WHAT ARE SOME OF THE INGREDIENTS OF A SAFE MAN?

- Physical Fitness.
- Mental Alertness.
- A Sincere Desire to Work Safely.
- A Working Knowledge and Proper Understanding of the Rules.
- Cheerful Compliance with the Rules.
- Teamwork and Cooperation.
- Knowledge of the Importance of Details.
- Appreciation of our Individual Responsibility to ourselves, our families, our fellow-workers and our Railroad.

THE BOOK of RULES IS YOUR PLAN of WORK

It contains the thought of practical and experienced railroad men. Operating Rules are the result of the application of common sense and good judgment based on experience. To get the thought out of the book, you must open it and study it. Each rule violation is a potential accident. Faithful observance of the rules will prevent accidents. A rule of seemingly small importance becomes the most important rule in the book when its violation causes an accident.

Read the Rule . . . Study the Rule . . . Know what to do under the Rule, and why . . . Then DO it!

NO DETAIL IS UNIMPORTANT!

READING COMPANY

PHILADELPHIA DIVISION

GENERAL AND SPECIAL INSTRUCTIONS No. 2

Effective 2.01 A.M., Eastern Standard Time

SUNDAY, JANUARY 1, 1967

For the Government of Employes Only

Employes must have a copy of the current special instructions with them while on duty. These instructions are a part of the Time Table currently in effect.

C. RITTENHOUSE
Superintendent

SAFETY ALWAYS

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

PRESS OF ALLEN, LANE & SCOTT, PHILADELPHIA

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TEAR OFF, SIGN AND RETURN TO EMPLOYING OFFICER

READING COMPANY

_____

Date.....*1967*

I hereby acknowledge receipt of copy of PHILADELPHIA DIVISION GENERAL and SPECIAL INSTRUCTIONS NO. 2.

Name.....

Employed as.....

Location.....

READING COMPANY

PHILADELPHIA DIVISION

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Superintendent

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SPECIAL INSTRUCTIONS

AMERICAN STREET BRANCH
Tabor Junction to Willow Street

1. Remote Controlled Interlockings.

(A) **Tabor Junction.**

Interlocking signals and switches governing movement between main tracks, American Street Branch and Newtown Siding are controlled by Operator at "WS" Wayne Junction Control Station.

Trains finding signals at "Stop" must immediately communicate with Operator at "WS" Wayne Junction Control Station for instructions.

This also applies to trains which stop at automatic signal Y51 on No. 2 track, American Street Branch.

Telephones connecting with "WS" Wayne Junction Control Station are located at automatic signal Y51 on American St. Branch, Eastward Home Signal, Tabor Branch, Eastward Home Signal, American Street Branch, Westward Home Signal, Bethlehem Branch and at Westward Interlocking Dwarf Signal governing movement to American Street Branch.

2. CROSSING AND FLAG PROTECTION

At grade crossings protected by flasher signals and/or automatic gates with white lamp on outside of relay case, lamps are lighted on approach of train. Lamp not lighted must be reported to Train Dispatcher.

(a) Flasher signals at highway grade crossings are arranged so that signals will operate automatically for through movements in either direction with and against the current of traffic on each main track at the following points.

Berks St.
Norris St.
Diamond St.
Susquehanna Ave.
Dauphin St.
York St.
Cumberland St.
Huntingdon St.
Lehigh Ave.
Somerset St.
Cambria St.
Indiana Ave.

(b) At grade crossings not protected by flasher signals or gates, a member of the crew, equipped with a red flag by day and with a lighted red lamp and a lighted white lamp by night, must precede each movement over these crossings and properly warn the traveling public of the approach of such engine, car or train.

(c) Crossings at York St., Cumberland St., Susquehanna Ave., Dauphin St., Diamond St., Norris St., Berks St., Huntingdon St., Indiana Ave., Cambria St. and Somerset St. crossing alarm bells, highway crossing signals, electrically operated crossing gates and gate down lights are in service, manually controlled by watchmen stationed in the elevated cabins located at Berks Street and Lehigh Ave.

Each crossing is provided with flashing amber lights. These are located on track side of gate mast on either side of crossing. When flashing they indicate that crossing protective facilities are in operation.

If flashing amber lights are not operating, movement shall stop with leading end of train clear of crossing but not less than ten (10) feet from near side and observe that gates are in full lowered position and crossing is clear of highway traffic before proceeding.

AMERICAN STREET BRANCH—(Cont.)
Tabor Junction to Willow Street

Crossing clearance points are established by clearance signs marked (C) located east and west of crossings.

Cars, engines or trains must not be left standing between crossing clearance points. Occupancy of track between clearance points will cause automatic crossing gates to lower and remain lowered for entire time track is occupied.

Talk-back speakers and telephones with connection to watchmen at Berks Street and Lehigh Ave. are located inside telephone enclosures on pipe standards located at York St., Cumberland St., Susquehanna Ave., Diamond St., Norris St., Huntingdon St., Indiana Ave., Cambria St. and Somerset St. To contact watchmen at Berks Street and Lehigh Ave. by talk-back speaker, press push-to-talk button located on mast.

Crossing clearance points are established by clearance signs marked "C" located east and west of the crossings.

Cars or engines must not be left standing on these crossings between clearance points as this will prevent watchmen from raising the gates.

Trains intending to make movements on any track over any of these crossings shall approach the crossing prepared to STOP and if gates are not in lowered position and amber gate down lights, located on track side of gate mast on either side of crossing, are not flashing, they shall stop clear of crossing and contact watchman at Berks Street by talk-back speaker. If gates are not immediately lowered, contact watchman by telephone.

Westward movement on running track at Master Street must stop with leading end of engine or train clear of crossing but not less than ten (10) feet from the near side and observe that gates are in full lowered position and crossing is clear of highway traffic before proceeding.

(d) **Front and Brown Streets;**
Front and Willow Street.

2nd Street and Germantown Avenue;
2nd Street and Girard Avenue.

Engine and train movements over these crossings must not exceed speed of two (2) miles per hour and must be preceded by member of train crew with proper flagging equipment.

AMERICAN STREET BRANCH—(Cont.)
Tabor Junction to Willow Street

(e) Movements over the following crossings are protected by automatic gates and flashing signals which will operate with and against the current of traffic as indicated below.

Flashing signals and gates will operate when engine train or cars occupy track circuits within the limits on various tracks as listed below

Branch	Location	Name of Crossing	Single	No. 1 Track	No. 2 Track	No. 3 Track	No. 4 Track	Side Track
American Street	West of Fairhill Junction	Master Street	140' E. 200' W.					20'
American Street	West of Fairhill Junction	Jefferson Street	150' E. 150' W.					20'
American Street	West of Fairhill Junction	Oxford Street	240' E. 200' W.					20'
American Street	West of Fairhill Junction	Columbia Avenue	240' E. 85' W.					20'

An engine or train, having crossed the crossing and having stopped within the limits of control points, shall not recross the crossing, if gates have raised to vertical position and crossing signals stopped operating, without providing flag protection, subject to the requirements of Operating Rule "T" of Rules for Government of the Operating Department.

Cars, engines or trains must not be left standing between clearance points specified. Occupancy of track between clearance points will cause gates to lower and remain in lowered position for entire time track between clearance points is occupied.

Engines or trains having stopped within the limits of control starts for automatic crossing protection, must approach the crossing prepared to stop if crossing is not properly protected; those operating within the limits of control starts, at less than authorized speed, must not increase their speed until leading end has arrived at the crossing.

Movements on side tracks must stop clear of crossing but not less than ten (10) feet from near side and observe that gates are in full lowered position before proceeding.

3. Wayside Telephones connecting with locations as indicated.

Location	Connects With
Erie Ave.—Yard Master's Office.	"NQ" Tower Erie Ave.
On pole 100 feet west of signal Y31, west of 5th Street.....	Erie Avenue—Yardmaster.
American and Dauphin Streets..... Indiana Avenue.....	Montgomery Ave.—Yardmaster.

AMERICAN STREET BRANCH—(Cont.)
Tabor Junction to Willow Street

4. MISCELLANEOUS INSTRUCTIONS.

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

Location	Tracks Involved
Tabor Jct., west of.....	Side track—Globe Solvents Co.

Members of train crews are prohibited from going on top of box cars, locomotives, tenders or other high equipment when trains are operating against the current of traffic under the following bridges or tunnels which are not protected by bridge warning devices.

No. 1 track to No. 1 yard track west at Middle Yard, Erie Avenue.

No. 1 track to No. 2 track, east of Berks Street.

No. 2 track to No. 1 track, east of Susquehanna Avenue.

Erie Avenue.

When automatic block signals Y31 and Y42 are in stop position, trains shall not proceed except by orders from Yardmaster at Erie Avenue. Telephone to Yardmaster's Office is located at base of mast of Eastward signal No. Y31.

Fairhill Junction.

The movement of trains through the Richmond Branch Connection Track will be authorized by the Operator at "NQ" Erie Avenue Interlocking Station.

Crews using switches on the Richmond Branch Connection Track must contact Operator at "NQ" Tower for permission and report to "NQ" Tower when clear of Richmond Branch Connection.

Berks Street to Willow and Noble Streets.

Must not pass equipment on 28° curve west of Master Street.

Must not pass equipment between Van Horn Street and Laurel Street.

SPECIAL INSTRUCTIONS

BETHLEHEM BRANCH
Tabor Junction to Bethlehem

1. Opposing and following by Block Signals.

(A) Trains will operate in either direction under signal indication as prescribed by Rules 261 to 264 inclusive, between the following points:

Between "East Third Street" and "West Third Street", Bethlehem.

Between the above points, trains or engines are not permitted to clear the main track at sidings not equipped with electric locks. (See General Instructions 3 (C.)

(B) The following electric locked switches, derails or dual controlled switches cannot be used without permission of the operator at control point and then only in accordance with instructions posted at the individual locations in accordance with Operating Rules 801 and 803.

(1) Hand-thrown switches with electric locks on switches or derails are in service at the following points:

Location	Control Point
Glenside, 1007 feet west of	"WIND"
Lansdale, 690 feet east of	"WIND"
Lansdale, 780 feet east of	"WIND"
Hellertown, 435 feet west of	"BY" Tower
Hellertown, 3370 feet west of	"BY" Tower
"BY" Interlocking, 1900 feet east of	"BY" Tower
Bethlehem, 837 feet east of	"BY" Tower

(2) Hand-thrown main track crossovers or switches with electric locks in middle of, or on one end of crossover, are in service as follows:

Location	Control Point
Hellertown, 456 feet west of	"BY" Tower
Hellertown, 3205 feet west of	"BY" Tower

(3) Dual controlled switches are located at the following points:

Location	Control Point
Hellertown, 120 feet west of	"BY" Tower

2. Remote Controlled Interlockings.

(A) **Jenkin.**

At Jenkin, remotely controlled switches and signals are in charge of operator at "WIND" Remote Control Station, Wayne Junction.

Telephones connecting with "WIND" Remote Control Station are located adjacent to Eastward and Westward Home Signals.

(B) **Carmel.**

At Carmel, remotely controlled switches and signals are in charge of operator at "WIND" Remote Control Station, Wayne Junction.

Telephones connecting with "WIND" Remote Control Station are located adjacent to Eastward and Westward Home Signals.

(C) **Dale.**

At Dale, Remotely controlled switches and signals are in charge of operator at "WIND" Remote Control Station, Wayne Junction.

Telephones connected to "WIND" Remote Control Station are located as follows:

At Wye of Bethlehem and Stony Creek Branches.

Adjacent to Watchmans Cabin at Main Street.

(D) **Kasie.**

Single track in operation between a point five thousand one hundred feet (5100) west of Perkasie Station and a point six hundred seven (607) feet west of Perkasie Station.

Signals and switches associated with "KASIE" are remotely controlled from Bethlehem "BY" Interlocking Station.

BETHLEHEM BRANCH—(Con.)
Tabor Junction to Bethlehem

Telephones for use of employes, connecting with Train Dispatching Circuit, are located as follows:

Wall of Perkasie Station.

Adjacent to Eastward Signal governing eastward movements through Perkasie Tunnel.

Pole Box east end of tunnel.

When encountering signals displaying "STOP" crews must immediately communicate with operator at Bethlehem "BY" Interlocking Station for instructions, on telephone connecting with Train Dispatching Circuit.

When a freight train is stopped within the portals of the tunnel, due to train partin , stalling or other causes, and train is unable to proceed immediately, the engineman will have the engine promptly detached, a red light placed on the first car, the cars properly secured with hand brakes and engine moved to end of tunnel where he will communicate with operator at Bethlehem "BY" Interlocking Station, by telephone.

The conductor or trainmen, riding in the caboose, will immediately proceed to telephone at opposite end of tunnel, so that a thorough understanding can be had on the movement of train.

When conditions permit, the engine will return to recouple to train, exercising special care to avoid colliding with train.

When a passenger train is stopped within the portals of Perkasie Tunnel due to stalling or other causes, it may back out to clear the tunnel and communicate with operator at Bethlehem "BY" Interlocking Station by telephone.

Electric locks installed on two derails with mechanical connection bolt locking main track switches located one thousand five hundred seventy-five (1575) feet and seven hundred forty-five (745) feet west of Perkasie station.

Instructions for operation of electric locks are as follows and are posted in the door of the electric locks:

To reverse switch and derail:

Open door (switch lock) on electric lock at derail.

When indicator displays **UNLOCKED** reverse mechanical lock lever Reverse derail.

Reverse switch

In restoring to normal, main track switch must first be set normal then derail, then mechanical lock lever closing and securing door with padlock, otherwise signals will display **STOP.**

Westward Interlocking Signal located two hundred ten (210) feet west of Perkasie Station used as Train Order Signal in accordance with Rule 221(a)

Westward Block Signal located 3320 feet East of Perkasie Station governs to Westward home signal at "Kasie" Remote Controlled Interlocking.

When stop indication is displayed by this block signal, trains or engines must not proceed except by permission of operator at Bethlehem "BY" Interlocking Station or Train Dispatcher.

Telephone connected to "BY" Interlocking Station located in pole box opposite signal.

(E) **Hellertown.**

The limits of "BY" Interlocking extend in an Eastward direction to include interlocked crossover and protecting signals at Hellertown.

Subject to instructions from Yardmaster, the release of electric lock on switches leading to No. 1 main track and receipt of permission from the operator at "BY" Interlocking Station, trains and engines may occupy No 1 track within limits of "BY" Interlocking between Westward home signal located two hundred thirty-five (235) feet East of Hellertown Station to Westward home signal located twelve hundred eighty-five (1285) feet East of "BY" Interlocking Station without flag protection.

Signal 384A will only operate for movement over crossover from No. 1 to No. 2 track.

BETHLEHEM BRANCH—(Con.)
Tabor Junction to Bethlehem

Signal 384B will only operate for movement from Saucon Yard over crossover to No. 2 track.

Telephones in boothes are located adjacent to Eastward home signal seven hundred fifteen (715) feet West of Hellertown Station and Westward home signal located two hundred thirty-five (235) feet East of Hellertown Station.

Trains finding signals in stop position must immediately communicate with operator at "BY" Interlocking Station.

(F) **East Third Street.**

At East Third Street, remotely controlled switches and signals are in charge of operator at "BY" Interlocking Station.

Telephones connecting with "BY" Interlocking Station are located adjacent to Eastward and Westward home signals.

(G) **West Third Street.**

At West Third Street, remotely controlled switches and signals are in charge of operator at "BY" Interlocking Station.

Telephones connecting with "BY" Interlocking Station are located at Westward home signal and adjacent to coach yard track.

3. Location of Emergency Tool Boxes.

JENKINTOWN..... "Jenkin" Control Station.
LANSDALE STATION..... Key with Ticket Clerk.

Any tools taken from boxes in emergency must be returned promptly when work is finished.

Any material removed and not used must be returned promptly when work is finished.

Any material used must be reported to the Road Foreman or Trainmaster upon completion of run.

4. LOCATION OF SIDINGS AND CROSSOVERS EQUIPPED WITH OVERHEAD WIRES FOR MU OPERATION.

Sidings.

Chelten Hills Siding.
Glenside Siding Eastward.
Glenside Side Track Westward.
Lansdale Siding.

Crossovers.

Wayne Junction to Lansdale.

East of Wayne Junction.
Newtown Junction.
Tabor Junction.
West of Elkins Park.
Jenkintown.
Glenside.
East of North Hills.
East of Oreland.
West of Oreland.
East of Ambler.
West of Gwynedd Valley.
Lansdale.

5. Crossing and Flag Protection.

At grade crossings protected by flasher signals and/or automatic gates with white lamp on outside of relay case, lamps are lighted on approach of train. Lamp not lighted must be reported to Train Dispatcher.

(a) Flasher signals at the following highway grade crossings do not operate when trains are operating against the current of traffic. Trains operating against the current of traffic must approach these crossings carefully and at reduced speed, expecting to find unwarned highway traffic on or approaching the crossing.

2786 feet west of Ambler..... Mt. Pleasant Ave.
83 feet east of Pennbrook..... Church Road
1218 feet west of Pennbrook..... Hancock St.

BETHLEHEM BRANCH—(Con.)
Tabor Junction to Bethlehem

4170 feet west of Lansdale..... Eighth St.
6924 feet east of Hatfield..... Hawkins Road
6594 feet east of Hatfield..... Orvilla Road
5780 feet west of Telford..... Meetinghouse Road
2394 feet east of Sellersville..... Clymers Ave.
1964 feet east of Perkasie..... Park Ave.
7948 feet east of Quakertown..... Foulks Road
1929 feet east of Quakertown..... Fairview Road
1912 feet east of Quakertown..... Mill St.
6757 feet east of Shelly..... California Road
158 feet west of Shelly..... Shelly Road
1122 feet west of Coopersburg..... Landis St.
2840 feet east of Centre Valley..... Coopersburg Road
1970 feet east of Centre Valley..... Hellertown Road
123 feet east of Centre Valley..... Station Ave.
4386 feet east of Bingen..... Country Club Road
2613 feet west of Bingen..... Ehrhardts Road
5130 feet west of Bingen..... Myers Road.....
3631 feet east of Hellertown..... Walnut St.
1168 feet east of Hellertown..... Water St.

(b) Flasher signals at highway grade crossings are arranged so that signals will operate automatically for through movements in either direction with and against the current of traffic on each main track at the following points.

Jenkintown..... Phila. Elec. (Pvt.)
Jenkintown..... Rice's Mill Road
Ambler..... Butler Ave.
Gwynedd Valley..... Gwynedd Pike
North Wales..... Main St.
North Wales..... Second St.
North Wales..... Third St.
North Wales..... Walnut St.
North Wales..... Beaver St.
Lansdale..... Broad St.
Lansdale..... Main St.
Lansdale..... Cannon Ave.
Hatfield..... Vine St.
Hatfield..... Main St.
Hatfield..... Unionville Pk.
Souderton..... Central Ave.
Souderton..... Reliance Road
Telford..... Third St.
Telford..... Main St.
Quakertown..... Hellertown Ave.
Coopersburg..... Station Ave.
Centre Valley..... Friedensville Road

BETHLEHEM BRANCH—(Con.)
Tabor Junction to Bethlehem

(c) Movements over the following crossings are protected by automatic gates and flashing signals which will operate with and against the current of traffic as indicated below.

Flashing signals and gates will operate when engine train or cars occupy track circuits within the limits on various tracks as listed below.

Branch	Location	Name of Crossing	Single	No. 1 Track	No. 2 Track	No. 3 Track	No. 4 Track	Side Track
Bethlehem	Ambler	Butler Ave.		2900' E. 676' W.	2925' W. 760' E.			
Bethlehem	Gwynedd Valley	Gwynedd Pike		2715' E. 2715' W.	2675' E. 3310' W.			
Bethlehem	North Wales	Main Street		2200' E. 1265' W.	1320' E. 2200' W.			
Bethlehem	North Wales	Second Street		2520' E. 1570' W.	1640' E. 2490' W.			20'
Bethlehem	North Wales	Third Street		2810' E. 1360' W.	1930' E. 2200' W.			20'
Bethlehem	North Wales	Walnut Street		2530' E. 2060' W.	1240' E. 2210' W.			
Bethlehem	North Wales	Beaver Street		2220' E. 1330' W.	1320' E. 2770' W.			20'
Bethlehem	East of Lansdale	Broad Street	1100' W. 660' E.	1980' E. 2750' W.	1980' E. 1760' W.			
Bethlehem	West of Lansdale	Cannon Ave.			2288' E. 2200' W.			
Bethlehem	West of Hatfield	Unionville Pike		2850' W. 2960' E.	2850' W. 2950' E.			

An engine or train, having crossed the crossing and having stopped within the limits of control points, shall not recross the crossing, if gates have raised to vertical position and crossing signals stopped operating, without providing flag protection, subject to the requirements of Operating Rule "T" of Rules for Government of the Operating Department.

Cars, engines or trains must not be left standing between clearance points specified. Occupancy of track between clearance points will cause gates to lower and remain in lowered position for entire time track between clearance points is occupied.

Engines or trains having stopped within the limits of control starts for automatic crossing protection, must approach the crossing prepared to stop if crossing is not properly protected; those operating within the limits of control starts at less than authorized speed, must not increase their speed until leading end has arrived at the crossing.

Movements on side tracks must stop clear of crossing but not less than ten (10) feet from near side and observe that gates are in full lowered position before proceeding.

BETHLEHEM BRANCH—(Con.)
Tabor Junction to Bethlehem

Movements over the following crossings are protected by automatic gates and flashing signals which will operate with and against the current of traffic as indicated below.

Flashing signals and gates will operate when engine train or cars occupy track circuits within the limits on various tracks as listed below.

Branch	Location	Name of Crossing	Single	No. 1 Track	No. 2 Track	No. 3 Track	No. 4 Track	Side Track
Bethlehem	East of Hatfield	Main Street		2850' W. 3230' E.	2850' W. 3230' E.			
Bethlehem	West of Souderton	Central Ave.		2657' W. 2485' E.	2657' W. 2682' E.			
Bethlehem	West of Souderton	Reliance Road		2790'	2725'			
Bethlehem	Telford	Main Street		3235'	2895'			
Bethlehem	Perkasie	Market Street		2069'	1317'			
Bethlehem	East of Quakertown	Hellertown Ave.		450' W. 2640' E.	2640' W. 850' E.			
Bethlehem	Quakertown	East Broad Street		660' W. 3037' E.	3055' W. 628' E.			
Bethlehem	Bethlehem	E. 3rd Street	1505' W.	1760' E.	1760' E.			
Bethlehem	Bethlehem	Harrison St.	1300' W.	1965' E.	1965' E.			
Bethlehem	Bethlehem	Buchanan Street	1283' E. 1500' W.					
Bethlehem	Bethlehem	Pierce Street	1290' E. 1505' W.					
Bethlehem	Bethlehem	Filmore Street	1645' E. 1400' W.					
Bethlehem	Bethlehem	Polk Street	1798' E. 1088' W.					
Bethlehem	Bethlehem	Taylor Street	1442' E. 1164' W.					
Bethlehem	Bethlehem	Webster Street	1444' E. 795' W.					
Bethlehem	Bethlehem	Adams Street	1448' E. 685' W.					
Bethlehem	Bethlehem	New Street	1345' E. 965' W.					
Bethlehem	Bethlehem	W. Third Street	1380' E. 750' W.					

An engine or train, having crossed the crossing and having stopped within the limits of control points, shall not recross the crossing, if gates have raised to vertical position and crossing signals stopped operating, without providing flag protection, subject to the requirements of Operating Rule "T" of Rules for Government of the Operating Department.

Cars, engines or trains must not be left standing between clearance points specified. Occupancy of track between clearance points will cause gates to lower and remain in lowered position for entire time track between clearance points is occupied.

Engines or trains having stopped within the limits of control starts for automatic crossing protection, must approach the crossing prepared to stop if crossing is not properly protected; those operating within the limits of control starts, at less than authorized speed, must not increase their speed until leading end has arrived at the crossing.

All westbound trains to be held east of East Third Street for further orders, shall be stopped east of clearance sign marked "C", located one thousand eight hundred (1800) feet east of the crossing.

Movements on side tracks must stop clear of crossing but not less than ten (10) feet from near side and observe that gates are in full lowered position before proceeding.

(d) **Ambler.**
Butler Avenue
Crossing Watchman on duty—
* 7.30 A. M. to 5.30 P. M. except Sundays.

* Time shown is 1 hour earlier when Daylight Saving Time is observed.

BETHLEHEM BRANCH—(Con.)
Tabor Junction to Bethlehem

Control points for start of crossing protection for movements against the current of traffic are relocated in No. 2 track from a point two thousand nine hundred (2900) feet east of the crossing to automatic block signal 318, seven hundred sixty (760) feet east of the crossing, and in No. 1 track from a point two thousand nine hundred twenty-five (2925) feet west of the crossing to automatic block signal 317, five hundred seventy-six (576) feet west of the crossing.

An engine or train approaching the crossing against the current of traffic must not exceed a speed of fifteen (15) miles per hour between either of the above locations and the crossing. After engine or lead end of train has passed the crossing, speed may be increased.

All eastward trains on No. 2 track making station stop at Ambler must stop with engine west of (C) sign located on station platform shed, fifteen (15) feet west of Butler Avenue. When ready to proceed, train shall be moved east of (C) sign and in the event timer device has permitted gates to be raised train will make a second stop, wait until gates are in full lowered position and crossing is clear of highway traffic, before proceeding.

All engines or trains switching, or picking-up or setting-out cars in the vicinity of Ambler must approach the crossing prepared to stop and must not move onto the crossing until gates are in full lowered position and crossing is clear of highway traffic.

(e) **North Wales.**

At Main Street (1558' east of).
Second Street (1238' east of).
Third Street (946 east of).
Walnut Street (346 east of).
Beaver Street (388' West of).

Eastward trains on No. 2 Track making station stop at North Wales, must not exceed a speed of twenty-five (25) miles per hour between a point one thousand three hundred ten (1310) feet west of North Wales Station, as designated by sign located adjacent to No. 2 Track and North Wales Station.

Eastward trains making Station Stop at North Wales Station must not exceed a speed of thirty (30) miles per hour between North Wales Station and Main Street crossing located one thousand five hundred fifty-eight (1558) feet east of North Wales Station.

All eastbound trains stopping at North Wales Station must stop with leading end of train west of (C) sign, located west of Walnut Street. When ready to proceed train must be moved east of (C) sign but clear of crossing, making a second stop, and must not proceed until crossing is fully protected by gates and is clear of highway traffic.

All westbound trains stopping at North Wales Station must stop with leading end of train east of (C) sign, located east of Beaver Street. When ready to proceed, train must be moved west of (C) sign but clear of crossing, making a second stop, and must not proceed until crossing is fully protected by gates and is clear of highway traffic.

Movement over crossing on side tracks at Second Street, Third Street, and Beaver Street, must stop with leading end of engine or train clear of crossing, but not less than twenty (20) feet from the near side and must not proceed over crossing until crossing signals are operating and gates are fully lowered and crossing is clear of highway traffic before proceeding. If crossing gates fail to descend, rail movement over the crossing must be made in accordance with Operating Rule "T".

Engines or trains approaching these crossings against the current of traffic on No. 2 track must not exceed a speed of thirty (30) miles per hour between a location one thousand three hundred twenty (1320) feet east of Main Street and Beaver Street and on No. 1 track between a location one thousand three hundred thirty (1330) feet west of Beaver Street and Main Street. After lead end of train moving westward on No. 2 track has passed Beaver Street or lead end of train moving eastward on No. 1 track has passed Main Street, speed may be increased.

(f) **Lansdale.**

Yard Track, Fifth Street.

All train movements on yard track must be protected by a member of crew with proper flagging equipment.

Eighth Street.

Movements on side track for Huntington Laboratories must be protected by member of crew with proper flagging equipment.

BETHLEHEM BRANCH—(Con.)
Tabor Junction to Bethlehem

(g) **Quakertown.**

At East Broad Street 173 ft. West of Station—

Westbound trains which will consume less than two (2) minutes for Station Stop at Quakertown shall stop with lead wheels of engine west of (C) sign located east of crossing. Trains which will consume two (2) minutes or more shall stop with lead wheels of engine east of (C) sign located east of crossing. When ready to proceed, train shall move west of (C) sign but make a second stop clear of crossing and wait until crossing is fully protected by gates and is clear of highway traffic before proceeding. Conductors will notify enginemen if any unusual station work is expected which would result in long station stop.

(h) **Hellertown.**

Westbound freight trains making stop at Hellertown for any reason must stop clear of Water Street Crossing 1080 feet east of Hellertown and call Yard Master Saucon Creek for instructions.

7. Telephones Connected with Train Dispatching Circuit.

(a) **Location.**

Fern Rock—Pole box—W. B. side.
Oak Lane—West of station.
Elkins Park—At crossover switch.
Ogontz—At Oil Siding Switch.
Jenkintown—West End Wye.
North Hills—Pole box.
Oreland—West End Yard.
Fort Washington—On face of station building.
Ambler—In station shelter E. B. side.
Ambler—Switchman's Cabin, adjacent to crossover.
Penllyn—Pole box.
Gwynedd Valley—West of crossover.
Lansdale—West End Yard.
Hatfield—On face of station building.
Telford—On face of station building.
Telford—Middle Siding, East and West End.
Sellersville—On face of station building.
Perkasie—Pole box East end of tunnel.
Perkasie—Opposite Westward Signal.
Perkasie—West end tunnel.
Rock Hill—Pumping Station.
Quakertown—On face of station building.
Shelly—Pole box E. B. side.
Hilltop—West End Siding.
Coopersburg—Pole box.
Center Valley—Pole box.
Bingen—Pole box E. B. side.
Hellertown—On face of station building.
Saucon Yard—East End.

(b) **Wayside Telephones Connecting With Locations as indicated.**

Location	Connects With
Chelten Hills Siding (Pole Box)	"WIND".
Jenkintown West End Station	"WIND".
Glenside Wye Switch	"WIND."
Ambler East End Siding	"WIND".
North Wales—	
2nd St. Crossing E. B.	"WIND"
Beaver St. Crossing E. B.	
Lansdale West End Yard	"WIND"
Lansdale "Wye"	"WIND"
Telford Siding—East End	"BY" Tower.
Telford Siding—West End	
Perkasie opposite Westward Signal	
East End Perkasie Tunnel	"BY" Tower.
West End Perkasie Tunnel	
Rock Hill Pumping Station	
Hellertown—Eastward and Westward home signals	"BY" Tower.
Bethlehem—Old "BU" Tower	
" —1800 feet east of East Third St. Crossing	"BY" Tower.
" —Adams St. Crossing	

BETHLEHEM BRANCH—(Con.)
Tabor Junction to Bethlehem

(c) **Power Dispatcher and Emergency Telephones.**

Telephones for Use of Employes, in Connection With Electrical Operation.

Telephones are connected with Power Dispatcher's Office, Wayne Junction Sub-station, and are located in all Interlocking Towers in electrified territory; and adjacent to Catenary structures as shown below:—

Wayne Junction to Lansdale

6	7	8	9	11	13	20	22
7	4	9	4	12	20	6	6

8. Engines or trains Operating on Wye Tracks.

Jenkintown.

(a) Movement to and from wye to be made with current of traffic.

Glenside.

(b) Enter westward leg. Leave from eastward leg at "Carmel".

Oreland.

(c) Enter eastward leg. Leave from westward leg.

Lansdale.

(d) Enter westward leg from Bethlehem Branch. Leave through running track.

Where main tracks are used in making the above movements, engine or train must be preceded by member of crew unless the move is covered by train order or time table authority.

Before turning on wye tracks at Oreland, permission must first be secured from the Train Dispatcher.

9. Hot Journal Detector

Lansdale—Hatfield.

Hot journal detector is located in No. 1 Track at a point one thousand ninety (1090) feet west of Lansdale Station.

Hot journal location indicator, is located on mast of and adjacent to automatic signal No. 339, located nine hundred (900) feet east of Hatfield Station.

Train crews will be governed by the following instructions:—

When rotating white light at top of indicator board, is flashing, speed of train must be reduced to permit crew member to read numerals on indicator board to determine location of hot journal. Train will then proceed at restricted speed to Telford Siding. Train Dispatcher will be notified and arrangements made to remove car from train.

When steady white light at bottom of indicator board is lighted, in addition to flashing white light at top of indicator board, train must be stopped in the vicinity of Automatic Signal No. 339 to permit crew member to read both indicator boards to determine location of hot journals. Train will then proceed at restricted speed to Telford Siding. Train Dispatcher will be notified and arrangements made to remove car from train.

Numerals on both indicator boards, will indicate the **Axle Number** of hot journal as counted from the **rear** of train.

If there are no hot journals indicated in train, the white lights at top and bottom of indicator board will not be illuminated and indicator board will display lighted zero numerals.

Flashing and steady lights will go out and indicator board numerals will be reset automatically after rear of train passes Automatic Signal No. 339.

Journals on adjacent cars must be inspected if calculated car does not have a hot journal.

10. MISCELLANEOUS INSTRUCTIONS.

(a) **Oak Lane.**

Account close overhead clearance, trains whose consist include automobile frame cars from Budd Company Red Lion Plant, must not exceed a speed of five (5) miles per hour when passing under bridge 8/04 located one thousand six hundred and eighty (1680) feet west of Oak Lane Station, between catenary poles 8/1 and 8/2.

BETHLEHEN BRANCH—(Con.)
Tabor Junction to Bethlehem

(b) **Employes are forbidden** to ride or work on top of box cars, engines or other high equipment while movement is being made under overhead signal wire crossings at the following locations.

Location	Tracks Involved
Glenside, west of.....	Side track—McCoy.
Glenside, west of.....	Side track—Glenside Coal & Lumber Co.

Members of train crews are prohibited from going on top of box cars, locomotives, tenders or other high equipment when trains are operating against the current of traffic under the following bridges or tunnels which are not protected by bridge warning devices.

Bridge No. 29/19	2000 ft. East of Souderton.
32/45	5800 ft. East of Sellersville (Derstine).
	Perkasie Tunnel.
36/64	2700 ft. East of Rockhill.
38/45	6800 ft. West of Rockhill.

(c) **Jenkintown—Glenside.**

When trains are stopped on No. 2 track between cut section nine hundred thirty (930) feet east of Glenside and Mill Road Crossing, and on No. 1 track between cut section three hundred (300) feet west of "Jenkin" and crossing and do not immediately proceed, member of crew equipped with proper signal appliances shall proceed immediately to the crossing for the purpose of expediting the movement of vehicles and pedestrians over the crossing.

(d) **Glenside.**

The indication of color light dwarf signals governing track movements between west end of Glenside eastward siding and "wharf" track, cannot be given until after the hand operated Hayes derail on "Wharf" track has been removed from rail.

(e) **Ambler.**

Color Light Block Signal, located six hundred fifty-eight (658) feet east of Ambler Station, governing eastward movements on No. 2 Track, and Color Light Block Signal, located four thousand two hundred ninety-four (4294) feet east of Ambler Station, governing westward movements on No. 1 Track, are remotely controlled from "WIND" Remote Control Station.

Trains encountering these signals displaying "STOP" indication (Rule 292) must immediately communicate with Operator at "WIND" for instructions and must not proceed except by permission of Operator and then at not exceeding restricted speed.

(f) **Telford.**

Eastward trains with work to do at Telford, must pull into Telford middle siding from west end and cut train, leaving on the siding that portion of train not required in work to be done; cut shall be made so that after returning for recoupling, entire train will be clear of main track.

(g) **Quakertown.**

When passing through Borough of Quakertown, toilets in all passenger trains will be locked and kept locked to protect public water supply.

(h) **Saucon Yard and Bethlehem.**

The movement of all westward trains and/or engines through yard tracks from the east end of Saucon Yard, Bethlehem, will be authorized by Yardmaster located at the west end of Saucon Yard.

Crews of all trains and/or engines, upon arrival at the east end of Saucon Yard, will contact Yardmaster by telephone and secure permission for movement to the west end of the yard.

SPECIAL INSTRUCTIONS

CHESTER BRANCH—Eastwicks to Chester

1. CROSSING AND FLAG PROTECTION.

At grade crossings protected by flasher signals and/or automatic gates with white lamp on outside of relay case, lamps are lighted on approach of train. Lamp not lighted must be reported to Train Dispatcher.

(a) Flasher signals at the following highway grade crossings do not operate when trains are operating against the current of traffic. Trains operating against the current of traffic must approach these crossings carefully and at reduced speed, expecting to find unwarned highway traffic on or approaching the crossing.

Fifty-eighth St.
Seventy-seventh St.
Eighty-fourth St.
Eighty-sixth St.
Eighty-seventh St.

(b) Flasher signals at highway grade crossings are arranged so that signals will operate automatically for through movements in either direction with and against the current of traffic on each main track at the following points.

Chester Branch.

Philadelphia..... 63rd Street.
Bell Road..... 70th Street and Island Road.
Lester..... 4th Avenue.
Essington..... Island Avenue.
Essington..... Wanamaker Avenue.
South Philadelphia..... Westinghouse Electric Corporation (Private Crossing).

SPECIAL INSTRUCTIONS

CHESTER BRANCH—(Con.) Eastwicks to Chester

(c) Movements over the following crossings are protected by automatic gates and flashing signals which will operate with and against the current of traffic as indicated below.

Branch	Location	Name of Crossing	Single	No. 1 Track	No. 2 Track	No. 3 Track	No. 4 Track	Side Track
Chester	East of Grays Ferry	63rd Street		890' E 1020' W	890' E 900' W			
Chester	Essington	Wanamaker Ave.		1020' W 80' E.	1020' W 80' E			
Chester	Eddystone	Baville Ave.		880'	880'			15'

Flashing signals and gates will operate when engine train or cars occupy track circuits within the limits on various tracks as listed below.

An engine or train, having crossed the crossing and having stopped within the limits of control points, shall not recross the crossing if gates have raised to vertical position and crossing signals stopped operating, without providing flag protection, subject to the requirements of Operating Rule "T" of Rules for Government of the Operating Department.

Cars, engines or trains must not be left standing between clearance points specified. Occupancy of track between clearance points will cause gates to lower and remain in lowered position for entire time track between clearance points is occupied.

Engines or trains having stopped within the limits of control starts for automatic crossing protection, must approach the crossing prepared to stop if crossing is not properly protected; those operating within the limits of control starts, at less than authorized speed, must not increase their speed until leading end has arrived at the crossing.

CHESTER BRANCH—(Con.)
Eastwicks to Chester

Movements on side tracks must stop clear of crossing but not less than ten (10) feet from near side and observe that gates are in full lowered position before proceeding.

(d) **South Philadelphia, Chester Branch.**

Private Highway for Westinghouse Electric Corporation, crossing No. 1 and No. 2 main tracks and five yard tracks thirty-seven (37) feet east of South Philadelphia Station, is placed in service.

Automatic highway crossing signals are in service and will operate automatically for **through** train movements in either direction on No. 1 and No. 2 tracks.

Control points for start of crossing protection for eastward train or engine movements are located eight hundred (800) feet west of crossing in No. 1 and No. 2 tracks.

Control points for start of crossing protection for westward train or engine movements are located nine hundred (900) feet east of crossing in No. 1 and No. 2 tracks.

An engine or train operating on either main track in either direction, having crossed the crossing and stopped within the limits of the control points, shall not recross the crossing without providing flag protection subject to requirements of Operating Rule "T".

Crossing clearance points are established by clearance signs marked (C) located east and west of crossing.

Cars, engines or trains must not be left standing between crossing clearance points. Occupancy of tracks between clearance points will cause highway crossing signals to operate for entire time track is occupied.

An Engine or train operating on yard tracks shall not proceed over crossing without providing flag protection subject to requirements of Operating Rule "T".

Cars stored on yard tracks must not obstruct the highway crossing.

(e) **Essington Avenue, Chester Branch.**

Manually controlled flasher signals are installed where one side track crosses Essington Avenue to serve the plant of Belmont Iron Works. Push buttons for operation of highway crossing protection are located at clearance points of siding adjacent to track secured with switch padlock. Train movements will not be made on side track connection over highway crossing until controls for crossing protection have been operated.

(f) **51st Street Crossing, Chester.**

A member of crew, with proper flagging equipment, must precede all movements over crossing and warn the traveling public of the approach of locomotive, car or train.

(g) **Baldwin Locomotive Works.**

Crossing located 4855 feet west of Eddystone.

Automatic Control of Highway Traffic Signal is installed.

Shifting movement on side track over Essington Avenue must stop with leading end of engine or car clear of crossing, but not less than ten (10) feet from the near side and observe that highway traffic signals are displaying "STOP" and that crossing is clear of highway traffic before proceeding.

If crossing protection fails to operate after the instructions have been complied with, train movements must be made in accordance with Operation Rule T and dispatcher notified.

(h) Private highway for Philadelphia Electric Company, crossing at grade, running track and two (2) side tracks, four thousand eight hundred fifty-five (4855) feet west of Eddystone.

Highway traffic signals are in service and will operate automatically for through movements in either direction on running track.

Control point for start of crossing protection for eastward movements is located six hundred fifty (650) feet west of crossing in running track.

Control point for start of crossing protection for westward movements is located six hundred (600) feet east of crossing in running track.

CHESTER BRANCH—(Con.)
Eastwicks to Chester

An engine or train operating in either direction on running track, having crossed the crossing and stopped within the limits of control points, shall not recross the crossing without providing flag protection subject to requirements of Operating Rule "T".

Crossing clearance points are established by clearance signs marked (C) located east and west of crossing.

Cars or engines must not be left standing between crossing clearance points. Occupancy of tracks between clearance points will cause highway traffic signals to operate for entire time track is occupied.

Shifting movements on side tracks over crossing must stop with leading end of engine or car clear of crossing, but not less than ten (10) feet from the near side and observe that highway traffic signals are displaying **STOP** and that crossing is clear of highway traffic before proceeding.

(i) Crossing located three thousand eighty (3080) feet west of Eddystone Station. Crossing Watchman will be on duty *6.00 A. M. to 4.00 P. M., daily except Saturdays, Sundays and Holidays.

(j) **Essington Avenue Crossing, track leading from Chester Branch to Standard Oil Co. of Pa.; Second Street and Hardwick Street; Fourth Street and Hardwick Street, 150 feet east of South Chester Freight Station.**

All train, engine and car movements over the above crossings must be protected by a member of crew with proper flagging equipment.

All train movements over 49th Street must be preceded and protected by a member of crew with proper flagging equipment.

(k) **Chester.**

1. At Market Street Crossing one hundred thirty-two (132) feet west of Chester Station.

Highway crossing signals are in service. They will operate autocatically for **through** train or engine movements in either direction on single main track.

Control points for start of crossing protection are located three hundred fifty (350) feet east of and three hundred fifty (350) feet west of crossing on single main track.

An engine or train, operating in either direction on single main track, having crossed the crossing and stopped within the limits of control points, shall not recross the crossing without providing flag protection subject to requirements of Operating Rule "T".

Westward shifting movements over crossing on side tracks located south of main track, must **stop** with leading end of train clear of crossing, but not less than ten (10) feet from east side of crossing and observe highway crossing signals operating and that crossing is clear of highway traffic before proceeding.

2. Movements over crossing on Pennsylvania Railroad connecting track located north of main track, must **stop** with leading end of train clear of crossing, but not less than ten (10) feet from the near side and observe highway crossing signals operating, and that crossing is clear of highway traffic before proceeding.

For main track, crossing clearance points are designated by clearance signs marked (C) located east and west of the crossing.

For side tracks, crossing clearance points are designated by track joints painted yellow east of crossing.

Cars, engines or trains must not be left standing between crossing clearance points. Occupancy of track between clearance points will cause highway crossing signals to operate for entire time track is occupied.

3. At Morton Avenue Crossing, located two thousand three-hundred and eighty seven (2387) feet west of Market Street, Chester.

Highway crossing signals in service. They will operate automatically for **through** train or engine movements in either direction on single main track.

Control points for start of crossing protection are located three hundred (300) feet east of and three hundred (300) feet west of crossing and are identified by track joints painted yellow.

* Times shown are 1 hour earlier when Daylight Saving Time is observed.

CHESTER BRANCH—(Con.)
Eastwicks to Chester

An engine or train, operating in either direction on single main track, having crossed the crossing and stopped within the limits of control points shall not recross the crossing without providing flag protection subject to requirements of Operating Rule "T".

Shifting movements on side track over Morton Avenue, must stop with leading end of train or engine clear of crossing, but not less than ten (10) feet from the near side and observe highway crossing signals operating and that crossing is clear of highway traffic before proceeding.

Crossing clearance points are designated by clearance signs marked "C" located east and west of crossing.

Cars, engines or trains must not be left standing between crossing clearance points. Occupancy of track between clearance points will cause highway crossing signals to operate for entire time track is occupied

On single main track all train or engine movements may not exceed a speed of 5 miles per hour over crossing.

4. Edgmont Avenue crossing located five hundred seventy (570) feet east of Chester Station is protected by Crossing Watchman *5.00 A. M. to 9.00 P. M. daily.

All train or engine movements may not exceed speed of five (5) miles per hour over this crossing.

5. All movements over rail crossings in the Borough of Marcus Hook, Pa. must be protected by a member of the crew in accordance with Operating Rule "T".

2. Telephones Connected with Train Dispatching Circuit.

Local Telephones.

Location	Connects With
58th St.—Pole box west side of tracks.	
63rd St.—Pole box west side.....	
Bell Rd.—Pole box.....	
Lester—Pole box west of X over 15 ft. west of 4th Ave.....	
Essington—Pole box west side of Jansen Ave., 1760 ft. west of station...	"RG" Tower.
Darby Creek—Pole box w. end of Yd..	Darby Creek—Yardmaster.
Crum Creek—Pole box west side.....	Chester—Asst. Trainmaster.
Baldwin's Crossing—Pole box.....	South Chester—Yardmaster.
Chester—Pole box so. side of tracks adj. to Harbison-Walker Ref. Plant.....	
Chester Creek — Bridge Watchman's Cabin.....	
Ford Motor Co.—Yardmaster's office..	
Front and Church Streets—Pole box...	

3. MISCELLANEOUS INSTRUCTIONS.

(a) **Employes are forbidden** to ride or work on top of box cars, engines or other high equipment while movement is being made under overhead signal wire crossings at the following locations.

61st St., west of.....	Side track—City Waste & Rex Oil Co.
63rd St., west of.....	Side track—Connors.
88th St.....	Side track—88th St.
Wanamaker Ave., east of.....	Side track.
Darby Creek, west end of yard.....	No. 1 yard track, inside and outside ladder tracks.

(b) **Darby and Chester Creeks.**

Approach drawbridges at Darby and Chester Creeks under control, prepared to stop if clear signal is not displayed.

(c) Eastwick—"Bridge"—trains finding signals at "stop" must immediately communicate with operator at "RG" Tower.

* Times shown are 1 hour earlier when Daylight Saving Time is observed.

CHESTER BRANCH—(Con.)
Eastwicks to Chester

(d) Pennypacker Ave. 70th Street.—The normal position of Pennsylvania Railroad signals is PROCEED and Reading Company signals STOP. Reading Company train movements can be made over this crossing by crews operating interlocking levers in accordance with instructions posted in station, restoring signals to normal at completion of move. In event of trouble in operation of interlocking, crews shall report to Train Dispatcher.

(e) Within Darby Creek Yard limits the main track may be used without protecting against other trains or yard engines.

(f) Yard engines operating on running track east of Darby Creek will display lighted headlight by night and day in accordance with Operating Rule No. 17.

(g) Trains running east of Darby Creek must keep a sharp lookout for yard engines working between there and Marcus Hook.

(h) Crossing gate and a mechanically locked derail is installed at Price Street highway crossing at Stauffer Chemical Co., Chester, Pa.

Crossing gate must be lowered and across the highway to unlock derail before the derail can be operated to permit train movement over the highway.

After movement over crossing is completed, derail must be restored to derailing position before gate is raised.

Each movement of a locomotive, car or train over the crossing shall be protected by a member of crew, equipped with a red flag during daylight hours, and a red light and a white light during the hours of darkness, to properly warn the traveling public.

SPECIAL INSTRUCTIONS

CHESTER VALLEY BRANCH
Bridgeport to Downingtown

1. CROSSING AND FLAG PROTECTION.

At grade crossings protected by flasher signals and/or automatic gates with white lamp on outside of relay case, lamps are lighted on approach of train. Lamp not lighted must be reported to Train Dispatcher.

(1) A member of the crew, equipped with a red flag during daylight hours and with a lighted red lamp and a lighted white lamp during the hours of darkness, must precede each movement of an engine, car or train over the following crossings and properly warn the traveling public of the approach of such engine, car or train.

(a) **Bridgeport.**

Movements over all street crossings in Bridgeport.

(b) **Henderson.**

DeKalb Pike crossing three thousand six hundred fifteen (3615) feet east of Henderson Station, presently protected by flashing light signals, all trains must clear crossing before making reverse movement over crossing, and then only when protected as prescribed by Operating Rule "T".

(c) **Mill Lane:**

State Highway, 1387 feet east of Mill Lane Station.

State Highway Crossing, 5980 feet west of Mill Lane Station.

(d) **Ackworth.**

Ackworth Crossing.

(2) **Lincoln Highway Crossing, Exton.**

All train, engine and car movements must stop before passing over Lincoln Highway Crossing. Member of crew must depress push button located in control box mounted on pipe standard adjacent to the track at the crossing, which will cause the signals to flash.

After observing that signals are operating box may be closed and secured and movement made over the crossing. With train stopped at the crossing, the signals after being started manually will continue to operate until train movement has cleared the opposite side of the crossing at which time the flashing will automatically stop. If flasher signals fail to operate, movement over the crossing must be protected by member of crew. Control box is equipped with switch padlock and must be locked after each use.

(3) **Whiteland Road Crossing, 2400 feet west of Exton.**

Highway crossing signals operate automatically for through trains in either direction, on main track.

Control points for start of crossing protection on single main track are located seventy-five (75) feet east and west of the crossing and are identified by "C" signs.

An engine or train approaching the crossing on single main track in either direction must stop with leading end of engine or train clear of crossing, but not less than seventy-five (75) feet from near side and observe highway crossing signals operating and that crossing is clear of highway traffic before proceeding.

An engine or train, operating in either direction on single main track having crossed the crossing and stopped within the limits of control points shall not recross without providing flag protection subject to requirements of Operating Rule "T".

Cars, engines or trains must not be left standing between "C" signs as automatic crossing signals will operate for entire time track is occupied.

CHESTER VALLEY BRANCH—(Con.)
Bridgeport to Dowingtown

2. MISCELLANEOUS INSTRUCTIONS.

Shainline—Bell Telephone connecting with Norristown Junction "NS" Interlocking Station, located in enclosure, west end Bethlehem Steel Company siding.

Telephone numbers are as follows.

Norristown Junction "NS"—BRoadway 9-2060.
Shainline —BRoadway 9-3692.

Telephone enclosure must be closed and locked when not in use.

Telephone located in pole box at Cedar Hollow Station, connecting with Agent's Office in Warner Company building, is placed in service.

To call Agent—Dial NI 4-2255.

Telephone enclosure must be closed and locked when not in use.

At Downingtown—(STOP) signs are located east and west of Pennsylvania R. R. wye rail crossing.

All rail movements must stop and shall not proceed unless crossing is clear.

At single track rail crossing of Pennsylvania Railroad connection to Bradford Hills Quarry Company one thousand five hundred sixty (1560) feet West of Ackworth Station.

All trains must stop at "STOP THEN PROCEED IF CROSSING IS CLEAR" signs, located at Clearance points east and west of the crossing, and then may proceed if crossing is clear.

Pennsylvania Railroad trains must stop and proceed under flag protection, if crossing is clear.

SPECIAL INSTRUCTIONS

CHESTNUT HILL BRANCH
Wayne Junction to Chestnut Hill

1. LOCATION OF CROSSOVERS EQUIPPED WITH OVERHEAD WIRES FOR MU OPERATION.

Crossovers.

East of Wayne Junction.
West of Fishers
East of Wister
West of Washington Lane
West of Sedgwick
West of Chestnut Hill

2. Wayne Junction.

Color Light Block Signal, located five hundred (500) feet east of Wayne Junction Station, governs eastward movements on No. 2 track to Signal 255, Chestnut Hill Branch.

When "STOP" indication is displayed by this block signal, trains or engines must not proceed except by permission of operator at Wayne Junction "WS" Interlocking Station or Train Dispatcher, and then not exceeding restricted speed.

Telephone connected to Wayne Junction "WS" Interlocking Station is located at west end of waiting room on westbound station platform, Wayne Junction.

3. Chestnut Hill.

Trailing point main track crossover, equipped with spring switches at each end and overhead wires for MU operation, one thousand three hundred (1300) feet west of Chestnut Hill Station. Normal position of switch in No. 2 track is for crossover movement and in No. 1 track is for eastward movement on No. 1 track.

Color light block signal governing eastward movements on No. 2 track, one thousand four hundred fifty (1450) feet west of Chestnut Hill Station, will display aspects as indicated (Fig. B Rules 285, 292) and will govern to end of automatic block sign.

Color light spring switch signal governing eastward movements on No. 1 track, one thousand four hundred forty (1440) feet west of Chestnut Hill Station will display Proceed indication when switch is in normal position and Stop indication when switch is reversed or points not properly closed. This signal does not convey block indication.

Color light block signal governing westward movements on No. 2 track nine hundred thirty (930) feet west of Chestnut Hill Station, will display aspects as indicated (Fig. B Rules 281, 285, 292) and will govern to Automatic Signal 264, seven hundred seventy (770) feet west of Wyndmoor Station.

Color light block signal, governing westward movements on No. 1 track, six hundred twenty (620) feet west of Chestnut Hill Station, will display aspects as indicated (Fig. B Rules 281, 285, 292) and will govern to Signal 264, seven hundred seventy (770) feet west of Wyndmoor Station.

Reflector sign "END OF AUTOMATIC BLOCK" along No. 2 track, opposite Chestnut Hill Station.

Telephone connected with train dispatching circuit at eastward color light block signal one thousand four hundred fifty (1450) feet west of Chestnut Hill Station.

Trains shall not exceed speed of twenty (20) miles per hour passing over spring switches.

When eastward color light block signal located one thousand four hundred fifty (1450) feet and westward color light block signals located six hundred twenty (620) feet and nine hundred thirty (930) feet west of Chestnut Hill Station display "STOP" indication trains or engines must not proceed except by permission of train dispatcher and then at restricted speed.

When it is desired to make an eastward movement from No. 1 to No. 2 track, spring switch in No. 1 track must be reversed by operating ground lever to reverse position. After movement is completed, return ground lever to normal position.

CHESTNUT HILL BRANCH—(Con.)
Wayne Junction to Chestnut Hill

When westward color light block signal nine hundred thirty (930) feet west of Chestnut Hill Station, or eastward color light spring switch signal displays "STOP" indication, trains or engines must stop and crews will examine switches of crossover one thousand three hundred (1300) feet west of Chestnut Hill Station, and if found reversed operate hand ground lever to restore switch to normal position.

If found in normal position, but not fully closed, examine switch for obstruction between switch point and stock rail, and if after reversing and again closing switch with ground lever, switch will not fully close and signal will not clear, notify Train Dispatcher.

Rule 513 applies for movements from yard tracks to main track.

4. Telephones Connected with Train Dispatching Circuit.

Location

Fishers—On face of station building.
Germantown—Haines St. Crossover—North side of tracks.
Washington Lane—On face of station building.
Wyndmoor—On end of station building.
At Eastward Block Signal 1450 feet West of Chestnut Hill Station.
Chestnut Hill—West end of Eastward platform.

(a) **Local Telephones.**

Location	Connects With
Switchman's Cabin	Chestnut Hill "CH" and "WS" —Wayne Junction Tower.
Conductor's Room—Chestnut Hill.	"WS"—Wayne Junction Tower.

(b) **Power Dispatcher and Emergency Telephones.**

Telephones for Use of Employes, in Connection With Electrical Operation.

Telephones are connected with Power Dispatcher's Office, Wayne Junction Sub-station, and are located in all Interlocking Towers in electrified territory; and adjacent to Catenary structures as shown below:—

Wayne Junction to Chestnut Hill

6	6	9	10
12	23	1	23

5. MISCELLANEOUS INSTRUCTIONS.

SPECIAL INSTRUCTIONS

CITY BRANCH
Callowhill St. Jct. to Woodlane, via Subway and Park Jct.

1. Remote Controlled Interlockings.

(A) **Park.**

Signals and switches associated with "PARK" are remotely controlled from West Falls "FS" Interlocking Station.

Westward Dwarf Signal located six hundred fifty (650) feet east of "PARK" governing movement from No. 2 Track, displays Figure "K" of Operating Rules 287, 290, and 292, and governs to Signal 229 in Pennsylvania Avenue Subway or Baltimore and Ohio Railroad signal at Vine Street.

Wayside telephones for use of employees connected to West Falls "FS" Interlocking Station are located adjacent to Westward Signal governing movements to the Baltimore and Ohio Railroad, and Eastward Signal governing movements from the Baltimore and Ohio Railroad.

When encountering Signals displaying "STOP", crews must communicate with operator at West Falls "FS" Interlocking Station, for instructions.

(B) **River.**

Signals and switches associated with "RIVER" are remotely controlled from West Falls "FS" Interlocking Station.

Wayside telephones for use of employes, connecting with West Falls "FS" Interlocking Station, are located adjacent to Eastward and Westward Home Signals.

When encountering Signals displaying "STOP", crews must immediately communicate with operator at West Falls "FS" Interlocking Station for instructions.

(C) **Rock.**

Single track in operation from a point five thousand one hundred eighty (5180) feet east of Gladwyne Station and four thousand two hundred (4200) feet west of West Manayunk. Signals and switches governing movements over this track are remotely controlled from West Falls "FS" Interlocking Station. Trains or engines encountering signals displaying stop indication must immediately communicate with operator at West Falls "FS" interlocking station for instructions. Telephones located at eastward and westward home signals.

2. CROSSING AND FLAG PROTECTION.

At grade crossings protected by flasher signals and/or automatic gates with white lamp on outside of relay case, lamps are lighted on approach of train. Lamp not lighted must be reported to Train Dispatcher.

Flasher signals at highway grade crossings are arranged so that signals will operate automatically for through movements in either direction with and against the current of trffic on each main track at the following points.

Main Line.

Woodlane..... River Road.

3. Telephones Connected with Train Dispatching Circuit.

Location

West Falls—Yardmaster's Office.
Rock—Interlocking home signal—East End.
Gladwyne—East end of siding.
Woodlane—East End, Yard Office. (Phila. & Reading Div.).
Woodlane—West end of yard in booth on westward side.

CITY BRANCH—(Con.)
Callowhill St. Jct. to Woodlane, via Subway and Park Jct.

Wayside Telephones Connecting With locations as indicated.

Location	Connects With
On Wall, 100 feet east of west end of Tunnel—No. 1 track.....	15th Street—Yardmaster.
27th Street, between No. 5 track and B. & O. tracks.....	
Park—Adjacent to westward and eastward home signals.....	
33rd Street—Pole box.....	
Fountain Green—Signal Mast No. 214 to right of plug track.....	Belmont Yard Office.
West end Columbia Bridge—Signal Mast No. 212 north side of plug track.....	
East end Columbia Bridge, in Brakemen's Cabin.....	
East end Belmont Yard Signal Mast No. 217.....	"FS" West Falls Tower.
On Pole—West end West Falls siding..	
"River"—Adjacent to eastward and westward home signals.....	
Pencoyd—Pole box.....	FS—West Falls Tower.
West Manayunk—Pole box.....	

Local Telephones.

Location	Connects With
Wood Lane—W. end—Booth.....	Yardmaster's Office. East. end Wood Lane Yard.
Laurel Hill—East side of No. 4 track	FS—West Falls Tower.
Bellevue Jct.—Bellevue Branch track	

4. MISCELLANEOUS INSTRUCTIONS.

(a) Account clearances, employes are forbidden to ride side steps of Crane Nos. 90901, 90902 and 90906, and switch stands at the following locations.

No. 1 track to No. 2 track, west of 15th Street.
No. 1 track to Side track, east of 16th Street.
No. 1 track to No. 2 track, west of 17th Street.
No. 2 track to Scale track, 17th Street.
No. 1 track to No. 2 track, west of 17th Street.
No. 2 track to Side track, 18th Street.
No. 1 track to Scale track, 19th Street.
No. 2 track to No. 4 track Tower, 20th Street.
No. 1 track to Side track at 33rd Street.

Movement with this equipment must be made at reduced speed.

(b) Members of crews are prohibited from going on top of box cars, locomotives, tenders, or other high equipment, moving in either direction, under all bridges or tunnel between Callowhill Street Junction and Park Junction, including inclines to yards and industries.

(c) When necessary to sound the horn of Diesel locomotives, operating within the City Limits, the low tone will be used for all purposes except for grade crossings and in cases of emergency (to save life and protect company property). In such cases, the loud tone must be used.

(d) **20th St. Subway, No. 1 Sand House Track.**

When necessary to place cars on this track (parallel to No. 2 track) be sure that cars are at least four (4) car lengths into clear of outlet switch.

(e) Subway crews must keep red lamp lighted on their engine day and night.

No switching must be done in Subway Tunnel while passenger trains are passing through.

CITY BRANCH—(Con.)
Callowhill St. Jct. to Woodlane, via Subway and Park Jct.

Employes using hand lamps or torches in Subway Tunnel or at either entrance must conceal them from view of Enginemen of trains passing through or approaching the Tunnel. They must also carefully avoid obstructing Engineman's view of the Tunnel signals.

(f) Before a movement can be made from the Willow and Noble Street Branch to the Subway Branch at 13th Street telephone permission must be secured from the Yardmaster at 15th Street. If unable to secure telephone permission such movement may only be made under flag protection.

(g) Engines or trains must not cross from one main track to the other in Penna. Avenue Tunnel without first securing permission from Yardmaster at 15th Street.

(h) **River Track at Fountain Green, 4000 feet west of Belmont.**

No engines or cars are to stand on curve between inlet switch and overhead signal bridge.

When necessary to cut trains on No. 1 track to set off on River Track cut must be made so that no cars will be west of overhead bridge.

(i) Crews making pickup and/or set out at East end of Woodlane yard will stop a sufficient distance west of River Road Crossing so that when pickup and/or set-off is made River Road Crossing will not be blocked.

SPECIAL INSTRUCTIONS

DOYLESTOWN BRANCH
Lansdale to Doylestown

1. Opposing and following by Block Signals.

(A) Trains will operate in either direction under signal indication as prescribed by Rules 261 to 264 inclusive, between the following points.

On Single Track, between Lansdale ("Dale" Remote Controlled Interlocking) and Doylestown Station.

Between the above points, trains or engines are not permitted to clear the main track at sidings not equipped with electric locks. (See General Instructions 3 (C).

(B) The following electric locked switches, derails or dual controlled switches cannot be used without permission of the operator at control point and then only in accordance with instructions posted at the individaul locations in accordance with Operating Rules 801 and 803.

(1) Hand-thrown switches with electric locks on switches or derails are in service at the following points.

Location	Control Point
MU Storage Tracks, Lansdale	"WIND"
Lansdale Siding	"WIND"
Lansdale Yard Switch, 7th St.	"WIND"
American-Olean Tile Switches	"WIND"
Wood Siding, East and West end	"WIND"
Forest Park Siding, East and West end	"WIND"
Gravel Siding, East and West end	"WIND"
Doylestown Siding, East end	"WIND"

(2) Eastward trains receiving a "TAKE SIDING" indication, Rule 295, at Take Siding Indicator, located one thousand three hundred (1300) feet west of Lansdale Station shall take siding at Lansdale Siding.

Westward trains receiving a "TAKE SIDING" indication, Rule 295, at the following Take Siding Indicators will be governed as follows.

Take Siding Indicator, located six hundred (600) feet east of Link Belt Station, shall enter Wood Siding at east end of siding.

Take Siding Indicator, located two hundred fifty (250) feet east of "FOREST", shall enter Forest Park Siding at east end of Siding.

(C) **USE OF ELECTRIC LOCKED HAND OPERATED SWITCHES.**

When Take Siding Signal displays indication to take siding, electric lock lever can be released immediately.

When Take Siding Signal is not displaying indication to take siding the following instructions apply to enter or leave siding.

Before operating electric lock, obtain permission from operator at "WIND" Remote Control Station.

After permission is obtained, open door (switch lock) on electric lock at derail and move lever to "Indication" position.

When indicator displays "Clear", reverse electric lock lever and derail. Reverse switch.

When restoring to normal, main track switch must first be set normal, then derail, then electric lock lever, closing and securing same by switch lock, otherwise signals will display stop indication. A predetermined time is imposed on release of electric lock.

2. Remote Controlled Locations.

Signals at the following Remote Controlled Locations are controlled from "WIND" Remote Control Station, Wayne Junction.

"LAND", located one thousand (1000) feet west of Lansdale Station.

"LINK", located one hundred (100) feet east of Link Belt Station.

"FOREST", located three thousand four hundred seventy (3470) feet west of Chalfont Station.

"DOYLESTOWN", located one thousand (1000) feet east of Doylestown Station.

DOYLESTOWN BRANCH—(Con.)
Lansdale to Doylestown

3. LOCATION OF SIDINGS EQUIPPED WITH OVERHEAD WIRES FOR MU OPERATION.

Lansdale Siding.
Wood Siding.
Forest Park Siding.
Gravel Siding.
Doylestown Siding.

4. Telephones Connected with Train Dispatching Circuit.

Location

Wood Siding, West End.
Forest Park Siding, East End.
Gravel Siding, West End.
Colmar—Adjacent to station building.
Chalfont—On face of station building.
New Britain—Opposite station building.
Doylestown—On face of station building.

Power Dispatcher and Emergency Telephones.

Telephones for Use of Employes, in Connection With Electrical Operation.

Telephones are connected with Power Dispatcher's Office, Wayne Junction Sub-station, and are located in all Interlocking Towers in electrified territory; and adjacent to Catenary structures as shown below:—

Lansdale to Doylestown

1	2	5	7	8
15	13	11	4	10

Adjacent to substation fence Doylestown

5. MISCELLANEOUS INSTRUCTIONS.

Arrival of eastward extras on Doylestown Branch must be promptly reported to "WIND".

SPECIAL INSTRUCTIONS

FRANKFORD BRANCH
Frankford Junction to Frankford

1. CROSSING AND FLAG PROTECTION.

At grade crossings protected by flasher signals and/or automatic gates with white lamp on outside of relay case, lamps are lighted on approach of train. Lamp not lighted must be reported to Train Dispatcher.

(a) Movements over the following crossings are protected by automatic gates and flashing signals which will operate with and against the current of traffic as indicated below.

Flashing signals and gates will operate when engine train or cars occupy track circuits within the limits on various tracks as listed below.

Branch	Location	Name of Crossing	Single	No. 1 Track	No. 2 Track	No. 3 Track	No. 4 Track	Side Track
*Frankford	West of Summerdale	Whitaker Ave.	503' W. 494' E.					350' P.R.R. Con.

* Maximum speed of trains approaching crossing—Main Track..... 10 M.P.H.
P.R.R. Connection..... 8 M.P.H.

An engine or train, having crossed the crossing and having stopped within the limits of control points, shall not recross the crossing, if gates have raised to vertical position and crossing signals stopped operating, without providing flag protection, subject to the requirements of Operating Rule "T" of Rules for Government of the Operating Department.

Cars, engines or trains must not be left standing between clearance points specified. Occupancy of track between clearance points will cause gates to lower and remain in lowered position for entire time track between clearance points is occupied.

Engines or trains having stopped within the limits of control starts for automatic crossing protection, must approach the crossing prepared to stop if crossing is not properly protected; those operating within the limits of control starts, at less than authorized speed, must not increase their speed until leading end has arrived at the crossing.

Movements on side tracks must stop clear of crossing but not less than ten (10) feet from near side and observe that gates are in full lowered position before proceeding.

FRANKFORD BRANCH—(Con.)
Frankford Junction to Frankford

Godfrey Avenue, West of Summerdale, Frankford Branch.

(b) All movements over Godfrey Avenue on track leading to Naval Depot must be protected by a member of crew.

2. Operation on the Frankford Branch between Frankford Junction and Frankford is governed by Yard Rules, and the branch is under the jurisdiction of Yardmaster at Erie Avenue.

Speed Limit: Yard Speed, not to exceed twenty-five (25) miles per hour, unless otherwise restricted.

Crews of trains and engines, when entering or using Frankford Branch must communicate with Yardmaster at Erie Avenue for permission before proceeding.

3. Telephones Connected with Train Dispatching Circuit.

Location

Frankford Jct.—Adjacent to Westward Home Signal.
Summerdale—Pole Box 150 feet east of new switch to P. R. R. (south side).
Summerdale—Pole Box south side of track.

4. MISCELLANEOUS INSTRUCTIONS.

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

Location	Tracks Involved
Crescentville, west of	Main track.

Arrival of westward extras on Frankford Branch must be promptly reported to "WS" Wayne Junction Control Station.

SPECIAL INSTRUCTIONS

MORRISVILLE BRANCH
Fairless Junction to Morrisville

1. Opposing and following by Block Signals.

(A) Trains will operate in either direction under signal indication as prescribed by Rules 261 to 264 inclusive, between the following points.

Between Fairless Junction and P. R. R. Connection.

Between the above points, trains or engines are not permitted to clear the main track at sidings not equipped with electric locks. (See General Instructions 3 (C).

(B) The following electric locked switches, derails or dual controlled switches cannot be used without permission of the operator at control point and then only in accordance with instructions posted at the individual locations in accordance with Operating Rules 801 and 803.

(1) Hand-thrown switches with electric locks on switches or derails are in service at the following points.

Location	Control Point
Woodbourne, east end of yard	"WIND"

Morrisville.

Pennsylvania Railroad electrically locked, bolt locked rail crossing, located sixteen thousand seven hundred (16,700) feet east of Fairless Junction, is controlled by operator at "WIND" Remote Control Station.

Telephone for use of Pennsylvania Railroad crews, connecting with "WIND" Remote Control Station, is located adjacent to electric lock at Pennsylvania Railroad crossing.

Morrisville... {Telephone Connecting with "WIND" Remote Control Station is located at P.R.R. connection.

2. MISCELLANEOUS INSTRUCTIONS.

Eastward trains must obtain permission from Morris tower before proceeding east of P. R. R. connection. Westward trains must obtain permission from "WIND" before proceeding west of P. R. R. connection unless switches are properly lined for movement and signals indicate PROCEED.

Tracks between P. R. R. connection and Tyburn Road are yard tracks operated by P. R. R. under Yard Rules. Trains must not exceed yard speed.

All trains enroute to the Fairless Plant, of the United States Steel Company, Morrisville, must stop to clear Tyburn Road at the plant entrance and not proceed into the plant until proper switches are lined and train can continue across Tyburn Road without undue delay.

Telephone has been installed west of Tyburn Road, connected with Morris Tower, as well as Yardmaster's office, Fairless Plant. Conductors should report their arrival at Tyburn Road to Yardmaster who will give necessary instructions for the handling of the train within the Fairless Plant.

SPECIAL INSTRUCTIONS

NEW HOPE BRANCH
Glenside to Ivyland

1. Opposing and following by Block Signals.

(A) Trains will operate in either direction under signal indication as prescribed by Rules 261 to 264 inclusive, between the following points:

On Single Track between Roslyn, (LYNN Remote Controlled Location) and Hatboro Station.

Between the above points, trains or engines are not permitted to clear the main track at sidings not equipped with electric locks. (See General Instructions 3 (C).)

(B) The following electric locked switches, derails or dual controlled switches cannot be used without permission of the operator at control point and then only in accordance with instructions posted at the individual locations in accordance with Operating Rules 801 and 803.

(1) Hand-thrown switches with electric locks on switches or derails are in service at the following points:

Location	Control Point
Willow Grove Side Track	"WIND"
Willow Grove Siding, east end	"WIND"
Willow Grove Siding, west end	"WIND"
Vicks Chemical Side Track	"WIND"
Hatboro Storage Track	"WIND"
Hatboro Siding, east end	"WIND"

(a) Westward trains receiving a "TAKE SIDING" indication, Rule 295, at Take Siding Indicator, located one hundred ninety (190) feet west of Willow Grove Station, shall enter Willow Grove Siding at east end of siding. Eastward trains receiving "TAKE SIDING" Indication at Take Siding Indicator, located three thousand two hundred twenty-five (3225) feet west of Willow Grove Station, shall enter Willow Grove Siding at west end of siding.

(b) **USE OF ELECTRIC LOCKED HAND OPERATED SWITCHES.**

When Take Siding Signal displays indication to take siding, electric lock lever can be released immediately.

When take siding signal is not displaying indication to take siding the following instructions apply to enter or leave siding.

Before operating electric lock, obtain permission from operator at "WIND" Remote Control Station.

After permission is obtained, open door (switch lock) on electric lock at derail and move lock lever to "Indication" position.

When indicator displays "Clear", reverse electric lock lever and derail. Reverse switch.

When restoring to normal, main track switch must first be set normal, then derail, then electric lock lever, closing and securing same by switch lock, otherwise signals will display stop indication. A predetermined time is imposed on release of electric lock.

2. Remote Controlled Locations.

Signals at the following Remote Controlled Locations are controlled from "WIND" Remote Control Station, Wayne Junction.

"LYNN", located five hundred (500) feet east of Roslyn Station.

"GROVE", located two thousand eighty-five (2085) feet west of Willow Grove Station.

"HATBORO", located four hundred seventeen (417) feet east of Hatboro Station.

When encountering these signals displaying "STOP", crews must immediately communicate with operator at "WIND" Remote Control Station for instructions.

3. LOCATION OF SIDINGS EQUIPPED WITH OVERHEAD WIRES FOR MU OPERATION.

Willow Grove Siding.
Hatboro Siding.

NEW HOPE BRANCH—(Con.)
Glenside to Ivyland

4. CROSSING AND FLAG PROTECTION.

At grade crossings protected by flasher signals and/or automatic gates with white lamp on outside of relay case, lamps are lighted on approach of train. Lamp not lighted must be reported to Train Dispatcher.

(a) Flasher signals at the following highway grade crossings do not operate when trains are operating against the current of traffic. Trains operating against the current of traffic must approach these crossings carefully and at reduced speed, expecting to find unwarned highway traffic on or approaching the crossing.

2526 feet west of Glenside..... Mt. Carmel Ave.
80 feet east of Ardsley..... Jenkintown Road.
891 feet east of Roslyn..... Bradfield Road.

(b) **Willow Grove.**

At Old York Road located 155 feet east of Willow Grove.

Automatic pedestrian gates and highway crossing signals will operate automatically for **through** train movements in either direction on single main track.

At Davisville Road, located two hundred seventy-four (274) feet east of Willow Grove Station, automatic highway crossing signals will operate automatically for **through** train movements in either direction on single main track.

Control point for start of crossing protection for westward movements over both crossings is located eight hundred forty-one (841) feet east of Davisville Road crossing.

Control point for start of crossing protection for eastward movements over both crossings is located three hundred sixty-two (362) feet west of Old York Road crossing.

Engines or trains having stopped within the limits of control starts for automatic crossing protection, must approach the crossing prepared to stop if crossing is not properly protected: those operating within the limits of control starts at less than authorized speed, must not increase their speed until leading end has arrived at the crossing.

An engine or train, operating in either direction on single main track, having crossed a crossing and stopped within the limits of the control points, shall not recross the crossing without providing flag protection subject to requirements of Operating Rule "T".

Crossing clearance points are indicated by clearance signs marked "C" located east of Davisville Road Crossing and west of Old York Road crossing.

Cars, engines or trains must not be left standing between crossing clearance points. Occupancy of track between clearance points will cause automatic pedestrian gates to remain lowered and highway crossing signals to operate for entire time track is occupied.

On single main track all westward train movements may not exceed a speed of 10 miles per hour over Davisville and Old York Roads, all eastward movements may not exceed a speed of 10 miles per hour from a point two hundred and seven (207) feet west of Willow Grove Station to the east side of Davisville Road.

(c) **Fulmor.**

At Warminster Avenue, located one hundred forty-five (145) feet west of Fulmor Station, automatic highway crossing signals in service. They will operate automatically for **through** train movements in either direction on single main track.

Control point for start of crossing protection for westward movements is located one thousand six hundred and fifty-five (1655) feet east of crossing.

Control point for start of crossing protection for eastward movements is located one thousand six hundred and fifty-five (1655) feet west of crossing.

These control points will be identified by track joints painted yellow.

An engine or train, operating in either direction on single main track, having crossed the crossing and stopped within the limits of the control points, shall not recross the crossing without providing flag protection subject to requirements of Operating Rule "T".

NEW HOPE BRANCH—(Con.)
Glenside to Ivyland

Crossing clearance points are indicated by clearance signs marked "C" located east and west of crossing.

(d) **Hatboro.**

Eastward trains approaching Moreland Avenue crossing and westward trains approaching Montgomery Avenue crossing, must stop clear of crossing and observe that crossing signals are operating and crossing is clear of traffic before proceeding. Should crossing signals not operate as intended, Operating Rule "T" will apply.

(e) At Meadowbrook Avenue, 3040 feet west of Hatboro.

All engine and car movements must stop clear of crossing and be preceded by a member of the crew equipped with red flag during daylight hours and with a red lantern and a white lantern during the hours of darkness, to properly warn the traveling public of the approach of such engine or car.

5. SPRING SWITCH.

Roslyn.

1. The normal position of switch is for movement from single track to No. 2 main track.

2. Reflector sign "End of Double Track" is located on mast of westward controlled signal and designates clearance point between main tracks.

3. Eastward automatic signal 504 located seventy (70) feet east of Roslyn Station governs movement over spring switch.

When signal displays a "Stop Indication", crews in addition to observing the requirement of Rule 219, will be governed as follows:

(a) Determine the tracks are not occupied west of clearance point, end of double track.

(b) Examine switch and if found reversed, operate hand ground lever to restore switch to normal position.

(c) If found in normal position, but not fully closed, examine switch for obstruction between switch point and stock rail and if after reversing and again closing switch with ground lever, switch will not fully close and signal will not clear, immediately notify Chief Train Dispatcher.

When spring switch is reversed by hand, the switch must be restored to normal position by hand.

4. Trains shall not exceed a speed of ten (10) miles per hour when moving from No. 1 track to single main track.

6. Telephones Connected with Train Dispatching Circuit.

(a) **Location.**

Glenside—West end Wye.
Roslyn—On face of station building.
Willow Grove—On face of station building.
Hatboro—In hall of station.
Johnsville—Pole box.
Ivyland—Pole box.

(b) **Telephones for Use of Employes, in Connection with Electrical Operation.**

Telephones are connected with Power Dispatcher's Office, Wayne Junction Sub-station, and are located in all Interlocking Towers in electrified territory; and adjacent to Catenary structures as shown below:—

Glenside to Hatboro

0	1	6
2	24	13

On face of Willow Grove Station

7. MISCELLANEOUS INSTRUCTIONS

(a) **Employes are forbidden** to ride or work on top of box cars, engines or other high equipment while movement is being made under overhead signal wire crossings at the following locations.

Location	Tracks Involved
Glenside, west of.....	East leg of Wye.
Hatboro, west of.....	Side track—Worthington.

NEW HOPE BRANCH—(Con.)
Glenside to Ivyland

(b) Single main track of New Hope Branch is removed from service between Moreland Avenue Crossing located four hundred (400) feet west of Hatboro Station and Montgomery Avenue Crossing located nine hundred eighty-eight (988) feet west of Hatboro Station, daily between the hours of 1.00 A. M. and 8.00 A. M., account storing of MU passenger equipment.

Hayes hand operated derail, equipped with switch target and lamp, is placed in service at a point four hundred seventy-five (475) feet west of Hatboro Station.

The normal position of this derail is **locked** in the non-derailing position (Operating Rule 702B) except when MU equipment is stored at this location, at which time derail must be **locked** in derailing position (Operating Rule 702A).

(c) **Ivyland.**

New Hope and Ivyland Interchange tracks are located between Ivyland and Bristol Road, two thousand five hundred (2500) feet west of Ivyland. Movements in this area must be made at Yard Speed but not to exceed ten (10) Miles per hour.

Reading Company crews, before entering New Hope and Ivyland interchange tracks must secure permission from New Hope and Ivyland Dispatcher. Telephone connected with New Hope and Ivyland dispatcher is located at Ivyland. Crews will be governed by instructions posted in phone box.

In the event of failure of communication, movements in this area may be made under flag protection as prescribed by Rule 99.

SPECIAL INSTRUCTIONS

NEWTOWN BRANCH
Cheltenham Junction to Newtown

1. Opposing and following by Block Signals.

(A) Trains will operate in either direction under signal indication as prescribed by Rules 261 to 264 inclusive, between the following points.

On Single Track, between Cheltenham Junction Remote Controlled Interlocking and Fox Chase Remote Controlled Interlocking.

Between the above points, trains or engines are not permitted to clear the main track at sidings not equipped with electric locks. (See General Instructions 3 (C.)

(B) The following electric locked switches, derails or dual controlled switches cannot be used without permission of the operator at control point and then only in accordance with instructions posted at the individual locations in accordance with Operating Rules 801 and 803.

(1) Hand-thrown switches with electric locks on switches or derails are in service at the following points.

Location	Control Point
Cheltenham Siding.....	Wayne Junction Control Station
F.S. Gardner Side Track.....	Wayne Junction Control Station

2. Remote Controlled Interlockings.

(A) **Fox Chase.**

At Fox Chase, Remotely Controlled switches and signals are controlled from "WS" Wayne Junction Control Station.

Telephones connecting with Wayne Junction Control Station are located adjacent to Eastward and Westward home signals.

(B) **Bethayres.**

Interlocking signals governing movement over New York and Newtown Branch rail crossings are controlled by operator at "WIND" Remote Control Station, Wayne Junction.

Trains finding signals at "Stop" must immediately communicate with Train Dispatcher for instructions.

In the event of failure of communication, trains or engines must not proceed until authorized to do so.

3. CROSSING AND FLAG PROTECTION.

At grade crossings protected by flasher signals and/or automatic gates with white lamp on outside of relay case, lamps are lighted on approach of train. Lamp not lighted must be reported to Train Dispatcher.

NEWTOWN BRANCH—(Con.)
Cheltenham Junction to Newtown

(a) Movements over the following crossings are protected by automatic gates and flashing signals which will operate with and against the current of traffic as indicated below.

Flashing signals and gates will operate when engine train or cars occupy track circuits within the limits on various tracks as listed below.

Branch	Location	Name of Crossing	Single	No. 1 Track	No. 2 Track	No. 3 Track	No. 4 Track	Side Track
Newtown	Fox Chase	Second St. Pike	1700' E. 1700' W.					
Newtown	Fox Chase	Rhawn St.	2010' E. 2032' W.					15'

An engine or train, having crossed the crossing and having stopped within the limits of control points, shall not recross the crossing, if gates have raised to vertical position and crossing signals stopped operating, without providing flag protection, subject to the requirements of Operating Rule "T" of Rules for Government of the Operating Department.

Cars, engines or trains must not be left standing between clearance points specified. Occupancy of track between clearance points will cause gates to lower and remain in lowered position for entire time track between clearance points is occupied.

Engines or trains having stopped within the limits of control starts for automatic crossing protection, must approach the crossing prepared to stop if crossing is not properly protected; those operating within the limits of control starts, at less than authorized speed, must not increase their speed until leading end has arrived at the crossing.

Movements on side tracks must stop clear of crossing but not less than ten (10) feet from near side and observe that gates are in full lowered position before proceeding.

NEWTOWN BRANCH—(Con.)
Cheltenham Junction to Newtown

(b) **Center Street, Newtown, east end of Wye track; Chancellor Street, Newtown.**

A member of crew with proper flagging equipment must precede all movements and warn the traveling public of the approach of locomotive, car or train.

4. Engines or trains Operating on Wye Tracks.

Newtown.

Enter eastward leg. Leave from westward leg.

Where main tracks are used in making the above movements, engine or train must be preceded by member of crew unless the move is covered by train order or time table authority.

5. Telephones Connected with Train Dispatching Circuit.

Location

Fox Chase—Pole Box on Station Platform.
New York Branch Crossing—Pole Box at crossing.
Huntington Valley—On face of station building.
Bryn Athyn—On face of station building.
Woodmont—In Pole Box.
Southampton—On face of station building.
Churchville—Pole Box opposite station.
Holland—In Pole Box.
George School—On face of station building.
Newtown—In Pole Box.

(a) **Wayside Telephones Connecting With locations as indicated.**

Location		Connects With
Mine type telephones located as follows:		
Cheltenham	—Signal 701	Wayne Junction Control Station.
Fox Chase	—Signal 705	
Walnut Hill	—Signal 707	
Valley Falls	—Signal 710	
Hunt. Valley—West of	—Signal 712	
Hunt. Valley	—Signal 714	
Bryn Athyn	—Signal 715	
Woodmont	—Signal 720	

6. MISCELLANEOUS INSTRUCTIONS.

Eastward trains on Main Track, terminating at Fox Chase, will stop with head end at clearance point sign.

Employes are forbidden to ride or work on top of box cars, engines or other high equipment while movement is being made at the following locations.

Location	Tracks Involved
Between Cheltenham Junction and a point one thousand eight hundred ninety-one (1891) feet east of Fox Chase Station	Main track and Fox Chase siding
Huntingdon Valley, east of	Main track
Huntingdon Valley, west of	Main track
Southampton, east of	Main track and east end of siding
George School, west of	Side track—George School
Newtown, west of	Side track—Fabians
Newtown, west of	Side track—Mahers

SPECIAL INSTRUCTIONS

NEW YORK BRANCH
Jenkintown to Bound Brook Junction

1. Opposing and following by Block Signals.

(A) Trains will operate in either direction under signal indication as prescribed by Rules 261 to 264 inclusive, between the following points.

Between Wood and Neshaminy (No. 4 track).
" Glen and "WX" Tower, Weston-Manville (No. 2 track).
" Wing and Glen (either track).
On Ewing Siding.

Between the above points, trains or engines are not permitted to clear the main track at sidings not equipped with electric locks. (See General Instructions 3 (C).)

(B) The following electric locked switches, derails or dual controlled switches cannot be used without permisssion of the operator at control point and then only in accordance with instructions posted at the individual locations in accordance with Operating Rules 801 and 803.

(1) Hand-thrown switches with electric locks on switches or derails are in service at the following points.

Location	Control Point
"JENKIN", 321 feet east of	"WIND"
Pennington: 295 feet west of	"WX" Tower
Pennington: 690 feet west of	"WX" Tower
Pennington: 1075 feet east of	"WX" Tower
"Mead" Interlocking, 4020 feet east of	"WX" Tower
Belle Mead, 9070 feet east of	"WX" Tower
Belle Mead, 18060 feet east of	"WX" Tower

(1) Dual controlled switches are located at the following points.

Location	Control Point
Ewing Siding, East End	CN West Trenton

2. Remote Controlled Interlockings.

(A) **Bethayres.**

Interlocking signals governing movement over New York and Newtown Branch rail crossings are controlled by operator at "WIND" Remote Control Station, Wayne Junction.

Trains finding signals at "Stop" must immediately communicate with Train Dispatcher for instructions.

In the event of failure of communication, trains or engines must not proceed until authorized to do so.

(B) **Neshaminy.**

At Neshaminy, Remotely Controlled switches and signals are in charge of operator at "WIND" Remote Control Station.

Telephones connecting with "WIND" are located adjacent to eastward and westward home signals.

(C) **Fairless Jct.**

At Fairless Jct. a remotely controlled switch, facing point for eastward movements No. 4 track to Morrisville Branch and Woodbourne Yard.

Switches and signals in charge of operator at "WIND" Remote Control Station.

All derails on switches leading to No. 4 track between Fairless Jct. "Neshaminy" electrically locked in charge of operator at "WIND" Remote Control Station.

Telephones located adjacent to derails connected to "WIND" Remote Control Station.

(D) **Woodbourne.**

At Woodbourne a remotely controlled switch, trailing point for eastward movement leading from Woodbourne Yard to No. 4 track with remotely controlled derail on lead at clearance point.

NEW YORK BRANCH—(Con.)
Jenkintown to Bound Brook Junction

Switches and signals in charge of operator at "WIND" Remote control Station.

Telephones connecting with "WIND" Remote Control Station located adjacent to eastward and westward home signals.

(E) **Wood.**

At Wood remotely controlled switches and signals are in charge of operator at "WIND" Remote Control Station.

Telephones connecting with operator at "WIND" Remote Control Station are located adjacent to eastward and westward home signal bridges.

(F) **Wing.**

Interlocking signals and switches governing movement between middle siding and No. 2 and No. 1 tracks are controlled by operator at "CN" Interlocking, West Trenton.

Trains finding signals at "Stop" must immediately communicate with Train Dispatcher for instructions.

When instructed to operate switches manually, crews must be governed by instructions posted on signboard located between main tracks opposite main track switches.

Return movement of assisting engines to "CN" West Trenton, after having pushed an eastward train on No. 2 track or through Ewing Siding, must be made under signal indication from No. 2 track. Should interlocking dwarf signal governing return movement remain in stop position, engineman will immediately communicate with operator at West Trenton.

(G) **Glen.**

At Glen remotely controlled switches and signals are in charge of operator at "WX" Tower Weston-Manville.

Telephones connecting with operator at "WX" tower Weston-Manville are located adjacent to eastward and westward home signal bridges.

(H) **Mead.**

At Mead remotely controlled switches and signals in charge of operator at "WX" Tower Weston-Manville.

"Mead" Interlocking extends on No. 1 Track from a point one thousand three hundred ten (1,310) feet west of to a point five thousand five hundred seventy-nine (5,579) feet west of "Mead".

Telephones connecting with "WX" Tower Weston-Manville located adjacent to eastward and westward home signals at Mead.

(I) **Port Reading Junction.**

At Port Reading Junction signals are remotely controlled from L.V.R.R. Easton, Pa. Trains or engines finding signals at stop must immediately communicate with operator at Weston-Manville "WX" or Easton, Pa. for instructions. Telephones connecting with these points located at eastward and westward home signals.

In the event of failure of communications trains or engines must not proceed until authorized to do so.

3. Location of Emergency Tool Boxes.

JENKINTOWN	"JENKIN" Control Station.
WEST TRENTON	"CN" Tower Key with operator.
WESTON-MANVILLE	"WX" Tower Key with operator.

Any tools taken from boxes in emergency must be returned promptly when work is finished.

Any material removed and not used must be returned promptly when work is finished.

Any material used must be reported to the Road Foreman or Trainmaster upon completion of run.

NEW YORK BRANCH—(Con.)
Jenkintown to Bound Brook Junction

4. LOCATION OF SIDINGS AND CROSSOVERS EQUIPPED WITH OVERHEAD WIRES FOR MU OPERATION.

Sidings.

Chelten Hills Siding.
Jenkintown Sidings Eastward and Westward.

Jenkintown to West Trenton

W. of Noble.
E. of Bethayres.
Neshaminy.

All crossovers between "Neshaminy" and CN Tower West Trenton are wired.

5. CROSSING AND FLAG PROTECTION

At grade crossings protected by flasher signals and/or automatic gates with white lamp on outside of relay case, lamps are lighted on approach of train. Lamp not lighted must be reported to Train Dispatcher.

(a) Flasher signals at the following highway grade crossings do not operate when trains are operating against the current of traffic. Trains operating against the current of traffic must approach these crossings carefully and at reduced speed, expecting to find unwarned highway traffic on or approaching the crossing.

630 feet east of Philmont	Tomlinson Road
8450 feet east of "Wood" (Roelofs)	Fallsington and Edgewood Road.
8364 feet east of Hopewell	Providence Line Road (No. 1 Track).
6670 feet west of Skillman	Possumton Road (No. 1 Track).
2280 feet west of Bound Brook Jct.	Elizabeth Water Co.

(b) Flasher signals at highway grade crossings are arranged so that signals will operate automatically for through movements in either direction with and against the current of traffic on each main tract at the following points.

Rydal	Rydal Road
Bethayres	Red Lion Road
Philmont	Pine Road
Forest Hills	Byberry Road
Fairless Jct.	Doylestown and Bristol Road
Woodbourne	Newtown and Bristol Road
Yardley	Edgewood and River Road
Hopewell	Lambertville Pike
Hopewell	Providence Line Road (No. 2 track only)
Hopewell	Possumton Road
Skillman	Hollow Road
Skillman	Plainsville Road
Weston-Manville	Millstone and Somerville Road (No. 2 track only)

NEW YORK BRANCH—(Con.)
Jenkintown to Bound Brook Junction

Movements over the following crossings are protected by automatic gates and flashing signals which will operate with and against the current of traffic as indicated below.

Flashing signals and gates will operate when engine train or cars occupy track circuits within the limits on various tracks as listed below.

Branch	Location	Name of Crossing	Single	No. 1 Track	No. 2 Track	No. 3 Track	No. 4 Track	Side Track
New York	West of Rydal	Rydal Road		3600' W. 3600' E.	3600' W. 3600' E.			
New York	East of Bethayres	Red Lion Road		3415' W. 4145' E.	3415' W. 4145' E.			50'
New York	West of Philmont	Pine Road		3875' W. 3665' E.	3875' W. 3665' E.			
New York	West of Forest Hills	Byberry Road		4100' W. 3400' E.	4100' W. 3400' E.			
New York	Langhorne	Bellevue Ave.		3505' W. 3555' E.	3505' W. 3555' E.		2740' W. 2600' E.	20'
New York	East of Fairless Jct.	Bristol Road		3875' W. 3875' E.	3875' W. 3875' E.	2700' W.	2870' W.	
New York	West of Woodbourne	Newtown and Bristol Road		4075' W. 4075' E.	3575' W. 2077' E.		2800' W. 2077' E.	1630' W.
New York	West of Yardley	Edgewood and River Road		3700' W.	3700' W.	2500' E.		
New York	West of Hopewell	Lambertville Road		3870' W. 3870' E.	3870' W. 3870' E.			
New York	West of Skillman	Hollow Road		4223' W. 4223' E.	4223' W. 4223' E.			
New York	East of Skillman	Plainsville Road		3870' W. 3870' E.	3870' W. 3870' E.			

An engine or train, having crossed the crossing and having stopped within the limits of control points, shall not recross the crossing, if gates have raised to vertical position and crossing signals stopped operating without providing flag protection, subject to the requirements of Operating Rule "T" of Rules for Government of the Operating Department.

Cars, engines or trains must not be left standing between clearance points specified. Occupancy of track between clearance points will cause gates to lower and remain in lowered position for entire time track between clearance points is occupied.

Engines or trains having stopped within the limits of control starts for automatic crossing protection, must approach the crossing prepared to stop if crossing is not properly protected; those operating

NEW YORK BRANCH—(Con.)
Jenkintown to Bound Brook Junction

within the limits of control starts, at less than authorized speed, must not increase their speed until leading end has arrived at the crossing.

Movements on side tracks must stop clear of crossing but not less than ten (10) feet from near side and observe that gates are in full lowered position before proceeding.

(d) **Red Lion Road.**

At Red Lion Road, located three thousand six hundred sixty-five (3665) feet east of Bethayres Station, engines or trains having stopped on No. 1 track west of Pine Road, located four hundred twelve (412) feet west of Philmont Station, or having used main track crossover at Philmont, main track crossover at Bethayres or Bethayres Station track, shall not approach Red Lion Road, in either direction, at a speed in excess of ten (10) miles per hour.

(e) **Tomlinson Road.**

At Tomlinson Road, 630 feet east of Philmont Station, all engine and train movements to and from the Budd Company, Red Lion Road Plant, must be protected by a member of crew equipped with red flag by day and red and white lights by night.

(f) **Bellevue Avenue.**

At Bellevue Avenue Crossing, located one hundred eighty-five (185) feet east of Langhorne Station.

Eastward trains on Tracks No. 2 and No. 4 which will consume less than two (2) minutes for Station Stop at Langhorne Station, will stop with lead wheels east of Signal No. 87 or No. 87A, located west of crossing. Trains which will consume two (2) minutes or more, shall stop with lead wheels west of Signal No. 87 or No. 87A, located west of crossing. When ready to proceed, train shall move east of Signal No. 87 or No. 87A but make a second stop clear of crossing and wait until crossing is fully protected by gates and is clear of highway traffic before proceeding. Conductor will notify engineman of any unusual station work which would result in long station stop.

When passenger train is stopped on Track No. 2 at Langhorne Station, trains operating westward on Track No. 4 must stop with lead wheels east of (c) sign located two hunered ten (210) feet east of crossing. When passenger train proceeds, trains on Track No. 4 will approach crossing with caution, not exceeding a speed of five (5) miles per hour.

Eastward trains, operating on No. 4 track and having ten (10) cars or less, with work to perform at Langhorne or stopping to receive further orders must stop west of the crossing with the leading end of train just west of crossing Clearance Point Sign located on west side of crossing.

A Clearance Point Sign (C) located adjacent to and on south side of No. 4 track, one thousand eight hundred (1800) feet west of Bellevue Avenue Crossing, is placed in service.

Eastward trains, operating on No. 4 track and having **more** than ten (10) cars, with work to perform at Langhorne or stopping to receive further orders must stop west of crossing Clearance Point Sign (C) located one thousand eight hundred (1800) feet west of Bellevue Avenue Crossing. If additional cars are to be picked up at Langhorne, train must be stopped a sufficient distance west of this (C) sign so that when train is reassembled for eastward movement, the entire train will be west of the sign.

Movement over crossing on side tracks must stop with leading end of engine or train clear of crossing, but not less than fifteen (15) feet from the near side and must not proceed over crossing until crossing signals are operating, gate on north side of crossing is fully lowered, crossing is clear of highway traffic and movement is provided with flag protection subject to requirements of Operating Rule "T".

(g) **Newtown and Bristol Road.**

At Newtown and Bristol Road, located two hundred eight (208) feet west of Woodbourne Station.

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Jenkintown to Bound Brook Junction

Automatic crossing gates and highway crossing signals will operate automatically for **through** train movements in either direction on main tracks.

An engine or train, operating on main tracks in either direction, having crossed the crossing and stopped within the limits of the control points, shall not recross the crossing without providing flag protection in accordance with requirements of Operating Rule "T".

Engines or trains having stopped within the limits of control points for automatic crossing protection must approach crossing prepared to stop if crossing is not properly protected.

Crossing clearance points are established by clearance signs marked "C" located east and west of crossings.

Car, engines or trains must not be left standing between crossing clearance points. Occupancy of track between clearance points will cause automatic crossing gates to lower and remain lowered for entire time track is occupied.

White lamp on outside of relay case on north side of crossing is lighted on approach of train. Lamp not lighted is indication of failure of normal power supply and must be reported to Dispatcher after arrival at terminal point.

(h) **Edgewood and River Road.**

At Edgewood and River Road Crossing located five thousand seven hundred ten (5710) feet west of Yardley Station, the crossing clearance sign marked (C) for No. 2 track is located eight hundred fifty (850) feet west of the crossing.

(i) Between "Wood" and "Neshaminy", highway crossing signals at crossings will operate automatically for through movements on No. 4 track in either direction.

Between Glen and "WX" Tower, Weston-Manville highway crossing signals will operate for through movements on No. 2 track in either direction.

(j) **Read Valley.**

Spur track leading to Read Valley General Services Administration Depot, east of Belle Mead Station, crosses New Jersey State Highway Route No. 206 at grade.

All engine and train movements must stop and proceed over this crossing with a member of crew stationed on the highway on each side of the train with a red flag by day and a red light and a white light by night to protect highway traffic, until the entire train has cleared the crossing.

6. Dragging Equipment Detectors.

(A) **Hopewell.**

Dragging equipment detectors are in service on No. 2 track, located two thousand five hundred (2500) feet east of Glen Interlocking, and on No. 2 and No. 1 tracks located four thousand eight hundred (4800) feet east of Skillman station. Trains actuating detectors, due to faulty equipment will cause signals at "Hopewell" to display Stop indication.

When a train encounters Automatic Signals 126A, 126B or 127A displaying Stop indication, Rule 291, member of crew must communicate with operator at "WX" Tower, Weston-Manville for instructions before proceeding.

(B) **Skillman Station.**
West of Weston-Manville Station.

Dragging equipment detectors are in service on No. 2 track, located six hundred (600) feet west of Skillman Station and on No. 1 and No. 2 tracks located twelve thousand one hundred (12,100) feet west of Weston-Manville Station. Trains actuating detectors, due to faulty equipment, will cause signals at "Mead" to display Stop indication.

Dragging equipment detectors are in service on No. 2 track, located fourteen thousand one hundred (14,100) feet east of Belle Mead Station. Trains actuating detectors, due to faulty equipment, will cause signals at "WX" Tower, Weston-Manville to display Stop indication.

When signals at "Mead" and "WX" Tower, Weston-Manville display Stop indication crews must communicate promptly with operator at "WX" Tower, Weston-Manville for instructions.

NEW YORK BRANCH—(Con.)
Jenkintown to Bound Brook Junction

Local Telephones.

7. Wayside Telephones Connecting with locations as indicated.

Location	Connects With
"Jenkin"—Westward Home Signal, Cat. 10/27	
Jenkintown—East End of Wye Track, Cat. 11/12	
"Ayres"—Eastward Home Signal	
"Ayres"—Box on relay building, Cat. 14/17	
"Ayres"—Westward Home Signal, Cat. 15/2	
Bethayres—West End Freight Track, Cat. 15/6	
Philmont—At Crossover, Cat. 16/10	
Philmont—West End of Yard, Cat. 16/13	
Philmont—East End of Yard, Cat. 17/5	
Somerton—East End of Siding, Cat. 19/1	
"Neshaminy"—Eastward Home Signal, Cat. 21/1	
"Neshaminy"—Westward Home Signal, Cat. 21/11	"Wind", Wayne Jct. Langhorne Station
Parkland—West End of Platform, Cat. 22/13	Woodbourne Yard P. R. R. Morris Tower
Langhorne—Crossing Watchman Cabin	P. R. R. Yardmaster
Langhorne—Booth East of Bellevue Ave., Cat. 23/19	"CN" Tower, West Trenton
Langhorne—Signal Bridge, Cat. 24/10	
Fairless Jct.—Signal Mast, Cat. 25/5	
Woodbourne—West End of Yard, Cat. 25/7	
Woodbourne—Yard at Cat. 26/3	
Woodbourne—East End of Yard, Signal Mast, Cat. 26/5	
"Wood"—Eastward Home Signal, Cat. 26/15	
"Wood"—Outside Relay House, Cat. 26/21	
"Wood"—Westward Home Signal, Cat. 27/4	
Yardley—Edgewood Road Crossing, Cat. 29/12	
Yardley—West of Station, Cat. 30/6	
Yardley—West of Station, Cat. 30/9	
Yardley—West of Station, Cat. 30/16	
East of Delaware River Bridge, Cat. 31/17	"CN" Tower, West Trenton
West Trenton Yard—Cabin	
West Trenton—East End of Wye, Booth, Pole 33/13	
Ewing Station—Box, at Pole 33/29	"CN" Tower, West Trenton
"Wing"—Eastward Home Signal, Pole 35/33	"WX" Tower, Weston-Manville
"Wing"—Westward Home Signal, Pole 35/41	
Pennington—Winery Side Track, Pole 37/44	
Pennington—Yard, Pole 38/7	
"Glen"—Eastward Home Signal, Pole 38/31	
"Glen"—Westward Home Signal, Pole 38/48	West Trenton "CN"
Trap Rock Side Track, Pole 39/9	Weston-Manville "WX"
Crusher Curve—East of Mine Road, Pole 40/35	
Hopewell—Eastward Signal Bridge, Pole 42/39	
Hopewell—Westward Signal Bridge, Pole 43/3	

NEW YORK BRANCH—(Con.)
Jenkintown to Bound Brook Junction

Local Telephones.

Location	Connects With
West of Skillman—Signal No. 131, Pole 45/12	West Trenton "CN" Weston-Manville "WX"
Skillman, Pole 45/39	
Road Crossing—East of Skillman, Pole 47/18	
Minnesota Mining Switch, Pole 48/37	
"Mead"—Eastward Home Signal, Pole 49/31	
"Mead"—Westward Home Signal, Pole 49/50	
Belle Mead Station—West Wall, Pole 50/8	
East of Belle Mead, Pole 50/30	
Read Valley—West Wye Switch	
Read Valley—East Wye Switch	
East End Belle Mead—Westward Siding.	
East of Belle Mead—Signal No. 145	
East of Hamilton, Pole 53/32	
East of Hamilton—Signal No. 149	
Weston-Manville — Eastward Home Signal	
Manville Yard Switches, Pole 57/2	Bound Brook Jct. "RK" Easton—L. V. R. R.
Port Reading Jct. — Eastward Home Signal	
Port Reading Jct. — Westward Home Signal	
East of Rariton River Bridge	Weston-Manville "WX" Bound Brook Jct. "RK"
Bound Brook Jct. — Eastward Home Signal	

Power Dispatcher and Emergency Telephones.

Telephones for Use of Employes, in Connection With Electrical Operation.

Telephones are connected with Power Dispatcher's Office, Wayne Junction Sub-station, and are located in all Interlocking Towers in electrified territory; and adjacent to Catenary structures as shown below:—

Jenkintown to West Trenton
On face of Somerton Station

23	26	28	32
19	19	11	18

8. Engines or trains Operating on Wye Tracks.

West Trenton.

Entry by No. 1 track. Leave from eastward leg.

Where main tracks are used in making the above movements, engine or train must be preceded by Flagman unless the move is covered by train order or time table authority.

Before turning on wye tracks at West Trenton, permission must first be secured from the Train Dispatcher.

9. Hot Journal Detectors.

Wood—Yardley.

Hot journal detector systems are located in No. 1 and No. 2 Tracks as follows.

(a) **Eastward:**

Hot journal detector is located in No. 2 Track at a point fifty (50) feet east of "WOOD" Interlocking.

Hot journal location indicator is located at automatic signal 99, on Catenary structure 29/13, five thousand five hundred eighty (5580) feet west of Yardley Station.

NEW YORK BRANCH —(Con.)
Jenkintown to Bound Brook Junction

(b) **Westward:**

Hot journal detector is located in No. 1 Track at a point one thousand eighty-nine (1089) feet east of Delaware River Bridge.

Hot journal location indicator is located at automatic signal 98 on Catenary structure 29/13, five thousand five hundred eighty (5580) feet west of Yardley Station.

(c) Eastward and Westward Trains will be governed by the following instructions.

When rotating white light at top of Indicator Board is flashing, speed of train must be reduced to permit crew member to read numerals on indicator board to determine location of hot journal. Eastward trains will proceed to Yardley Station and Westward trains will proceed to "WOOD" Interlocking, at restricted speed. Train Dispatcher will be notified and arrangements made to remove car from train.

When steady white light at bottom of indicator board is lighted, in addition to flashing white light, train must be stopped in vicinity of indicator board to permit crew member to read both indicator boards to determine location of hot journals. Eastward trains will proceed to Yardley Station and westward trains will proceed to "WOOD" Interlocking, at restricted speed. Train Dispatcher will be notified and arrangements made to remove car from train.

Numerals on both indicator boards, will indicate the **Axle Number** of hot journal as counted from the **Rear** of train.

If there are no hot journals indicated in train, the white lights at top and bottom of indicator board will not be illuminated and indicator board will display lighted zero numerals.

Flashing and steady lights will go out and indicator board numerals will be reset automatically after rear of train passes location indicators.

Journals on adjacent cars must be inspected if calculated car does not have a hot journal.

10. MISCELLANEOUS INSTRUCTIONS

Members of train crews are prohibited from going on top of box cars, locomotives, tenders or other high equipment when trains are operating on No. 1 or No. 2 tracks under the following bridge which is not protected by bridge warning devices.

Bridge No. 37/52 2000 ft. West of Pennington.

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

Location	Tracks Involved
Bethayres, east of	Side track—Butterworth No. 1 and No. 2 spur tracks.
Somerton, east of	Side track—Fosters.
Woodbourne, west of	Woodbourne spur track.

Langhorne.

When operating Snow Plow through Langhorne Station Platform on No. 4 track, New York Branch, extreme care must be exercised account close clearance to Station Platform.

Before leaving Langhorne Station passenger trains stopping at Langhorne will make an observation to see that bus is not in immediate vicinity before leaving.

West Trenton.

No. 1 running track must not be blocked without permission from Train Dispatcher.

During high winds "MU" trains drop pantographs passing over Delaware River Bridge.

NEW YORK BRANCH—(Con.)
Jenkintown to Bound Brook Junction

Hopewell Station.

Belle Mead Station.

At these stations, when Passenger Trains in either direction are receiving or discharging traffic, all trains operating on other tracks will stop clear of station platform, proceeding only after Passenger Train has cleared station, and passengers are clear of all tracks.

Passenger Trains must approach Hopewell and Belle Mead, looking out for passengers crossing tracks.

When Passenger Trains with Station work to be performed are approaching in opposite directions, Eastward trains shall have preference to the Station.

Read Valley.

An engine or train having cleared on Read Valley Wye tracks **MUST** contact operator at Weston-Manville "WX" Interlocking Station for permission to re-enter Belle Mead Westward Siding.

Between Belle Mead and Bound Brook, N. J., toilets in all passenger trains will be locked and kept locked to protect public water supply.

Bound Brook Junction.

The times shown for Reading Company regular trains are for information and confer no Time Table authority.

SPECIAL INSTRUCTIONS

NEW YORK SHORT LINE
Newtown Junction to Neshaminy Falls

1. Opposing and following by Block Signals.

(A) Trains will operate in either direction under signal indication as prescribed by Rules 261 to 264 inclusive, between the following points.

Between Newtown Jct. Remote Controlled Interlocking and Cheltenham Jct. Remote Controlled Interlocking, No. 1 and No. 2 Tracks.

Between the above points, trains or engines are not permitted to clear the main track at sidings not equipped with electric locks. (See General Instructions 3 (C).)

(B) The following electric locked switches, derails or dual controlled switches cannot be used without permission of the operator at control point and then only in accordance with instructions posted at the individual locations in accordance with Operating Rules 801 and 803.

(1) Hand-thrown switches with electric locks on switches or derails are in service at the following points:

Location	Control Point
Cheltenham Junction—1545 feet west of.....	Wayne Junction Control Station

2. Remote Controlled Interlockings.

Frankford Junction.

Interlocking signals and switches governing movements between No. 1 and No. 2 main tracks and to and from Frankford and Olney Branches are controlled by operator at Wayne Junction Control Station.

Trains finding signals at "STOP" must immediately communicate with operator at Wayne Junction Control Station for instructions.

Telephones connecting with Wayne Junction Control Station are located adjacent to Eastward home signal, Olney Branch, Westward home signal, Frankford Branch and Westward home signal, No. 1 Track.

Cheltenham Junction.

Interlocking signals and switches governing movements between No. 2 and No. 1 main tracks and to and from Newtown Branch are controlled by operator at Wayne Junction Control Station.

Trains finding signals at "STOP" must immediately communicate with operator at Wayne Junction Control Station for instructions.

Telephones connecting with Wayne Junction Control Station are located in booths at Eastward and Westward home signals.

3. Telephones Connected with Train Dispatching Circuit.

Location

Bustleton Station—Pole box.
Bustleton—Pole Box opposite Pole 14/3.
Middle switches Bustleton Siding—south side of tracks.
Neshaminy Falls—Pole box opposite tool house.

Wayside Telephones Connecting With Locations as Indicated.

Location	Connects With
Eastward and Westward Signals at Cheltenham Junction.....	Wayne Junction Remote Control Station
Krewson's Track Switch.....	
Eastward and Westward Home Signals at Frankford Junction.....	

4. MISCELLANEOUS INSTRUCTIONS.

(a) **Lawndale:**

At Lawndale Station, when passenger trains in either direction on No. 1 Track, are receiving or discharging passengers, all trains operating on No. 2 Track will stop clear of Lawndale Station platform, proceeding only after passenger train has cleared station and passengers are clear of all tracks.

NEW YORK SHORT LINE—(Con.)
Newtown Junction to Neshaminy Falls

Trains approaching Lawndale Station must be on the lookout for passengers crossing tracks, and refer to Time Table regarding schedule times for passenger trains.

When passenger trains with work to be preformed are approaching in opposite directions, westward trains shall have perference to the station.

(b) Employes are forbidden to ride or work on top of equipment on No. 1 and No. 2 tracks between Newtown Junction Remote Controlled Interlocking and Cheltenham Junction Remote Controlled Interlocking.

(c) Members of train crews are prohibited from going on top of box cars, locomotives, tenders or other high equipment when trains are operating against the current of traffic under the following bridges or tunnels which are not protected by bridge warning devices.

Bridge No.	10/22	2700 ft. East of Cheltenham (Cottman Street).
	10/36	3500 ft. East of Cheltenham.
	11/26	8300 ft. East of Cheltenham (Rhawn Street).
	13/97	4080 ft. East of Bustleton.
	14/47	6700 ft. East of Bustleton.
	15/85	400 ft. West of Byberry.
	16/47	2880 ft. East of Byberry.

SPECIAL INSTRUCTIONS

NINTH STREET BRANCH
Reading Terminal to Tabor Junction

1. Opposing and following by Block Signals.

(A) Trains will operate in either direction under signal indication as prescribed by Rules 261 to 264 inclusive, between the following points:

Between Race Street "RA" Interlocking and Sixteenth Street Junction Remote Controlled Interlocking, Tracks 1, 2 and 4.

Between Sixteenth Street Junction Remote Controlled Interlocking and Wayne Junction Interlocking, No. 4 Track.

Between Wayne Junction "WS" Interlocking and Newtown Junction Remote Controlled Interlocking. Tracks 1 and 2.

Between Newtown Junction Remote Controlled Interlocking and Tabor Junction Remote Controlled Interlocking, No. 2 Track.

Between the above points, trains or engines are not permitted to clear the main track at sidings not equipped with electric locks. (See General Instructions 3 (C).)

(B) The following electric locked switches, derails or dual controlled switches cannot be used without permission of the operator at control point and then only in accordance with instructions posted at the individual locations in accordance with Operating Rules 801 and 803.

(1) Hand-thrown switches with electric locks on switches or derails are in service at the following points.

Location	Control Point
Columbia Ave., 2630 feet west of.....	"RA" Tower
Columbia Ave., 2160 feet west of.....	"RA" Tower
Columbia Ave., 740 feet west of.....	"RA" Tower

2. Remote Controlled Interlockings.

(A) **Brown.**

At Brown, remotely controlled switches and signals are in charge of operator at "RA" Tower, Race Street.

Telephones connecting with "RA" Tower are located adjacent to Eastward and Westward home signals.

(B) **Diamond.**

At Diamond, remotely controlled switches and signals are in charge of operator at "RA" Tower, Race Street.

Telephones connecting with "RA" Tower are located adjacent to Eastward and Westward home signals.

(C) **Sixteenth Street Junction.**

At Sixteenth Street Junction, Remotely Controlled switches and signals are controlled from "WS" Wayne Junction Control Station.

Telephones connecting with Wayne Junction Control Station are located adjacent to Eastward and Westward Home signals, Ninth St. Branch and Westward home Signal Norristown Branch.

(D) **Newtown Junction.**

At Newtown Junction, Remotely Controlled switches and signals are controlled from "WS" Wayne Junction Control Station.

Telephones connecting with Wayne Junction Control Station are located adjacent to Westward home signals New York Short Line and Ninth Street Branch and Eastward home signal, Ninth Street Branch.

(E) **Tabor Junction.**

Interlocking signals and switches governing movement between main tracks, American Street Branch and Newtown Siding are controlled by operator at "WS" Wayne Junction Control Station.

Trains finding signals at "Stop" must immediately communicate with operator at "WS" Wayne Junction Control Station.

3. Wayside Telephones Connecting With Locations as Indicated.

NINTH STREET BRANCH—(Con.)
Reading Terminal to Tabor Junction

Location	Connects With
On fence at Allegheny Avenue adjacent to eastbound siding.....	Wayne Junction Control Station.
Pole box—east side of track, near outlet switch, Electric Car Yard, Tabor Branch.....	WS—Wayne Junction Tower.
Pole box west end of waiting room westbound station platform Wayne Junction.....	WS—Wayne Junction Tower.
Nicetown—On hill, west side of No. 3 track, east of bridge over Richmond Branch.....	WS—Wayne Junction Tower.
Ford's Freight track—adjacent to No. 4 track, east of North Broad Street.....	Wayne Junction Control Station.
Opposite Cross-over Switch, west side of track, west of Allegheny Ave., Norristown Branch.....	Wayne Junction Control Station.
On Signal Mast No. 54, east side North Broad Street bridge.....	Race Street Tower.
Pole box, adjacent to track No. 3 opposite westbound platform North Broad Street.....	Race Street Tower.
Pole box—York St. Bridge E. Side.	Race Street Tower.
In box under Diamond Street water tank.....	Race Street Tower.
Pole box, east side of track adjacent to Bayuk Sdg. 9th and Col. Ave..	Race Street Tower.
On fence adjacent to track No. 4—Callowhill Street Junction.....	Race Street Tower.

Power Dispatcher and Emergency Telephones.

(a) **Telephones for Use of Employes, in Connection With Electrical Operation.**

Telephones are connected with Power Dispatcher's Office, Wayne Junction Sub-station, and are located in all Interlocking Towers in electrified territory; and adjacent to Catenary structures as shown below.—

Reading Terminal to Wayne Junction.

0	1	3	4
2	4	9	17

4. MISCELLANEOUS INSTRUCTIONS.

(a) Except under adverse weather conditions lights in coaches during daylight hours should not be on except between Reading Terminal-Tioga and 22nd Street except when passing through tunnels.

(b) Pullman cars must not be operated on tracks Nos. 6, 11 and 13 at Reading Terminal or on spur at Callowhill Street Junction.

(c) **Robert C. Laird Co.**

Warehouse trestle located east of Nicetown Station, 9th Street Branch, is restricted to all cars having a gross weight in excess of 153,000 pounds, and no engines larger than 600 horsepower diesels are permitted on this structure.

(d) In the movement of MU cars in drag service between Reading Terminal and Wayne Jct. and vice versa, not more than fifteen (15) cars shall be moved in any one drag and when moving fifteen (15) cars in a drag, three (3) such cars must be trailer cars.

If a drag of all motor cars is to be moved, the drag shall consist of not more than twelve (12) cars.

SPECIAL INSTRUCTIONS

NORRISTOWN BRANCH
Sixteenth Street Junction to Elm Street Yard

1. Opposing and following by Block Signals.

(A) Trains will operate in either direction under signal indication as prescribed by Rules 261 to 264 inclusive, between the following points.

Single main track between "KALB" Remote Controlled Interlocking and "ELM" Remote Controlled Interlocking located one thousand seventy-five (1075) feet east of Elm Street Station.

Between "KALB" Remote Controlled Interlocking and "NS" Interlocking Station, Norristown Junction (No. 2 track).

Between the above points, trains or engines are not permitted to clear the main track at sidings not equipped with electric locks. (See General Instructions 3 (C).)

(B) The following electric locked switches, derails or dual controlled switches cannot be used without permission of the operator at control point and then only in accordance with instructions posted at the individual locations in accordance with Operating Rules 801 and 803.

(1) Hand-thrown switches with electric locks on switches or derails are in service at the following points.

Dual controlled switches are located at the following points:

Location	Control Point
Norristown—Elm, 100 feet West of.....	"NS" Tower

2. Remote Controlled Interlockings.

(A) **Kalb.**

At Kalb, remotely controlled switches and signals are in charge of operator at "NS" Tower, Norristown Jct.

Telephones connecting with "NS" Tower are located adjacent to Eastward and Westward home signals.

(B) **Elm.**

At ELM, Remotely Controlled switches and signals are in charge of Operator at "NS" Tower, Norristown Junction.

Telephones connecting with "NS" Tower are located adjacent to Eastward and Westward home signals.

(1) Side track for Solomon Coal Company, equipped with hand operated switch with turnout one hundred (100) feet west of **ELM** Remote Controlled Interlocking is in service within interlocking limits.

Hand operated derail located one hundred twenty-five (125) feet from point of switch is equipped with electric lock under control of operator at "NS" Norristown Jct. Interlocking Station.

To Reverse Switch and Derail

1. Open door (Switch Lock) on electric lock at derail and move lock lever to **INDICATION** position.
2. When semaphore indicator displays **CLEAR**, reverse electric lock lever. Reverse derail.
3. Reverse Switch.
4. When restoring to normal, main track switch must first be set normal, then derail, then electric lock lever, closing and securing lever with padlock, otherwise signals will display **STOP.**

3. LOCATION OF SIDINGS AND CROSSOVERS EQUIPPED WITH OVERHEAD WIRES FOR MU OPERATION.

Crossovers.

28th Street Junction.
East of Wissahickon.
West of Manayunk.
East of Miquon.
West of Conshohocken.
East of Ivy Rock (Plymouth Junction).
East of Mogees.
East of DeKalb Street.

NORRISTOWN BRANCH—(Con.)
Sixteenth Street Junction to Elm Street Yard

4. CROSSING AND FLAG PROTECTION.

At grade crossings protected by flasher signals and/or automatic gates with white lamp on outside of relay case, lamps are lighted on approach of train. Lamp not lighted must be reported to Train Dispatcher.

(a) Flasher signals at the following highway grade crossings do not operate when trains are operating against the current of traffic. Trains operating against the current of traffic must approach these crossings carefully and at reduced speed, expecting to find unwarned highway traffic on or approaching the crossing.

4294 feet west of Manayunk.....Glen Willow
24 feet east of Shawmont.....Shawmont Road
1826 feet west of Shawmont..... Port Royal Ave.
1320 feet east of Miquon..... River Road
70 feet east of Spring Mill..... Spring Mill Road
570 feet west of Spring Mill..... Walker Bros.

(b) Flasher signals at highway grade crossings are arranged so that signals will operate automatically for through movements in either direction with and against the current of traffic on each main track at the following points.

East Falls..... Scott's Lane.
East Falls..... Indian Queen Lane.
East Falls..... School Lane.
Conshohocken..... Cherry Street.
Conshohocken..... Poplar Street.
Conshohocken..... Ash Street.
Conshohocken..... Harry Street.
Norristown (DeKalb St.)..... Ford Street.
Norristown..... Lafayette and Markley Streets.
Norristown..... Marshall Street.

NORRISTOWN BRANCH—(Con.)
Sixteenth Street Junction to Elm Street Yard

(b) Movements over the following crossings are protected by automatic gates and flashing signals which will operate with and against the current of traffic as indicated below.

Flashing signals and gates will operate when engine train or cars occupy track circuits within the limits on various tracks as listed below.

Branch	Location	Name of Crossing	Single	No. 1 Track	No. 2 Track	No. 3 Track	No. 4 Track	Side Track
Norristown	East of East Falls	Scotts Lane		2720'	2260'			
Norristown	East of East Falls	Indian Queen Lane		2405'	2453'			
Norristown	West of East Falls	School Lane		2745'	2435'			
Norristown	Conshohocken	Cherry Street		2689' E. 601' W.	2067' W. 930' E.			20'
Norristown	Conshohocken	Poplar Street		2436' E. 718' W.	2165' W. 875' E.			20'
Norristown	Conshohocken	Ash Street		2559' E. 680' W.	2040' W. 818' E			20'
Norristown	Conshohocken	Harry Street		1857' E. 658' W.	2244' W. 727' E.			20'
Norristown	Norristown	Ford Street		2060' W. 2250' E.	2300' W. 2100' E.			
Norristown	East of Main St.	Markley and Lafayette Sts.	700' W. 650' E.					
Norristown	Norristown	Marshall St.	Note "A"					
Norristown	Norristown	Main Street	375' E. 496' W.					

An engine or train, having crossed the crossing and having stopped within the limits of control points, shall not recross the crossing, if gates have raised to vertical position and crossing signals stopped operating, without providing flag protection, subject to the requirements of Operating Rule "T" of Rules for Government of the Operating Department.

Cars, engines or trains must not be left standing between clearance points specified. Occupancy of track between clearance points will cause gates to lower and remain in lowered position for entire time track between clearance points is occupied.

Engines or trains having stopped within the limits of control starts for automatic crossing protection, must approach the crossing prepared to stop if crossing is not properly protected; those operating within the limits of control starts, at less than authorized speed, must not increase their speed until leading end has arrived at the crossing.

NOTE "A": At Marshall Street, automatic crossing gates will not operate to protective position for movements on single main track if interlocked home signals at "ELM" Remote Controlled Interlocking are displaying "STOP".

If permission is obtained from Operator at "NS" Norristown Jct. Interlocking Station to pass Interlocked Home Signals at "ELM" Remote Controlled Interlocking in "STOP" position, Marshall Street crossing must be provided with flag protection subject to requirements of Operating Rule "T".

Movements on side tracks must stop clear of crossing but not less than ten (10) feet from near side and observe that gates are in full lowered position before proceeding.

NORRISTOWN BRANCH—(Con.)
Sixteenth Street Junction to Elm Street Yard

5. Engines or Trains Operating on Wye Tracks.

Conshohocken.

Enter westward leg. Leave from eastward leg.

At Conshohocken.—Eastward extras running east leg of "Y" must protect themselves against eastward trains from Plymouth Jct. on westward leg of "Y".

Before turning on Wye Tracks at Conshohocken, permission must first be secured from the Train Dispatcher.

Where main tracks are used in making the above movements, engine or train must be preceded by member of crew unless the move is covered by train order or time table authority.

6. Telephones Connected with Train Dispatching Circuit.

Location

28th St. Jct.—Pole box W. B. side E. of Hunting Park Ave.
Manayunk—On face of station building.
W. of Manayunk—Pole box west end of crossover switch.
Miquon—On face of station building.
Conshohocken—West end Plymouth Branch Wye.
Conshohocken—Pole box adjacent to water column.
Ivy Rock—Pole box east end crossover switch.
East Siding, west of Mogees—North side of tracks.
Norristown—Main St. in Pole Box.
Norristown—Pole box east of Elm Street.

(a) **Wayside Telephones Connecting With Locations as Indicated.**

Location	Connects With
Spring Mill—Outside Station Black Oak Siding (Pole Box) Poplar St.—Outside Battery House Conshohocken—East End Wye Plymouth Junction	Conshohocken "C".
Mogees—East End Westward Spur Track	Mill Street, Norristown.
Elm Street Yard—At Eastward Interlocked Home Signal adjacent to Relay House at "KALB", adjacent to Westward Home Signal at "KALB" Remote Controlled Interlocking and adjacent to Eastward and Westward Home Signals at "ELM" Remote Controlled Interlocking	"NS" Norristown Jct.

(b) **Power Dispatcher and Emergency Telephones.**

Telephones for Use of Employes, in Connection With Electrical Operation.

Telephones are connected with Power Dispatcher's Office, Wayne Junction Sub-station, and are located in all Interlocking Towers in electrified territory; and adjacent to Catenary structures as shown below:—

16th St. Junction to Norristown

4	5	6	8
12	12	10	3

On face of Shawmont Station
On face of Miquon Station
Conshohocken Station Office

13	14	15	17
18	12	24	29

Adjacent to Relay House at "Kalb"

7. MISCELLANEOUS INSTRUCTIONS.

(a) Whistle sign adjacent to No. 1 track for Scotts Lane crossing, is located at a point six hundred forty-six (646) feet east of the crossing.

When sounding engine whistle signal, as required by Operating Rule 14 (L), both Scotts Lane crossing and Indian Queen Lane crossing, located two thousand fifteen (2015) feet and one thousand forty-five (1045) feet respectively, east of East Falls Station, may be covered by one series of whistles.

NORRISTOWN BRANCH—(Con.)
Sixteenth Street Junction to Elm Street Yard

(b) **Washington Street, Conshohocken.**

All train movements serving Alan Wood Steel Co. siding over Washington Street must be protected by a member of crew. Engines will not be allowed in building and crews must watch for close side and overhead clearances.

All train movements serving Alan Wood Steel Company siding over Washington Street must be protected by a member of crew.

(c) At Cherry, Poplar, Ash and Harry Streets.

Movements over crossings on side track must stop with leading end of engine or train clear of crossings, but not less than 15 feet from near side of crossings and must not proceed over crossings until gates are in full lowered position and crossings clear of highway traffic.

(d) John Wood Mfg. Company erected a drawbridge over Reading Company side track (Canal Track), eight hundred ten (810) feet east of Conshohocken station which continually fouls track.

Crews operating on this track from either direction must stop fifty (50) feet from the drawbridge and notify employes of the John Wood Mfg. Co. to raise and secure the drawbridge in upright position before proceeding past the drawbridge.

(e) "End of Automatic Block" sign located four hundred twenty-five (425) feet west of **ELM** Remote Controlled Interlocking, applies to Stony Creek Branch and Elm Street Yard.

SPECIAL INSTRUCTIONS

OLNEY BRANCH
Erie Avenue to Frankford Junction

1. The method of operation on the Olney Branch between Erie Avenue "NQ" Interlocking and Frankford Junction is governed by Yard Rules, and the branch is under the jurisdiction of Yardmaster at Erie Avenue.

Speed Limit: Yard Speed, not to exceed twenty-five (25) miles per hour, unless otherwise restricted.

Crews of trains and engines before entering Olney Branch at Frankford Junction must communicate with Yardmaster at Erie Avenue for permission before proceeding.

2. CROSSING AND FLAG PROTECTION.

(a) A member of the train crew, equipped with a red flag during daylight hours and with a red lantern and a white lantern during the hours of darkness, must precede each and every movement of each locomotive, car or train across Second Street and properly warn the traveling public of the approach of such locomotive, car or train.

(b) A crossing at grade known as Bristol Street is constructed over side track serving Sunshine Biscuit Company and Coleman Company at a point three hundred forty (340) feet east of point of switch in single main track, located three thousand two hundred eighty (3280) feet east of Erie Avenue "NQ" Interlocking Station.

A member of crew, equipped with a red flag during daylight hours, and with a lighted red lantern and a lighted white lantern during the hours of darkness must precede each movement of a locomotive, car or train across Bristol Street and properly warn the traveling public of the approach of such locomotive, car or train.

3. Telephones Connected with Train Dispatching Circuit.

Location

Olney—Pole box back of E. B. Station.
Heintz Siding, Olney—On north side of tracks.

4. MISCELLANEOUS INSTRUCTIONS.

(a) **Employes are forbidden** to ride or work on top of box cars, engines or other high equipment while movement is being made under overhead signal wire crossings at the following locations.

Location	Tracks Involved
Bridge No. 7/53.....	1000 feet East of Olney (Olney Ave.).

(b) General Electric Appliance Company. No cars are to be left standing on grade between turnout and platform at building.

(c) Arrival of eastward extras on Olney Branch and westward extras on Frankford Branch must be promptly reported to "WS" Wayne Junction Remote Control Station.

SPECIAL INSTRUCTIONS

PLYMOUTH BRANCH
Oreland to Plymouth Junction

1. CROSSING AND FLAG PROTECTION.

At grade crossings protected by flasher signals and/or automatic gates with white lamp on outside of relay case, lamps are lighted on approach of train. Lamp not lighted must be reported to Train Dispatcher.

(a) The following Highway Grade Crossings are equipped with Automatic Highway Crossing Signals which will operate automatically for through train movements in either direction on single main track.

Brook Road:

Located eight thousand two hundred fifty (8250) feet east of Plymouth Junction.

Germantown Pike:

Located two thousand thirty-five (2035) feet west of Corsons Station.

(b) A member of the crew, equipped with a red flag during daylight hours and with a lighted red lamp and a lighted white lamp during the hours of darkness, must precede each movement of an engine, car or train over the following crossings and properly warn the traveling public of the approach of such engine, car or train.

Flourtown, Bethlehem Pike Crossing.

Oreland, Ulmer Avenue.

Oreland, Bruce Road, East Leg of Wye.
Crossing over West Leg of Wye.

2. Engines or Trains Operating on Wye Tracks.

Oreland.

Enter eastward leg. Leave from westward leg.

Conshohocken.

Enter westward leg. Leave from eastward leg.

At Conshohocken.—Eastward extras running east leg of "Y" must protect themselves against eastward trains from Plymouth Junction on westward leg of "Y".

Where main tracks are used in making the above movements, engine or train must be preceded by member of crew unless the move is covered by train order or time table authority.

Before turning on Wye tracks at Conshohocken and Oreland permission must first be secured from the Train Dispatcher.

3. Telephones Connected with Train Dispatching Circuit.

Location

Conshohocken—Under Elm St. Bridge north side of tracks.
Brook Road—On south side of tracks.
Corsons—On face of station building.
Oreland Yard—North side of tracks near east end of siding.

4. MISCELLANEOUS INSTRUCTIONS.

SPECIAL INSTRUCTIONS

PORT READING BRANCH
Weston Manville to Port Reading

1. Remote Controlled Interlockings.

Port Reading "PD".

At Port Reading "PD" Interlocking, signals are remotely controlled from West Carteret "RH" Interlocking Station, Central Railroad of New Jersey.

Trains or engines finding signals at stop must immediately communicate with operator at "RH" Interlocking or yard office at Port Reading for instructions. Telephones connected with these points are located at Eastward and Westward home signals.

In the event of failure of communications, trains or engines must not proceed until authorized to do so.

2. CROSSING AND FLAG PROTECTION.

At grade crossings protected by flasher signals and/or automatic gates with white lamp on outside of relay case, lamps are lighted on approach of train. Lamp not lighted must be reported to Train Dispatcher.

(a) Movements over the following crossings are protected by automatic gates and flashing signals which will operate with and against the current of traffic as indicated below. Flashing signals and gates will operate when engine train or cars occupy track circuits within the limits on various tracks as listed below.

Branch	Location	Name of Crossing	Single	No. 1 Track	No. 2 Track	No. 3 Track	No. 4 Track	Side Track
Port Reading	Bound Brook	Main Street	1650'					
Port Reading	West of Port Reading	St. Georges Ave.	1650'					

An engine or train, having crossed the crossing and having stopped within the limits of control points, shall not recross the crossing, if gates have raised to vertical position and crossing signals stopped operating, without providing flag protection, subject to the requirements of Operating Rule "T" of Rules for Government of the Operating Department.

Cars, engines or trains must not be left standing between clearance points specified. Occupancy of track between clearance points will cause gates to lower and remain in lowered position for entire time track between clearance points is occupied.

Engines or trains having stopped within the limits of control starts for automatic crossing protection, must approach the crossing prepared to stop if crossing is not properly protected; those operating within the limits of control starts, at less than authorized speed, must not increase their speed until leading end has arrived at the crossing.

Movements on side tracks must stop clear of crossing but not less than ten (10) feet from near side and observe that gates are in full lowered position before proceeding.

PORT READING BRANCH—(Con.)
Weston Manville to Port Reading

(b) All trains operating on the Port Reading Railroad between Manville and Port Reading will make sure:

Automatic Crossing Gates at

Main Street, South Bound Brook, N. J.
St. Georges Ave., Woodbridge, N. J.

and flashlight crossing signals at:

New Market Road
Stelton Dunellen Road
New Brunswick Ave.
Clinton Ave.
Rahway Ave.
Blair Road

are operating before moving over crossing.

Should flashers or gates fail to operate, movement must be preceded by a member of crew with proper flagging equipment.

(c) At New Market Road, located four thousand thirty (4030) feet east of South Bound Brook Junction, all movements on side track must stop and be protected by member of crew with proper flagging equipment before passing over crossing.

(d) **Kilmer Yard.**

Except when crossing is protected by a Watchman, trains must be stopped and movement protected by member of crew with proper flagging equipment before passing over Public Highway Crossings.

3. Engines or Trains Operating on Wye Tracks.

(a) **Manville.**

Enter westward leg. Leave from eastward leg.

(b) **Port Reading.**

Enter westward leg and leave from eastward leg.

Where main tracks are used in making the above movements, engine or train must be preceded by member of crew unless the move is covered by train order or time table authority.

4. Wayside Telephones Connecting With Locations as Indicated.

Location	Connects With
Manville Yardmaster South Bound Brook Junction Bakelite Switch	"WX" Tower Weston-Manville.
Blair Road Port Reading Y. M.	"RH" Interlocking Station.

5. MISCELLANEOUS INSTRUCTIONS.

(a) **Employes are forbidden** to ride or work on top of box cars, engines or other high equipment while movement is being made at the following locations:

Location	Tracks Involved
Bridge No. 56/66	2100 ft. east of Weston-Manville "WX" Tower.
0/71	7280 ft. east of Weston-Manville "WX" Tower.
1/52	9550 ft. west of South Bound Brook Junction.
2/04	6850 ft. west of South Bound Brook Junction.
2/48	4500 ft. west of South Bound Brook Junction.
6/22	15270 ft. east of South Bound Brook Junction.
6/33	15850 ft. east of South Bound Brook Junction.
8/78	7850 ft. west of Durham.
12/68	3750 ft. east of Metuchen.

(b) All communications between trains or track cars, on the Port Reading Branch east of Bakelite Switch, and operator at "WX" Tower, Weston-Manville, or Yardmaster at Port Reading, will be made by radio-telephone and must be made in accordance with instructions governing the use of radio-telephones.

If, for any reason, radio-telephone contact cannot be made, public telephone must be used.

(c) Block signals between "SN" Durham and Stelton, Camp Kilmer, are not in service.

The maximum speed of trains operating between "LR" Junction and Kilmer Tower, Camp Kilmer, is twenty-five (25) miles per hour.

All trains are restricted to fifteen (15) miles per hour in Kilmer Yard.

PORT READING BRANCH—(Con.)
Weston Manville to Port Reading

(d) To avoid the blocking of Blair Road crossing located two thousand seven hundred (2700) feet west of "PD" Remote Controlled Interlocking, Port Reading, a local telephone has been installed on the north side of the single track at Blair Road, connecting with West Carteret "RH" Interlocking Station and Yardmaster at Port Reading.

When the interlocking signal at "PD" Remote Controlled Interlocking displays STOP indication, eastward trains consisting of fifty (50) cars or more must be stopped west of Blair Road Crossing to permit highway traffic to proceed over the crossing. The Conductor must immediately contact the Operator at West Carteret "RH" Interlocking Station, or Yardmaster at Port Reading for instructions, by use of above mentioned telephone.

In the event there will be any delay in moving into the yard, the engine is to be detached and Conductor taken to the interlocking signal so that he may continue to the Yardmaster's Office. Engine will then return to train, recouple, and be prepared to move promptly when proper interlocking signal indication is displayed.

SPECIAL INSTRUCTIONS

PORT RICHMOND BRANCH
West Falls to Port Richmond

1. CROSSING AND FLAG PROTECTION.

At grade crossings protected by flasher signals and/or automatic gates with white lamp on outside of relay case, lamps are lighted on approach of train. Lamp not lighted must be reported to Train Dispatcher.

(a) Movements over the following crossings are protected by automatic gates and flashing signals which will operate with and against the current of traffic as indicated below.

Flashing signals and gates will operate when engine train or cars occupy track circuits within the limits on various tracks as listed below.

Branch	Location	Name of Crossing	Single	No. 1 Track	No. 2 Track	No. 3 Track	No. 4 Track	Side Track
Richmond	Fairhill Junction	Tioga Street		650' E. 10' W.	750' W. 10' E.			
Richmond	Fairhill Junction	Venango Street		650' E. 10' W.	650' W. 10' E.			

An engine or train, having crossed the crossing and having stopped within the limits of control points, shall not recross the crossing, if gates have raised to vertical position and crossing signals stopped operating, without providing flag protection, subject to the requirements of Operating Rule "T" of Rules for Government of the Operating Department.

Cars, engines or trains must not be left standing between clearance points specified. Occupancy of track between clearance points will cause gates to lower and remain in lowered position for entire time track between clearance points is occupied.

Engines or trains having stopped within the limits of control starts for automatic crossing protection, must approach the crossing prepared to stop if crossing is not properly protected; those operating within the limits of control starts, at less than authorized speed, must not increase their speed until leading end has arrived at the crossing.

Movements on side tracks must stop clear of crossing but not less than ten (10) feet from near side and observe that gates are in full lowered position before proceeding.

PORT RICHMOND BRANCH—(Con.)
West Falls to Port Richmond

(b) **Fairhill Junction.**

At Tioga Street, located three thousand six hundred sixty-five (3665) feet west of Fairhill Junction, and at Venango Street, located four thousand two hundred seventy-five (4275) feet west of Fairhill Junction.

Automatic crossing gates and highway crossing signals are in service. They will operate automatically for **through** train movements with current of traffic on No. 1 and No. 2 tracks.

Control points for start of crossing protection for eastward movements are located seven hundred fifty (750) feet west of Tioga Street crossing and six hundred fifty (650) feet west of Venango Street crossing in No. 2 track.

Control points for start of crossing protection for westward movements are located six hundred fifty (650) feet east of Tioga Street crossing and six hundred fifty (650) feet east of Venango Street crossing in No. 1 track.

An engine or train having crossed either crossing and stopped shall not recross, or an engine or train approaching either crossing on No. 1 or No. 2 track running against the current of traffic shall not cross the crossing, without stopping with leading end of engine, car, or train clear of crossing but not less than ten (10) feet from the near side, and observe that gates are in full lowered position and crossing is clear of highway traffic before proceeding.

Shifting movements on side tracks north and south of main tracks at either crossing must stop with leading end of engine or car clear of crossing but not less than ten (10) feet from the near side, and observe that gates are in full lowered position and crossing is clear of highway traffic before proceeding.

Crossing clearance points are established by clearance signs marked (C) located east and west of the crossings.

Cars, engines, or trains must not be left standing between crossing clearance points. Occupancy of tracks between clearance points will cause automatic gates to lower and remain lowered for entire time track is occupied.

(c) **Port Richmond:—Cambria Street.**

No cars or trains to be permitted to stand blocking crossing, preventing movement of vehicular traffic.

2. RESTRICTIONS AND HANDLING PIGGY-BACK CARS.

Under no circumstances will a train with Trailer On Flat Cars (Piggyback) be permitted to move under Clarissa Street Bridge, located two thousand twenty (2020) feet east of "NI" Interlocking Station, Nicetown Junction on the Richmond Branch.

Conductors of eastbound trains operating via Main Line and Richmond Branch must show on Form 336 number of Trailer On Flat Cars in train, and in addition, on arrival at West Falls inform Yardmaster at West Falls regarding number of Trailer On Flat Cars in train. Yardmaster at West Falls will in turn immediately notify Yardmaster and/or Operator at Nicetown Junction.

When Philadelphia Division Chief Train Dispatcher receives information of trains, moving via Main Line and Richmond Branch, carrying Trailer On Flat Cars, he will advise Yardmaster and/or Operator at Nicetown Junction.

3. Wayside Telephones Connecting With Locations as Indicated.

Location	Connects With
Laurel Hill—East side of No. 4 track. Bellevue Jct.—Bellevue Branch track.	FS—West Falls Tower.
Tasty Baking Co. sw. pole box—800 feet west of Fox Street..... Budd's Freight track..... Under Penna. R. R. Bridge, west side of No. 3 track..... Pole box east end of Pt. Liberty Yard. Junction of Low Grade Line and Richmond Branch.....	NI—Nicetown Tower.
Broad St.—Adjacent to No. 1 track..	Nicetown Junction Tower. Erie Ave.—Yardmaster.
Venango Street—In box 600 feet west of Venango Street.....	Erie Ave.—Yardmaster. Chief Dispatcher—Rdg. Term.

PORT RICHMOND BRANCH—(Con.)
West Falls to Port Richmond

4. MISCELLANEOUS INSTRUCTIONS.

(a) **Port Richmond—Pier "D".**

Only Engines OE-5 (16-24) are permitted to operate over trestle approach to upper deck of pier.

(b) **Fairhill Junction.**

The movement of trains through the Richmond Branch Connection Track will be authorized by the Operator at "NQ" Erie Avenue Interlocking Station.

Crews using switches on the Richmond Branch Connection Track must contact Operator at "NQ" Tower for permission and report to "NQ" Tower when clear of Richmond Branch Connection.

(c) Between Somerset Street and Venango Street, on the Port Richmond Branch, main tracks may be used with the current of traffic, without protecting against following trains or yard engines.

On all tracks between these points, trains and yard engines must not exceed yard speed.

(d) Unless otherwise instructed, eastward trains must stop with entire train clear of control point located six hundred fifty (650) feet west of Venango Street, in order not to cause automatic gates to operate and communicate with Yardmaster at Erie Avenue by telephone located six hundred (600) feet west of Venango Street for instructions before proceeding.

(e) At Venango Street eastward trains with work to be performed at Fairhill Junction, must contact yardmaster at Erie Avenue for instructions.

Trains to Port Richmond must contact switchtender at Somerset Street for instructions.

(f) Permission must be obtained from Yardmaster at Nicetown Junction before crossing from one main track to the other between Fairhill Junction and Nicetown Junction.

SPECIAL INSTRUCTIONS

STONY CREEK BRANCH
Elm to Lansdale

1. Opposing and following by Block Signals.

Trains will operate in either direction under signal indication as prescribed by Rules 261 to 264 inclusive, between the following points.

Between "ELM" Remote Controlled Interlocking and "DALE" Remote Controlled Interlocking.

Between the above points, trains or engines are not permitted to clear the main track at sidings not equipped with electric locks. (See General Instructions 3 (C).)

2. Remote Controlled Interlockings.

Elm.

Remote Controlled Interlocking located one thousand seventy-five (1075) feet east of Elm Street Station, and is controlled by Operator at "NS" Norristown Jct., Interlocking Station.

Trains or engines finding signals at **ELM** Remote Controlled Interlocking at **STOP** must immediately communicate with Operator at "NS" Norristown Jct. Interlocking Station.

3. Remote Controlled Location.

West Point.

Westward Block Signal, located two thousand five hundred eighty (2580) feet east of West Point Station and Eastward Block Signal, located two hundred ninety (290) feet east of West Point Station, are controlled from "WIND" Remote Control Station, Wayne Junction.

4. CROSSING AND FLAG PROTECTION.

At grade crossings protected by flasher signals and/or automatic gates with white lamp on outside of relay case, lamps are lighted on approach of train. Lamp not lighted must be reported to Train Dispatcher.

(a) **Elm Street Crossing, and Stererger Street Crossing, Norristown.**

All train, engine or car movements over these crossings must be protected by a member of crew with proper flagging equipment.

(b) **Germantown Pike; 150 feet west of Hartranft, Skippack Pike; 150 feet east of Belfry.**

Before moving over these crossings crews of trains will make sure flashing crossing signals are operating. Should signals fail to operate, movement must be preceded by a member of crew with proper flagging equipment.

(c) **Hancock Street, 2937 feet east of Lansdale.**

All train, engine or car movements must stop before passing over Hancock Street. If flashlight signals fail to operate, the movements over crossing must be protected by a member of crew with proper flagging equipment.

5. TELEPHONES FOR USE OF EMPLOYES.

West Point—Telephone connecting with "WIND" Remote Control Station located in enclosure on face of West Point Station building. To call "WIND" Remote Control Station dial DAvenport 9-5855.

Telephone enclosure must be closed and locked when not in use.

Wayside telephone for use of employes, connecting with "WIND" Remote Control Station is located adjacent to Westward Signal at West Point. To call "WIND" Remote Control Station dial DAvenport 9-5855. Telephone enclosure must be closed and locked when not in use.

6. MISCELLANEOUS INSTRUCTIONS.

West Point:

All engines are restricted from operating beyond the twelfth (12th) span of trestle serving Kingston Concrete Company.

SPECIAL INSTRUCTIONS

TRENTON BRANCH
West Trenton to Trenton, East Trenton and Lawrenceville

1. CROSSING AND FLAG PROTECTION.

At grade crossings protected by flasher signals and/or automatic gates with white lamp on outside of relay case, lamps are lighted on approach of train. Lamp not lighted must be reported to Train Dispatcher.

(a) **Trenton.**

Automatic Highway crossing signals are in service at the following crossings:

Willow Street, five hundred ninety (590) feet west of Trenton Station.

Calhoun Street, one thousand five hundred ninety (1590) feet west of Trenton Station.

Marion Street, two thousand four hundred fifty (2450) feet west of Trenton Station.

Engine or train movements on all tracks at above three (3) crossings must stop with leading end clear of crossing, but not less than ten (10) feet from the near side and observe automatic crossing signals operate for fifteen (15) seconds and crossing is clear of highway traffic before proceeding.

Crossing clearance points on tracks are indicated by track joints painted yellow east and west of the crossings.

Prospect Street, three thousand three hundred fifty (3350) feet west of Trenton Station.

Hoffman Avenue, five thousand eight hundred eighty (5880) feet west of Trenton Station.

Maple Avenue, seven thousand nine hundred (7900) feet west of Trenton Station.

Hillcrest Avenue, eight thousand three hundred eighty (8380) feet west of Trenton Station.

Lower Ferry Road, fifteen thousand two hundred fifteen (15,215) feet west of Trenton Station.

Highway crossing signals will operate automatically for through trains in either direction on single main track.

Control points for start of crossing protection on single main track are located one hundred eighty (180) feet east and west of each crossing and are identified by "C" Signs.

An engine or train approaching a crossing on single main track in either direction must not exceed a speed of 6 miles per hour between the "C" Signs and the crossing.

Shifting movements on side tracks over crossings must stop with leading end of train clear of crossing, but not less than ten (10) feet from the near side and observe automatic crossing signals operate for fifteen (15) seconds and crossing is clear of highway traffic before proceeding.

Crossing clearance points on side tracks are indicated by track joints painted yellow east and west of the crossings.

Cars, engines or trains must not be left standing between control points or clearance points as automatic crossing signals will operate for entire time track is occupied.

(b) **East Trenton Branch.**

At Olden Avenue a highway traffic signal installation, provided with a manual control feature for operation by Reading Company crews.

Boxes housing a switch for manual control of traffic signals will be mounted on a pipe standard, along curb line, one on each side of Olden Avenue, doors will be secured with a switch lock.

Protection for each train movement over Olden Avenue Crossing must be provided by a member of crew and by operation of traffic signal manual control switches.

Protection shall be afforded by crews as follows:

1. Train must be stopped clear of crossing.

TRENTON BRANCH—(Con.)
West Trenton to Trenton, East Trenton and Lawrenceville

2. Member of crew must operate traffic signal manual control switch on the approach side of crossing to opposite position from that in which it is found; close and lock door of switch housing. This operation will cause all traffic signals to display "RED".
3. Member of crew equipped with proper flagging equipment must then assume a protective position on the crossing and after all highway traffic has stopped train may proceed.
4. After entire train has cleared, the crossing traffic signal control switch on leaving side of crossing must be operated to opposite position from that in which it is found; close and lock door of switch housing. This operation will restore traffic signals to normal operation.

Any irregularities in the operation of the traffic signals must be immediately reported to Train Dispatcher.

Engines moving on East Trenton Branch must stop clear of crossings and must be protected by a member of crew with proper flagging equipment.

(c) **Trenton-Princeton Traction Company.**

Olden Avenue crossing, one thousand nine hundred seventy (1970) feet east of Main track switch leading to State Street Corporation must not be used by any engine or train between the hours of *10.00 P. M. and 12.00 mdt., 5.00 A. M. and 8.00 A. M., and 2.00 P. M. and 5.00 P. M. daily. Movements over crossing must be protected by a member of crew.

2. Engines or trains Operating on Wye Tracks.

Trenton.

Enter westward leg. Leave from eastward leg.

3. Wayside Telephones Connecting With Locations as Indicated.

Location	Connects With
West Trenton—E. End of Wye.....	"CN" Tower West Trenton.
Asylum Track—Agasote.....	
Trenton Engine House.....	

4. MISCELLANEOUS INSTRUCTIONS.

Trenton Branch.

Arrival of westward extras on Trenton Branch must be promptly reported to "CN" Tower.

Trenton.

Train crews and track car drivers will report arrival and departure to operator "CN" Tower, West Trenton.

Trenton Wye.

Engine turning on Trenton Wye stop clear of East Trenton Branch Crossing and be preceded over crossing by member of crew.

Trenton Princeton Traction Company.

All trains must not exceed speed of ten (10) M.P.H.

Hand operated Hayes derail, in single main track, is located at a point 2040 feet east of junction with East Trenton Branch.

The normal position of this derail is **Locked** in the non-derailing position except when car is placed for loading or unloading, at which time derail must be **Locked** in derailing position.

Trains and engines must approach this point prepared to stop short of derail.

* Times shown are 1 hour earlier when Daylight Saving Time is observed.

SPECIAL INSTRUCTIONS

WILLOW STREET BRANCH
Subway to Willow and Noble Streets

1. CROSSING AND FLAG PROTECTION.

Except where there is a Crossing Watchman on duty, engine and car movements over grade crossings must be protected by a member of the crew with proper flagging equipment, in advance unless otherwise specified.

2. MISCELLANEOUS INSTRUCTIONS.

(a) All engines and cars in excess of 210,000 pounds gross weight are barred from using trestle serving Leibman Warehouse at Fifth and Willow Streets.

(b) Before a movement can be made from the Willow and Noble Street Branch to the Subway Branch at 13th Street telephone permission must be secured from the Yardmaster at 15th Street. If unable to secure telephone permission such movement may only be made under flag protection.

BELLEVUE BRANCH
Twenty-eighth Street Junction to Bellevue Junction

Operation on the Bellevue Branch between Twenty-eighth Street Junction and Bellevue Junction, is governed by Yard Rules, and the branch is under the jurisdiction of the Yardmaster at Wayne Junction.

Crews of trains or engines, when entering or using Bellevue Branch must communicate with Yardmaster at Wayne Junction before proceeding.

2. MISCELLANEOUS INSTRUCTIONS.

BELT LINE BRANCH
North, Port Richmond
South, Port Richmond

1. Kettlewell Street Branch.

An overhead crane is constructed over and above the Kettlewell Street Branch which serves the Pennsylvania Smelting and Refining Company. Standard clearance is provided except when crane is in operation.

While crane is in operation a red banner by day, and a red light by night, will be posted 150 feet east and west of the overhead crane. When the warning signs are posted, trains must not pass under the overhead crane until the conductor has proper understanding with employe operating crane and crane is in to clear.

All crews operating on the Kettlewell Street Branch shall be on the alert, expecting to find the overhead crane in operation.

2. CROSSING AND FLAG PROTECTION.

Except where there is a Crossing Watchman on duty, engine and car movements over grade crossings must be protected by a member of the crew with proper flagging equipment, in advance unless otherwise specified.

3. MISCELLANEOUS INSTRUCTIONS.

SPECIAL INSTRUCTIONS

LOW GRADE FREIGHT LINE
Nicetown (Low Grade Junction) to Newtown Junction

Low Grade Freight Line.

1. All movements over Windrim Avenue Crossing at grade must be protected by member of crew with proper flagging equipment.

2. MISCELLANEOUS INSTRUCTIONS.

NICETOWN-WAYNE JUNCTION CONNECTION
(Blue Line)

1. Opposing and following by Block Signals.

Trains will operate in either direction under signal indication as prescribed by Rules 261 to 264 inclusive, between the following points.

Between Wayne Junction "WS" Interlocking and Nicetown Junction "NI" Interlocking.

2. MISCELLANEOUS INSTRUCTIONS.

SPECIAL INSTRUCTIONS
SPEED TABLE

NOTE.—This table is for information only and does not authorize exceeding speed limitations of special or other instructions.

Time Per Mile.	Miles Per Hour.
0 min. 40 sec.	90.0
0 " 41 "	87.8
0 " 42 "	85.7
0 " 43 "	83.7
0 " 44 "	81.8
0 " 45 "	80.0
0 " 46 "	78.3
0 " 47 "	76.6
0 " 48 "	75.0
0 " 49 "	73.5
0 " 50 "	72.0
0 " 51 "	70.6
0 " 52 "	69.2
0 " 53 "	67.9
0 " 54 "	66.7
0 " 55 "	65.5
0 " 56 "	64.3
0 " 57 "	63.2
0 " 58 "	62.1
0 " 59 "	61.0
1 " 0 "	60.0
1 " 5 "	55.4
1 " 10 "	51.4
1 " 15 "	48.0
1 " 20 "	45.0
1 " 25 "	42.4
1 " 30 "	40.0
1 " 35 "	37.9
1 " 40 "	36.0
1 " 45 "	34.3
1 " 50 "	32.7
1 " 55 "	31.3
2 " 0 "	30.0
2 " 5 "	28.8
2 " 10 "	27.7
2 " 15 "	26.7
2 " 20 "	25.7
2 " 25 "	24.8
2 " 30 "	24.0
2 " 35 "	23.2
2 " 40 "	22.5
2 " 45 "	21.8
2 " 50 "	21.2
2 " 55 "	20.6
3 " 0 "	20.0
3 " 5 "	19.5
3 " 10 "	18.9
3 " 15 "	18.5
3 " 20 "	18.0
3 " 25 "	17.6
3 " 30 "	17.1
3 " 35 "	16.7
3 " 40 "	16.4
3 " 45 "	16.0
3 " 50 "	15.7
3 " 55 "	15.3
4 " 0 "	15.0
4 " 17 "	14.0
4 " 36 "	13.0
5 " 0 "	12.0
5 " 27 "	11.0
6 " 0 "	10.0
6 " 40 "	9.0
7 " 30 "	8.0
8 " 34 "	7.0
10 " 0 "	6.0
12 " 0 "	5.0

SPECIAL INSTRUCTIONS—(Con.)

1. (A) MAXIMUM SPEED OF TRAINS, EXCEPT AS OTHERWISE RESTRICTED.

	Miles Per Hour				
	Passenger and Passenger Train Equipment	Symbol, Freight, and Coal Extras	Relief Train	All Trains	
PHILADELPHIA ZONE					
Reading Terminal to Wayne Junction	45	35	25	...	...
Between Cherry St. and Reading Terminal	...	...	...	6	...
All diverging routes	...	...	...	6	...
Cherry St. to 300 feet east of Vine St.	...	...	...	15	...
From 300 feet east of Vine St. to "Brown" Remote Controlled Interlocking — GE	...	...	...	20	...
— Diesel	...	...	...	20	...
— Steam	...	...	...	20	...
— MU	...	...	...	25	...
Crossover B siding to No. 2 track east of Vine St.	...	...	...	8	...
All diverging routes (Cherry St. to Spring Garden St.) — Diesel	...	...	...	12	...
— Steam	...	...	...	12	...
— MU	...	...	...	15	...
— GE	...	...	...	15	...
Brown—All diverging routes	...	...	...	20	...
Columbia Ave.—Track 3, east end of westward platform to a point 200 ft. west of west end of platform	...	...	...	25	...
Diamond—All diverging routes	...	...	...	20	...
North Broad St.—					
Track 4—W end Eastward Platform	...	...	...	25	...
Track 4—E. end Eastward Platform	...	...	...	20	...
Track 3—E end Westward Platform	...	...	...	20	...
Track 3—W. end Westward Platform	...	...	...	25	...
Tracks 1 and 2—Through station grounds	...	...	...	25	...
16th St.—All diverging routes	...	...	...	25	...
Wayne Junction—All diverging routes and through Station grounds	...	...	...	25	...
Wayne Junction to Tabor Junction	60	45	25	...	...
Logan Station:					
No. 2 Tr. Reverse Curves	...	...	...	45	...
Newtown Junction:					
To and from New York Short Line	45	45	25	...	...
All diverging routes	...	...	...	20	...
Tabor Junction:					
All diverging routes	...	...	...	15	...
Callowhill St. to Park Junction	...	...	...	25	...
Park Junction to West Falls	...	...	...	25	...
West Falls to Wayne Junction	40	30	25	...	...
Park Junction:					
Westward and eastward to and from B&O tracks	...	...	...	20	...
All diverging routes	...	...	...	15	...
West Falls—All routes	...	...	...	15	...
Nicetown Junction—All diverging routes	...	...	...	25	...
To and from Low Grade Freight Line	...	...	...	20	...
Low Grade Freight Line—					
Between Low Grade Jct. and Wayne Ave. Bridge, 3000 ft. East thereof	...	...	...	25	...
Between Wayne Ave. Bridge and Newtown Junction	35	25	20	...	...
Nicetown Junction to Fairhill Junction	...	...	...	25	...
Between points seven hundred (700) feet east of Tioga Street and seven hundred (700) feet west of Venango Street	...	...	...	15	...
West Falls to Woodlane	40	35	25	...	...
Erie Ave. to Frankford via Olney Branch and Frankford Junction	25	25	20	...	...
Between Points one thousand seven hundred seventy (1770) feet and three thousand five hundred sixty (3560) feet east of Erie Ave. "N" Tower	...	...	...	10	...
Summerdale:					
Whitaker Ave.—Main Track	...	...	...	10	...
PRR Connection	...	...	...	5	...

SPECIAL INSTRUCTIONS—(Con.)

MAXIMUM SPEED OF TRAINS, EXCEPT AS OTHERWISE RESTRICTED—(Con.)

	Miles Per Hour				
	Passenger and Passenger Train Equipment	Symbol, Freight, and Coal Extras	Relief Train	All Trains	
Chester Branch—Between Eastwick and Essington	...	...	...	20	...
Between Essington and Marcus Hook—"Yard Speed not to exceed	...	...	...	15	...
Eddystone—General Steel Casting Co. crossing	...	...	...	10	...
—Ridley Creek Bridge	...	...	...	10	...
Chester Creek—Over drawbridge	...	...	...	10	...
Chester—Through City limits	...	...	...	10	...
Chester—Morton Ave.	...	...	...	5	...
Chester—Edgemont Ave.	...	...	...	5	...
New York Branch—Jenkintown to Bound Brook Junction	75	50	25	...	...
Symbol, Frt. and coal extras consisting of 50% or more loaded coal cars	...	45	...	...	...
Track 4 between Neshaminy and Wood	60	...	...	...	...
Jenkintown—East WYE Switches No. 1 track	...	...	...	40	...
Neshaminy:					
To and from New York Short Line	45	45	25	...	...
Track 2 to 4	...	...	...	20	...
No. 4 to No. 1 New York short line	...	...	...	35	...
Fairless Jct :—To and from Morrisville Branch	...	...	...	30	...
Woodbourne:—Yard to No. 4	...	...	...	15	...
Wood:					
Track 4 to 2	...	...	...	35	...
Over embankment west end Delaware River Bridge No. 2 and No. 1	60	45	25	...	...
West Trenton (CN):					
To and from Trenton Branch and No. 1 Track	...	...	...	15	...
No. 2 track to Ewing Siding	...	...	...	25	...
Ewing Siding to No. 1 track	...	...	...	20	...
Wing:					
East end Ewing Siding—To and from	...	...	...	15	...
Glen:					
Track 2 to 1 and 1 to 2	...	...	...	35	...
Mead:					
Tracks 1 to 2 and 2 to 1	...	...	...	35	...
Belle Meade Westward Siding to No. 1 Main	...	...	...	15	...
Weston-Manville:					
Track 1 to 2	...	...	...	35	...
Track 2 to 1	...	...	...	20	...
To and from Port Reading Branch	...	...	...	20	...
Port Reading Jct.—Over LVRR Crossing to Bound Brook Junction	50	...	...	...	...
Morrisville Branch	30	30	20	...	...
Newtown and Bristol Pike Road Crossing 5400 feet East of Fairless Jct.	...	...	...	20	...
Trenton Branch	...	...	...	20	...
Approaching Crossings:					
Between "C" signs located 180 feet east and west of crossings and crossings at:					
Willow St. 590 feet; Calhoun St. 1,590 feet; Marion St. 2,450 feet; Prospect St. 3,350 feet; Hoffman St. 5,880 feet; Maple Ave. 7,900 feet; Hillcrest Ave. 8,380 feet; Lower Ferry Road 15,215 feet — West of Trenton Station	...	...	...	6	...
Trenton—Over crossovers between Calhoun and Willow Sts.	...	...	...	10	...

New York Branch—New York Short Line

New York 88	Stock Trains	Chicagoan
New Yorker		Chicago-St. Louis Trailer Jet
Hudson		Potomac
New York Trailer Jet		St. Louisan
Manhattan Trailer Jet		

Between Newtown Junction and Bound Brook Junction via New York Short Line. Fifty-five (55) miles per hour.

No tolerance above this speed is permitted.

When consist includes cars loaded with sand, coal, stone or poles, speed of Symbol Freight Trains will apply.

SPECIAL INSTRUCTIONS—(Con.)

MAXIMUM SPEED OF TRAINS, EXCEPT AS OTHERWISE RESTRICTED—(Con.)

	Miles Per Hour				
	Passenger and Passenger Train Equipment	Symbol, Freight, and Coal Extras	Relief Train	All Trains	Ore Trains
Trenton Branch—(Con.)					
East Trenton Branch	....	....	....	10	....
Over Cherry Tree Lane Crossing	....	....	....	6	....
Trenton Princeton Traction Company	....	....	....	10	....
Port Reading Branch	35	35	25	....	....
Between Woodbridge Junction—and Port Reading	....	....	....	25	....
Port Reading—Entering Yard and over CNJ Crossing	....	....	....	15	....
New York Short Line	60	50	25	....	....
Symbol, Frt. and coal extras consisting of 50% or more loaded coal cars	....	45	....	....	....
On Olney Curve from a point 600 feet east of, to a point 1500 feet west of Olney Station, No. 1 and No. 2 tracks	50	....	....	....	....
Frankford Junction:					
Tracks 2 to 1 and 1 to 2	....	....	....	25	....
Olney Branch and Frankford Branch to No. 2 track	....	....	....	25	....
No. 2 track, from point 380 ft. west of, to a point 1310 ft. east of	55	....	....	....	....
Cheltenham Junction:					
To and from Newtown Branch	....	....	....	20	....
Newtown Branch—					
Between Cheltenham and Fox Chase	50	25	20	....	....
Between Fox Chase and Newtown	40	25	20	....	....
Between Fox Chase Station and Second Street Pike, 1920 feet west of Fox Chase Station, westward	30	....	....	....	....
Over Moredon Road Crossing located 44 feet west of Walnut Hill Station	....	....	....	5	....
Between Walnut Hill Station and Woodmont Station	30	....	....	....	....
Huntingdon Valley:					
Over Welsh Road	....	....	....	10	....
Point 710 ft. east of station, westward trains	....	....	....	25	....
Newtown:					
Between Sterling Street and State Street crossing located 2100 feet west of station	....	....	....	15	....
Between Sterling Street and Newtown Station	....	....	....	6	....
Engines on Wye tracks	....	....	....	5	....
Bethlehem Branch Between Tabor Junction and Jenkintown	60	45	25	....	....
Oaklane Station to Jenkintown Station No. 2 track	70	45	25	....	....
Jenkintown:					
No. 1 from New York Branch and No. 2 to Bethlehem Branch	....	....	....	35	....
No. 2 to New York Branch and No. 1 from Bethlehem Branch	....	....	....	40	....
Between Jenkintown and Bethlehem	50	45	25	....	30
Glenside—					
To and from New Hope Branch	..	....	....	20	....
Ambler:					
Trains running against the current of traffic:					
No. 2 Track—760 feet east of Crossing to Crossing	....	....	....	15	....
No. 1 Track—576 feet west of Crossing to Crossing	....	....	....	15	....
Lansdale:					
Bethlehem Branch	....	....	....	40	....
To and from Doylestown Branch and S. C. Branch	....	....	....	15	....
Quakertown:					
At Hellertown Ave. 1128 ft. east of Quakertown, engines or trains operating against current of traffic on No. 1 Track from a point 450 ft. west of crossing and on No. 2 Track from a point 850 ft. east of crossing to crossing	....	....	....	10	....

SPECIAL INSTRUCTIONS—(Con.)

MAXIMUM SPEED OF TRAINS, EXCEPT AS OTHERWISE RESTRICTED—(Con.)

	Miles Per Hour				
	Passenger and Passenger Train Equipment	Symbol, Freight, and Coal Extras	Relief Train	All Trains	
Bethlehem Branch—(Con.)					
At East Broad Street 173 ft. west of Quakertown, an engine or train operating against the current of traffic on No. 1 and No. 2 Tracks between a point 660 ft. east or west of crossing and East Broad Street crossing	....	....	....	15	....
Hellertown—Through cross-over between No. 1 track and No. 2 track	....	....	....	20	....
Bethlehem "BY" Tower:					
Diverging route	....	....	....	10	....
"BY" Tower Bethlehem to East Third Street Interlocking	....	....	....	40	....
Between Adams Street crossing and East Third Street Interlocking	30	30	25	....	....
Between Bethlehem Station and Adams Street crossing	....	....	....	15	....
Bethlehem—To and from C.N.J.	....	....	....	15	....
Bethlehem—From coach yard to West Third Street crossing	....	....	....	5	....
New Hope Branch Diesel	40	25	20	....	....
New Hope Branch Steam	40	25	20	....	....
New Hope Branch MU	40	....	....	....	....
Between Glenside and Roslyn	35	....	....	....	....
Between Hatboro Station and Ivyland	....	....	....	15	....
Glenside—Over Mt. Carmel Ave.	....	....	....	10	....
Roslyn—Over Spring Switch—No. 1 track	....	....	....	10	....
Willow Grove—Over Davisville and Old York Roads—Westward	....	....	....	10	....
Eastward from a point two hundred and seven (207) feet west of Willow Grove Station to the east side of Davisville Road	....	....	....	10	....
Hatboro—164 ft. west of, and Byberry Road crossing—Eastward and Westward	....	....	....	5	....
210 ft. East of and Moreland Road Crossing—Westward	....	....	....	5	....
Montgomery Ave.—855 ft. West of Station	....	....	....	15	....
Doylestown Branch	45	25	25	....	....
Between Chalfont and Doylestown	35	....	....	....	....
Colmar—Over Bethlehem Pike	....	....	....	5	....
Chalfont—Over crossing (Route 202) 3679 ft. west of Chalfont	....	....	....	20	....
Between Crossover from Siding and Doylestown Station	....	....	....	6	....
Norristown Branch	50	30	25	....	....
Between 22nd St. Station and Manayunk Station No. 1 and No. 2 tracks	40	30	25	....	....
Manayunk—5220 ft. west of station to a point 2010 ft. east of Shawmont, both directions	....	....	....	30	....
Conshohocken—2700 ft. east of station to point 1100 ft. west of station, both directions	40	30	25	....	....
Engines and Trains operating *against the current of traffic* on No. 1 and No. 2 Tracks within the limits of the control points at the following grade crossings:					
Cherry Street—2730 ft. east of Conshohocken Station; Poplar Street—1885 ft. east of Conshohocken Station; Ash Street—1103 ft. east of Conshohocken Station; Harry Street—424 ft. east of Conshohocken Station	....	....	....	15	....
Plymouth Junction—Both legs of "Y"	....	....	....	15	....
Mogees—Between point 600 ft. and 2400 ft. west of station	45	30	25	....	....
Main Line Junction:					
Norristown Branch	35	30	25	....	....
To and from Main Line	....	....	....	25	....
Norristown—Between Main Line Junction and Elm St.	....	....	....	10	....
Between Marshall St. and end of track	....	....	....	6	....

SPECIAL INSTRUCTIONS—(Con.)

MAXIMUM SPEED OF TRAINS, EXCEPT AS OTHERWISE RESTRICTED—(Con.)

	Miles Per Hour				
	Passenger and Passenger Train Equipment	Symbol, Freight, and Coal Extras	Relief Train	All Trains	
Plymouth Branch	25	25	25	....	....
Flourtown—Over Bethlehem Pike Crossing	....	....	....	10	....
Williams—300 ft. west of and Stenton Ave. Crossing—Eastward 300 ft. east of and Stenton Ave. Crossing—Westward	....	....	....	10	....
Stony Creek Branch	25	25	20	....	....
North Wales road crossing 2824 feet east of Belfry	....	....	....	15	....
North Wales road crossing 7380 feet east of Belfry	....	....	....	15	....
Philadelphia & Chester Valley Branch	....	....	....	20	....
Shain Line—Public road crossing	....	....	....	8	....
Exton—Over Lincoln Highway Crossing	....	....	....	4	....
Henderson—375 feet east of and 375 feet west of State Highway Crossing	....	....	....	10	....
Chestnut Hill Branch	40	30	25	....	....
No. 2 Track over Germantown Ave. Bridge East of Wayne Junction Station	....	....	....	25	....
Nos. 1 and 2 tracks around curve between points three hundred (300) feet east of, and eight hundred (800) feet east of Wayne Junction Station	....	....	....	25	....
Germantown—Around curve at station, both directions	....	....	....	20	....
Chestnut Hill—Over Spring Switches	....	....	....	20	....
Between Spring Switch and Chestnut Hill Station	....	....	....	6	....
All other branches not shown—Yard speed will govern.					

"Yard Speed"—A speed that will permit stopping within one-half the range of vision.

(B) **MAXIMUM SPEED OF TRAINS**
Unless otherwise restricted.

Trains or engines moving against the current of traffic within yard limits must proceed at yard speed.

Trains moving against the current of traffic over facing point switches not interlocked, must not exceed a speed of thirty (30) miles per hour.

Trains hauling Scale Test Car must move car on rear of train, ahead of caboose, and must not exceed a speed of twenty-five (25) miles per hour.

Trains handling air dump cars or Jordan Spreader equipment, must not exceed a speed of twenty-five (25) miles per hour.

Trains handling Jenny type ore cars, loaded or empty, must not exceed a speed of twenty-five (25) miles per hour.

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

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

Work trains with crane or with pivoted machine, must not exceed speed for relief trains.

WIRE TRAIN—when equipment includes Tool Car RDG 90870 occupied by personnel, must not exceed a speed of forty (40) miles per hour.

Movements to and from tracks equipped with electric locked switches and/or derails located within interlocking limits that are not signaled, must be made at restricted speed.

Maximum speed of light engines, unless otherwise restricted, must not exceed speed permitted for symbol freight train operation on branches involved.

SPECIAL INSTRUCTIONS—(Con.)

Except as Otherwise Restricted by Time Table or Special Instructions, Locomotives Shall Not be Operated at Speeds in Excess of Those Shown in the Following Table:

Class	Wheel Diam. Inches	With Train	Light	Backward
MU cars 9001-9017	34	75	75	75
Other MU cars	38	70	70	70
DP-1	40	89	89	89
RDB-13	80	80	80	80
RS-1	40	65	65	65
RS-2	42	65	65	65
RS-2B	42	65	65	65
RS-3	40	65	65	65
RS-3B	40	65	65	65
RS-4	40	65	65	65
RS-4	42	65	65	65
RS-4B	42	65	65	65
OE-13	40	40	40	40
OE-5	40	45	45	45
OE-9, and 12	40	60	60	60
SWE (1501)	40	45	45	45
SWE-4 (1502-1506)	40	45	45	45
SWE-14 (1507-1510)	40	45	45	45
SWE-1 (2701-2713)	40	60	60	60
SWE-14 (2714) (2750-2760)	40	60	60	60
RSA-14 (3600-3656)	40	65	65	65
RSA-14 (5201-5210)	40	65	65	65
Century (5300-5306)	40	65	65	65

2. MOVEMENT OF TRAINS BY SIGNAL INDICATIONS.

(A) **In same direction by Block Signals.**

Between Reading Terminal and Bound Brook Junction via Jenkintown; between Park Junction and Neshaminy Falls via New York Short Line; between West Falls and Woodlane; between Jenkintown and "BY" Interlocking, Hellertown trains will run with the current of traffic as indicated by interlocking signals, and as prescribed by Rules 251 to 254, inclusive.

Trains must not accept such signal indications as against superior trains unless they are able to make usual running time.

(B) **Opposing and following by Block Signals.**

Trains will operate in either direction under signal indication as prescribed by Rules 261 to 264 inclusive between the following points.

Between Race St. "RA" Interlocking and Sixteenth St. Junction "Remote Controlled Interlocking, Tracks 1, 2 and 4.
Sixteenth St. Jct. Remote Controlled Interlocking and
" Wayne Jct. "WS" Interlocking—No. 4 Track.
" Wayne Jct. "WS" Interlocking and Nicetown Jct. "NI" Interlocking.
" Wayne Jct. "WS" Interlocking and Newtown Jct. "Remote Controlled Interlocking No. 1 and No. 2 Tracks.
" Newtown Jct. Remote Controlled Interlocking and Tabor Jct. Remote Controlled Interlocking—No. 2 Track.
" Newtown Jct. "Remote Controlled" Interlocking and Cheltenham Jct. Remote Controlled Interlocking No. 1 and No. 2 Tracks.
" Cheltenham Jct. Remote Controlled Interlocking and Fox Chase Remote Controlled Interlocking—Single Track.
" Wood and "Neshaminy" (No. 4 track).
" Glen and "WX" Tower, Weston-Manville (No. 2 track).
" Wing and Glen (either track).

On Fairless Jct. and P. R. R. Connection.
" Ewing Siding.
" Single track between Roslyn "LYNN" and Hatboro Station.
" Single track between Lansdale, "Dale" and Doylestown Station.

SPECIAL INSTRUCTIONS—(Con.)

On Single main track between "KALB" Remote Controlled Interlocking and "ELM" Remote Controlled Interlocking located one thousand seventy-five (1075) feet east of Elm Street Station.

Between "ELM" Remote Controlled Interlocking and "DALE" Remote Controlled Interlocking.

" "KALB" Remote Controlled Interlocking and "NS" Interlocking Station, Norristown Junction (No. 2 track).

" "East Third Street" and "West Third Street", Bethlehem.

3. OBSTRUCTIONS, CLEARANCES AND RESTRICTIONS.

(A) **BETHLEHEM BRANCH.**

Account close overhead clearance, trains whose consist include automobile frame cars from Budd Company Red Lion Plant, must not exceed a speed of five (5) miles per hour when passing under bridge 8/04 located one thousand six hundred and eighty (1680) feet west of Oak Lane Station, between catenary poles 8/1 and 8/2.

(B) Bridge warnings have been discontinued at the following locations:

Between Reading Terminal and Doylestown.
Between Sixteenth Street Jct. and Elm St., Norristown.
Between Glenside and Hatboro.
Between Jenkintown and West Trenton.
Between Wayne Jct. and Chestnut Hill.

Employes are prohibited from riding on top of box cars, open top cars with high load, or engine tenders, in these territories.

(C) Restrictions on Operating Locomotives and Cranes Over Main Tracks and Maximum Weights Allowed for All Cars.

B.—Can pass over Richmond Street Bridge at Port Richmond on three westerly tracks only.

C.—Not to be operated on Cedar Hollow Branch.

T.—See Time-Table Clearance Appendix in hands of Operating officers.

X.—Not permitted to operate.

Z.—See Special Clearance on this Type Equipment in hands of Operating Officers.

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SPECIAL INSTRUCTIONS—(Con.)

(B) Restrictions on Operating Locomotives and Other Equipment Over Main Tracks and Maximum Weights Allowed for All Cars.

LOCATIONS	Diesel Electric Locomotives					
	10 to 15	16 to 24	40 to 47	92, 100 to 104	444-450, 460 to 475	481 to 524
Reading Terminal-Wayne Junction					x	x
Wayne Junction-Chestnut Hill					x	x
Newtown Junction-Jenkintown						
Jenkintown-Neshaminy Falls						
Neshaminy Falls-Manville					x	x
West Trenton-Trenton						
East Trenton Branch						
Trenton Princeton Traction Co.					x	x
Minnesota Mining Spur						
Manville-Port Reading						
Manville-Bound Brook Junction						
Morrisville Branch						
Reading Terminal-Park Junction						
Broad and Callowhill Sts. to Willow & Noble Sts.	x		x	x	x	x
Erie Avenue-Olney						
Olney-Neshaminy Falls						
Frankford Junction-Frankford						
Cheltenham-Newtown						
Erie Avenue-Tabor Junction						
Jenkintown-Bethlehem					x	x
Glenside-Ivyand						
Hatboro—Ivyland						
Lansdale-Doylestown						
Erie Avenue-Berks Street					x	x
Berks Street, Willow & Noble Streets					x	x
16th Street Junction-Plymouth Junction					x	x
Conshohocken or Plymouth Jct. to Oreland					x	x
Plymouth Junction-Norristown Junction						
Norristown-Lansdale						
Port Richmond-Nicetown Junction					x	x
Nicetown Junction-West Falls						
Bellevue Branch						
West Falls-Bridgeport						
Venice Branch	x		x	x	x	x
Bridgeport to Downingtown					x	x
New Centerville to Downingtown						
Park Junction-West Falls						
Nicetown Junction-Tabor Jct. via Wayne Jct.					x	x
Nicetown Junction-Tabor Jct. via Low Grade						
Newtown Junction-Olney						
Eastwicks-Darby Creek						
Darby Creek-Baldwin Locomotive Works						
Baldwin Locomotive Works-Marcus Hook					x	x
Eastwicks-Grays Ferry						
Chester to Marcus Hook						

Reading Terminal Train Shed

Track No. 13 is not wired for "MU" Operation.

DP-1, RS-1, RS-2, RS-3 and RS-4 Diesel Engines not permitted on track Nos. 10, 11, 12 and 13.

DP-1, RS-1, RS-2, RS-3 and RS-4 Diesel Engines when coupled two (2) or more units not permitted on Track No. 6 or Callowhill Street Spur.

Engine 663 equipped with Snow Plow not permitted on tracks No. 6 to No. 13, inclusive.

SPECIAL INSTRUCTIONS—(Con.)

(B) Restrictions on Operating Locomotives and Other Equipment Over Main Tracks and Maximum Weights Allowed for All Cars.

LOCATIONS	Diesel Electric Locomotives																Maximum Gross Weight of Car and Lading Cars of a Gross Weight in Excess of 263,000 Must Not be Operated Without Special Permission
	530 to 550 and 576 to 588	551-564, 560 to 563	600 to 636	660 to 666	700 to 729, inc.	800 to 808	860 to 867	900 to 907 inc.	1501-1510	2701-2714	2750-2760	3600-3619	3620-3656	5201-5210	5211-5212	5300-5306	
Reading Terminal-Wayne Junction	x	x	x	x		x	x				x			x	x	x	263,000
Wayne Junction-Chestnut Hill	x	x				x	x							x			263,000
Newtown Junction-Jenkintown															x	x	263,000
Jenkintown-Neshaminy Falls	x	x									x	x		x	x	x	263,000
Neshaminy Falls-Manville	x	x	x	x		x	x				x	x		x	x	x	263,000
West Trenton-Trenton											x	x	x	x	x	x	263,000
East Trenton Branch											x	x	x	x	x	x	263,000
Trenton Princeton Traction Co.	x	x	x	x		x	x	x			x	x	x	x	x	x	210,000
Minnesota Mining Spur															x		263,000
Manville-Port Reading																	263,000
Manville-Bound Brook Junction																	263,000
Morrisville Branch																	263,000
Reading Terminal-Park Junction											x	x	x	x	x	x	263,000
Broad and Callowhill Sts. to Willow & Noble Sts.	x	x				x	x	x	x	x	x	x	x	x	x	x	220,000
Erie Avenue-Olney	x	x													x	x	263,000
Olney-Neshaminy Falls																	263,000
Frankford Junction-Frankford	x	x													x	x	263,000
Cheltenham-Newtown	x	x									x	x		x	x	x	263,000
Erie Avenue-Tabor Junction											x	x	x	x	x	x	263,000
Jenkintown-Bethlehem	x	x	x	x		x	x				x	x	x	x	x	x	263,000
Glenside-Ivyand											x	x	x	x	x	x	263,000
Hatboro—Ivyland											x	x			x		263,000
Lansdale-Doylestown											x	x	x	x	x	x	263,000
Erie Avenue-Berks Street	x	x	x	x		x	x				x	x	x	x	x	x	263,000
Berks Street, Willow & Noble Streets	x	x	x	x		x	x				x	x	x	x	x	x	263,000
16th Street Junction-Plymouth Junction	x	x				x	x				x				x	x	263,000
Conshohocken or Plymouth Jct. to Oreland	x	x				x	x				x	x	x	x	x	x	263,000
Plymouth Junction-Norristown Junction											x	x	x		x	x	263,000
Norristown-Lansdale											x		x	x	x	x	263,000
Port Richmond-Nicetown Junction	x	x	x	x		x	x				x	x	x	x	x	x	263,000
Nicetown Junction-West Falls											x	x	x	x	x	x	263,000
Bellevue Branch															x	x	263,000
West Falls-Bridgeport											x	x	x	x	x	x	263,000
Venice Branch	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	220,000
Bridgeport to Downingtown	x	x	x	x		x	x				x	x	x	x	x	x	263,000
New Centerville to Downingtown						x	x								x	x	251,000
Park Junction-West Falls											x	x	x	x	x	x	263,000
Nicetown Junction-Tabor Jct. via Wayne Jct.	x	x												x			263,000
Nicetown Junction-Tabor Jct. via Low Grade																	263,000
Newtown Junction-Olney																	263,000
Eastwicks-Darby Creek											x	x	x	x	x	x	263,000
Darby Creek-Baldwin Locomotive Works											x	x	x		x	x	263,000
Baldwin Locomotive Works-Marcus Hook	x	x	x	x		x	x				x	x	x	x	x	x	263,000
Eastwicks-Grays Ferry						x	x				x	x	x	x	x	x	263,000
Chester to Marcus Hook											x	x	x	x	x	x	251,000

Berks Street to Willow and Noble Streets

Must not pass equipment on 28° curve west of Master Street.

Must not pass equipment between Van Horn Street and Laurel Street.

Trenton Princeton Traction Company

All trains must not exceed speed of ten (10) M.P.H.

Port Richmond—Pier "D"

Only Engines OE-5 (16-24) are permitted to operate over trestle approach to upper deck of pier.

SPECIAL INSTRUCTIONS—(Con.)

(B) Restrictions on Operating Locomotives and Other Equipment Over Main Tracks and Maximum Weights Allowed for All Cars.

Diesel Electric Locomotives									Cranes							Maximum Gross Weight of Car and Lading
Rail Diesel 9151-9165											90641	90649	90900	90905	90901-90902-90906	Cars of a Gross Weight in Excess of 263,000 Must Not be Operated Without Special Permission
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
X	...	...	...	...	...	...	...	...	...	...	X	T	T	T	T	210,000
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	263,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	220,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
X	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	263,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
X	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
X	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
...	...	...	...	...	...	...	...	...	...	...	X	X	X	X	T	220,000
X	...	...	...	...	...	...	...	...	...	...	X	T	T	T	T	263,000
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	251,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	263,000
...	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
X	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
X	...	...	...	...	...	...	...	...	...	...	...	T	T	T	T	263,000
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	251,000

NOTE: Loaded cars such as ore cars with truck centers 25′—0″ or less and axles spacing 4′—9″ on trucks or when coupled must not be moved without special permission and restricted to 25 M.P.H.

SPECIAL INSTRUCTIONS—(Con.)

(C) SWITCHING AND ROAD LOCOMOTIVES MAXIMUM DEGREE CURVE PERMISSIBLE FOR OPERATION.

Eng. No.	Manufacturer or Type	Class	H.P.	Degree of Curvature: With Coupler Extension	Degree of Curvature: Standard Coupler With Cars
10-11	EMD	OE-13	600	96	57
12	EMD	OE-13	600	—	57
13-15	EMD	OE-13	600	96	57
16-24	EMD	OE-5	600	96	57
42-47	Alco	OE-11	1000	76	44
90, 91, 92, 100-104	EMD	OE-9	1000	76	57
444-524	Alco	RS-1	1600	.....	38
530-589	BLW	RS-2	1600	.....	30
600-666	EMD	RS-3	1500	.....	21
700-712	BLW	OE-12	1000	76	44
713-714	BLW	OE-12	1000	—	44
715-721	BLW	OE-12	1000	76	44
722-729	BLW	OE-12	1000	—	44
800-867	F.M.	RS-4	2400	.....	21
900-907	EMD	DP-1	1500	.....	23
1501	EMD	SWE	900	.....	76
1502-1506	EMD	SWE-4	900	.....	76
1507-1510	EMD	SWE-14	900	.....	76
2701-2713	EMD	SWE-1	1200	76	76
2714	EMD	SWE-14	1200	76	76
2750-2760	EMD	SWE	1500	—	76
3600-3619	EMD	RSE-14	2250	—	38
3620-3656	EMD	RSE-14	2500	—	38
5201-5210	Alco	RSA-14	2400	—	39
5211-5212	Alco	RSA-14	3000	—	39
5300-5306	Alco	RSA-14	3000	—	25

Example: An engine listed as limited to a 76 degree curve will negotiate any curve from zero degrees to seventy-six (76) degrees, but will not negotiate a curve of higher degrees. The higher the degrees, the sharper the curve.

4. CROSSING AND FLAG PROTECTION.

(a) The Laws of the State of New Jersey provide in part as follows:

A bell of a weight not less than thirty pounds shall be placed on each engine and rung continuously in approaching a grade crossing of a highway, beginning at a distance of at least three hundred yards from the crossing and continuing until the engine has crossed such highway, or a whistle shall be attached to engine and be sounded, except in cities, at least three hundred yards from the crossing and at intervals until the engine shall have crossed the highway.

Also:—It shall be unlawful for any employe of any railroad company to operate any locomotive or train, or crossing gate in such a manner as to unnecessarily prevent or interfere with the use of any highway for the purpose of travel.

(b) At grade crossings protected by flasher signals and/or automatic gates with white lamp on outside of relay case, lamps are lighted on approach of train. Lamp not lighted must be reported to Train Dispatcher.

SPECIAL INSTRUCTIONS—(Con.)

5. WATCH INSPECTORS, LOCATION OF STANDARD CLOCKS, BULLETINS AND TRAIN REGISTERS.

STANDARD CLOCKS, BULLETINS AND TRAIN REGISTERS LOCATED AS INDICATED BY "X"

	Standard Clocks	Bulletins	Train Registers
READING TERMINAL—			
Crew Dispatcher's Office	X	X	.....
Yardmaster's Office	.....	X	.....
FIFTEENTH STREET—Yardmaster's Office	X	X	.....
BELMONT—Office	X	X	.....
WEST FALLS—Yardmaster's Office	X	X	.....
NOBLE STREET—Yardmaster's Office	X	X	.....
MONTGOMERY AVENUE — Yardmaster's Office	X		
(American St. Branch)	X	X	.....
ERIE AVENUE—			
Freight Trainmaster's Office	X	X	.....
Yardmaster's Office—East End	X	X	.....
Engine House	X	X	.....
PORT RICHMOND—			
Assistant Trainmaster's Office	X	X	.....
Yardmaster's Office, Clearfield Street	.....	X	.....
NICETOWN JUNCTION—			
"NI" Tower	X	.....	.....
Yardmaster's Office	X	X	.....
WAYNE JUNCTION—			
"WS" Tower	X	.....	.....
Yardmaster's Office	X	X	.....
Engine House	X	X	.....
CHESTNUT HILL—Telegraph Office	X	.....	.....
CHESTER—Assistant Trainmaster's Office "CU"	X	X	.....
SOUTH CHESTER—Yardmaster's Office	X	X	.....
DARBY CREEK—Yardmaster's Office "CK"	X	X	.....
ABRAMS—Crew Dispatcher's Office	X	X	.....
NORRISTOWN—Elm Street—Locker Room	.....	X	.....
HATBORO—Ticket Office	X	.....	.....
HATBORO—Telephone in the Hallway of Passenger Station during hours station is closed	.....	.....	X
HATBORO—Locker Room	.....	X	.....
LANSDALE—Ticket Office	X	X	.....
DOYLESTOWN—Ticket Office	X	X	.....
BETHLEHEM—Yardmaster's Office (Saucon Creek)	X	X	.....
BETHLEHEM—Saucon Creek Engine House	X	X	.....
BETHLEHEM—Telegraph Office "BH"	X	X	.....
NEWTOWN—In Phone Box	.....	.....	X
CHURCHVILLE (Box on face of Station Building)	.....	.....	X
FOX CHASE (Pole Box on Station Platform)	.....	.....	X
WEST TRENTON—"CN" Tower—First Floor	X	X	.....
TRENTON—Engine House	X	X	.....
MANVILLE—Yardmaster's Office (Port Reading			
Branch Trains)	X	X	.....
PORT READING—Yardmaster's Office	X	X	.....
EAST SIDE—(B.&O.R.R.)—			
Terminal Trainmaster's Office	.....	X	.....
Crew Dispatcher's Office	X	X	.....
"RG" Tower	X	X	.....
PIER 62, PHILADELPHIA	.....	X	.....
JERSEY CITY—(C.R.R.of N.J.)—			
Station Master's Office	X	X	.....
Assistant Yard Master's Office, Yard "C"	.....	X	.....
Yard Master's Office, West Yard	.....	X	.....
COMMUNIPAW—			
Assistant Foreman's Office	X	X	.....

Watch Inspectors.

G. E. DINTAMAN.....Traveling Watch Inspector, St. Clair, Pa.
S. ROSENTHAL.....Traveling Watch Inspector, Philadelphia, Pa.
J. J. PELLERITE.....Traveling Watch Inspector, Reading, Pa.

SPECIAL INSTRUCTIONS—(Con.)

Local Watch Inspectors.

TERMINAL JEWELERS..Reading Terminal Philadelphia Pa.
JAMES J. MCCANN....125 S. Easton Road, Glenside, Pa.
TUCKERS JEWELERS....896 Main Street Darby, Pa.
J. MCCORMICK.....1507 Centre Street, Ashland, Pa.
N. MARCUS.....Jersey Central Station, Jersey City, N. J.
F. J. TROXELL.....241 Bridge Street, Phoenixville, Pa.
CHARLES LONGACRE...17 N. Hanover Street, Pottstown, Pa.
B. A. BUSH, INC.....Outer Station, Reading, Pa.
E. SALOMON & SONS...606 Hamilton Street, Allentown, Pa.
R. A. HOUCK.....21 W. High Street, Carlisle, Pa.
STAUB'S JEWELRY.....275 West Main Street, Hummelstown, Pa.
J. P. FEHR.....33 Main Street, Schuylkill Haven, Pa.
STANLEY LESEVICH....Catawissa, Pa.
J. C. CREENYA.....20 W. 4th Street, Williamsport, Pa.
C. B. COFFMAN.....16 Baltimore Street, Gettysburg, Pa.
M. MANDULICK.....119 E. Broad Street, Tamaqua, Pa.
CHARLES E. SMITH....23 S. 13th Street, Harrisburg, Pa.
ROBERT SHUEY.....130 E. Independence Street, Shamokin, Pa.
A. F. J. DORN CO.....541 Cooper St., Camden N. J.
RALPH HUBERMAN....846 Cumberland Street, Lebanon, Pa.
R. J. BEITEL EST.....511 Front Street, Catasauqua, Pa.
WOODRING JEWELERS.417 Chestnut Street, Emmaus, Pa.
H. GARMAN & SON....130 E. Lincoln Highway, Coatesville, Pa.
R. D. CROSSLEY.....170 S. Front Street, Milton, Pa.
FRIEDMAN'S JEWELRY..321-23 N. Center St., Pottsville, Pa.
LEVITT JEWELRY CO...802 Market Street Wilmington, Del.
JOSEPH S. SOLECK.....2629 W. 3rd St., Chester, Pa.

October and April of each year designated as Watch Inspection Months and no excuse acceptable for failure to have Watch Inspected except sickness or furlough.

6. SUPERIORITY AND MOVEMENT OF TRAINS OR ENGINES.

ON SINGLE TRACK, OR WHEN A SECTION OF DOUBLE TRACK IS USED AS SINGLE TRACK, WESTWARD TRAINS ARE SUPERIOR BY DIRECTION AS BETWEEN OPPOSING TRAINS OF THE SAME CLASS.

In case of wire failure, operators will not permit inferior class trains to proceed, unless they have ten (10) minutes clearance ahead of scheduled time of superior class trains.

Where block signals are used, notice of working limits assigned to work extras will not be given other trains.

Regular passenger trains between Newtown Junction and Neshaminy Falls scheduled via Jenkintown, may be detoured via New York Short Line, upon proper instructions and signal indication.

Where two or more tracks are in service they will be designated by numbers as follows:

Two Tracks:
Eastward..... No. 2
Westward..... No. 1

Three or more tracks:

Eastward
Inside main track..... No. 2
Next main track..... No. 4

Westward
Inside main track..... No. 1
Next main track..... No. 3

At a terminal or junction point where a train register is provided, conductors or enginemen will personally examine the train register and register their trains.

SPECIAL INSTRUCTIONS—(Con.)

7. LOCATION OF SIDINGS AND CROSSOVERS EQUIPPED WITH OVERHEAD WIRES FOR MU OPERATION.

Sidings.

Chelten Hills Siding
Jenkintown Sidings Eastward and Westward
Glenside Siding Eastward
Glenside Side Track Westward
Lansdale Siding
Wood Siding
Forest Park Siding
Gravel Siding
Doylestown Siding
Willow Grove Siding
Hatboro Siding

Crossovers.

Norristown Branch	Chestnut Hill Branch	Wayne Junction to Lansdale
28th St. Jct.	E. of Wayne Jct.	E. of Wayne Jct.
E. of Wissahickon	W. of Fishers	Newtown Jct.
W. of Manayunk	E. of Wister	Tabor Jct.
E. of Miquon	W. of Washington Lane	W. of Elkins Park
W. of Conshohocken	W. of Sedgwick	Jenkintown
E. of Ivy Rock	W. of Chestnut Hill	Glenside
E. of Mogees		E. of N. Hills
E. of DeKalb St.		E. of Oreland
		W. of Oreland
		E. of Ambler
		W. of Gwynedd Valley
		Lansdale

Jenkintown to West Trenton

W. of Noble
E. of Bethayres
Neshaminy

All crossovers between Neshaminy and CN Tower West Trenton are wired.

8. YARD LIMITS.

(a) Yard Limits.

Reading Terminal—to
- Tabor Junction.
- Twenty-eighth Street Junction.
- 2500 feet west of west end of Woodlane Yard.
- Chestnut Hill.

Olney Branch—"NQ" Interlocking to Frankford Junction.

Frankford Branch—Frankford Junction to Frankford.

Willow Street—to Tabor Junction.

Port Richmond—to West Falls.

Philadelphia and Chester Branch—Eastwick to Marcus Hook.

Grays Ferry—To connection with Baltimore and Ohio Railroad at Eastwick (Bridge).

Lansdale
- Bethlehem Branch—From a point 1974 feet east, to a point 4133 feet west of station.
- Stony Creek Branch—From connecting switch, with Bethlehem Branch to a point 1803 feet east thereof.
- Doylestown Branch—From "DALE" Remote Controlled Interlocking to a point 5100 feet west thereof.

Bethlehem—From a point 235 feet east of Hellertown to Bethlehem Station.

Norristown
- Norristown Branch—From a point 1500 feet west of Mogees to Marshall Street and to a point 565 feet west of connecting switch with Norristown Main Line and Connecting Railroad.
- Stony Creek Branch—From Marshall Street to a point 2673 feet west thereof.

Bridgeport—P. & C. V. Branch—Junction with Main Line to a point 1600 feet west of DeKalb Street.

Woodbourne—Morrisville Branch between Fairless Junction and Newtown Bristol Road Crossing 5400 feet east of Fairless Junction.

SPECIAL INSTRUCTIONS—(Con.)

Trenton—From Trenton Station to a point 505 feet east of Hillcrest Station and East Trenton Branch.

Manville—Port Reading Branch—From "WX" Tower to a point 9920 feet east thereof.

Bound Brook Jct. to a point 2500 feet west of Weston-Manville Station.

Port Reading—From Blair Road 3140 feet west of Port Reading to east end of Yard tracks.

9. TRAIN ON BRANCH SIGNALS.

10. DETOURING TRAINS.

The employes designated to authorize detour movements against the current of traffic in their respective yards, and issue Form TD-116, in accordance with Operating Rule D-160, are as follows:

Yard	Title
15th Street Subway	Yardmaster
West Falls	"
Nicetown	"
Port Richmond	"
Erie Ave.	"
Montgomery Ave.	"
Wayne Jct.	"
Bethlehem, Saucon Creek	"
Norristown	Operator "NS" Tower, under direction of Chief Train Dispatcher.
Lansdale	Operator "WIND" Remote Control Station, under direction of Chief Train Dispatcher.
Manville	Operator "WX" Tower, under direction of Chief Train Dispatcher.
Darby Creek	Yardmaster.

Ninth St. Line.

Race St. Interlocking to 16th St. Jct. ..... Operator, under direction of Chief Train Dispatcher.

11. AUTOMATIC BLOCK SIGNAL SYSTEM.

(A) Automatic Block Signals are operated and Operating Rules 505 to 518, inclusive, are in effect between

Reading Terminal and Bound Brook Jct. via Jenkintown & New York Short Line and on Bethlehem Branch, Doylestown Branch, Glenside to Hatboro, Newtown Branch, Trenton Branch, Norristown Branch, Chestnut Hill Branch, Chester Branch (Eastwicks to Essington), Richmond Branch (5th St. to West Falls), bet. West End Penna. Ave. Tunnel and end of Division at Wood Lane, Berks St. Branch (Fairhill Junction to Tabor Junction) and low grade (Nicetown Junction to Newtown Junction).

Grade signals are designated by the letter "G" on a yellow disc mounted on the same mast and located beneath the signals.

When grade signals display stop indications, tonnage freight trains having eighty-five (85) per cent or more tonnage rating for the engine may pass these signals without stopping, proceeding at restricted speed.

All other trains must be governed by Operating Rule 509-b. Grade signals are located as shown below:—

Signal No.	Location	Governs
616-A	1883 feet east of Bellevue Jct.	Track No. 2
616	1883 feet east of Bellevue Jct.	Track No. 4
357	1100 feet west of west end of Perkasie Tunnel	Track No. 1
388	100 feet east of east 3rd St., Bethlehem	Track No. 2
109	1723 feet east of Ewing	Track No. 2
87-87-A	125 feet east of Langhorne	Tracks Nos. 2–4
89-89-A	2618 feet west of Fairless Jct.	Tracks Nos. 2–4

12. SPRING SWITCHES.

Roslyn.

1. The normal position of switch is for movement from single track to No. 2 main track.

SPECIAL INSTRUCTIONS—(Con.)

2. Reflector sign "End of Double Track" is located on mast of westward automatic signal 503 and designates clearance point between main tracks.

3. Eastward automatic signal 504 located seventy (70) feet east of Roslyn Station governs movement over spring switch.

4. When signal displays a "Stop Indication", crews in addition to observing the requirement of Rule 291, will be governed as follows:

(a) Determine the tracks are not occupied west of clearance point, end of double track.

(b) Examine switch and if found reversed, operate hand ground lever to restore switch to normal position.

(c) If found in normal position, but not fully closed, examine switch for obstruction between switch point and stock rail and if after reversing and again closing switch with ground lever, switch will not fully close and signal will not clear, immediately notify Chief Train Dispatcher.

When spring switch is reversed by hand, the switch must be restored to normal position by hand.

5. Trains shall not exceed a speed of ten (10) miles per hour when moving from No. 1 track to single main track.

Chestnut Hill.

Trailing point main track crossover, equipped with spring switches at each end and overhead wires for MU operation, one thousand three hundred (1300) feet west of Chestnut Hill Station. Normal position of switch in No. 2 track is for crossover movement and in No. 1 track is for eastward movement on No. 1 track.

Color light block signal governing eastward movements on No. 2 track, one thousand four hundred fifty (1450) feet west of Chestnut Hill Station, will display aspects as indicated (Fig. B Rules 285, 292) and will govern to end of automatic block sign.

Color light spring switch signal governing eastward movements on No. 1 track, one thousand four hundred forty (1440) feet west of Chestnut Hill Station will display Proceed indication when switch is in normal position and Stop indication when switch is reversed or points not properly closed. This signal does not convey block indication.

Color light block signal governing westward movements on No. 2 track nine hundred thirty (930) feet west of Chestnut Hill Station, will display aspects as indicated (Fig. B Rules 281, 285, 292) and will govern to Automatic Signal 264, seven hundred seventy (770) feet west of Wyndmoor Station.

Color light block signal, governing westward movements on No. 1 track, six hundred twenty (620) feet west of Chestnut Hill Station, will display aspects as indicated (Fig. B Rules 281, 285, 292) and will govern to Signal 264, seven hundred seventy (770) feet west of Wyndmoor Station.

Reflector sign "END OF AUTOMATIC BLOCK" along No. 2 track, opposite Chestnut Hill Station.

Telephone connected with train dispatching circuit at eastward color light block signal one thousand four hundred fifty (1450) feet west of Chestnut Hill Station.

Trains shall not exceed speed of twenty (20) miles per hour passing over spring switches.

When eastward color light block signal one thousand four hundred fifty (1450) feet and westward color light block signals located six hundred twenty (620) feet and nine hundred thirty (930) feet west of Chestnut Hill Station display "STOP" indication trains or engines must not proceed except by permission of train dispatcher and then at restricted speed.

When it is desired to make an eastward movement from No. 1 to No. 2 track, spring switch in No. 1 track must be reversed by operating ground lever to reverse position. After movement is completed, return ground lever to normal position.

When westward color light block signal nine hundred thirty (930) feet west of Chestnut Hill Station, or eastward color light spring switch signal displays "STOP" indication, trains or engines must stop and crews will examine switches of crossover one thousand three hundred (1300) feet west of Chestnut Hill Station, and if found reversed operate hand ground lever to restore switch to normal position

SPECIAL INSTRUCTIONS—(Con.)

If found in normal position, but not fully closed, examine switch for obstruction between switch point and stock rail, and if after reversing and again closing switch with ground lever, switch will not fully close and signal will not clear, notify Train Dispatcher.

Rule 513 applies for movements from yard tracks to main track.

13. GRADE OPERATION AND INSTRUCTIONS.

14. MEDICAL EXAMINERS AND COMPANY SURGEONS. PHILADELPHIA AND READING RELIEF ASSOCIATION

Dr. M. M. Medvene, Chief Medical Officer
J. Irvine, Superintendent

Medical Examiners

Dr. W. H. Hermanutz
Dr. R. Ledis
Dr. J. M. Orloff
} Philadelphia, Pa.

Company Surgeons

Location	Name	Address	Telephone Number
Allentown	Dr. R. D. Bausch	109 N. Second St. Residence	432-3683 434-3781
Bridgeport	Dr. Edw. V. Ocelus	470 Ford St.	275-2973 279-6453
Conshohocken	Dr. Sherod M. Cooper	115 E. Fifth Ave.	828-0775 828-1896
Doylestown	Dr. I. Clifford Laudenslager	106 E. State St. (Off.) 272 W. Court St. (Res.)	348-4478 348-4838
Glenside	Dr. Karl F. Mayer	255 N. Easton Rd.	884-9843
Lansdale	Dr. J. B. Jacobs	202 S. Broad St.	855-9501
Norristown	Dr. W. G. Frick	19-21 W. Fornance St.	279-3300
Philadelphia	Dr. L. F. Lanoce	5817 Henry Ave.	483-5370
Philadelphia	Dr. F. Sutliff	3701 N. Broad St.	226-2722
Trenton	Dr. William E. Mountford	217 N. Warren St.	Owen 5-6090
Wilmington	Dr. Raymond A. Lynch	619 Delaware Ave.	652-7013 or 655-1328

15. MISCELLANEOUS INSTRUCTIONS.

1. (a) When eighty-five (85) and eighty-seven (87) foot flat cars are moved on the rear end of freight trains which require assitance of helper engines, assisting engine must not be coupled in on rear end of train. In event cars of this type are moved on or near head end of train, dynamic brake is not to be used.

(b) Except under adverse weather conditions lights in coaches during daylight hours should not be on except between Reading Terminal-Tioga and 22nd Street except when passing through tunnels.

(c) With advent of freezing weather, following instructions must be observed so that steam lines of passenger equipment will be properly blown out before trains reach terminals.

Approaching terminal points, the rear end valve must be opened fully for a period of not less than one minute for trains consisting of five cars or less, and not less than two minutes for trains of more than five cars.

During this period full regulation pressure train is carrying must be blown through steam line. Steam pressure must not be shut off until these instructions have been fulfilled.

Member of train crew in rear car will then signal Enginemen with one short, one long and one short blast of communicating whistle signal to shut off steam.

The blowing out of steam lines should be completed within three minutes of time that engine will be detached from train, with the following exceptions:

Approaching Bethlehem, train must be blown out before passing east end of Saucon Yard, and approaching Reading Terminal train must be blown out between North Broad Street and before reaching Spring Garden Station.

SPECIAL INSTRUCTIONS—(Con.)

(d) All passenger equipment stored overnight or for weekends, at outlying points, must be locked.

(e) Following to apply when locomotives equipped with 26L brake are used in helper service.

All units, other than lead unit of lead locomotive, will have automatic brake valve handle in "handle-off" position.

With helper locomotive coupled in train, engineman on helper locomotive will make full service reduction with automatic brake valve, place cut-off valve (located on the brake valve) in "out" position, and place handle of automatic brake valve in "handle-off" position before angle cocks are opened to couple air through from train.

(f) Locomotives equipped with Prime collapsible bay windows must be stopped and bay window collapsed before moving in locations where close clearance may be encountered to prevent damage to this equipment. Instructions covering operation of this device are posted in operating cab.

(g) When moving Road Diesel Locomotives, Class DP 1 of two or more units with operating cab on each end, or when moving Class RS (Road Switchers) locomotives of 3 or more units between engine terminal and yard, engine crews will operate from cab of leading unit, in each direction.

When moving diesel locomotives Class DP having a "B" (non-operating unit) on leading end of movement, or if at any time it should become necessary to operate backwards with an "A" unit on leading end, a trainman, Hostler Helper, or in their absence, the Fireman (helper) will ride the leading end and protect movement, and in case of emergency, locomotive must be stopped by opening emergency valve which is conveniently located alongside of door on rear end of all "B" units, and/or on left side of cab in "A" units.

On 2-unit locomotives Class RS (road switchers) the Engineman and Fireman (helper) will when making light movements remain in cab of unit from which locomotive is being operated, communicating to each other by name the indication of each signal affecting the movement being made.

These instructions include movements between engine houses and passenger terminals.

(h) When operating light diesel locomotives it will be the responsibility of the Engineman to see that the Rotair valve is placed in "passenger" position on unit from which movement is controlled and "passenger lap" on all other units; also, that controlled emergency cock is placed in passenger position.

2. Rail Motor Cars and Multiple Unit Cars.

(a) In order to protect the traction motors and avoid damage to electrical equipment, it will be necessary when operating Diesel-Electric Locomotives, Rail Motor Cars or Multiple Unit cars through water at or above the top of rail head, to strictly adhere to the following instructions, noting particularly that under no circumstances should Multiple Unit cars pass through water when above top of rail.

(b) **Rail Motor Cars.**

Under no circumstances shall a Rail Motor Car be operated through water in excess of one (1) inch above the rail head. When passing through water, do not exceed a speed of 2 M. P. H.

(c) **Multiple Unit Cars.**

Absolutely under no circumstances should Multiple Unit Cars pass through water when above top of rail. If water approaches top of rail, Train Dispatcher and Power Dispatcher should be notified.

During high winds "MU" trains drop pantographs passing over Delaware River Bridge.

Pantographs must not be raised or lowered against contact wire when standing beneath overhead bridge unless it would be impossible to move train otherwise.

SPECIAL INSTRUCTIONS—(Con.)

(d) **Single Car Operation, M.U. Trains.**

Certain Suburban Electric Motor Cars (MU ENGINES) are equipped with a Supplementary Emergency Brake system. The top switch in the auxiliary switch box located above the four position headlight control switch controls the Supplementary Emergency Brake system and is identified by a red cover plate lettered SUPPLEMENTARY EMERGENCY BRAKE. Supplementary Emergency Switch must remain in "OFF" position except when necessary to use same as outlined below.

This equipment provides a means of stopping a single car suburban electric train in the event of air brake damage or failure.

Should the air brake fail to function for any reason, move Supplementary Emergency Brake toggle switch to the "ON" position. Switch must remain in the "ON" position until the train comes to rest. Apply hand brake, do not move train under any circumstances until inspection is made by qualified supervision and inspecting officer has issued instructions.

When switch in auxiliary switch box is placed in the "ON" position, Supplementary Emergency Brake will apply. This switch must be used only in the event of air brake failure and not in conjunction with conventional braking to control speed of train for speed restrictions or station stops.

To stop a train when all brakes have failed, move controller handle to reverse switching position, the second position to the right or left, depending on direction of movement. This should only be done in case of extreme emergency to prevent accident.

When terminal air brake test, as covered in Rule 103, Form 1118—Rev. A, is completed on passenger trains consisting of a SINGLE suburban electric motor car, the following additional test of supplementary emergency brake must be made:

Engineman will apply Supplementary Emergency Brake by placing switch in "ON" position. Trainman or Inspector will examine supplementary brake cylinder mounted on bolster of truck only on "B" end of car and note that brake has applied. Upon receiving proper signal, Engineman will release Supplementary Emergency Brake by placing switch in "OFF" position. Trainman or Inspector will observe that Supplementary Emergency Brake has released and will inform Engineman that brake has applied and released properly.

Suburban Electric Motor Cars will not be dispatched as single car passenger train, unless equipped with operative Supplementary Emergency Brake.

3. RULES GOVERNING TRAIN AND ENGINE SERVICE EMPLOYES OPERATING IN THE STATE OF NEW JERSEY.

(a) Enginemen and firemen in road service must undergo a physical examination at least every 12 months, and more often at the discretion of the medical examiners when any significant abnormality is in an employe. Medical Examiner will issue a card form indicating date and result of examination. Form must be carried by employe while on duty and presented when requested.

(b) Conductors, enginemen, firemen and trainmen in road service prior to resuming duty after an absence from duty of thirty (30) days or more, to be examined to ascertain their knowledge and understanding of any changes in Operating Rules or General, Special or Bulletin Orders which may have occurred in their absence.

This examination to be conducted by the Rules Examiner if stationed at employe's terminal; if Rules Examiner is not available the employing officer or his representative may supervise same.

(c) Enginemen in road service, on resuming duties after an absence of six (6) months or more from the portion of the railroad over which they are to operate must be examined to ascertain whether they are qualified on the physical characteristics of the road over which they will operate. Employes must ride a train over this territory to acquaint themselves with any changes in the physical characteristics and signals which may have occurred in their absence.

SPECIAL INSTRUCTIONS—(Con.)

Examination must be conducted by the Rules Examiner and ncludes the provisions of Item 2.

(d) When the rules of a carrier permit firemen to operate engines under the supervision and responsibility of an engineman or otherwise, a fireman, before being permitted to operate an engine in road service, shall be qualified on the physical characteristics of the road over which he will operate and shall be subject to requalification after an absence of six (6) months or more from the portion of the railroad over which he may be expected to operate an engine.

(e) Train and engine road service employes, when off duty for more than thirty (30) days because of sickness or injuries, must be subjected to physical re-examination before resuming work.

(f) Before entering this service all employes involved must be examined, instructed and provided with a copy of Reading Company Rules for the Government of the Operating Department.

Rules Examiners will issue Card Form 223-4 E to employes instructed, which must be carried by employe when on duty and presented upon request. Where information regarding employe's qualifications as to physical characteristics is required, same will be entered on back of form.

4. NUMBER OF DIESEL UNITS WHEN PUSHING TRAINS.

When it becomes necessary to push a train for any reason and it is necessary to couple to caboose, not more than one (1) RS-4, two (2) RS-1, 2 or 3 units will be on the line at any one time.

When operating multiple unit diesels in excess of above and it becomes necessary to push a train by coupling to caboose for any reason, all units in excess of the above specified must be isolated.

5. USE OF NO. 24 RL OR NO. 26 L BRAKE EQUIPMENT.

When Diesel units equipped with No. 24 RL or No. 26 L brake equipment are operated in any multiple unit combination, and it is desired to release the locomotive brake during an automatic brake application, independent brake valve handle must be fully depressed in release position for not less than 2 seconds for each unit of consist (four unit locomotive would take eight seconds). Failure to do so will result in brakes remaining applied on rear units and may result in wheel damage.

Should it be desired to reduce locomotive brake cylinder pressure during an automatic brake application, the independent brake valve handle should be moved into the application zone to the position which will maintain the desired pressure and handle should then be fully depressed not less than two seconds for each unit of multiple unit consist.

6. UNATTENDED DIESEL LOCOMOTIVES.

(a) Before leaving a Diesel Locomotive unattended with Diesel Engine idling, the following instructions *must* be complied with.

1. "Close" Throttle.
2. Place transition lever on locomotive so equipped in "Off" position.
3. Remove Reverse Lever from control stand.
4. Open generator or excitor field switch.
   (On Baldwin locomotives, auxiliary generator field switch must be closed to permit charging of batteries.)
5. Apply Independent Air Brake fully.
6. Apply hand brake.
7. Block wheels when necessary.
8. Place reverse Lever at designated location.

(b) Weather conditions permitting, Diesel Engines must be shut down and all switches necessary for the operation of the diesel engine, including the main battery switch, must be opened. Covers will be applied to exhaust stack. All cab windows, cab doors and engine doors must be closed when locomotive is left unattended.

SPECIAL INSTRUCTIONS—(Con.)

(c) Listed below are locations where diesel enignes are tied down and locations where Engineman will place reverser handle.

Location	Place Handle
S. Chester	Yardmaster's Office
Marcus Hook	Locked box Freight House
Darby Creek Enginehouse	In Cab, in holder
Richmond Street	Nearest Yardmaster's Office
Noble Street	Yardmaster's Office
Nicetown	Yardmaster's Office
Subway	Yardmaster's Office
West Falls	Yardmaster's Office
Montgomery Ave	Yardmaster's Office
Woodbourne	Yardmaster's Office
Lansdale	In cab holder with cab locked
West Trenton	Locked box, "CN" Tower
Trenton	Locked box at Enginehouse
Manville	Locked box, Yardmaster's Office
South Bound Brook Junction	Locked box Telephone Booth
Pt. Reading	Yardmaster's Office
Saucon Enginehouse	Enginehouse Office
Phoenixville	Agent's Office
Newtown	In cab holder with cab locked
Birdsboro	Locked box at Enginehouse
Pottstown	General Agent's Office, 2nd floor station building
Coatesville	Yardmaster's Office
Wilmington	Locked box, Enginehouse

It will be the direct responsibility of the Engineman to place Reversing lever at the above locations; however, Yardmaster or other officer instructing crew to tie engine down will also check to see that Engineman removes reverse lever and places same at designated location.

7. RESTRICTIONS AND HANDLING PIGGY-BACK CARS.

Under no circumstances will a train with Trailer On Flat Cars (Piggyback) be permitted to move under Clarissa Street Bridge located two thousand twenty (2020) feet east of "NI" Interlocking Station, Nicetown Junction on the Richmond Branch.

Conductors of eastbound trains operating via Main Line and Richmond Branch must show on Form 336 number of Trailer On Flat Cars in train, and in addition, on arrival at West Falls inform Yardmaster at West Falls regarding number of Trailer On Flat Cars in train. Yardmaster at West Falls will in turn immediately notify Yardmaster and/or operator at Nicetown Junction.

When Philadelphia Division Chief Train Dispatcher receives information of trains, moving via Main Line and Richmond Branch carrying Trailer On Flat Cars, he will advise Yardmaster and/or operator at Nicetown Junction.

GENERAL INSTRUCTIONS

1. OBSTRUCTIONS, CLEARANCES AND RESTRICTIONS.

(a) Class RS-4 and RS-4b engines must not be run over coal trestles.

(b) Except in light engine movements and engine change service, diesel units that will not multiple with the controlling unit will be considered dead engines and will be moved in trains in accordance with the provisions of Rule "R" of the Rules For The Government Of The Operating Department, Form 372.

(c) Under no circumstances shall a Passenger, Freight or Switching Diesel Locomotive be operated through water in excess of three (3) inches above the rail head. When passing through water, do not exceed a speed of 3 M.P.H.

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

(e) **Wire Crossings and Wires Paralleing Right of Way.**

In order to avoid hazard or injury to employes, work train foreman and others in charge of derricks, ditchers, cranes, etc., must see that no part of such equipment, nor materials handled, comes within six (6) feet of wire crossings or wires paralleling the right of way.

2. Operation of Rail Diesel Cars.

(a) Except when equipped with excitation system in operation and/or wheel cleaning shunt blocks attached, a car equipped with disc or off tread brakes must never be the rear car in a train.

During terminal tests it should be noted that wheel shunting devices are attached to car and pressing on surface of each wheel.

(b) Single unit Rail Diesel Cars, not equipped with excitation system or with excitation equipment inoperative must be operated as follows:

1. Automatic Block Signal and Interlocking territory or where Rules 261-264 inclusive are in effect, speed is not to exceed 30 miles per hour with positive block to be established to the next interlocking, remote control or train order office for following movements.

2. Must approach all crossings equipped with automatic protection, prepared to stop unless crossing protective devices are known to be operating properly. Should protective devices not operate as intended, Operating Rule "T" will apply.

3. When through movements are being made in an interlocking and/or remote control location, operating levers affecting the movement, must not be moved until assured the car is clear of switches involved.

4. All switching movements are to be made in an interlocking and/or remote control location under positive block. Operating levers affecting the movement must not be moved until assured the car is clear of switches involved.

5. The front truck and the rear truck of a train must not have two (2) wheel shunting devices missing on the same side. In the event that two (2) wheel shunting devices are missing on the same side of the front truck or the rear truck of the train and repairs cannot be made train dispatcher must be notified after which train may proceed, with positive block established.

(c) **Manual Sanding Rail Diesel Cars.**

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

3. Electrical Operation.

A. Conditions Affecting the Power System to be Reported to the Power Dispatcher.

The Power Dispatcher is located at Wayne Junction Substation and has control of all electrical lines and substations within electrified territory. He receives and dispatches all trouble reports in connection therewith.

GENERAL INSTRUCTIONS—(Con.)

When emergency requires that power be shut off the overhead catenary system, immediately telephone the Power Dispatcher or Train Dispatcher. Power will not be restored until the Power Dispatcher has been notified by a responsible person that it is safe to do so.

Do not touch any overhead wires even though the Power Dispatcher reports that he has cut off the power, unless a qualified electrical employe is present and has placed a visible ground connection on that wire. Any wire of the overhead system without a visible ground connection must be considered alive at all times and coming in contact with such a wire may cause serious injury.

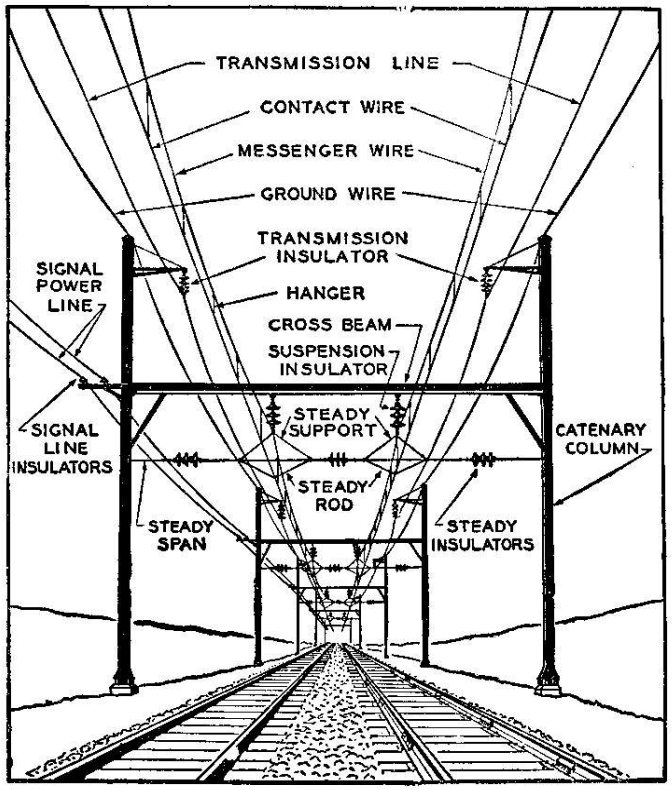
Employes must not touch dangling wires nor attempt to move them by any means, but must report their location immediately to the Power Dispatcher and should if possible, leave someone to watch such wires until their removal. Other persons in danger should be warned of their location.

Employes must report to the Power Dispatcher any attachments of the overhead wire system which are out of place and state whether or not they are in such a position that they can foul the pantograph of an electric car or the top of a locomotive.

Loose connections to traction and impedance bonds must be regarded as alive and report must be made promptly to the Power Dispatcher.

Employes observing excessive flashes or arcs at overhead bridges, flashes on or about the car or overhead equipment indicating some irregularity in the electrical operation should immediately notify the Train Dispatcher or Power Dispatcher. Delay in reporting such cases may result in damage to equipment or train delays.

In reporting troubles to the overhead system it will assist maintenance forces if proper terms for the various parts are used. These terms are shown in the view of line construction included in this time table.



GENERAL INSTRUCTIONS—(Con.)

B. Qualified Employes.

Whenever the term Qualified Employes is used in the following instructions it refers to those employes in the electric service who by examination and approval of their superior officers are qualified to perform certain duties and are classed as follows.

Class 1—Employes competent to erect, maintain and repair electrical apparatus or supervise and protect other employes performing such work.

Class 2—Employes such as Enginemen operating electric equipment. Electricians on Electric Rolling Equipment and other employes in electric service permitted to go on high equipment for the purposes and under conditions hereinafter authorized

C. Handling Work Near Overhead Wires.

All overhead wires including catenary, transmission and signal lines in electrified zones are to be considered alive at all times Insulating covering of wire should not be depended upon for protection against shock.

No employe except Class 1 employes shall do any work near high voltage wires or apparatus where it is possible for any part of his body or tools and material with which he is working to come within three feet of such wires, unless a Class 1 employe is assigned to protect him against personal injury. When persons other than Class 1 or Class 2 employes are required to do work near overhead wires and apparatus they must be protected by a Class 1 employe who will take necessary precautions for their safety before starting and during progress of the work.

D. Keep Off Top of High Equipment.

Employes (excepting Class 1 and Class 2 electric service employes and others under their supervision in the discharge of their duties) are prohibited from going on top of box cars, locomotives, tenders or other high equipment while on tracks electrified with high voltage overhead wires or while movements are being made to such tracks from sidings, yards or other tracks which are not electrified.

WHILE UNDER OR NEAR OVERHEAD BRIDGES ENGINEMEN, FIREMEN AND OTHERS ARE PROHIBITED FROM GOING ON FOOT BOARDS OF LOCOMOTIVES WHILE ON TRACKS ELECTRIFIED WITH HIGH VOLTAGE OVERHEAD WIRES.

At other points under the wires, firemen and others are prohibited from going on foot boards without first securing permission from the engineman, who will supervise the movements of such employes while in such position.

KEEP AT LEAST THREE (3) FEET FROM OVERHEAD WIRES.

Employes assigned to duty as pilots with foreign crews or crews of other divisions using tracks electrified with high voltage overhead wires must arrange to have each member of such crews notified that he must not get on top of high equipment within the electrified zone

Yardmasters and Conductors will notify caretakers of equipment or shipments, that they must not go on top of equipment within the electrified zone.

E. Locomotive Operation.

It will be the specific duty of the engineman to know, before entering any electrified zone, that no part of his engine or engine equipment will foul the overhead catenary construction.

F. Multiple Unit Operation.

Employes whose duty it is to operate multiple unit cars must familiarize themselves with such equipment and carefully study the special instruction book on "Alternating Current Multiple Unit Car Equipment."

Multiple Unit Suburban Electric Cars (Numbers 9001 to 9017 inclusive), are equipped with air springs. In event of a failure on any of the air springs, train must not exceed speed of fifteen (15) miles per hour to destination.

GENERAL INSTRUCTIONS—(Con.)

The master controller handle must in no case be blocked, fastened or otherwise tampered with in such a manner as to prevent the spring tension returning it to the Emergency Position if the Engineman's hand is removed.

When necessary for engineman to leave his compartment due to trouble while on the road the brake valve and controller handles must be removed and kept in his possession.

When two or more electric trains have been stopped on same track, a short distance apart, each engineman should not attempt to start his train until 30 seconds after train ahead has started and then should accelerate slowly by notching up the controller.

In event of loss of power from the trolley wire, engineman must immediately place controller handle in "off" position and keep it there until power is restored.

Operators, Yardmen or Trainmen must not line up tracks for electric trains for movements to unwired tracks unless pantographs are down and all concerned are informed as to the movement to be made.

Multiple unit trains must not assist in starting trains as this would probably damage motors and electrical equipment.

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

When there is a possibility that the contact between the multiple unit car and the electric return circuit, as represented by the running rail, may be broken due to derailment or any other cause, pantographs must be immediately lowered. No pantographs shall be raised until it has been definitely known that the multiple unit car is again making proper contact with the rail return circuit.

In the event of a pantograph being fouled or damaged, the engineman assisted by the train crew must make prompt efforts to clear the trouble so that the train may proceed if possible In the event a Class 1 employe is not present, Class 2 employes and others under their supervision may clear the trouble by the following procedure:—

(a) Pull pantograph down to the lock position either by means of pantograph "Down" button or by use of hook stick. In the event the pantograph is damaged, pantograph or pantograph parts should be removed from contact with the energized wires only by means of the hook stick. Sections must be removed to a point at least three feet below the level of the contact wire and clear any other energized portion of the overhead wire or fittings by this distance.

(b) When possible, close grounding switch on damaged car after bus connectors have been opened.

(c) Class 2 employee must assure himself that in going to the car roof he will not place any part of his body, tools or equipment with which he is working within three feet of the overhead wire or fittings

UNDER NO CONSIDERATION, UNLESS THE FOREGOING INSTRUCTIONS (a), (b) and (c) ARE COMPLIED WITH, MAY CLASS 2 EMPLOYES OR OTHERS UNDER THEIR SUPERVISION GO ON THE CAR ROOF.

In the event it is impossible to clear the pantograph from the wire or fittings by at least three feet by means of the hook stick, enginemen or train crews must communicate with Train Dispatcher requesting services of a Class 1 employe who will ground overhead wires and clear pantograph to permit movement of train.

In securing the damaged pantograph, the train must not be moved until the pantograph has been removed or properly secured so that no parts may come in contact with overhead wires or trains running on adjacent tracks. Bus connectors, on the particular car, should be separated, and pantograph damaged in any part should have grounding switch closed.

When observing a pantograph drop order, in effect over a certain section of track, the pantograph down button should be pushed in and left in until train has passed under the section in trouble

Pantographs on cars laying over must be kept down except when required to be against wire to make necessary tests, heat cars or to prepare them for movement.

Enginemen operation "MU" trains will be governed by following instructions regarding use of pantographs:

GENERAL INSTRUCTIONS—(Con.)

Cars in Train	No. of Pantographs raised	Location of Pantographs in Train
2 to 7	2	First and last
8 to 12	4	First 2 and last 2

G. **Operation of Work Equipment and Maintenance of Way Machinery.**

When derricks or cranes are used in electrified territory the wreck master or work train foreman in charge of the equipment must take special care to safeguard the workmen and himself from the electrified overhead wires. The operation of the equipment must be conducted under the personal supervision of the wreckmaster or work train foreman, who must be governed by the rules covering clearances as outlined below.

Track Supervisors and others assigning work trains containing derricks, ditches, cranes, etc., for service at any location within limits of electrified territory, shall notify Power Dispatcher of limits of work area and working time of equipment prior to starting work

When Maintenance of Way Machinery equipped with boom is used in electrified territory, the boom must be properly grounded. Such machinery must be operated so that the following clearance restrictions are observed:

(a) **With wires alive:**

1. Without supervision of Class 1 employes.
   —not closer than 6 feet to transmission wires.
   —not closer than 3 feet to catenary system or contact wire.
   —not closer than 3 feet to signal power wires.
2. Under supervision of Class 1 employe.
   —not closer than 3 feet to transmission wires.
   —not closer than 14 inches to catenary system or contact wire
   —not closer than 14 inches to signal power wires.

(b) **With wires deenergized and grounded:**

1. Under supervision of Class 1 employe.
   —contact with wires permitted if necessary, avoiding damage.

If in the opinion of the Foreman or Operator, above clearances cannot be maintained or any hazards are involved, protection of a Class 1 employe must be requested.

When equipment is required to work in vicinity of overhead bridges, where wires are depressed below normal height of 22 feet, special precautions must be taken by Foreman or Operator, and unless clearances of Section a,1 can be met, no work shall proceed unless under protection of a Class 1 employe.

H. **Fires within Electrified Territory.**

When fires occur near overhead wires or when fire apparatus is tested near live wires, the power should be cut off and the wires grounded.

Water must not be used to extinguish an electrical equipment fire. Dry chemical, carbon dioxide, carbontetrachloride and sand may be used on electrical equipment fires, on arcs, or other exposed energized parts.

Any employe noticing fires or other trouble on electric cars, wires, poles or in manholes must immediately notify the Power Dispatcher.

I. **Miscellaneous.**

All employes must familiarize themselves with rules for resuscitation from electric shock

"SAFETY FIRST" SHOULD BE EVER IN THE MIND OF EACH EMPLOYE.

2. RULE MODIFICATION.

A. Enginemen, when encountering STOP indication at Train Order Interlocking Station, where auxiliary train order signal cannot be seen, will immediately sound whistle Signal 14 (i). If interlocking signal then changes to a PROCEED indication train will proceed prepared to receive train orders.

If interlocking signal is not changed to a PROCEED indication immediately, a member of crew will promptly communicate with signalman to ascertain cause of signal displaying a STOP indication.

B. Operating Rule 271 is cancelled.
Operating Rule 628 is cancelled.
Operating Rule 629 is cancelled.
Operating Rule 663 is cancelled.
Operating Rule 671 is cancelled.

GENERAL INSTRUCTIONS—(Con.)

Operating Rule 241 is in effect as follows.

RULE 241

When a train or engine is stopped by a signal displaying Stop (Rule 292), a member of the train or engine crew will promptly communicate with the Train Dispatcher or Control Operator for instructions.

Trains or engines must not pass such signals displaying Stop (Rule 292) until a member of the train or engine crew is fully informed of the situation. When given authority to proceed, train or engine may proceed at restricted speed. Switches and derails enroute must be carefully examined by crew members to insure they are in proper position.

(A) **Where Operating Rules 251 through 254 Are In Effect:**
When a train or engine is stopped by a signal displaying Stop (Rule 292) governing movements over a track operated under Rules 251 through 254, it may proceed after receiving permission, in proper form (Clearance Form A) from the Train Dispatcher or Control Operator.

(B) **Where Operating Rules 261 Through 264 Are In Effect:**
When a train or engine is stopped by a signal displaying Stop (Rule 292) governing movements over a track operated under Rules 261 through 264, it may proceed only after receiving information from the Train Dispatcher or Control Operator, in proper form (Clearance Form A) that track is clear of opposing trains.

When a train or engine is stopped by a Stop and Proceed signal (Rule 291) governing movements over a track operated under Rules 261 through 264, it may proceed at once at restricted speed.

(C) **Where Operating Rules 605 Through 670 Are In Effect:**
When a train or engine is stopped by a signal displaying Stop (Rule 292) governing movements over a track operated under Rules 605 through 670, it may proceed after receiving permission, in proper form (Clearance Form A), from the Train Dispatcher or Control Operator.

3. MOVEMENT OF TRAINS OR ENGINES.

(A) On two or more tracks, extra trains may run, work extras may work or run with the current of traffic on the authority of Trainmasters, Assistant Trainsmasters, Yard Masters, or Operators, and may occupy main tracks under proper protection, until the arrival of other extras. Other extras will be governed accordingly.

(B) In Automatic Block Signal territory, permission must be obtained before trains or engines enter main track or cross over from one main track to another. Such permission will not relieve crews from complying with the requirements of Rule 86.

Trains or engines passing from side tracks to main tracks or crossing over from one main track to another must, as a precaution against following trains, be governed by Operating Rule 513, except at—

(a) Meeting points.
(b) American Street Branch from Tabor Junction to Fairhill Junction.

(C) **The following instructions apply at locations where Rules 261 to 264 are in effect and hand operated switches not electrically locked are installed.**

Trains or engines are not permitted to clear the main track at these side tracks, except in emergency. Clearance is not completed until switch and derail are restored to normal position. When a train or engine does clear at one of these side tracks, a train order will be required to permit the train or engine to again occupy the main track.

Following form of train order shall be used:

"C. & E._____at_____
Run_____track_____
to_____Track is clear of opposing trains"

(D) **The following instructions apply at locations where Rules 261 to 264 are in effect and hand operated switches and/or derails electrically locked are installed.**

When a train or engine clears at one of these side tracks, or sidings, clearance is not completed until electric lock, switch, and/or derail are restored to normal position. To re-enter the main track permission must be obtained from operator at the control point, after which employes must comply with instructions posted at individual locations for operation of electric locks.

GENERAL INSTRUCTIONS—(Con.)

After a train or engine clears at one of these locations, direction of traffic as authorized by Operating Rules 261 to 264 is completed and must again be established. Train or engine will then move in direction specified by the operator.

In event the electric lock cannot be released or is in-operative, instructions governing hand operated switches or derails not electrically locked will apply

(E) **Electric Locked Switches or Derails:**

At locations where electrically locked switches or derails are installed the time imposed by electric lock will supersede the requirements of waiting three (3) minutes after derails and switches are properly lined, before entering main track or crossing over from one main track to another.

4. USE OF SIDINGS.

Trains using middle sidings must, unless otherwise directed, enter siding at first switch, and, where middle crossovers are provided, leave siding at crossover

5. HANDLING PASSENGER EQUIPMENT.

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

The steam, air or whistle hose must never be connected until the cars have been stretched to assure that the coupling has been made

Cars will be coupled and air brakes working when doing work with occupied passenger equipment.

Trains making back-up moves with passenger equipment, must have back-up hose or platform valve in operation and exercise care when approaching public crossings and passing through yards. The air signal whistle to be sounded at intervals at such points.

Passenger equipment must not be detached while cars are in motion and when switching, must be shoved into track and stopped before detached.

(B) If and when unoccupied passenger carrying equipment is handled in mixed or local freight trains, such passenger cars will be carried on rear of trains.

In the case of thru or local high speed passenger trains carrying freight equipment in Pennsylvania, the latter will be carried on rear of trains except in cases where freight cars are especially equipped for passenger service, (having proper trucks, wheels, air, signal and steam connections, etc.) they may be carried on head end.

6. RESUSCITATION.

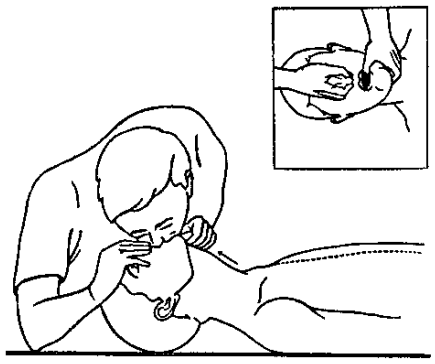
STANDARD TECHNIQUE FOR EXECUTING THE BACK PRESSURE—ARM LIFT METHOD OF ARTIFICIAL RESPIRATION

Follow these Instructions Even if the Patient Appears Dead.

See Safety Form 500, page 68 to 76 inclusive.

Direct mouth-to-mouth method in adults

Insert thumb of your left hand between victim's teeth. Hold the jaw upward so that the head is tilted backward. Close nostrils with your right hand. Take a deep breath and place your mouth tightly over victim's mouth and your own thumb. Blow forcefully enough to make his chest move. When the chest moves, take your mouth off to let him exhale passively. Repeat inflations about once every 3 or 4 seconds.



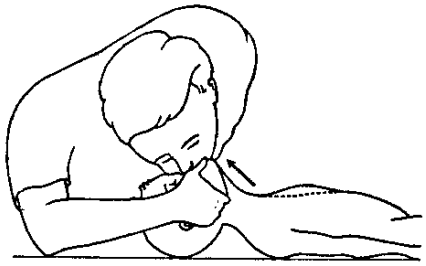
GENERAL INSTRUCTIONS—(Con.)

RESUSCITATION—Continued

Direct mouth-to-mouth method in children (or in adults with tight jaw)

Grasp the angles of the child's jaw at the ear lobes with both hands, and lift up forcibly so that the head is tilted backward. Push child's lower lip toward the chin with your thumbs. **Never let the chin sag.** Take a breath and place your mouth tightly over child's mouth (in a small child cover both mouth and nose). Blow in until his chest moves. When the chest moves take your mouth off and let him exhale passively. Repeat inflations about once every 2 to 3 seconds. In infants, use puffs.

In an unconscious person who is breathing, it is important to hold his head tilted backward and his jaw raised forward to keep the air passageway open until he is conscious.



Mouth-To-Airway

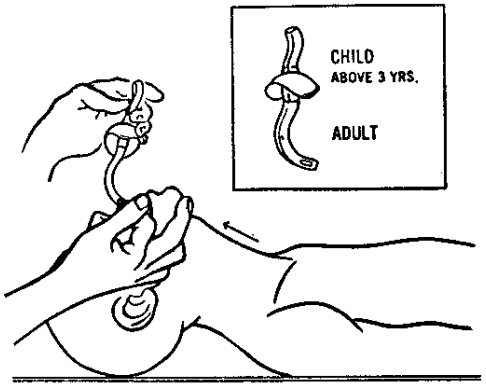
Step 1. Clean the throat only if necessary. Otherwise start with Step 2.

Place the victim on his back (face up). If foreign matter is visible at his mouth, turn his head to one side, force the mouth open and wipe the throat clean with your fingers or a piece of cloth.

GENERAL INSTRUCTIONS—(Con.)

RESUSCITATION—Continued

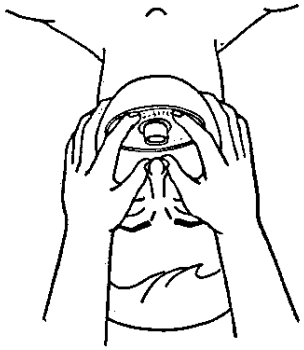
Step 2. Insert the RESUSITUBE.



Take up your position at the top of his head (vertex). With the head tilted back, insert the **RESUSITUBE OVER** tongue until the flange rests upon lips. If the mouth is tightly closed, wedge it open with your index finger inserted between cheek and teeth behind the wisdom teeth. Make certain tongue is not pushed back into throat—if necessary, hold it forward with your fingers during insertion of the tube. If the victim is an adult, insert the long end of the tube. If the victim is a child over 3 years of age, insert the short end. With children, the flange should be inverted toward the short end to cup the child's mouth snugly.

Do not use this tube in children under three

Step 3. Hold chin upward. Keep head tilted back (front of neck stretched). Prevent air leakage.

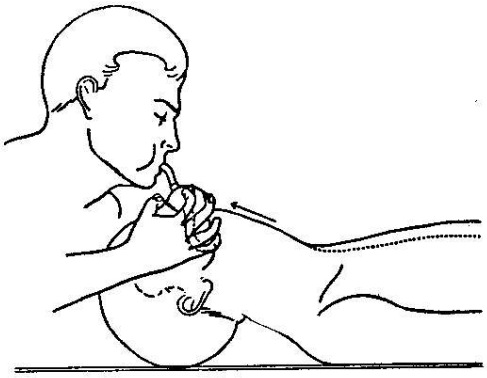


Pinch victim's nose with your thumbs and press the flange over lips with your index fingers to prevent air leakage. Hold chin upward and toward yourself with remaining fingers. **Never let the chin sag**

GENERAL INSTRUCTIONS—(Con.)

RESUSCITATION—Continued

Step 4. Blow into tube.



Take a deep breath and blow into the mouthpiece of the tube. **For an adult blow forcefully; for a child blow gently.** Watch the victim's chest. When it moves, take your mouth off the tube and let the victim exhale passively. When his exhalation is finished, blow in the next deep breath. The first few breaths you blow must be deep and at a rapid rate. Thereafter, about one breath every 3 to 4 seconds is adequate.

If the chest does not move, increase the "chin-up" position, improve the position of your fingers, and blow more forcefully. If the chest still does not move, readjust the position of the Resusitube mouth-to-mouth Airway, which may have been inserted too deeply or not deeply enough. Make sure the flange is resting firmly on the lips.

To assist shallow natural breathing, blow in at the moment the victim inhales and take your mouth off quickly when he exhales.

FIRST AID FACTS

Wounds

Treatment . . . Do not touch wound with anything not clean. Where possible, wash wound with soap and running water and wipe dirt or other foreign particles out with sterile gauze pad or sterile cotton.

To control bleeding, prevent additional infection, cover with BAND-AID Adhesive Bandage or a sterile gauze pad.

Apply sterile bandage over gauze pad, making sure not to bandage too tightly. Anchor bandage with adhesive tape. See doctor if evidence of infection (tenderness, redness, swelling) appears.

Caution . . . Do not attempt to clean out deep puncture or badly torn wounds. See doctor promptly.

Bleeding . . . If not severe, it may be controlled by simple elevation of injured part above level of heart; then apply a sterile gauze pad or BAND-AID Adhesive Bandage. If bleeding is not controlled in this manner, apply hand pressure over sterile gauze pads or clean cloth directly to the bleeding site. It may be necessary to hold pad in place by bandaging firmly.

Caution . . . Apply a tourniquet only when all other methods fail and life is endangered. If it must be used, leave it in place until removed by a doctor.

Animal Bites.

Treatment . . . Wash wound immediately, using running water and soap to remove animal saliva. Apply sterile dressing. Go to doctor promptly. If animal escapes, notify proper authorities (police, health department, etc.).

Nosebleed.

Treatment . . . Seat person, tilt head back, and loosen clothing at neck. Apply cold, wet dressing over nose. Keep victim quiet and breathing through mouth. If bleeding persists, press nostrils together

GENERAL INSTRUCTIONS—(Con.)

FIRST AID FACTS—Continued

4 or 5 minutes, or plug with narrow strips of a sterile gauze pad, leaving end for easy removal.

Shock.

Symptoms: Pale face. Cold sweat. Weak, rapid pulse. Shallow, irregular breathing. Nausea.

Treatment . . . Call doctor. Keep body flat, feet higher than head. (In head or chest injury: Raise head and chest.) Keep warm but do not overheat. If conscious, fluids may be given: small sips of water, tea, coffee, orange juice. If breathing stops, give artificial respiration.

Fainting.

Treatment . . . Keep person flat on back, loosen clothing, lower head or raise limbs. Apply cold water to face, and supply fresh, cool air from window or fan. If faint lasts more than a few minutes treat as for shock, call doctor.

Snake Bite.

There are two main types of poisonous snakes in this area, copperheads and timber rattlers, and a considerable time interval (a day or two) elapses before any severe toxic effects would develop. The fangs of snakes in this locality average no longer than ⅜". This indicates that the venom will merely be deposited beneath the skin or into the subcutaneous tissues and the poisonous effects which will develop, would take a considerable time to spread.

Generally, the bite of the copperhead is not very severe and severe bodily effects are generally of not too much importance; however, the bite of the timber rattler is more toxic and, accordingly, needs more treatment. Recent medical work indicates that the best treatment in these cases is Antivenom Serum and this is readily available in a very short period of time (couple of hours), and indeed, in a recent case where a huge rattler (Pacific rattler) bit an infant in the face, Antivenom was effective in treating this child, even though it had already gone into shock and became moribund. Further, research by the United States Marines indicates that more harm is liable to result from the application of a tourniquet and incisions in and around the fang wounds, than from a delay in receiving Anti-venom Treatment. It is, therefore, advisable that if a person be bitten by a snake, the following procedure be followed.

1. Keep cool and collected, and if possible, identify the type of snake so that the physician may be guided in the type of Antivenom; however, if this is not feasible, there is a polyvalent serum which is available, and this is effective against the poisonous varieties found in this area.
2. Medical attention should be obtained as soon as possible and Antivenom treatment started.
3. If the wound is bleeding or dirty, give first aid treatment, such as cleansing the wound with soap and water and the application of a dry clean dressing.
4. If possible, cool compresses should be applied to the bite for about 15 to 20 minutes before the individual seeks medical attention.

The best treatment is prevention, and all employees who work in areas which harbor poisonous snakes should wear high shoes.

7. INSTRUCTIONS GOVERNING USE OF FIRE FIGHTING EQUIPMENT.

All Employes

Fire Discovery.

Bring equipment to stop to reduce draft and shut off all engines.
Pull emergency fuel cutout handle on unit affected, if so equipped.
Snap off fuel pump switches on unit, if so equipped.
For electrical equipment fires—shut off current to unit affected.

If at All Possible Summon Local Fire Department Immediately

Fire Extinguishers.

Dry chemical is the preferred extinguisher for use on oil, flammable liquid and electrical equipment fires. Diesel locomotives are equipped with 10, 20 and 30 pound sizes. Rail diesel cars are equipped with 10 pound size. Multiple unit passenger cars (except silverliners) are equipped with Ansul 2½ pound "Merrimac" extinguishers. Silverliners are equipped with Ansul 2½ pound "Monitor" extinguishers. Maintenance of Way, Signal and Electrical and other Mechanical Department units are equipped with 2½, 5 and 10 pound dry chemical extinguishers.

GENERAL INSTRUCTIONS—(Con.)

CO^2 (Carbon Dioxide) can be used on oil, flammable liquid and electrical equipment fires. These extinguishers can be identified by fan shaped horn and are in use in 5, 10, 15, 20 and 50 pound sizes.

Carbontetrachloride can be used on oil, flammable liquid and electrical equipment fires. Some multiple unit passenger cars are equipped with 1 quart size.

Use of Extinguishers.

Dry Chemical—10, 20 and 30 pound sizes are placed in operation by either pulling pin and breaking seal or pulling hose from under puncture lever and breaking seal. Puncture lever must then be depressed and flow of dry chemical, directed at base of fire, is controlled by handle nozzle at end of hose and applied with a slow side to side motion. The 10 pound size has 14' range, 20 pound size 17' range and 30 pound size 18' range.

The Ansul Monitor and Merrimac extinguishers are placed in operation by squeezing handle and directing flow from nozzle.

Five pound extinguishers with pressure gauges are placed in operation by pulling pin, breaking seal and squeezing handle which operates discharge valve at nozzle. Five pound extinguishers without pressure gauges are activated by pulling pin, breaking seal, depressing puncture lever and controlling flow by operating valve at nozzle of hose.

CO^2 Carbon Dioxide—Small size—Grip handle of horn, pull pin and activate extinguisher by opening valve on top of cylinder or by squeezing handle together. Use close to base of fire in slow side to side motion. Large size—Uncoil hose, pull out pin and open valve at top of cylinder. Control discharge from horn by valve provided on horn handle. Discharge valve should be triggered intermittently to prevent possibility of valve freezing shut. Extinguisher should be operated close to base of fire and gas distributed with slow side to side motion. After fire is extinguished, close valve on cylinder and open horn valve to release gas from hose.

Fires in traction motors of diesel engines and multiple unit passenger cars may be extinguished by placing nozzle of dry chemical or horn of CO^2 extinguishers against opening in traction motor blower and discharging contents therein.

Carbontetrachloride—Pull extinguisher from bracket, turn handle one-quarter turn counter clockwise and operate as a pump. Direct stream of liquid at base of fire.

After Fire is Extinguished.

Do **NOT** replace fire extinguisher at normal location after it has been used. No matter how small an amount of extinguishing agency has been used, extinguisher **MUST** be recharged and same must reach person responsible for having same recharged as soon as possible.

If contents of 5, 10, 20 and 30 pound dry chemical extinguishers have not been completely expelled, extinguisher should be turned upside down and nozzle valve operated until all pressure is released.

After use, and regardless of amount dry chemical used, the 2½ pound dry chemical extinguishers must be equipped with fully charged cylinder.

Furnish proper report, showing cause, action taken.

If emergency fuel cut-off valve, fuel pump and electrical switches have been turned off because of fire in unit, restore them to proper operating positions.

Maintenance of Extinguishers.

Extinguisher must be kept accessible and clean.
Foreign material must not be hung or stored on extinguishers.
Seals must be intact on extinguishers requiring same.
Carbontetrachloride extinguishers must be maintained in full condition. This can be determined by lifting to determine fullness.
Any exceptions noted to extinguishers must be reported.

Warning Guides.

Gases from fires are toxic; therefore after fire is extinguished in a confined place, area should be ventilated.
Never point an extinguisher at anyone unless he is on fire.
Avoid unnecessary handling of carbon dioxide snow.

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Time is important in event of fire so know in advance locations and uses of fire extinguishers.

Diesel engines, rail diesel cars, multiple unit cars and other units operated on rails must not be stopped over burning fusees or other open flames, lights or fires, if it can be avoided. If forced to stop over any open flame, unit must be immediately moved from area or fire extinguished or removed, particularly burning switch heaters.

Rail units must not be moved through or close to coal thawers or thawing fires.

It is of the utmost importance that you be fully familiar with the use of the respective fire extinguishers and procedure to follow in case of fire on any rail unit. If you are in doubt as to procedure get in touch with proper authority.

Use of Hot Box Fire Extinguisher.

Throw half of the powder in this container directly on blaze and close box lid. Wait 30 seconds, then open box lid, distribute remainder of powder over hot journal and close lid. This prevents journal packing from taking fire again after car is set out. Car must be set out after powder has been used.—Important—Journal box lid must be closed tight after powder is applied.

8. INSTRUCTIONS GOVERNING THE USE OF TELEPHONE OR RADIO-TELEPHONE FOR TRAIN OPERATION.

Railroad Radio.

All personnel whose duties require their operating a Base, fixed or mobile radiotelephone station must understand and be conversant with these Rules and Special Instructions.

The instructions herein set forth govern "Railroad Radio" and cover the use of radio systems on the railroads operated by the Reading Company and must be observed by all employees whose duties are in any way affected thereby.

General Rules.

A. Definition: A Railroad Radio Communication System is one employing radio for the transmission of intelligence between moving equipment, between moving equipment and a fixed point, or between fixed points.

B. Radio communication systems are under the jurisdiction of the Federal Communications Commission. **The Railroad Company and its employes are governed by the Commission's Operating Rules. Violation is a federal offense for which severe penalties are provided.**

Employes using telephones or radio-telephones in connection with train movements must satisfy themselves that they are in communication with the proper person and must not consider coversation finished until the persons taking part are assured that they have heard all of the conversation, and that it is understood, repeating same when necessary.

When used for block operations, transmitting train orders or making any arrangement pertaining to the movement of their train, the conductor, the engineman or the track car operator, must personally receive and make all arrangements pertaining to the movement of his train or track car, but neither is relieved of any responsibility as prescribed by Operating Rules and Special Instructions.

When using Radio in lieu of hand signals to govern switching, back-up or shoving movements, the person directing movement will keep in constant voice contact with the person controlling movement. When in doubt as to meaning of instructions or for whom they are intended, or when Radio contact is lost, movement must stop and will not resume until communication is re-established, either by Radio, Hand Signals or Telephone, and instructions are fully understood.

When receiving written instructions, including Train Orders, the train addressed must be stopped before effecting delivery by radio telephone.

Employes must identify themselves to the operator, yardmaster or dispatcher by giving their name, occupation identification and location of train, engine, track car or other equipment involved.

In the absence of railroad telephone and radio-telephone service other means of communication will be used to avoid delay.

Telephone and radio-telephone may be used in train operation

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they will be supplementary to, and not supplant, any of the existing systems, devices, appliances, Operating Rules and Special Instructions, intended to promote the safety of the railroad.

Operating Rules.

(1) All employes, except those specifically authorized to do so, are prohibited from making any adjustments to a railroad radio set. Employes so authorized must carry their FCC Operator License or verification card when on duty. If it appears that a radio transmitter is not operating properly its use shall be discontinued and the designated railroad official notified as soon as possible.

(2) No employe shall knowingly transmit any false distress communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent, or profane language via radio

(3) No employe shall divulge or publish the existence, contents, purport, effect or meaning of any communication (distress communication excluded) except to the persons for whom the communication is intended or to another employe of the railroad whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.

(4) Before transmitting any employe operating a radio transmitting set shall listen a sufficient interval to be sure that the circuit is not already in use, particularly for distress traffic.

(5) A distress call will be preceded by the word "Emergency" repeated three times. Such calls shall be used only to cover initial reports of derailments, storms, washouts, fires, obstructions to tracks, or other matters which would cause serious delay to traffic, damage to property, injury to employes or the traveling public, and shall contain as complete information thereon as possible. All employes shall give absolute priority to communications from another station in distress, and except in answering or aiding a station in distress shall refrain from sending any communications until there is assurance that no interference will result to the station in distress

(6) The Railroad Company is required to answer an official notice of violation of the terms of the Communications Act of 1934, as amended, within three days from receipt of notice and any employe receiving inquiry concerning any violation shall answer such inquiry within 24 hours after receipt of notice.

(7) Any employe shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited representative of the Federal Communications Commission at any reasonable time.

(8) Employes shall identify the radio station from which they are calling by prefacing their call with the railroad name. (See Instruction 17.)

(9) In certain cases at crossings, junctions or paralleling tracks some interference may develop with another railroad In such cases special care in making identification shall be used and the employes concerned shall cooperate in handling their business by alternating calls and being as brief as possible.

(10) If any communication from a station other than another railroad radio station interferes with Railroad Radio Service, the Railroad employe will endeavor to ascertain the identity of such station and report the occurrence as soon as possible through authorized channels to the designated railroad official, giving the exact time, nature of the communication and identity of the station, if possible.

(11) Internationally, the word "MAYDAY" indicates a distress message, the word "PAN" an urgent message and the word "SECURITY", a safety message. Railroad employes may hear such messages sent by aircraft or, in coastal areas, by boats. Railroad employes hearing such messages must report them immediately through authorized channels to the designated railroad official in addition to taking such appropriate action to relieve the distress as may be possible.

General Instructions.

(1) Radiotelephone equipment consists of loud speakers, hand-set telephones, control units and associated apparatus, installed in cabs of diesel locomotives, other rolling equipment and at wayside stations. It also consists of portable units, carried manually, in vehicles, on trains, etc. Radiotelephone equipment is used for telephone communication between units so equipped.

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Radiotelephone is to be used only in connection with Company business and in the protection of life and property. It will be used between locomotive and caboose, train to train, between wayside radio offices and with portable sets whenever its use is in the interest of safe operation and will avoid delay to trains or damage to equipment. Its use should make it unnecessary for the conductor to apply air from the caboose except in cases of extreme emergency. Use for casual conversation and similar purposes is prohibited.

(2) Definitions: A BASE STATION is a permanently fixed location at which the radio transmitting apparatus is located.

MOBILE STATION. A station in a mobile service intended to be used while in motion or during halts at unspecified points.

(3) Base stations will be kept in service at all times unless otherwise provided

(4) Mobile stations, except diesel units and other equipment being hauled dead in the train must have the radiotelephone equipment in service between initial and final terminals unless otherwise provided. In cases of emergency or at other times, radiotelephone apparatus located on dead equipment may be used.

(5) Base Stations and Control Points are as follows:

Base Station at Mt. Penn, Reading, Pa., with Control at Oley Tower and Dispatcher's Office, Reading.

Base Station at Reading Yard with Controls at Spring Street and Water Station Yard Offices.

Base Station at Pottsville and Keffers with Control at West Cressona Yard Office.

Base Station at Mt. Holly Springs with Controls at GN Tower, Lurgan and Dispatcher's Office, Reading.

Base Station at Annville with Controls for Side Wire Operator and Dispatcher's Office, Reading.

Base Station at Emmaus with Controls at Oley Tower and Dispatcher's Office, Reading, and at East Penn Jct. Yard Office, Allentown.

Base Station and Control at East Hump Office Building, Rutherford, Pa.

Base Station at Molltown, Pa., with Controls at Oley Tower and Dispatcher's Office, Reading.

Base Station at Coatesville, Pa., with Controls at "CV" Yard Office and Lukens Steel Company Yard Office.

Base Station at Gravers Station, Philadelphia, with Control at Wayne Junction Police Office. Philadelphia.

Base Station and Control at "BY" Tower, Saucon Creek, Pa.

Base Station and Control at Yard Office, Abrams, Pa.

Base Station at Bakelite Switch, Piscataway Township, N. J. with control at "WX" Tower, Weston-Manville.

Base Station at Port Reading, with Controls at RH Tower Yardmaster's Office, and Wharfmaster's Office.

Base Station at Penndel, Pa., with Controls at "WB" Yard, Office, Woodbourne, Pa., at "WS" Tower Wayne Jct. and, at "FA" Yard Office, Fairless, Pa.

(6) The radio control unit of each installation contains a switch for manual selection of radio channels "A" "B" or "E".

Channel "A" shall be used in Road operation, by mobile units operating OUTSIDE yard limits covered by radio, for Point-to-Train communications, for communication between mobile units, and in Manville-Port Reading area.

Channel "B" shall be used in Yard operation, by mobile units operating WITHIN yard limits covered by radio, for Point-to-Train communications and for communication between mobile units.

Channel "E" shall be used by Reading Company mobile units when operating on a foreign railroad for communications with their operating officers.

When foreign mobile units are operating in Reading Company territory, the following channels shall be used for communications with Reading Company operating officers:

Channel "F2" on Western Maryland RR Mobile units.
Channel "31R" on Baltimore & Ohio RR Mobile units.
Channel "F2" on Central Railroad of N. J. Mobile units.

If unable to make contact on the designated channel, after several calls made at one (1) minute intervals, alternate channel may be used.

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When the handset is suspended in its hanger the loudspeaker is in service. To use the transmitter, the handset is lifted off the hanger which automatically disconnects the loudspeaker. To transmit the "Push-to-talk" button on the handset is depressed and the amber light is illuminated on the control unit. No reception can be had while this button is depressed. When the transmission is concluded the button is released and the amber light is extinguished, reception again being possible through the handset receiver, only as long as the handset is off its hanger. To actuate the loudspeaker after the conversation is completed the handset is simply replaced on the hanger. To light the yellow light on the control unit and hence energize the radio equipment, the switch type circuit breaker located near the radio apparatus must be actuated by hand.

(7) Speech to the transmitter should be made with a clear, distinct tone of natural voice and slowly enough to be understood.

(8) A talk-test shall be made before leaving the specified terminal. Satisfactory two-way conversation shall serve as the test. Any failure shall be reported immediately to the engine house maintenance force on duty or to the designated railroad official.

(9) Any failure which occurs while on line of road shall be promptly reported to the designated railroad official. In addition locomotive radio failures shall be reported on the locomotive performance report for the trip. Conductors shall insure that failures of equipment other than that located in locomotives are reported to the engine house maintenance force upon reaching the terminal.

(10) Personnel at way stations must promptly report to the designated railroad official all failures of train radiotelephone equipment to function properly, as well as instances of inability to contact equipped mobile equipment.

(11) Persons using radiotelephones must yield the train radiotelephone channel promptly for communications concerning train movements.

(12) The train radiotelephone is to be used to report any irregular or unsafe conditions observed on trains or along right of way, and in any way that will benefit train operation, improve safety, or prevent accidents.

(13) It is important that all train radiotelephone calls be answered promptly, as train accidents may be avoided by such action.

(14) The train radiotelephone must be turned "OFF" at the end of trip or as otherwise provided by local instructions.

(15) Employes using radiotelephone equipment shall, in addition to abiding by the Operating Rules for Railroad Radio, use the following prescribed radiotelephone procedure at all times:

(A) Word meanings:

OVER	—Means, "My transmission completed, reply expected from you."
OUT	—Means, "My transmission completed, no reply expected from you."
ROGER	—Means, "I understand your transmission."
SAY AGAIN	—Means, "Repeat."

(B) Identification:

REGULAR TRAIN	—Reading No. _____. (Train No.)
EXTRA TRAIN	—Reading Extra _____. (Engine No.)
CABOOSE	—Reading Caboose Extra _____ (Or No. _____.) (Engine or Train No., respectively.)
TRACK CAR	—Reading Track Car _____. (TC No.)
AUTOMOBILE	—Reading Mobile _____. (Automobile No.)
PORTABLE	—Reading Portable _____. (Unit No.)
WAY STATION	—Reading _____. (Station Name.)

For multi-unit diesels, the unit designating letter shall follow the number.

(C) In initiating a conversation the calling station states the called station first, followed by his own call and the word "over".

(D) The following is an example of a complete conversation between a mobile and a wayside station:

"Reading Woodbourne, this is Reading extra 507, over."
"This is Reading Woodbourne, over."
"This is Reading extra 507; I have 17 coal for Fairless. Advise disposition, over."

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"This is Reading Woodbourne; proceed to Fairless and take Instructions from yardmaster there, over."
"This is Reading extra 507; Roger, out."

(16) Brief information of emergencies should be given with the first call made; for example, "Emergency, emergency, emergency; Reading extra 257A this is Reading "Woodbourne"—hotbox (plus further orders to stop train, etc., when deemed necessary), over". If prompt reply is not received, repeat the call giving details on the assumption that the receiver at "Woodbourne" or the transmitter on the locomotive may have failed but that diesel 257A is receiving the information. This should be evidenced by normal application of brakes from head end. This procedure is applicable in other emergencies, to permit prompt action with minimum delay.

(17) Prompt answering, brief transmission and general courtesy on the air will greatly augment the usefulness of the radio telephone system and possibly save lives and property damage.

(18) In all the foregoing, the designated railroad offical is the Division Superintendent unless otherwise provided.

(19) **RADIO CALLS ASSIGNED.**

Officials	Radio Call
Superintendent, Reading	Reading Mobile D1
Assistant Superintendent, Reading	Reading Mobile D3
General Road Foreman of Engines	Reading Mobile R1
Road Foreman of Engines, Reading	Reading Mobile R2
Road Foreman of Engines, Philadelphia	Reading Mobile R5
Trainmaster, Philadelphia	Reading Mobile T4
Trainmaster, Reading	Reading Mobile T3
Trainmaster, Rutherford	Reading Mobile T5
Assistant Trainmaster, Newberry	Reading Mobile T10
Assistant Trainmaster, Lebanon	Reading Mobile T11
Assistant Trainmaster, Cressona	Reading Mobile T12
Assistant Trainmaster, Reading	Reading Mobile T14
Assistant Trainmaster, Abrams	Reading Mobile T16
Night Assistant Trainmaster, Rutherford	Reading Mobile T15
Road Foreman of Engines, Cresonna	Reading Mobile R4
Road Foreman of Engines, Rutherford	Reading Mobile R3
General Yardmaster, Coatesville	Reading Mobile Y3
Night General Yardmaster, Rutherford	Reading Mobile Y5
Night General Yardmaster, Reading	Reading Mobile Y10
Superintendent of Police, Philadelphia	Reading Mobile P1
Captain of Police, Philadelphia	Reading Mobile P3
Superintendent of Saftey, Reading	Reading Mobile G6
Police Department	
Patrol Car, Philadelphia	Reading Mobile P21
Patrol Car, Philadelphia	Reading Mobile P22
Patrol Car, Philadelphia	Reading Mobile P23
Patrol Car, Reading	Reading Mobile P31
Patrol Car, Reading	Reading Mobile P32
M. P. and R. E. Department	
Truck No. N-100, St. Clair	Reading Mobile B100
Wreckmaster, Philadelphia	Reading Mobile B12
Gen. Foreman Car Shop, Phila.	Reading Mobile B11
Gen. Foreman Erie Ave., Phila.	Reading Mobile B14
Truck No. R-247, Phila.	Reading Mobile B247
Truck No. N-102, Cressona	Reading Mobile B102
Truck No. 103, Cressona	Reading Mobile B103
Car Inspectors	
Truck No. R-241, Woodbourne	Reading Mobile L241
Truck No. R-151, Abrams	Reading Mobile L151
Truck No. R-210, Reading	Reading Mobile L210
Truck No. B-107, Coatesville	Reading Mobile L107
M. of W. Department	
Truck No. B-149, Manville	M 149
Hy-Rail Truck No. 51, West Trenton	M 51
Railaid Crane No. 830, Hopewell	M 830
Engineering Department	
Track Car N-105, Philadelphia	Reading Mobile K105
Station Wagon HR-2 Philadelphia	Reading Mobile K22
Track Car N-113, Reading	Reading Mobile K113

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Communications Department	
P. R. and P. T. Truck No. N106	Reading Mobile C106
Signal Department	
Signal Supervisor, Reading	Reading Mobile S4

9. QUALIFYING AND REQUALIFYING TRAIN SERVICE EMPLOYES.

1. **All Train Service Employes.**

Absent from duty 30 days or more: Will not be permitted to return to duty unless they have qualified before their immediate employing officer in any important circulars or notices affecting train movement and any changes in time tables or Book of Rules, which may have occurred during their absence, except those located or having their home terminal at the point serving as the headquarters for the Train Rules Examiner on the respective divisions, in which event the Examiner will qualify the men, instead of the employing officer.

2. **Road Engineers and Conductors.**

(A) **Qualifying:** Road Engineers and Conductors who have successfully passed examination in Operating Book of Rules and the physical, sight, color sense and hearing examination within the required period, will acquaint themselves with the physical characteristics and running condition of the portions of the railroad over which they are to operate.

When presenting themselves for examination, the employe must present certificate on prescribed form showing he has passed the necessary examination on Operating Book of Rules, as well as necessary physical examination, sight, color sense and hearing.

They must then pass examination on physical characteristics, time-table, special rules, General Orders, Notices, Circulars or Bulletins, before the Train Rules Examiner.

Crew Dispatcher must not call such Enginemen for *first trip* without first ascertaining whether the Road Foreman or Assistant will be available to accompany this man on first trip.

(B) **Requalifying after being absent 180 days or more:** Will not be permitted to return to duty until they have qualified under Item 1, and also ridden over the territory in which they hold permanent seniority (Engineers on engines, Conductors on engines or trains), to acquaint themselves with any changes in the physical characteristics and signals which may have occurred during their absence.

(C) **In service, but who for 180 or more days have not operated over portions of the territory where service is at the time required,** shall not accept calls for such service until qualified, as outlined under Items 1 and 2-A.

(D) **Refamiliarizing, or Keeping Qualified.**

Road Engineers and Conductors, in order to keep qualified within the period of 180 days, will ride over the territory in question (Engineers on engines, Conductors on engines or trains) presenting proper form for signature of Conductor or Engineman of trains on which trips are made.

This form, after completion, must be presented to the employing officer who will submit copy of same to Superintendent, Chief Train Dispatcher and Rules Examiner.

10. RUSTY RAIL CONDITIONS AT INTERLOCKING SWITCHES.

At power operated interlocking switches where rusty rail conditions exist, signs will be posted adjacent to such switches to indicate the rusty rail conditions.

When train or engine crews encounter power operated interlocking switches at locations where rusty rail conditions exist, they must communicate with operator for instructions before using such switches, giving such information as is necessary relative to movements to be made. The operator must be notified before each movement is started and after each movement is completed.

Upon completion of the final movement, the operator must be informed by a member of the crew when train is ready to leave the interlocking.

CHANGES AND ADDITIONAL INSTRUCTIONS

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PHILADELPHIA DIVISION STAFF

Superintendent
C. Rittenhouse

Assistant Superintendent
R. B. Hoffman

Division Engineer
B. F. Overbey

Assistant Division Engineers
J. A. White, Jr.
T. J. Mattle

Div. General Supvr. Loco. and Cars
R. P. Ciarrocchi

Freight Train Master
T. J. Maher

Terminal Train Master
E. L. Ferguson

Train Master
D. E. Schafer

Assistant Train Masters
C. J. Kemp, Jr.
D. W. Nagle
J. J. Donnelly
G. A. Koenig
H. Finklestein
J. D. Shermer
J. F. X. McClain
F. K. Kendall
D. N. Kimmel

Road Foreman of Engines
W. F. Albright

Assistant Road Foreman of Engines
F. P. Daly

Division Agent and Operator
L. H. Wiebel

Assistant Division Agent
F. L. Fite

Rules Examiner
C. W. Edwards

Chief Train Dispatchers
L. F. Pierce
E. R. McCauley
J. H. McMenamin
J. P. Oates

Train Dispatchers
I. J. Kelly
J. L. Read, Jr.
R. P. Bilger
H. Heckenberger
I. J. Askin
W. A. Yambor
L. J. Vogt
O. F. Steward
D. S. Martin
D. Williams
W. R. Baumer
R. J. Barker
B. H. Russell
L. H. Grim
C. Hurley

Assistant Superintendent Passenger Operations
G. F. Vanluvanee

Passenger Train Master
J. A. Crighton

Assistant Passenger Train Master
J. E. Heilman