

Main Line—Philadelphia to Harrisburg (Cont'd)

RULES IN EFFECT (Cont'd)

| Between | and | Track | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | Note |
|---|-----------------|-----------------|-----|-----|-----|-----|--------|-----|--------|-----|----|-------|--------|
| | | | 251 | TCS | 271 | MBS | MBSact | ABS | ABSact | APB | CS | CSact | |
| 3350 west of Valley Forge Park | CP-Phoenix | No. 1 | X | | | | X | X | | | | | |
| Norris | CP-Phoenix | No. 2 and No. 4 | X | | | | X | X | | | | | |
| Phoenixville Tunnel | | Single | | | | | | | | | | | 1 |
| Phoenixville Tunnel | Walnut | No. 1 and No. 2 | X | | | | X | X | | | | | 2 8 |
| Walnut | Center | Single | | | | | | | | | | | 3 |
| Oley | Center | Single | | | | | | | | | | | 3 |
| Center | Tara | No. 1 and No. 2 | X | | | | X | X | | | | | 4 5 |
| Tara | Beaver | No. 1 and No. 2 | | | | | | | | | | | 6 |
| Beaver | Capitol | No. 1 and No. 2 | X | | | | X | X | | | | | |
| Capitol | Harris (Amtrak) | Single | | | | | | | | | | | 7 |
| <p>NOTE 1—Interlocking Rules 605-670, inclusive, in effect on Single track through Rock and Phoenixville Tunnels.</p> <p>NOTE 2—When block signal 126, 2825 feet east of Pottstown governing westward movements on No. 1 Track indicates "Stop and Proceed" (Rule 291), it must not be passed until a member of the train or engine crew has communicated with the operator at Oley.</p> <p>NOTE 3—Interlocking Rules 605-670, inclusive, in effect on Single track between Walnut and Center and between Oley and Center.</p> <p>NOTE 4—When westward block signal V271, 1300 feet east of Avon station indicates "Stop and Proceed" (Rule 291) or "Approach," (Rule 285) it must not be passed until a member of the train or engine crew has communicated with the operator at Valley Jct.</p> <p>NOTE 5—When westward block signal V431, 5480 feet east of Hummelstown indicates "Stop and Proceed" (Rule 291) or "Approach," it must not be passed until a member of the train or engine crew has communicated with the operator at "R" Tower, Rutherford.</p> <p>NOTE 6—Interlocking Rules 605-670, inclusive, in effect on No. 1 and No. 2 tracks between Tara and Beaver.</p> <p>NOTE 7—Interlocking Rules 605-670, inclusive, in effect on Single track between Capitol and Harris.</p> <p>NOTE 8—When block signal 119, at MP41 governing eastward movement on No. 2 track indicates "Stop and Proceed" (Rule 291), it must not be passed until a member train or engine crew has communicated with the op at Oley.</p> | | | | | | | | | | | | | |

Main Line—Philadelphia to Harrisburg (Cont'd)

CURRENT OF TRAFFIC

| Between | and | No. 1 Track | No. 2 Track | No. 3 Track | No. 4 Track |
|-------------------------------------|------------------------|-------------|-------------|-------------|-------------|
| CP-Rock | Norris | Westward | Eastward | | |
| Norris | 75 feet east of Abrams | Westward | | | |
| 3350 feet west of Valley Forge Park | CP-Phoenix | Westward | | | |
| Norris | CP-Phoenix- | | Eastward | | Eastward |
| Phoenixville | Walnut | Westward | Eastward | | |
| Center | Capitol | Westward | Eastward | | |

Tracks are numbered north to south

Between Norris and CP-Phoenix tracks are numbered north to south 3, 1, 2, 4.

MAXIMUM SPEEDS

| Between | Single Track | No. 1 Track | No. 2 Track | No. 3 Track | No. 4 Track |
|--|--------------|-------------|-------------|-------------|-------------|
| Zoo and CP-River..... | 20 | | | | |
| CP-River and CP-Falls .. | 15 | | | | |
| CP-Falls and CP-Rock .. | ... | 20 | 20 | | |
| Rock Tunnel | 30 | | | | |
| CP-Rock and Norris | ... | 35 | 35 | | |
| Norris and CP-Phoenix .. | ... | ... | 35 | 50 | 50 |
| Norris and 75 feet east of Abrams..... | ... | 35 | | | |
| 3350 feet west of Valley Forge Park Station and CO-Phoenix | ... | 35 | | | |
| MP27.9 and West Limits Phoenixville Tunnel ... | 35 | | | | |
| West Limit Phoenixville Tunnel and MP29.6 ... | ... | 35 | | | |
| MP29.6 and MP55 | ... | 50 | 50 | | |
| MP55 and MP57.8 | ... | 35 | 35 | | |
| MP57.8 and Walnut | ... | 30 | 30 | | |
| Walnut and Center | 10 | | | | |

Main Line—Philadelphia to Harrisburg (Cont'd)

MAXIMUM SPEEDS (Cont'd)

| Between | Single Track | No. 1 Track | No. 2 Track | No. 3 Track | No. 4 Track |
|---|--------------|-------------|-------------|-------------|-------------|
| Oley and Center | 10 | | | | |
| Center and Tara | ... | 50 | 50 | | |
| Tara and Beaver | ... | 30 | 30 | | |
| Beaver and Capitol | ... | 35 | 35 | | |
| Beaver and Ford | ... | 30 | 30 | | |
| Capital and Harris | 10 | | | | |
| Wye Leading to Lurgan Branch | 10 | | | | |
| SPEED RESTRICTIONS | | | | | |
| CP-River: Within Interlocking Limits | 15 | 15 | 15 | | |
| CP-Falls: Within Interlocking Limits | 15 | 15 | 15 | | |
| Norris Interlocking: To and from No. 3 Track | 25 | | | | |
| From No. 4 track to Norristown Branch | 25 | | | | |
| From No. 4 track to No. 2 track—Main Line | 35 | | | | |
| From No. 1 track to No. 1 track | 25 | | | | |
| From No. 2 track to No. 2 track | 25 | | | | |
| To and from Seaboard Yard | 10 | | | | |
| Other Diverging Routes .. | 15 | | | | |
| Perkiomen Station and MP25.8 | ... | ... | ... | 40 | |
| CP-Phoenix: All Diverging Routes (Not through movements) | 15 | | | | |
| Royersford Borough | ... | 40 | 40 | | |
| Curves between MP34 and MP35.1 | ... | 40 | 40 | | |
| Reverse curve between MP36.5 and MP36.7 ... | ... | 45 | 45 | | |
| | | | | | |

Main Line—Philadelphia to Harrisburg (Cont'd)

SPEED RESTRICTIONS (Cont'd)

| Between | Single Track | No. 1 Track | No. 2 Track | No. 3 Track | No. 4 Track |
|--|-----------------------------------|-----------------------------|---------------------|-------------|-------------|
| Curve between MP37.2 and MP37.8 | ... | 40 | 40 | | |
| Pottstown Borough | ... | 40 | 40 | | |
| Curve MP45.3 to MP45.7 | ... | 45 | 45 | | |
| Bird Interlocking Limits .. | ... | ... | 45 | | |
| Freight trains operating on No. 1 Track between MP55 and Walnut that cannot maintain a speed of 25 MPH or more, must reduce speed to 10 MPH. | | | | | |
| Freight trains making a diverging movement to the Reading Belt at CP-Titus, that cannot maintain a speed of 25 MPH or more, must reduce speed to 10 MPH. | | | | | |
| Over grade crossings between MP58 and Walnut | ... | 10 | 10 | | |
| Lebanon: Between MP85 and MP87.7 | ... | 25 | 25 | | |
| Between | Against Current of Traffic | | | | |
| MP64.4 and MP64.9 over Grade Crossings | ... | 30 | 30 | | |
| MP86.6 and MP88 | ... | 10 | 10 | | |
| Between | Wire Train | Wreck and Work Train | | | |
| | | Boom Trailing | Boom Forward | | |
| CP-Rock and Walnut | 30 | 30 | 20 | | |
| Center and Capitol | 30 | 30 | 20 | | |

CALEDONIA SECONDARY TRACK
(Buffalo Division)

| Interlocking | Interlocking Station | Block Station and Train Order Office | STATIONS | Distance from Canandaigua | Capacity of Sidings based on 50 ft Cars | | | Both | Note |
|--------------|----------------------|--------------------------------------|----------------------------------|---------------------------|---|---------------|--|------|------|
| | | | | | West or North | East or South | | | |
| | | | CALEDONIA | 32.7 | | | | | |
| | | | G&W JCT. (G&W RR Crossing) | 34.7 | | | | | |
| | | | LEROY (B&O RR Crossing) | 39.8 | | | | | |
| | | | LEROY (E-L RR Crossing) | 40.5 | | | | | |
| | | | STAFFORD | 44.4 | | | | | |
| X | | | CP 41 (M.L. Alby-Renns. to B.V.) | 49.0 | | | | | |

The Direction from Caledonia to CP 41 is Westward.

OAKFIELD SECONDARY TRACK
(Buffalo Division)

| | | | | | | | | |
|--|--|--|---|--------|--|--|-----|--|
| | | | OAKFIELD | *391.9 | | | | |
| | | | WHEATVILLE | 395.2 | | | | |
| | | | ALABAMA | 398.2 | | | | |
| | | | AKRON | 404.4 | | | 124 | |
| | | | AKRON JCT. (Transit Road Running Track) | 406.6 | | | | |
| | | | CLARENCE | 409.7 | | | | |
| | | | BOWMANVILLE | 415.3 | | | 30 | |
| | | | A (A Running Track) | 416.9 | | | | |
| | | | JD (JD Running Track) | 417.6 | | | | |
| | | | WALDEN AVENUE | 421.0 | | | | |

* Distance from Weehawken.

The Direction from Oakfield to Walden Avenue is Westward.

ZONE A
MAIN LINE-NEW YORK TO PHILADELPHIA

| | | | | | | | | |
|---|---|----|-----------------------|------|--|--|--|--|
| X | X | X | HAROLD (L.I.R.R.) | *3.7 | | | | |
| X | X | X* | F | 3.0 | | | | |
| X | X | X | JO | 0.1 | | | | |
| X | X | X | C | 0.1 | | | | |
| | | | NEW YORK (Penn. Sta.) | 0.0 | | | | |
| X | X | | KN | 0.1 | | | | |
| X | X | X* | A | 0.2 | | | | |

* Distance from New York.

The Direction Harold to A is Westward.

HAROLD-Q-F-R SECONDARY TRACKS
(New Jersey (Division))

| | | | | | | | | |
|---|---|---|---------------------------------------|------|--|--|--|--|
| X | X | | HAROLD (L.I.R.R.) | *0.7 | | | | |
| X | X | * | Q | 0.3 | | | | |
| X | X | * | F | 0.0 | | | | |
| X | X | * | R (via loop) | 1.3 | | | | |
| X | X | * | Q (via loop and SS Yard) | 1.8 | | | | |
| X | X | * | F (via loop, SS Yard and Sub. Tracks) | 2.1 | | | | |

The Direction from Harold to Q is westward.

The Direction from F to R (via loop) is eastward.

The Direction from R to F (via SS Yd. and Sub. Tracks) is westward.

* Distance from F.

BOSTON TO NEW YORK

| STATIONS | FIRST CLASS | | | | |
|--|-------------|--------------------------|--------------------------|--------------|--------------------------------------|
| | 61 Daily | 131 Daily Ex. Sun. | 161 Daily Ex. Sun. | 141 Daily | Ⓢ 801 Daily Ex. Sat. & Sun. |
| | A. M. | A. M. | A. M. | A. M. | A. M. |
| BOSTON..... | | | \$ 5.00 | | \$ 6.35 |
| BACK BAY..... | | | C 5.05 | | \$ 6.40 |
| CHICK..... | | | 5.07 | | 6.42 |
| MOUNT HOPE..... | | | | | |
| HYDE PARK..... | | | | | |
| READVILLE..... | | | 5.14 | | 6.49 |
| RTE. 128..... | | | \$ 5.18 | | \$ 6.53 |
| CANTON JCT..... | | | 5.22 | | \$ 6.59 |
| SHARON..... | | | | | |
| EAST..... | | | | | |
| MANSHUETON..... | | | 5.32 | | |
| ATTLEBORO..... | | | 5.38 | | |
| PAWTUCKET..... | | | | | |
| LAWN..... | | | 5.45 | | |
| PROVIDENCE..... | | | \$ 5.54 | | |
| CRANSTON..... | | MU | 6.00 | | |
| EAST GREENWICH..... | | | | | |
| DAVISVILLE..... | | | 6.10 | | |
| WICKFORD JCT..... | | | | | |
| KINGSTON..... | | | \$ 6.20 | | |
| KENYONS..... | | | | | |
| SHANNOCK..... | | | | | |
| HIGH STREET..... | | | 6.35 | | |
| WESTERLY..... | | | \$ 6.37 | | |
| MYSTIC..... | | | \$ 6.48 | | |
| MYSTIC RIVER..... | | | 6.49 | | |
| GROTON..... | | | 6.58 | | |
| NEW LONDON..... | | | \$ 7.02 | | |
| NAN..... | | | 7.12 | | |
| CONN..... | | | | | |
| OLD SAYBROOK..... | | | \$ 7.23 | | |
| BRANFORD..... | | | 7.46 | | |
| FAIR ST..... | | | 7.56 | | |
| NEW HAVEN (Met. Reg.)..... | \$ 4.45 | | \$ 7.58 | \$ 8.30 | |
| | 4.55 | \$ 7.50 | 8.08 | 8.40 | |
| SHELL (Met. Reg.)..... | 6.05 | 8.56 | 9.10 | 9.50 | |
| PELHAM BAY..... | 6.11 | 9.01 | 9.16 | 9.56 | |
| MARKET..... | 6.18 | 9.07 | 9.23 | 10.03 | |
| HAROLD (L.I.R.R.)..... | 6.28 | 9.17 | 9.33 | 10.13 | |
| NEW YORK (Penn Sta.) ... (Eastern Reg.) | \$ 6.35 | \$ 9.24 | \$ 9.40 | \$10.20 | |
| | A. M. | A. M. | A. M. | A. M. | A. M. |

Note: No. 161 will not run May 27, July 4 and Sept. 2, 1974.

NEW YORK TO BOSTON

| STATIONS | FIRST CLASS | | | |
|--|---------------------|-----|------------------------------------|----------------|
| | 560 Sun. Only | | 184 Daily Ex. Sat. & Sun. | 142 Daily |
| | P. M. | | P. M. | P. M. |
| NEW YORK (Penn Sta.) ... (Eastern Reg.) | | | S 4.10 | S 4.50 |
| HAROLD (L.I.R.) | | | 4.17 | 4.57 |
| MARKET | | | 4.27 | 5.07 |
| PELHAM BAY | | | 4.34 | 5.14 |
| SHELL (Met. Reg.) | | | 4.40 | 5.24 |
| NEW HAVEN (Met. Reg.) | | | S 5.38 5.48 | S 6.29 6.39 |
| FAIR ST. | | | 5.50 | |
| BRANFORD | | | 6.00 | |
| OLD SAYBROOK | | | S 6.22 | |
| CONN. | | | | |
| NAN | | | 6.33 | |
| NEW LONDON | | | 6.43 | |
| GROTON | | | 6.46 | |
| MYSTIC RIVER | | | 6.54 | |
| MYSTIC | | | | |
| WESTERLY | | RDC | | |
| HIGH STREET | | | 7.04 | |
| SHANNOCK | | | | |
| KENYONS | | | | |
| KINGSTON | | | 7.17 | |
| WICKFORD JCT. | | | | |
| DAVISVILLE | | | 7.25 | |
| EAST GREENWICH | | | | |
| CRANSTON | | | 7.35 | |
| PROVIDENCE | | | | |
| LAWN | S 6.15 6.21 | | S 7.43 7.49 | |
| PAWTUCKET | S 6.24 | | | |
| ATTLEBORO | S 6.34 | | 7.57 | |
| MANSFIELD | S 6.40 | | 8.03 | |
| EAST FOXBORO | | | | |
| SHARON | S 6.48 | | | |
| CANTON JCT. | S 6.53 | | 8.11 | |
| RTE. 128 | S 6.58 | | S 8.16 | |
| READVILLE | 7.01 | | 8.19 | |
| HYDE PARK | | | | |
| MOUNT HOPE | | | | |
| CHICK | 7.08 | | 8.28 | |
| BACK BAY | S 7.11 | | D 8.30 | |
| BOSTON | S 7.15 | | S 8.35 | |
| | P. M. | | P. M. | P. M. |

WESTWARD

FIRST CLASS

| | Ⓢ 757 Daily Ex. Sat. & Sun. | Ⓢ 759 Daily Ex. Sat. & Sun. | Ⓢ 761 Daily Ex. Sat. & Sun. | Ⓢ 763 Daily Ex. Sun. | Ⓢ 765 Daily Ex. Sun. | Ⓢ 767 Daily Ex. Sat. & Sun. | |
|-------|--------------------------------------|--------------------------------------|--------------------------------------|----------------------------|----------------------------|--------------------------------------|-------|
| | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | |
| ..... | \$ 4.55 | \$ 5.20 | \$ 5.43 | \$ 6.30 | \$ 7.50 | \$ 9.43 | ..... |
| ..... | \$ 5.00 | \$ 5.25 | \$ 5.48 | \$ 6.35 | \$ 7.54 | \$ 9.47 | ..... |
| ..... | 5.02 | 5.27 | 5.50 | 6.37 | 7.56 | 9.49 | ..... |
| ..... | \$ 5.09 | \$ 5.34 | \$ 5.57 | F 6.44 | F 8.03 | F 9.56 | ..... |
| ..... | \$ 5.14 | \$ 5.39 | \$ 6.01 | \$ 6.47 | \$ 8.05 | \$ 9.58 | ..... |
| ..... | \$ 5.17 | \$ 5.42 | \$ 6.04 | \$ 6.50 | \$ 8.07 | \$10.00 | ..... |
| ..... | \$ 5.20 | \$ 5.45 | \$ 6.07 | \$ 6.53 | \$ 8.09 | \$10.02 | ..... |
| ..... | \$ 5.22 | \$ 5.47 | \$ 6.09 | \$ 6.55 | \$ 8.11 | \$10.04 | ..... |
| ..... | \$ 5.28 | \$ 5.53 | \$ 6.15 | \$ 7.00 | \$ 8.16 | \$10.09 | ..... |
| ..... |  |  | RDC | RDC | RDC | RDC | ..... |
| ..... | \$ 5.31 | \$ 5.56 | \$ 6.18 | \$ 7.03 | \$ 8.19 | \$10.12 | ..... |
| ..... | \$ 5.34 | \$ 5.59 | \$ 6.21 | \$ 7.06 | \$ 8.22 | \$10.15 | ..... |
| ..... | \$ 5.37 | \$ 6.02 | \$ 6.24 | \$ 7.09 | \$ 8.25 | \$10.19 | ..... |
| | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | |

EASTWARD

FIRST CLASS

| | Ⓢ 704 Daily Ex. Sat. & Sun. Dead Head | Ⓢ 706 Daily Ex. Sat. & Sun. Dead Head | Ⓢ 782 Daily Ex. Sat. & Sun. Dead Head | Ⓢ 768 Daily Ex. Sun. | Ⓢ 750 Sat. Only | Ⓢ 752 Daily Ex. Sat. & Sun. | Ⓢ 708 Daily Ex. Sat. & Sun. |
|-------|--|--|--|----------------------------|-----------------------|--------------------------------------|--------------------------------------|
| | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| ..... | 6.07 | 6.28 | ..... | \$ 7.12 | \$ 8.30 | \$ 8.30 | \$10.24 |
| ..... | ..... | ..... | ..... | \$ 7.15 | \$ 8.33 | \$ 8.33 | \$10.27 |
| ..... | 6.13 | 6.34 | ..... | ..... | \$ 8.36 | RDC | \$10.30 |
| ..... | ..... | ..... | 7.05 | \$ 7.18 | ..... | \$ 8.36 | ..... |
| ..... | ..... | ..... | ..... | \$ 7.21 | ..... | \$ 8.39 | ..... |
| ..... | ..... | ..... | ..... | \$ 7.26 | ..... | \$ 8.44 | ..... |
| ..... | ..... | ..... | ..... | \$ 7.28 | ..... | \$ 8.46 | ..... |
| ..... | RDC | RDC | ..... | \$ 7.30 | RDC | \$ 8.48 | RDC |
| ..... | ..... | ..... | ..... | \$ 7.32 | ..... | \$ 8.50 | ..... |
| ..... | ..... | ..... | ..... | F 7.35 | F 8.50 | F 8.53 | F10.44 |
| ..... | ..... | ..... | 7.34 | 7.41 | 8.56 | 9.00 | 10.50 |
| ..... | ..... | ..... | ..... | \$ 7.43 | \$ 8.58 | \$ 9.03 | \$10.52 |
| ..... | ..... | ..... | 7.40 | \$ 7.47 | \$ 9.03 | \$ 9.07 | \$10.57 |
| | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |

FRANKLIN TO READVILLE

| STATIONS | FIRST CLASS | | | |
|----------------------|--------------------------------------|--------------------------------------|--------------------------------------|---------------------|
| | Ⓢ 710 Daily Ex. Sat. & Sun. | Ⓢ 712 Daily Ex. Sat. & Sun. | Ⓢ 714 Daily Ex. Sat. & Sun. | 716 Sat. Only |
| | A. M. | A. M. | A. M. | A. M. |
| FRANKLIN..... | \$ 6.27 | \$ 7.11 | ..... | \$ 7.52 |
| NORFOLK..... | \$ 6.34 | \$ 7.19 | ..... | \$ 8.00 |
| WALPOLE..... | \$ 6.41 | \$ 7.26 | ..... | \$ 8.07 |
| PLIMPTONVILLE..... | ..... | \$ 7.30 | ..... | \$ 8.10 |
| WINDSOR GARDENS..... | \$ 6.45 | \$ 7.34 | ..... | \$ 8.13 |
| NORWOOD CENTRAL.... | \$ 6.51 | \$ 7.40 | \$ 8.05 | \$ 8.19 |
| NORWOOD..... | \$ 6.53 | \$ 7.43 | \$ 8.07 | \$ 8.21 |
| ISLINGTON..... | \$ 6.56 | \$ 7.48 | \$ 8.10 | \$ 8.24 |
| RUST CRAFT..... | RDC | ..... | RDC | RDC |
| ENDICOTT..... | \$ 7.00 | \$ 7.53 | \$ 8.14 | \$ 8.28 |
| READVILLE..... | 7.04 | 7.57 | \$ 8.18 | \$ 8.32 |
| BOSTON..... | \$ 7.20 | \$ 8.13 | \$ 8.35 | \$ 8.47 |
| | A. M. | A. M. | A. M. | A. M. |

READVILLE TO FRANKLIN

| STATIONS | FIRST CLASS | | | |
|----------------------|--------------------------------------|----------------------------|--------------------------------------|---------------------|
| | Ⓢ 707 Daily Ex. Sat. & Sun. | Ⓢ 709 Daily Ex. Sun. | Ⓢ 717 Daily Ex. Sat. & Sun. | 719 Sat. Only |
| | A. M. | A. M. | P. M. | P. M. |
| BOSTON..... | \$ 7.30 | \$ 9.05 | \$ 2.30 | \$ 3.45 |
| READVILLE..... | 7.44 | 9.18 | 2.44 | \$ 4.00 |
| ENDICOTT..... | ..... | \$ 9.22 | \$ 2.48 | \$ 4.04 |
| RUST CRAFT..... | F 7.48 | RDC | RDC | RDC |
| ISLINGTON..... | RDC | ..... | \$ 2.52 | \$ 4.07 |
| NORWOOD..... | ..... | ..... | \$ 2.55 | \$ 4.10 |
| NORWOOD CENTRAL.... | \$ 7.55 | \$ 9.29 | \$ 2.58 | \$ 4.13 |
| WINDSOR GARDENS..... | ..... | ..... | \$ 3.02 | \$ 4.17 |
| PLIMPTONVILLE..... | ..... | ..... | ..... | \$ 4.21 |
| WALPOLE..... | ..... | \$ 9.37 | \$ 3.08 | \$ 4.24 |
| NORFOLK..... | ..... | \$ 9.43 | ..... | \$ 4.30 |
| FRANKLIN..... | ..... | \$ 9.50 | ..... | \$ 4.37 |
| | A. M. | A. M. | P. M. | P. M. |

CANTON JCT. TO STOUGHTON

SOUTHWARD

FIRST CLASS

| ④ 801 Daily Ex. Sat. & Sun. | ⑥ 803 Daily Ex. Sun. | ④ 811 Daily Ex. Sat. & Sun. | 813 Sat. Only | ④ 815 Daily Ex. Sat. & Sun. |
|--------------------------------------|----------------------------|--------------------------------------|---------------------|--------------------------------------|
| A. M. | A. M. | P. M. | P. M. | P. M. |
| \$ 6.35 | \$ 7.33 | \$ 5.14 | \$ 5.45 | \$ 5.50 |
| | RDC | | RDC | |
| \$ 6.59 | \$ 7.56 | \$ 5.38 | \$ 6.07 | \$ 6.14 |
| \$ 7.03 | \$ 8.00 | \$ 5.42 | \$ 6.10 | \$ 6.18 |
| \$ 7.09 | \$ 8.06 | \$ 5.48 | \$ 6.15 | \$ 6.24 |
| A. M. | A. M. | P. M. | P. M. | P. M. |

INDICATION—Limit of the block.

NAME—Block-limit.

NOTE—Yellow plate to be placed next to track governed.

ZONE A



INDICATION—Stop.

NAME—Stop-Signal.

In service between the western limits of A and KN Interlockings and the eastern limits of C and JO Interlockings.

NOTE—Signals W-04 on tracks 1X and 2X are Automatic Signals with most restrictive indication Stop and Proceed.

Duplicate Signals are located on left side of track at:

Signal 4E11 Track 4 East River Tunnel

Signal 4E25 Track 4 East River Tunnel

Signal 2E21 Track 2 East River Tunnel

At A, JO, KN, C, R and Q Interlockings when a train extends beyond first home signal or stops after passing same train must not move until either Engineman or a member of the crew has observed signal and has verbally notified the Engineman immediately prior to moving, that signal is in passing position.

After passing signals 2E-05 and 38L displaying Ap-

OPERATING RULES STANDARD TIME

1001-A1. EASTERN STANDARD TIME applies in this region except Canadian Eastern Standard Time applies as follows:

MOHAWK-HUDSON DIVISION

Montreal Branch:

Huntingdon to Adirondack Jct.

Malone Secondary Track:

Malone to Huntingdon

Rule 3, of the Uniform Code of Operating Rules, will apply on that portion of the Mohawk-Hudson Division operating in Canada. In application of the first paragraph of this rule employes are hereby directed to submit their watches to a designated Watch Inspector for examination and record at intervals not exceeding 180 days. Watch rating cards and corresponding watches must be submitted to a Watch Inspector for comparison and record during the months of May and November, or more often when there is evidence that attention is needed to ensure reliability.

TIMETABLES

1004-A. All First Class trains on pages 46 to 66 are passenger carrying trains unless otherwise indicated.

Letters and Characters

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

- S—Regular stop.
- F—Stop on signal to receive or discharge passengers.
- C—Regular stop to receive passengers.
- D—Regular stop to discharge passengers.
- E—Regular stop for express, mail or newspapers.
- G—Regular stop, Saturday only.
- H—Regular stop, Saturday only, to receive passengers.
- K—Regular stop, Sunday only.
- Baggage service.
- #—Train may leave at scheduled arriving time when station work is completed.
- 1004-B1.**
- ®—Will not run May 27, July 4, Sept. 2, Oct. 14 and 28, Nov. 28, Dec. 25, 1974, Jan. 1, 1975.
- ‡—Will not run Feb. 18, May 27, July 4, Sept. 2, Oct. 14 and 28, Nov. 28, Dec. 25, 1974, Jan. 1, 1975.
- Ⓢ—Will not run Feb. 18, Apr. 15, May 27, July 4, Sept. 2, Oct. 14 and 28, Nov. 28, Dec. 25, 1974, Jan. 1, 1975.
- T-4—Terminates on wye track at Needham Jct.
- △—Train may operate in advance of scheduled leaving time when station work is completed.

SIGNALS**ZONE A**

1007-A1. Head Trainman (Train Baggage man where no Head Trainman is assigned, or Conductor when train crew consists of less than three (3) men, must place a red flag and white light in head car of MU and RC trains, also trains hauled by rail-motor cars or other self-propelled cars of similar type, for use as prescribed by Rule 7.

1010-A1. Color Signals.**BUFFALO DIVISION**

Bay View—Blue signal displayed indicates train is to stop at Seneca to leave cars.

CP D—Blue signal displayed indicates train is to stop at BC to leave cars.

Power Switches—Frontier Yard

Power operated switches at east end of Frontier yard and at 47 and BA, Bailey Avenue, are equipped with switch targets which will display the following indications:

Lunar white—lined for straight track or lead.

Yellow—lined for diverging route.

Red—Stop.

When red light is lighted on switches, crews will immediately notify operator at 47 or switchtender. Switch is not to be operated over until further instructed.

MOHAWK-HUDSON DIVISION**Power Switches—Selkirk Yard**

Power operated switches at east end of Receiving Yard at Selkirk are equipped with switch targets which will display the following indications:

Lunar white—lined for straight track or lead

Yellow—lined for diverging route

Red—Stop

When red light is displayed, movement must stop immediately and member of crew notify yardmaster at east end or yardmaster at hump for instructions. Switch is not to be operated over until switch is properly secured.

**EMERGENCY SIGNALS AT INTERLOCKINGS
AND OTHER DESIGNATED POINTS**

1013-A1. Emergency Signals—Whistle, Horn or Oscillating white light in service as follows:

NEW ENGLAND DIVISION

Broadway, Spring and Worcester.

All control points Main Line Boston to CP SM.

MOHAWK-HUDSON DIVISION

All control points and interlocking stations.
South Pulaski, North Pulaski, South Phil.

BUFFALO DIVISION

All control points and interlocking stations.

ZONE A

All attended interlocking stations.

1701-A1. Cont'd.

An employe having a radio in his possession must present same to a Penn Central or Syntonic repair shop as directed by the Trainmaster, for shop check prior to date shown on the sticker.

When employe leaves service for any reason, or when requested by officer in charge, radio will be returned and Forms C&S prepared to record same.

MOHAWK-HUDSON DIVISION

1703-A1. Radio Transmission is prohibited on the West 30th Street Branch between MP 4.0 and MP 5.0.

1704-A1. Road Radios Located at Other than Block Stations.

| Location | Channel |
|---------------------------------------|---------|
| NEW ENGLAND DIVISION | |
| Hopewell Jct.-Freight station | 1 |
| Chief Train Dispatchers Office—Boston | 1 |
| Train Dispatcher Office—New Haven | 1 |
| Beacon Park—Yardmasters Office | 1 & 2 |
| Yardmaster Framingham | 1 & 2 |
| Yardmaster Worcester | 1 & 2 |
| Train Dispatcher Springfield | 1 & 2 |
| Yardmaster West Springfield | 1 & 2 |
| Yardmaster Pittsfield | 1 & 2 |
| Yardmaster, Hump Yard—Providence | 1 & 2 |
| Hartford, Yardmaster Office | 2 |
| Cedar Hill Hump Office | 2 |
| MOHAWK-HUDSON DIVISION | |
| Train Dispatcher Utica | 1 & 2 |
| Crew Dispatcher Perlman Yard | 2 |
| E. E. Yardmaster's Tower Perlman Yard | 2 |
| Hump Office Perlman Yard | 2 |
| Station Master Albany-Rensselaer | 1 |
| Yard Master-West Albany Yard | 1 |
| General Yard Office Dewitt | 2 |
| Asst. General Yardmaster (Tower GYO) | 2 |
| Yardmaster Minoa | 2 |
| Oswego Yard Office | 2 |
| Utica Yard Office | 1 |
| Massey Yard Office | 1 |
| Fulton Yard Office | 2 |
| Yardmaster, Oak Point Yard | 1 & 2 |
| Fremont Yard Office | 1 & 2 |
| BUFFALO DIVISION | |
| Train Dispatcher Buffalo | 2 |
| Main Line Dispatcher Buffalo | 1 |
| Niagara Branch Dispatcher Buffalo | 2 |
| Yardmaster Rochester | 2 |
| Yardmaster Niagara Yard | 2 |
| Yardmaster Kenmore Yard | 2 |
| Trainmaster Frontier Yard | 2 |
| Bailey Avenue Tower | 2 |
| Broadway | 2 |
| Yardmaster Seneca Yard | 2 |

ZONE A

1719-A2. Telephones in East and North River Tunnels equipped with loud ringing bells at and between telephones.

Persons who wish to communicate with any person in tunnels should call central and state to the operator the person wanted and in which tunnel they are located.

Calls are as follows:

| | |
|---|-----------------|
| Telephone Exchange | 1 long |
| Trainmen and Emergency Call | 2 short |
| Trackmen | 3 short |
| Telegraph and Telephone Repairmen | 4 short |
| Signal Maintainer | 1 long, 1 short |
| Electric Traction Employees | 1 long, 2 short |

1829-A

PROTECTION OF TRAINS IN TIMETABLE AND TRAIN ORDER ONLY OR MBS TERRITORY WHERE WORK ON OR ABOUT THE TRACK OBSTRUCTS THE NORMAL MOVEMENT OF TRAFFIC.

Work on or about the track may be performed under traffic in Timetable and Train Order only or MBS Territory by the use of Train Order or Bulletin Order.

The Train Order or Bulletin Order will prescribe the limits of the **Restricted area** in which the work is being performed.

The limits of the **Restricted area** will also be indicated by a Stop Sign, Fig. F-1, located in the center of the track and a Limited Speed Sign, Fig. C-1, located to the right of and adjacent to the track to which it refers.

The approach to the **Restricted area** will be indicated by an Approach Speed Sign, Fig. E-1, located to the right of and adjacent to the track to which it refers.

Movement through the **Restricted area** will be governed by instructions of the M. of W Foreman or his representative.

PROTECTION OF TRAINS ON ADJACENT TRACKS IN TCS, ABS AND MBS TERRITORY

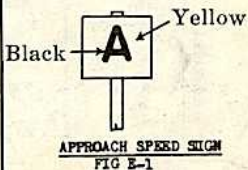
On two or more tracks where TCS, ABS or MBS rules are in effect, and where M of W equipment having exclusive use of one track will foul an adjacent track, such **Restricted area** will be designated by Train Order or Bulletin Order and protected by Approach Speed, Stop and Resume Speed Signs on that adjacent track. Trains operating on that track must be governed by those signs and approach the work area prepared to stop and must not pass without a hand signal to proceed with a yellow flag, or when notified by radio that the track is clear from M of W employe on the ground.

RESTRICTED AREA

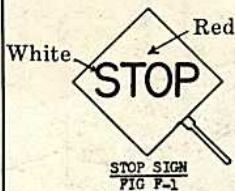
The restricted area must be prescribed by Form 19 Train Order or Bulletin Order and will be used to protect a train moving on a track where the M. of W. work is being performed.

The following order will be used:

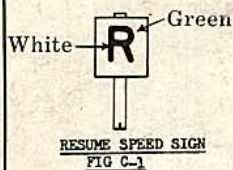
Single (or No.) track obstructed for maintenance between and from A.M. to P.M. Approach the Stop Sign prepared to Stop and Stop. Timetable Special Instruction 1829-A, applies.

SIGNS

Proceed prepared to Stop—STOP at stop sign. Located to right of and adjacent to the track to which it refers.



STOP—Beginning of Restricted Area
Located in Center of Track.



END RESTRICTED AREA.
Resume speed after rear of train has passed this sign. Located to right of and adjacent to the track to which it refers.

The Stop Sign, Fig. F-1, at the entrance to the restricted Area may be removed, in clear view of the Engineman, for the passage of a train only by an M. of W. employe and only after:

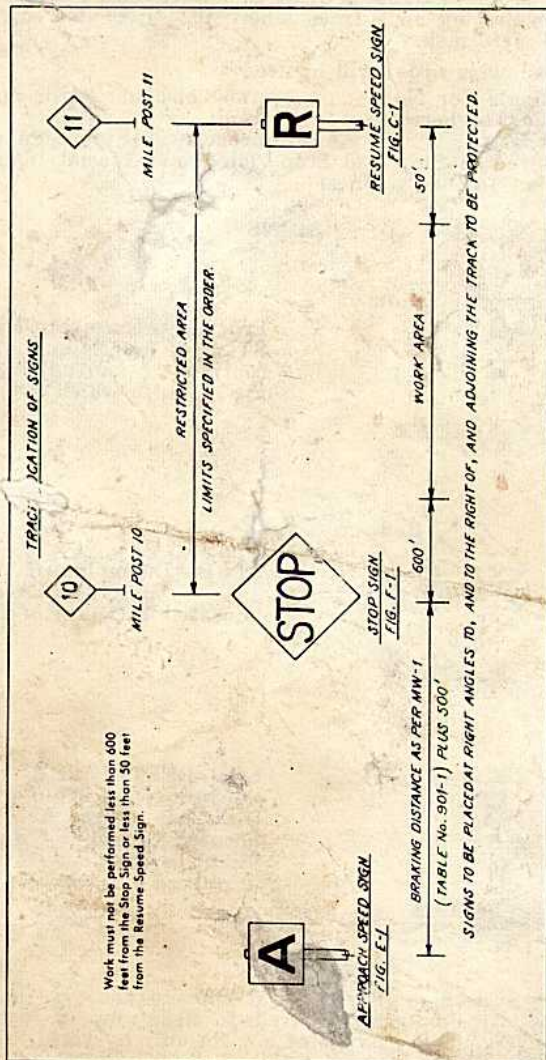
1. The Train has stopped.
2. Instructions including speed have been given to the Engineman by the M. of W. employe governing the movement through the restricted area.

Normal speed may be resumed after rear of the train has passed the Resume Speed Sign Fig. C-1, located at the end of the restricted area.

Block Signal System and Interlocking Rules remain in effect through the Restricted Area.

1829-A. Cont'd.

The following diagram shows the application of Timetable Special Instruction 1829-A.



PROTECTION OF ON-TRACK MAINTENANCE EQUIPMENT

1829-B. In the application of Rules 829 to 829h, inclusive, Form M, CT-264R-2 (Rev. 3-71) may be used to provide for exclusive use when track is obstructed for maintenance.