

FOREWORD

PATCO's only business is to move people and to do so Safely, Dependably and Courteously. We must focus our efforts in making PATCO the best travel option for all of our customers. To ensure our doing this is the intent of this book.

These rules are for all employees whose jobs may be affected by its contents. By following these rules, we can perform our duties to the best of our abilities in the safest manner.

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GENERAL OUTLINE PATCO OPERATING MANUAL

RECEIPT PAGE

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OPERATING RULES

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Mainline Track Diagram

Restriction Using Flashing Amber Lights

Restriction Using Temporary Speed

Limit Signals

Lindenwold Shop and Yard

Car Schematic

Center Tower's CTC/SCADA Overview board.

112. a. **NON-SHUNTING EQUIPMENT** - Due to the unreliability of work equipment to consistently activate the shunting feature of the track circuit system, all work equipment must be considered as non-shunting.

113. **SIGNAL** – A device conveying a visual message to the Train Operator concerning conditions affecting the movement of his car or train. The appearance of the signal as viewed by the Operator is its ASPECT. The information conveyed by the aspect is the signal's INDICATION. The description of the indication is the signal's NAME. The various types of signals are:
 - a. **FIXED SIGNAL** – A signal in a specific location. It may be a switch indicator light, Yard Limit Sign, Slow Speed Sign or any other means of indicating a condition affecting movement.
 - b. **CAB SIGNAL** – A signal on the Train Operator's console indicating a permissible speed as prescribed by the Rules.
 - c. **INTERLOCKING SIGNAL** – A fixed wayside signal governing the use of an interlocking.
 - d. **HOME SIGNAL** – An interlocking signal at the entrance to a route governing use of the interlocking and the track block beyond, in conjunction with verbal instructions by the Dispatcher.
 - e. **HAND SIGNAL** – A signal whose indication is given by the motion or position of a person's hand, arm, flag, light or object held by the person.
 - f. **HOME SIGNAL BLOCK** – A method used by the Dispatcher, in controlling a train operating without ATC, whereby a

train will not be signalled into a track block occupied with another train. A train ordered to operate under home signal block must not exceed 50 MPH and be governed by all fixed signals.

- g. **MANUAL BLOCK SIGNAL** – Qualified employees stationed at points on the Mainline as designated by the Dispatcher. These employees upon verbal instructions from the Dispatcher will act as temporary fixed signals to control movement of trains operating without ATC.
 - h. **MANUAL BLOCK CONTROL** – At the direction of the General Manager or their designee, the Dispatcher will utilize qualified employees as fixed manual block signal to control trains operating without ATC. A train instructed to operate manual block must not exceed 40 MPH and be governed by all fixed signals.
114. **SPEED** – The rate at which a train or car may travel. Categories of speed are:
- a. **NORMAL SPEED** –The maximum authorized speed, but not exceeding 65 MPH.
 - b. **MEDIUM SPEED** – Not exceeding 40 MPH.
 - c. **REDUCED SPEED** – Not exceeding 30 MPH.
 - d. **SLOW SPEED**-Not exceeding 20 MPH.
 - e. **RESTRICTED SPEED**—Operating on sight not exceeding 15 MPH, prepared to stop short of improperly lined switch, car or train, persons, obstruction or track defect.
115. **STATION** – A named place on the PATCO line. There are two types:
- a. **PASSENGER STATION** – A place for receiving and discharging PATCO patrons.

326. **Indication:** Proceed as prescribed by the Rules.

Name: Yard Limit Sign(s).

Note: Located adjacent to tracks governed.



327. **Indication:** Reduce speed to that indicated on sign.

Name: Speed-limit Sign.

Note: Displayed at areas of permanently restrictive speed area. Sign may be located to the right of the track governed.



328. **Indication:** Train with number of cars indicated may resume Normal Speed.

Name: Permanent Resume Speed Sign.

Note: Located to aid Operators following permanently restrictive speed areas, and at certain points where trains enter upon a Main Track or cross from one Main Track to another. May be located to the right of the track governed.



Approaching and passing trains or other work equipment on adjacent rail lines.

- 535.(a). _____ Observing someone in close proximity to the edge of the station platform when platforming or by-passing station
536. O _____ O Same as Rule 535. and 535 (a), when operating Reverse traffic.

537. A train must not leave Lindenwold Yard with a car horn inoperative at an operating position, unless authorized by the Dispatcher. If a car horn becomes inoperative, the Dispatcher must be notified. The car must not be moved faster than forty (40) miles per hour. When in subway speed is not to exceed fifteen (15) miles per hour around curves.

SPEEDS

538. Maximum speed on any Mainline track must not exceed that prescribed by the Rules for that track.
539. Maximum Speed, Main Tracks (unless otherwise noted)

Between: Authorized Speed:

- End of track to Slow
16th & Locust Station
- 16th & Locust Station Medium to Newton Ave., Camden
- Newton Ave., Camden, Normal to curve west of Lindenwold Station
- Curve west of Medium Lindenwold Station to Lindenwold Station
- Lindenwold Station Slow to Yard Limit Sign

540. Maximum Speeds, Designated Mainline Tracks