

**MAXIMUM SPEEDS**

<b>Between or At</b>	<b>All Tracks</b>
Depot Tracks and eastward home signals at Terminal	15/10
Eastward home signals at Terminal and eastward home signal at East End	30/10
Eastward home signal at East End and west end of Lower Hack int limits except: West End Wye	30/15  5/5

<b>Between or At</b>	<b>Single/ Other</b>	<b>Trk 3</b>	<b>Trk 1</b>	<b>Trk 2</b>
Freight trains in excess of 40 cars must not exceed 25 MPH on all tracks.				
MP 2.7 and MP 6.6		60/15	60/15	60/15
<b>Electric equipment only:</b>		<b>75</b>	<b>75</b>	<b>75</b>
MP 2.7 and MP 6.6 ALP-45 trains only:		60/15	60/15	60/15
Meadows and Cape	45/10			
Kearny Jct and Swift				
Trk 5:	80/15			
Trk 6:	70/15			
Kearny Jct Phase Gap Trks 5 and 6:	50/15			
MP 6.6 and MP 7.2		55/15	55/15	55/15
MP 7.2 and MP 7.6			30/15	30/15
MP 7.6 and MP 7.8		30/15	30/15	30/15
MP 7.8 and MP 8.9		55/15	55/15	55/15
Cv at Roseville Ave Int MP 8.9 and MP 9.1		35/15	35/15	35/15
MP 9.1 and MP 11.9		60/35	60/35	60/35
MP 11.9 and MP 16.0		60/35	70/35	70/35
MP 13.7 and MP 14.0		45/35		
MP 16 and MP 16.5		60/35	60/35	60/35
MP 16.5 and MP 19.4			50/25	50/25
MP 19.4 and MP 20.1			45/25	45/25
Summit Int – Wall Track	30/25			
MP 20.1 and MP 21.1	50/35		50/35	50/35
MP 21.1 and MP 23.5			55/40	55/40
MP 23.5 and MP 26.2			70/40	70/40
MP 26.2 and MP 26.5			50/40	50/40
MP 26.5 and MP 26.9			60/40	60/40
MP 26.9 and MP 28.5			70/40	70/40
MP 28.5 and MP 29.5			60/40	60/40
MP 29.5 and MP 29.9			50/40	50/40
MP 29.9 and MP 33.6			60/40	60/40
MP 33.6 and MP 33.8			50/40	50/40
MP 33.8 and MP 34.4D			60/40	60/40
MP 34.4D and MP 34.8D			40/40	40/40
MP 34.8D and MP 35.9D			50/40	50/40

**ME 501. ROXBURY – REVERSING AT MP 47**

Trains originating or terminating at Port Morris Yard requiring them to stop on the Single Track west of Roxbury to change direction will arrange to proceed west of MP 47.0 with entire train.

When the eastward proceed signal is clearly displayed at Roxbury, the train may proceed at RESTRICTED SPEED to the signal. If the signal at Roxbury is displaying "STOP" or cannot be clearly seen, the train crew must contact the Dispatcher to receive permission to operate east.

**ME 550-1. CAB SIGNAL SECTIONS**

The following instructions govern trains entering or exiting cab signal territory:

- a) Entering cab signal territory:
  - 1. The Engineer must cut in ATC apparatus as soon as the head end passes "Begin ATC" sign.
  - 2. At this point, cab signal may display Approach Medium momentarily, followed by Approach or Restricting, if a stop may be required at the next signal.
  
- b) Exiting from cab signal territory:

The Engineer will receive a restricted code aspect at end of ATC (cab signal) territory. He will be required to:

  - 1. Acknowledge last code change
  - 2. Observe that the overspeed light is lit steady.
  - 3. Place Territory Selector Switch in the NON-CODED or OUT position.
  - 4. Observe that the overspeed light is out and, when equipped, that the M and E Territory light is lit which indicates that the 220 code is energized.
  - 5. If the cutout code is not received, contact Dispatcher for permission to cut out the Train Control System.

**ME 550-2. CAB SIGNAL CUT-OUT CODE**

The following instructions govern trains with energized cab signals in non-cab signal territory at locations listed in the Bulletin Order:

- 1. Ensure that the Territory Selector Switch is in the **NON-CODED** or **OUT** position.
- 2. On locomotives and cab cars equipped, observe that the M and E Territory light is lit, indicating that the cab signal cutout code has been received.
- 3. If the cutout code is not received, contact the Dispatcher for permission to cut out the Train Control System.

**ME 613-1. TRAIN SHED TRACKS**

Tracks 1 through 17 inclusive in the Hoboken Train Shed are designated Main Tracks with Interlocking and CSS Rules in effect. Trains and track cars must not exceed 10 MPH. The interlocking limits of Terminal Tower will extend to the east end of the Train Shed Tracks.

Westward trains operating on Timetable schedule may operate at RESTRICTED SPEED not exceeding 10 MPH to the westward interlocking signal at the west end of the Train Shed. Westward unscheduled movements must receive the signal governing westward movement or verbal permission from the Terminal Dispatcher before proceeding.