the schedule beyond such point.

J.

Holding Order.

Hold No. 2.

Hold all, (or eastward), trains.

When a train has been so held it must not proceed until the order to hold is annulled, or an order given to the operator in the form:

— may go.

These orders will be addressed to the operator and acknowledged in the usual manner, and will be delivered to conductors and enginemen of all trains affected.

Form J will be used only when necessary to hold trains until orders can be given, or in case of emergency.

K.

Annuling a Schedule or a Section.

No. 1 due to leave A Feb. 29th is annulled A to Z.

Second 5 due to leave E Feb. 29th is annulled E to G.

The schedule or section annulled becomes void between the points named and cannot be restored.

L.

Annuling an Order.

Order No. 10 is annulled.

If an order which is to be annulled has not been delivered to a train, the annulling order will be addressed to the operator, who will destroy all copies of the order annulled but his own, and write on that:

Annulled by Order No. _____.

An order which has been annulled must not be reissued under its original number.

M.

Annuling Part of an Order.

That part of Order No. 10 reading No. 1 meet No. 2 at S is annulled.
That part of Order No. 12 reading No. 3 pass No. 1 at S is annulled.

D-R.

Providing for a Movement Against the Current of Traffic.

(1) No. 1 has right over opposing trains on No. 2, (or eastward), track C. to F.

The designated train must use the track specified between the points named and has right over opposing trains on that track between those points. Opposing trains must not leave the point last named until the designated train arrives.

An inferior train between the points named moving with the current of traffic in the same direction as the designated train must receive a copy of the order, and may then proceed on its schedule, or right.

This order may be modified as follows:

(2) After No. 4 arrives at C No. 1 has right over opposing trains on No. 2, (or eastward), track C to F.

The train to be moved against the current of traffic must not leave the first-named point until the arrival of the first-named train.

A train must not be moved against the current of traffic until the track on which it is to run has been cleared of opposing trains.

D-S.

Providing for the Use of a Section of Double Track as Single Track. No. 1, (or westward), track will be used as single track between F and G.

If it is desired to limit the time for such use, add from 1:01 p. m. to 3:01 p. m.

All trains must use the track specified between the stations named and will be governed by rules for single track.

Trains running against the current of traffic on the track named must be clear of the track at the expiration of the time named, or protected as prescribed by Rule 99.

RULES GOVERNING THE MOVEMENT OF TRAINS WITH THE CURRENT OF TRAFFIC ON TWO OR MORE TRACKS BY INTERLOCKING OR BLOCK SIGNALS.

D-251. On portions of the road so specified trains will run with the current of traffic by interlocking or block signals whose indications will supersede time-table superiority.

D-252. The movement of trains will be supervised by the train dispatcher, who will issue instructions to signalman when required.

D-253. Omitted.

D-254. Except as affected by rules D-251 to D-253, all Interlocking, Block Signal and Train Rules remain in force.

BLOCK SIGNAL RULES.

Definitions.

BLOCK.—A length of track of defined limits, the use of which by trains is governed by block signals.

BLOCK STATION.—A place for which block signals are operated.

FIXED SIGNAL.—A signal of fixed location, indicating a condition affecting the movement of a train.

BLOCK SIGNAL.—A fixed signal governing the use of a block.

HOME BLOCK SIGNAL.—A fixed signal at the entrance of a block to govern trains in entering and using that block.

DISTANT BLOCK SIGNAL.—A fixed signal used in connection with a Home Block Signal to govern the approach thereto.

BLOCK SYSTEM.—A series of consecutive blocks.

AUTOMATIC BLOCK SYSTEM.—A series of consecutive blocks governed by block signals operated by electric, pneumatic or other agency actuated by a train, or by certain conditions affecting the use of a block.

505. Block signals govern the use of the blocks, but, unless otherwise provided, do not supersede the superiority of trains; nor dispense with the use or the observance of other signals whenever and wherever they may be required.

506. Lights must be used upon all block signals from sunset to sunrise and whenever the signal indications cannot be clearly seen without them.

INTERLOCKING.

Definitions.

INTERLOCKING.—An arrangement of switch, lock and signal appliances so interconnected that their movements must succeed each other in a pre-determined order.

INTERLOCKING PLANT.—An assemblage of switch, lock and signal appliances, interlocked.

INTERLOCKING STATION.—A place from which an interlocking plant is operated.

FIXED SIGNAL.—A signal of fixed location indicating a condition affecting the movement of a train.

INTERLOCKING SIGNALS.—The fixed signals of an interlocking plant.

HOME SIGNAL.—A fixed signal at the entrance of a route or block to govern trains in entering and using said route or block.

DISTANT SIGNAL.—A fixed signal used in connection with one or more home signals to govern the approach thereto.

DWARF SIGNAL.—A low home signal.

605. Interlocking signals govern the use of the routes of an interlocking plant, and as to movements within Home Signal limits, their indications supersede the superiority of trains, but do not dispense with the use or the observance of other signals whenever and wherever they may be required.

ENGINEMEN AND TRAINMEN.

508. Block signals for a track apply only to trains moving with the current of traffic on that track.

509. When a train is stopped by a block signal it may proceed:

(b) On two or more tracks at once at slow speed, expecting to find a train in the block, broken rail, obstruction or switch not properly set.

510. When a train is stopped by a block signal which is evidently out of order, and not so indicated, the fact must be reported to the Superintendent.

511. Both switches of a cross-over must be open before a train starts to make a cross-over movement, and the movement must be completed before either switch is restored to normal position.

512. Where switch indicators are used, the indications displayed do not relieve enginemen and trainmen from protecting their train as required by the rules.

513. Switch indicators will display a red disc, or semaphore arm at "Stop" indication, from the time a train approaches and until it passes out of the block in which the switch indicators are located.

514. Before using any switch in or leading to main track, switch indicator must be examined. If indicator displays a red disc or semaphore arm at "Stop" indication, and no superior train is due, switch may be used under proper protection. Trains entering a block from sidings or other main tracks between block signals while switch indicator shows a red disc or semaphore arm at "STOP" indication will be governed by Rule 509.

515. Cars placed on sidings must be set back of derails and insulated joints and derailing switches set to derail and crossout switches on sidings set for sidings.

516. Reports of detentions to trains by signals must be made by enginemen to the Superintendent.

1. At next stopping place at which there is means of communication after passing through the block section.

2. By mail at end of trip.

Enginemen will be particular to show correct number of signal and will properly report all detentions, excepting those known to have been caused by trains ahead. If detention was caused by open switch, derail not set to derail or cars fouling main track, report should so state.

SIGNALMEN.

Note.—The term "Signalman" applies to an employee who operates or directs the operation of signals from an interlocking station.

611. The normal indication of Home Signals—Stop; of Distant Signals—Caution.

612. Levers, or other operating appliances must be used only by those charged with that duty and as directed by the rules.

613. When the route is set the signals must be operated sufficiently in advance of approaching trains to avoid delay.

614. Signals must be restored so as to display their most restrictive indication as soon as the train or engine for which they were cleared has passed the signal.

615. If necessary to change any route for which the signals have been cleared for an approaching train or engine, switches must not be changed or signals cleared for any conflicting route until the train or engine, for which the signals were first cleared, has stopped.

616. A switch, or lock, must not be moved when any portion of a train or an engine is standing on or closely approaching the switch, detector bar or circuit.

617. Levers must be operated carefully and with a uniform movement. If any irregularity, indicating disarranged connections, is detected in their working, the signals must be restored so as to display their most restrictive indication and the connections examined.

618. During cold weather the levers must be moved as often as may be necessary to keep connections from freezing.

619. During storms or while snow or sand is drifting special care must be used in operating switches. If the force whose duty it is to keep the switches clear is not on hand promptly when required, the fact must be reported to the Superintendent.

620. If a signal fails to work properly its operation must be discontinued and until repaired the signal secured so as to display its most restrictive indication.

621. Signalmen must observe, as far as practicable, whether the indications of the signals correspond with the positions of the levers.

622. Signalmen must not make nor permit any unauthorized repairs, alterations or additions to the plant.

Any defects in the interlocking plant must be promptly reported to the Superintendent.

623. If there is a derailment or if a switch is run through, or if any damage occurs to the track or interlocking plant, the signals must be restored so as to display their most restrictive indication, and no train or switching movement permitted until all parts of the interlocking plant and track liable to consequent injury have been examined and are known to be in a safe condition.

624. If necessary to disconnect a switch, derail, detector bar, or its equivalent, or a lock, all switches or derails affected must be safely secured.

625. When switches or signals are undergoing repairs, signals must not be displayed for any movements which may be affected by such repairs, until it has been ascertained from the repairmen that the switches are properly set for such movements.

626. Signalmen must observe all passing trains and note whether they are complete and in order; should there be any indication of conditions endangering the train, or any other train, the signalman must take such measures for the protection of trains as may be practicable.

627. If a signalman has information that an approaching train has parted he must, if possible, stop trains or engines on conflicting routes, clear the route for the parted train, and give the Train-parted signal to the engineman.

628. Signalmen must have the proper appliances for hand signaling ready for immediate use. Hand signals must not be used when the proper indication can be displayed by the interlocking signals. When hand signals are necessary they must be given from such a place and in such a way that there can be no misunderstanding on the part of enginemen or trainmen as to the signals, or as to the train or engine for which they are given.

629. If necessary to discontinue the use of any interlocking signal hand signals must be used and the Superintendent notified.

630. Signalmen will be held responsible for the care of the interlocking station, lamps and supplies; and, unless otherwise provided, of the interlocking plant.

631. Lights in interlocking stations must be so placed that they cannot be seen from approaching trains.

632. Lights must be used upon all interlocking signals from sunset to sunrise and whenever the signal indications cannot be clearly seen without them.

633. If a train or engine overruns a Stop-signal, the fact must be reported to the Superintendent.

634. Signalmen must not permit unauthorized persons to enter the interlocking station.

Note to Rule 628.—Hand signaling includes the use of lamp, flag, torpedo and fusee signals.

ENGINEMEN AND TRAINMEN.

661. If a signal, permitting a train to proceed, after being accepted, is changed to a Stop-signal before it is reached, the stop must be made at once. Such occurrence must be reported to the Superintendent.

662. Trains or engines must not pass a signal indicating stop, except as provided in Rule 663.

663. Trains or engines must not proceed on hand signals as against interlocking signals until enginemen and trainmen are fully informed of the situation and know that they are properly protected.

664. The engineman of a train which has parted must sound the whistle signal for Train-parted on approaching an interlocking plant.

665. An engineman receiving a Train-parted signal from a signalman must answer by the whistle signal for Train-parted.

666. When a parted train has been re-coupled the signalman must be notified.

667. Sand must not be used over movable parts of an interlocking plant.

668. Conductors must report to the Superintendent any unusual detention at interlocking plants.

669. Trains or engines stopped by the signalman in making a movement through an interlocking plant, must not move in either direction until they have received the proper signal from him.

670. A reverse movement within the limits of an interlocking plant, or a forward movement after making a reverse movement, must not be made without the proper interlocking signal or permission from the signalman.

REPAIRMEN.

Note.—The term "Repairmen" applies to an employe who maintains or repairs an interlocking plant.

681. Repairmen are responsible for the inspection, adjustment and proper maintenance of all the interlocking plants assigned to their care.

682. When the condition of switches or track does not admit of the proper operation or maintenance of the interlocking plant, the fact must be reported to the Superintendent.

683. When any part of an interlocking plant is to be repaired a thorough understanding must first be had with the signalman, in order to secure the safe movement of trains and engines during repairs. The signalman must be notified when the repairs are completed.

684. If necessary to disconnect a switch, derail, detector bar, or its equivalent, or a lock, all switches or derails affected must be safely secured before any train or engine is permitted to pass over them.

685. Alterations or additions to an interlocking plant must not be made unless authorized by the Signal Engineer.

686. Repairmen when on duty, or subject to call must keep their respective headquarters advised as to where they can be found, and respond promptly when called.

CAB SIGNAL RULES.

1. A cab signal system affecting trains moving with the current of traffic is in service as follows:

WOODBRIDGE JUNCTION TO BAY HEAD JUNCTION—

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.

(d) Pennsylvania Railroad engines between Woodbridge Junction and South Amboy Junction; Pennsylvania Railroad "motor cars" and also engines of extra trains CB-14 and CB-15 between Point Pleasant and Bay Head Junction.

3. (a) Before leaving engine terminal engineman must make the required departure tests.

(b) Engines must not enter cab signal territory without having cut-out cock fixed in cut-in position.

4. Cab signals will not indicate track conditions when:










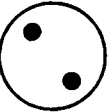
(a) Passing over cut-in loops.

(b) Engine is moving backward.

(c) Outside of cab signal territory.

(d) Moving against the current of traffic.

6. CAB SIGNALS:

Indications	ASPECTS	
	C. R. R. of N. J. Engines	P. R. R. Engines
PROCEED		
Approach next signal at re- stricted speed		
		
Proceed at re- stricted speed prepared to stop at next signal		
Proceed at slow speed prepared to stop short of any ob- struction		

Cab signal indications do not supersede block signal and interlocking signal indications except:

- (a) When the cab signal changes to a more restrictive indication than that displayed by the last wayside signal.
- (b) When the cab signal changes to a less restrictive indication than that displayed by the last wayside signal and the train is clear of possible broken rail, or restricted speed route.

7. When the cab signal changes to a more restrictive indication, engineman must acknowledge the change of indication.

8. Engineman must not operate the acknowledging lever until after signal indication has been observed and is being obeyed.

9. When cab signal apparatus fails to cut in or becomes inoperative in cab signal territory and repairs cannot be made by the engineman, he may, if necessary, cut out whistle. The train may then proceed at one-half the authorized speed but not exceeding 30 miles per hour to the first point of communication and the fact reported to and instructions received from Superintendent.

10. Any defect in, or failure of, cab signal apparatus must be reported on Form 4392 at first open telegraph office at which train stops.

11. In cab signal territory, if the cab signal warning whistle sounds longer than six (6) seconds, the fireman on engine or the trainman nearest operating compartment on a MU will immediately go to the engineman.

Divisional Staff

Superintendent
R. F. DICKERSON

Assistant Superintendent
E. T. M. CARR

Assistant Train Master
M. H. STROLLO

Road Foreman of Engines, CRR of NJ
J. B. VAN NATTA

Engineer Maintenance of Way
S. L. MAPES

Assistant Engineer Maintenance of Way
E. J. ROBRECHT

Chief Train Dispatcher
S. D. LAYER

Train Dispatchers
D. J. COGAN
A. E. FISHER
W. BOZARTH
W. A. TILTON, JR.

