

W. 1000 E
B. & W.
JULY 1st, 1906

CALENDAR—1906.

JANUARY.							JULY.						
S.	M.	T.	W.	T.	F.	S.	S.	M.	T.	W.	T.	F.	S.
...	1	2	3	4	5	6	1	2	3	4	5	6	7
7	8	9	10	11	12	13	8	9	10	11	12	13	14
14	15	16	17	18	19	20	15	16	17	18	19	20	21
21	22	23	24	25	26	27	22	23	24	25	26	27	28
28	29	30	31	...	...	...	29	30	31	...	...	...	...
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FEBRUARY.							AUGUST.						
...	...	...	...	1	2	3	...	...	...	1	2	3	4
4	5	6	7	8	9	10	5	6	7	8	9	10	11
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18	19	20	21	22	23	24	19	20	21	22	23	24	25
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MARCH.							SEPTEMBER.						
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11	12	13	14	15	16	17	9	10	11	12	13	14	15
18	19	20	21	22	23	24	16	17	18	19	20	21	22
25	26	27	28	29	30	31	23	24	25	26	27	28	29
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APRIL.							OCTOBER.						
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8	9	10	11	12	13	14	7	8	9	10	11	12	13
15	16	17	18	19	20	21	14	15	16	17	18	19	20
22	23	24	25	26	27	28	21	22	23	24	25	26	27
29	30	...	...	...	...	...	28	29	30	31	...	...	...
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27	28	29	30	31	...	...	25	26	27	28	29	30	...
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JUNE.							DECEMBER.						
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3	4	5	6	7	8	9	2	3	4	5	6	7	8
10	11	12	13	14	15	16	9	10	11	12	13	14	15
17	18	19	20	21	22	23	16	17	18	19	20	21	22
24	25	26	27	28	29	30	23	24	25	26	27	28	29
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C. T: 1000

Pennsylvania Railroad Company

Philadelphia, Baltimore & Washington Railroad Company
Northern Central Railway Company
West Jersey & Seashore Railroad Company

LIST OF
STATIONS AND SIDINGS

AND

INSTRUCTIONS

FOR MAKING

REPORTS

TO THE

CAR RECORD OFFICE

Taking Effect with Trains Leaving

Starting Point at or after 12.01 A. M.,

July 1st, 1906

Superseding Issue of July 1st, 1905

PHILADELPHIA

1906

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INSTRUCTIONS

These instructions are intended chiefly for the guidance of persons making reports to this office, and must not be used by Agents in lieu of the Freight Distance Table in billing freight.

Blanks for making reports to this office, and envelopes for enclosing the same, will be furnished by your Superintendent.

PASSENGER AND FREIGHT CONDUCTORS, YARD-MASTERS AND OTHERS

1 Every train should be reported to this office by the Conductor. If the train should consist only of an empty engine, or of an engine and cabin, the word "empty" should be written across the face of the report. Helping engines returning empty should not be reported.

2 Date your Car Report according to actual time of starting without reference to the time your train is scheduled to leave. When train leaves starting-point exactly at midnight, give the time of leaving as 12.01 A. M., and date your report accordingly.

3 Give actual date and actual time leaving starting-point and arriving at destination, and actual date and actual arriving and leaving time at all stations and sidings where cars are picked up or cut off, where engines are changed and helpers taken on or dropped, noting A. M. or P. M., as the case may be. Enter on your report the route your train takes in case it is diverted from its usual route, or where there is more than one route by which the trip can be made.

4 Use C. T. 1033 for all trains in which more freight than passenger cars are hauled; use C. T. 1023 for through passenger trains, and C. T. 1024 for local passenger trains on which more passenger than freight cars are hauled.

5 In case of accident to your train, note the fact on the back of report. Mark all cars which are badly damaged, by putting a circle in pencil around the small number printed in the initials column on C. T. 1023, 1031 and 1033, and by putting a circle around the number of the car on C. T. 1024.

6 Give the full name of the Division or Railroad over which the train moves, and the direction in which it is bound, as shown on time table.

7 Give the section number, train number, and name or kind of train. Give the numbers of the stations or sidings from which the train starts and to which it moves. If the schedule is changed during the trip, note it on report so as to show what schedules and sections were represented, and from and to what points the changes, if any, were in effect.

8 Give the initials and number of each engine used during the trip. The engine hauling the train should be given first, pullers next, and pushers in order afterwards. The number of the station or siding at which each engine was coupled to the train and was detached should be given.

9 When reporting the initials of cars the abbreviations given on pages 29 to 56, inclusive, should be used. When the initials of a car are not given in the list of abbreviations, report the full name marked on the car.

When several stations or sidings are included in this book, in a brace, and have but one abbreviation, that abbreviation should be used for all the points included in that brace. Movements made between points covered by the same brace should not be reported. If a station or siding is not given in this book, report the full name.

10 Beginning at the engine, take the initials, kind, and number of each car as it stands in the train, showing the cabin, or car in use as a cabin, as it stands in the train at the beginning of the trip. On C. T. 1024 the order of cars in train need not be observed. Initials or numbers of cars must not be copied from way-bills or the memoranda of other persons. Cars having no initials, name or number should be so reported. Sleeping, parlor or dining cars having names as well as numbers should be reported by the names. When wrecked cars are moved loaded on other cars, a note should be made to that effect, giving initials and numbers of the wrecked cars. When there are two or more cars of the same initials next to each other in the train, ditto marks should be used for the initials after the first.

11 Place this mark, **X**, in column immediately after the number of each loaded car, and this mark, **—**, after the number of each empty car, as the car may be at beginning of the trip. Do not use the ditto mark in the "**X**" or "**—**" column, but place the "**X**" or "**—**" mark after each car number. Should a car in a freight train be loaded or unloaded during the trip, its initials and number should be entered once for each loaded and once for each empty movement, and the loaded and empty movements should be entered separately as if each movement was made by a different car. In a passenger train, if a car is used during a part of the trip, it should be reported as loaded from the starting-point. All passenger, passenger-baggage, sleeping, parlor, dining or private cars that are locked or in charge of attendants or porters and not used by passengers should be reported as empty. At the bottom of the report give the number of loaded and the number of empty cars moved during the trip, counting the cabin as an empty car, and counting each separate movement as a car when the same car makes both loaded and empty movements. New cars on their way to the home road from the shops where built, moving on card way-bills for loaded cars, should be counted as empty, unless the cars contain lading.

12 Report each dead engine and each tender not in service as a loaded car, if on its own wheels, giving the initials and number, and report them in the order in which they stand in the train, marking them "Engine" or "Tender." If loaded on a car they should be considered as any other lading, and their initials and number should not be given.

13 The kind of car must be designated as follows :

Passenger Equipment	Freight Equipment	M. of Way Equipment
PL. Parlor	R. Refrigerator	M. C. Cabin
DN. Dining	B. Box	T. B. Tool and Block
SL. Sleeper	S. Stock and Rack	S. P. Snow Plow
OB. Observation	G. Gondola	DK. Derrick
P. Passenger	G. R. Steel Gondola	S. W. Stone and Wood
2 P. 2d Class Pass.	H. Hopper Gondola	Truck
V. Private	S. H. Steel Hopper	G. D. Gravel Dump
P. B. Pass.-Bagg.	F. Flat	
PL. B. Parlor-Bagg.	K. Coke	
BG. Baggage	D. Coal Dump	
B. M. Bagg.-Mail	L. Lime	
PO. Postal	T. Tank	
P. S. Postal Storage	C. Cabin	
Exp. Express		
B. E. Box Express		
H. C. Horse-Carriage		

14 Report baggage, express and baggage-express as baggage or express cars according to the service in which they are used. Cars used for both baggage and express matter should be reported as baggage.

15 Show plainly the number of the station or siding to or from which each car is moved. When two or more cars next to each other in the train are moved to or from the same point, ditto marks should be used for the station-number of all but the first car.

16 Numbers of cars or of stations and sidings with a letter or cipher prefixed or affixed, thus,—“D35842,” “354A” or “014” must be so reported, considering the prefix or affix as part of the number.

17 Make the letters and figures plain, so that there can be no doubt as to what they are intended for. Observe the dotted lines in the columns headed “No. of Car” and keep the right-hand column full, entering no more than one figure in a square.

18 When one blank will not hold the numbers of all the cars in train, use two full blanks (not part of a blank), and fasten them together so that they will reach the Car Record Office as one report. Head and sign the second blank the same as the first, and mark it “Continued,” and show the total number of cars in the train, as per Rule 11.

19 Make out your report during the trip, and do not copy it after the trip is made from memoranda or from

the Duplicate Report Book, C. T. 1026. The original report as made up from the train must be forwarded to the Car Record Office.

20 Report on C. T. 1033, making one report for each trip, the initials and number of each car as it stands in the train, beginning at the engine, as per Rule 10. On the back of the report, give the date as well as the time at each station and siding, as instructed by Rule 2.

21 Keep an exact copy of your car reports in the Duplicate Report Book, C. T. 1026. When a book is filled up, send it to your Superintendent.

22 A special form of card provided for the purpose and reading

"To.....Scales.

Memorandum to agent for billing,"

will be used by shippers, when authorized by the Auditor to forward car-load freight to the first scale when the destination of the property is beyond the scale point.

With this exception, do not move freight in car loads without a card way-bill for each car, nor in less than car loads without a road way-bill covering each article.

In the space for signature the revenue and card way-bills must be stamped with the office stamp of the billing agent, or signed by the agent or his authorized representative.

Card and revenue way-bills must be surrendered to agent at the place of delivery, or to agent at next station beyond if freight is delivered at a place where there is no freight agent.

When two or more cars are required to carry lading on account of its length, the initials and numbers of all the cars, including the idlers, should be shown on one card way-bill.

23 The initials of the car on the card way-bill should conform to the abbreviations on pages 29 to 56 of this book. The number on the card way-bill must agree with the number on the car. Do not despatch nor move cars if the card way-bill is not made out as above, nor on a card way-bill that has been altered in any way unless the authority for the change is plainly noted in ink on the back, over the signature of the Yard-Master making the change. A Yard-Master or Conductor having a card way-bill on which the initials or number of the car do not agree with the car, or having a card way-bill without the car, or having a loaded car traveling without a card way-bill, should report the same promptly to the Superintendent for instructions or authority to forward on Special Card Way-bill, G-241-A. F. R., the loaded car without the card way-bill. (Conductors, Yard-Masters and all other interested persons must examine the backs of all card way-bills.)

An exception to this rule will be made when the initials of the car on a card way-bill made out at a point on a foreign road agree with the marks on the car.

Exceptions to this rule will also be made when a car is loaded with live stock or perishable freight, or is moving on a preference, local preference or a diamond sticker. Forward such cars without waiting for correction, and report the error by telegraph to the Superintendent.

Should an attendant desert a shipment in transit, the conductor must make a notation on card or revenue way-bill as follows :

Attendant deserted shipment at.....
190
 Conductor.

Conductors must not move cars of Coal except when accompanied by special card way-bills marked COAL in large letters.

A Conductor must not place freight on an individual or a Company's siding without the authority of the Agent within whose jurisdiction the siding is located. A separate delivery order must be secured for each shipment of freight billed to order.

When a car is delivered on an outlying siding, or at a place at which there is no freight agent, the Conductor must make a record on C. T. 850 of the seals on the side and end doors and on ventilators on the top of the car. This record must show the kind of seal, together with all letters, numbers and marks on the face and back of seal, and must be delivered with the way-bill to the Agent.

If a car is found on a siding at which there is no Agent, and its initials or number do not agree with the card way-bill, do not move the car unless it is loaded with live stock or perishable freight, or carded with a preference, local preference or a diamond sticker, but report the error by telegraph to the Superintendent. Cars containing "ORDER FREIGHT" should not be placed for delivery without authority of the Agent at the station to which the property is billed.

24 An Agent receiving a card way-bill for a loaded car which does not reach his station should report the same at once to his Superintendent so that the car may be brought to destination. An Agent receiving a loaded car, due to an irregularity in the card way-bill, which does not belong at his station and he has no regular way-bill for the freight, should report the same to his Superintendent for disposition.

25 When a card way-bill is received for a Co-operative Line car, and the initials of the Line only are given, and not the initials of the name of the road, or *vice versa*, the car may be allowed to go through to destination, thus : a Pennsylvania R. R., Union Line, car should not be cut

out and held for correction of card way-bill if the initials "U. L." only or abbreviation "P. R. R." only is given.

26 Report on C. T. 1024 local passenger trains, showing each and every trip in the order in which it is made, so that at the close of the day's work the report will give a complete record of all movements made. Include the whole day's work, even if it is not finished until after midnight, and date the report with the day on which the first trip begins.

27 Report on C. T. 1023 through passenger trains, making one report for each trip, showing the initials and number of each car as it stands in the train, beginning at the engine, as per Rule 10.

When your train has been delayed, and is not running on its regular schedule, show the section and train number on which it is running, but give the name of train exactly as if it were on time. Thus, if The Pennsylvania Limited (train 2) is delayed and is running as 3d section of train 8, the report should show "3d 8 The Pennsylvania Limited."

28 Report each day on C. T. 1031 the movement of each and every car, including maintenance of way cars as well as conducting transportation cars, whether assigned to and in regular use by the Maintenance of Way Department or otherwise, showing the point from and to which the cars are moved on each trip. In case of maintenance of way equipment and conducting transportation cars regularly assigned to the Maintenance of Way Department, the extreme points between which the cars are moved during the day should be given.

29 Freight Conductors on New York, Philadelphia, Pittsburgh and Monongahela Divisions will show on their Car Reports, C. T. 1033, the lading hauled in cars loaded with commodities given in list below, using the proper abbreviation in the loaded column on their reports in place of the "X."

This "X" to be used only when the car is loaded with some article not specified.

ABBREVIATION	COMMODITY
A.....	Anthracite Coal
B.....	Bituminous Coal
K.....	Coke
X.....	Not Specified

30. Sign your report, keep it clean, and at end of trip deposit it without delay at the place designated by your Superintendent. Before depositing, carefully examine it to see that it is correct in every particular.

Reports should be forwarded to Car Record Office by first passenger train after arrival at destination.

TO AGENTS, YARD-MASTERS AND OTHERS MAKING REPORTS TO THIS OFFICE

C. T. 1016 A, 1016 B, 1017 A and 1017 B,
REPORTS

31 Every car interchanged with a foreign railroad must be reported to this office by the Agent or Yard-Master in charge of the interchange. These reports should always close at midnight, and should include both passenger and freight equipment. Observe Rules 9, 10, 11, 12, 13, 16 and 17, as far as they apply to your reports. C. T. 1016 A, 1016 B, 1017 A and 1017 B should show the final destination of all loaded cars delivered to and received from foreign roads. If the final destination is a point the name of which is duplicated in this book, add the name of division or railroad on which it is located; if on a connecting line give the name of the State. The final destination should be given even if the car is not billed through. On these reports the number of the station or siding as given in this book may be used to show the destination of a car, if for a point on these lines. When empty cars are carded to a given point, it should be shown under head of final destination.

32 Agents or Yard-Masters at junction points with foreign roads who do not use the Interchange Slip, C. T. 1018, should submit a copy of their C. T. 1016 A, 1016 B, 1017 A or 1017 B reports to the Agent or representative of the connecting line for checking and to certify to their correctness, and should receive the interchange reports of the connecting line and perform a like service. The original report must not be delayed, but the Agent or Yard-Master should submit a copy for checking and notify this office of any errors or corrections on Form C. T. 1095.

When there are no cars to report, send a blank, dated and signed, and write across the face "No cars to report."

C. T. 1018, INTERCHANGE SLIP

33 Agents who use C. T. 1018, Interchange Slip, should make one report and its carbon copy for each cut of cars delivered to a connecting road.

Deliveries to different lines not to be included on same slip.

The report and its copy to be made before leaving the yards of this Company, and signed by its proper representative, leaving vacant the time of delivery, which will be filled in on reaching the delivery tracks of the connecting road, and the signature of the representative authorized to sign for that road obtained to the duplicate slips, one of which will be left with the connecting road, and the other returned to the Agent of the Pennsylvania R. R. Co.

These slips must be preserved for production as evidence if accuracy should be subsequently disputed.

Agents or other duly authorized representatives holding certified C. T. 1018 reports need only sign their own

names to the daily C. T. 1016 A, C. T. 1016 B, C. T. 1017 A and C. T. 1017 B reports to the Car Record Office.

TO AGENTS AND OTHERS WHO REPORT ON C. T. 32, C. T. 32A, C. T. 32B, and C. T. 32C.

34 Make out this report at the close of each day's business, and send the original by first train to the Car Record Office, Broad Street Station, in an envelope (C. T. 1116) provided for the purpose, and to such other persons as your Superintendent directs. Do not use these envelopes for other reports.

35 Under the heading "Received" report all the cars standing on all the sidings under your control, with date received, commencing with the oldest car. Enter also all cars which have arrived since date of last report, even if they have left your sidings. If a car received loaded has been unloaded and has not been taken away when the report is made up, show the date received and the date unloaded in their proper columns. Continue to enter all cars on your report daily until they leave your sidings; on the date a car leaves, fill out the columns under heading "Forwarded," giving the date forwarded, etc. Show cause of delay in detail in proper column.

36 If a car is forwarded with freight for more than one station, give under the heading "Final Destination" both the nearest and farthest points for which the car contains freight. Under the heading "Contents," give the name of the lading in full. If made up of many different kinds, mark "Miscellaneous."

37 If the final destination is a point the name of which is duplicated in this book, add the name of the division or railroad on which it is located.

38 Use enough sheets to include all the cars, number them, pin them together, and sign the last one. When there are no cars to report, either on sidings at your station or on sidings under your control but having different numbers from your station, send a blank, dated and signed, and write across the face "No cars to report."

39 Do not hold an empty car more than twenty-four hours without permission from your Superintendent.

C. T. 32A AND C. T. 32C.

40 These forms are for use only in the Pittsburgh Car Service Association Territory and the Baltimore & Washington Car Service Association Territory respectively. The above instructions also apply to these blanks in addition to special instructions of the Car Service Association Managers.

TO SHOP FOREMEN, MASTER MECHANICS, SUPERVISORS, ASSISTANT ENGINEERS AND ALL OTHERS WHO REPORT ON C. T. 195

41 Make out this report at the close of each day's business and send the original by first train to the Car

Record Office, Broad Street Station, in an envelope (G 526A) provided for that purpose, and to such other persons as your Superintendent directs.

42 This report should show all cars except Maintenance of Way cars in Maintenance of Way service on hand loaded or on hand empty to be loaded with Company material, except Company coal, with date received, and the cars released on the day on which the report is made out. If the remaining cars show unusual delay, the cause of delay should be shown in column provided for that purpose.

C. T. 1039, REPORT OF CARS SWITCHED

43 This report must be made in duplicate and both copies forwarded to the Car Record Office at the close of each month after having been certified to by the Agent or representative of the line for which the switching was performed.

It must contain the initials and numbers of cars and information called for in each column heading for all cars switched under per-diem rules.

LIGHT-WEIGHING CARS AND REPORTS OF LIGHT WEIGHT

TO WEIGHMASTERS

44 Cars of the following lines :

P. R. R.	T., W. V. & O. R. R.
N. C. R.	Penna. Co.
P., B. & W. R. R.	Union Line, Penna. Co.
W. J. & S. R. R.	C. & Marietta R. R.
P. R. R., Empire Line	P., C., C. & St. L. Ry.
N. C. R., Canada Southern Line	C. & M. V. R. R.
N. C. R., Midland Line	C. V. R. R.
P., F. W. & C. Ry.	N. Y., P. & N. R. R.
C. & P. R. R.	A. V. Ry.
E. & P. R. R.	W. N. Y. & P. Ry.
P., Y. & A. R. R.	P. & N. W. R. R.

and individual cars at home on these lines should be light-weighed on any of the scales of any of these lines that are equipped for light-weighing cars, as follows :

First. New cars must be stenciled when built with actual light-weight and date of weighing, and shall be re-weighed and re-stenciled in both second and third years thereafter, except cars composed entirely of steel, which should not be weighed after first light-weighing, unless repairs have been made which would materially affect their light-weight.

Second. Any car receiving repairs of such a nature as to make a change in weight of car must be weighed and stenciled.

For example, a car built in 1906 should be light-weighed when turned out for service, and again re-light-weighed and stenciled in 1907 and in 1908, after which it should not be light-weighed except when the light-weight marks

have become obliterated or if it has received repairs or special fittings likely to change the light-weight. Green Line tank cars and other foreign and individual tank cars should not be light-weighted and stenciled. All foreign and other individual cars should be light-weighted immediately after coming from shops, if repairs likely to change their light-weight have been made.

45 See that the scales are in proper order and weigh correctly, that cars are clean and dry when weighed, that the light-weight is carefully taken, with car stopped on the scales, and that no more than one car is weighed at a time.

46 In weighing loaded stock cars that have been light-weighted with double deck in, should the double deck be out of car, deduct 1200 pounds from the light-weight of cars of less than 40,000 pounds capacity, and 1500 pounds from cars of greater capacity, that being the weight of material in double deck, and add 1200 and 1500 pounds respectively to light-weight of single deck cars that have had double decks put in after being weighed as single deck cars.

47 When reporting the light-weight of stock cars containing double decks, place the letters "D. D." immediately over the weight, on the reports to the Car Record Office and Car Marker.

48 Report weekly on C. T. 1101 the initials and numbers of all cars light-weighted and stenciled, the light-weight of the car, and date weighed. Show the cars light-weighted up to midnight of Saturday of each week, and forward the reports promptly to the Car Record Office, keeping a copy. When reporting light-weights of foreign and individual cars that have been light-weighted by reason of change in weight on account of repairs or having incorrect light-weight marks, report the old as well as the new weights. If no cars have been light-weighted, send a blank, dated and signed, and write across the face "No cars to report."

49 Report to the Car Record Office on C. T. 1103 the initials, numbers and final destination of the above-named cars passing over your scales that do not bear light-weight marks or that are improperly marked, or that have not been light-weighted in accordance with Rule 44, so that the car may be traced, light-weighted and marked correctly.

50 After light-weighting cars, hand to the Car Marker a memorandum made up on C. T. 1102, showing the light-weight to be marked on each car.

51 Car Markers must erase the old light-weight marks and stencil cars as follows: On both sides of car, the place, weight, and date of weighing, thus,—“P20, Wt. 18,000, ¹⁸/₁₀ 06.” Box, stock, gondola, and coal cars with fixed ends will be marked on ends in addition, thus,—“Wt. 18,000.” Gondola and coal cars without fixed ends will be marked only on the sides and in the centre of the

car, to avoid the marks being covered by the standards. On stock cars with double deck in, the letters "D. D." must be placed after the date on sides, thus,—“P20, Wt. 19,000, $\frac{1}{16}$ 06, D. D.,” and after the weight on ends, thus,—“Wt. 19,000, D. D.” When a new car is first weighed, the word “New” must be placed after the marks as given above, and at the end of one year after date of weighing such new car, it should be re-weighed and the correct weight marked, erasing the word “New.”

52 Box cars of these lines will be marked with the initials and number on the top plate on the inside of the car to the left of the doorway to correspond with the initials and number on the outside of the car. When any change in the initials or number is made on the outside of the car, care should be taken to make the same change on the inside of the car.

53 Car Markers must notify the Weighmaster promptly when cars are not marked as directed, that he may notify the Car Record Office to have cars traced and properly marked at another point.

C. T. 1098 REPORTS

54 In making report C. T. 1098 include all car loads billed, weighed or reconsigned from your scale. When your scale is located at the junction with a foreign railroad, include all cars received from that road. Show the full route in all cases.

When there are no cars to report, send a blank, dated and signed, and write across the face “No cars to report.”

C. T. 1112 REPORTS

55 Supervisors, at the close of each month, will report on C. T. 1112 the initials and numbers of all maintenance of way equipment on their divisions, and of all other cars in regular use by them. Report the kind and number of each car received or sent away during the month, with date and point from which they were received and to which they were sent. Show under the head of “Remarks” the initials and numbers of cars on hand and not wanted or unfit for service. If there are no cars to report, send a blank, dated and signed, and write across the face “No cars to report.”

56 Report opposite each car number the number of working days, excluding Sundays and Legal Holidays, conducting transportation cars and maintenance of way stone and wood trucks and eight-wheel gravel dumps are used in construction or maintenance of way service or in special C. T. service. If used jointly, show separately the number of working days, excluding Sundays and Legal Holidays, chargeable to each department.

When cars are not used, give the number working days idle.

57 Shop Foremen, at the close of each month, will report on C. T. 1112, the initials and numbers of all maintenance of way equipment in regular use at shops

and in shops for repairs, showing the date received in shops and the date turned out of shops, and stating in each case whether the car was in shops for repairs or for regular use. Also, report on C. T. 1112 the initials and numbers of all conducting transportation cars in regular use at shops, showing the dates the cars were received from and the date they were returned to C. T. service; and show the cars on hand at the close of the month not wanted, and which are unfit for service.

When there are no cars to report send a blank, dated and signed, and write across the face "No cars to report."

C. T. 1022 REPORTS

58 Shop Foremen will report daily on C. T. 1022 the initials and numbers of all cars received in shop and on shop sidings and turned out for service from midnight to midnight, including cars loaded with Company material. The cars repaired in trains and on yard tracks by Car Inspectors should not be reported. Give the initials and numbers of all cars torn up or built, including all cars damaged on the road and torn up at shops. When marks on cars are changed give full explanation.

When a damaged car is loaded on another car and sent to home shops, the initials and number of the damaged car should be shown on report and a notation made to that effect.

When there are no cars to report send a blank, dated and signed, and write across the face "No cars to report."

59 All cars from shops should be sent to the nearest scales for re-light-weighting, if repairs likely to change their light-weight have been made.

C. T. 228 REPORTS

60 Make report of every accident to any car which necessitates its being sent to shops, giving point shown in this book at or near which the accident occurred, and of all cars found broken, even if it is not possible to locate the point or cause of accident.

This form is also to be used in cases when drop bottoms come down causing loss of lading.

This report should not include passenger, freight or maintenance of way equipment cars which are repaired by Car Inspectors outside of shops.

When a transfer of the lading or its seizure for Company's use is the result of the accident, report on C. T. 228 all particulars called for on C. T. 321 and 322, in regard to billing, etc.

Card way-bills should be sent to the Car Record Office for all cars containing lading destroyed, lost or otherwise disposed of, which will not reach destination.

C. T. 321 AND 322 REPORTS

61 Report in every case on C. T. 321 when all or any portion of lading in carloads is transferred from one car to another; and on C. T. 322 when all or any portion of

lading in carloads is taken for Company use not reported on C. T. 228.

C. T. 216 REPORTS

62 Report on this form every car which has passed the scales loaded and is reconsigned to a new consignee or a new destination ; also when a car has route changed enroute, and also when a car is delivered and unloaded in error by the wrong consignee.

GENERAL INSTRUCTIONS

63 When the number of a car is changed in transit all the way-bills traveling with the car must be changed to correspond.

64 The authority for making any alteration on a card way-bill must come from the Superintendent, who will be instructed by this office or the General Superintendent, except that the Superintendent may authorize a change in the consignment or destination of a car upon request of the Division Freight Agent. To alter a card way-bill, draw a pen-stroke through the original marks, and write the correction in ink above or below, taking care to leave the original marks so they can be easily read. On the back of the card give the authority for the change, and date and sign the notation. Trainmen must not make any alteration on a card way-bill. We will accept cars traveling on altered card way-bills from Lines west of Pittsburgh when proper notation is made on the card way-bill that the alteration has been made by authority of the proper officer of our Western Lines.

65 When a carload shipment is transferred enroute the initials, number and light weight of car into which lading was transferred should be shown on the card way-bill in place of the initials, number and light weight of original car.

66 When freight is transferred by local trainmen, the transfer must be noted on the way-bill, showing car transferred to, date of transfer and name of Conductor. If freight is checked out of car by trainmen while Agent is not present, any exceptions as to Over, Short or Damage must be noted on way-bill over signature of Conductor. If Conductor unloads freight for which he does not hold way-bill, he must furnish Agent with a memorandum showing from what car unloaded and from what point he received the car.

67 A Conductor leaving property at a siding, platform, or station at which there is no Freight Agent, must show over his signature on the card or regular way-bill the hour of delivery, and must deliver this card or regular way-bill to the Agent, or his proper representative at the next station beyond at which there is a Freight Agent.

68 When a car is left at a station other than its proper destination, the Agent should secure from the Conductor the way-bill for such car ; when left at a point at which

there is no Agent, the Conductor should leave the way-bill at the next station or telegraph office and report to his Superintendent by wire.

69 When directed to forward an empty car free to a particular point, use a C. T. 212 card—a separate card for each car. This card must not be used for loaded cars, nor for empty cars when a charge is made for the movement.

When the final destination is a point on a connecting road, card the car only to the junction point with the connecting line, and show the final destination in addition for information only. The C. T. 212 card should be delivered to the Agent or Yard-Master of the connecting road with the car.

When a car can be loaded at some intermediate station in the direction of the point to which it is ordered, card it as above to that station, and put after the name of the station the words "To be loaded to" the desired point.

When a car moving on a C. T. 212 card is loaded at an intermediate point, fill out the back of the card and send it to the Car Record Office.

When a car moving on a C. T. 212 card is received, fill out the back of the card and send it to the Car Record Office, Broad Street Station, Philadelphia.

70 When new cars on their own wheels make their first trip from your station or are received at your station from a connecting line on their first trip, they should be reported to this office by letter, giving initials, number and kind of each car, lading (if any) and destination, stating whether cars are way-billed or not. A similar report of all empty foreign cars should be made when they are received from a connecting line traveling under home shop cards. As the per diem is waived on such cars, it is important that this rule be closely observed. A similar report should be made of all empty cars way-billed as freight and traveling under charges, as no per diem or mileage earnings are allowed on these cars.

71 For the information of Conductors and Yardmen, the words "Perishable" or "Live Stock" will be stamped or written with ink on the back of the road way-bill in less than car loads, if it accompanies the car, or on the face of the card way-bill for a car load of perishable freight or live stock, or for a solid car for one destination if it contains any perishable freight or live stock. (See Rules 69 and 124, General Instructions for the Government of Freight Agents, dated January 1st, 1901.)

72 A loaded car traveling on a card way-bill, showing estimated weight, should be sent to the first track scales en route to destination to be weighed.

73 When card way-bills do not show the correct weight of lading in cars, Conductors must call the attention of Yard-Masters to the card way-bills for such cars, and Yard-Masters should arrange to have cars weighed on the first available track scales en route to destination. A

car must not be sent out of route or beyond its destination to be weighed, except on the authority of the Division Freight Agent. Weighmasters will be required to enter in ink—not in pencil—the correct weight of lading of each loaded car weighed, and in proper place on card way-bill.

74 Cars containing DUTIABLE merchandise in bond must be carded on each side with a RED CARD, reading as follows:

C. T. 612

IMPORTED MERCHANDISE

UNITED STATES CUSTOMS

Five Years' Imprisonment or \$1000 Fine, or Both

Is the PENALTY for the

UNLAWFUL REMOVAL

of the

UNITED STATES CUSTOMS SEALS ON

THIS CAR

United States Customs Officers Only are Authorized
to Break These Seals

.....Car No.....

From.....

To.....

NOTICE.—The Merchandise in this car must be delivered to the chief officer of the customs at

75 Whenever it becomes necessary to break a seal on a car in transit, a record must be made showing the kind of seal, together with all numbers and letters (on face and back), and the car must be immediately resealed and a record kept of the resealing.

76 In case it becomes necessary to remove U. S. customs seals to obtain access to the car en route, permission from the Superintendent must first be obtained, if practicable; but if, in case of accident or fire, such permission cannot be obtained, the seals may be removed by the person in authority at the time. In such cases the contents of the car must be carefully guarded, and if transfer of the freight is made the contents of the car must be carefully checked with the Government manifests, so that affidavit of the transfer may be made if necessary, and the car must be sealed by the agent at our nearest sealing station as soon as practicable. The customs cards should be removed from the damaged car and placed on the car into which transfer of the bonded freight is made. Notation must be made on the Government manifests showing the marking of the seals removed, also the marking of the seals placed on the car. The broken seals must be carefully preserved and be promptly sent to the Superintendent, with the Government manifests and a full report of the case. The Superintendent will then make proper notation on the

Government manifests, explaining why it was necessary to remove the seals, and will forward the broken seals with his report to the customs officer at the destination of the car, allowing the Government manifests to accompany the car to destination. He will also make a full report of the case to Superintendent Freight Transportation, Broad Street Station, Philadelphia.

The greatest care must therefore be exercised by Agents, Trainmen and other employes handling cars containing bonded merchandise to not remove the U. S. customs seals unless they are properly authorized to do so, as the penalty provided by law for violating these instructions is a fine of one thousand dollars, or imprisonment not exceeding five years, or both.

Envelope G. 62—A. M. F. R. must be used for enclosing Government manifests for bonded freight, and Conductors and Yard-Masters must see that the Government manifests accompany the car containing bonded freight in every instance, as the law is imperative on this subject, and a car containing bonded freight must not be moved without such manifests, except by permission of the Superintendent. The card way-bill on which the car is moved must be securely fastened to this envelope. (See General Notice No. 233, dated January 27th, 1902, issued by General Superintendent Transportation.)

77 When cotton, compressed in bales, has been on fire, there is always danger of its heating and taking fire again. In order that the delivering agent may take the necessary precaution to prevent damage to other property, the condition of such lading must be stated by the forwarding agent on the card and regular way-bills. When fire occurs in transit, the notation must be made on the way-bill accompanying the freight by the Yard-Master or Conductor having the car in charge.

78 (a) Acid, brine or other liquids, in packages, must not be loaded on top of, or near, other freight liable to be damaged by leakage.

(b) Acid in carboys should be loaded in the centre of the car near the door, and the floor around the carboys should be stripped and the space within the strips covered with sawdust, so that in case of breakage of a carboy the acid will be absorbed or pass out of the car door without injuring other property.

(c) A car containing picric acid must be carded on both sides and both ends with card, C. T. 706, reading "PICRIC ACID, KEEP FIRE AWAY." A car containing other acids must be carded on both sides and both ends with card, C. T. 443, reading "ACID, HANDLE CAREFULLY."

(d) A car containing nitrate of soda must be carded on both sides with card C. T. 613, containing instructions in regard to its removal from a burning car, and prohibiting the use of water to extinguish fire. This card also designates the location in the train in which car should be placed to avoid danger from fire.

PHILADELPHIA, June 1st, 1906.

GENERAL NOTICE No. 20 C

(Superseding General Notice No. 20 B, dated March 1st, 1906.)

79 As a safeguard in handling cars containing INFLAMMABLE or COMBUSTIBLE materials in carloads or less than carloads, Agents, Yard-Masters, and other employes must see that cards reading "INFLAMMABLE—KEEP LIGHTS AND FIRES AWAY" (Forms C. T. 675 or C. T. 675A), with the name of the station and date of shipment written or stamped thereon, are attached to both sides and both ends of every car placed for loading any of these commodities, before the loading is commenced, as a notice to all parties of the danger of approaching with a light, and Conductors will refuse to move such cars unless they are so carded.

1. When cars containing such freight are received from connections, it will be the duty of the Yard-Master at receiving point (or Agent at junction points where there is no Yard-Master) to see that the cars are carded as prescribed above, immediately on receipt.

2. When cars loaded with inflammable or combustible materials are received or held in yards, particularly at night, Yard Masters must see that train and yard employes are posted as to the position of such cars in the yard, and take every precaution they may deem expedient to prevent rough handling and accident.

3. In handling cars in classification yards every car containing inflammable or combustible materials must be examined and the brakes known to be in perfect working order before a draft containing such car or cars is cut. Such cars must not be started down a switching ladder until the preceding cars have cleared the ladder, and no drafts must be allowed to follow these cars until they have cleared the ladder. In the making up of trains, cars loaded with charcoal must not be placed next to cars carded as containing inflammable or explosive commodities.

4. Trainmen having cars containing any of these materials must, at every point where train stops, make special examination of cars for hot boxes, and when placing such cars on sidings they must, if possible, be placed with the engine attached.

5. Any employe discovering a car loaded with Petroleum, its product, or any inflammable or combustible commodity, in a damaged condition or leaking, must immediately notify the nearest Agent, or Yard-Master, who must have such car placed in a position of safety, and at once telegraph the Superintendent, giving full particulars as to the kind of car and nature of its contents.

6. Agents at destination and transfer stations must see that the above cards are removed from cars as soon as the inflammable or combustible freight has been un-

loaded, except from tank cars, from which the cards are to be removed only if the tank has been thoroughly cleaned with steam, to be used for commodities not requiring protection of Form C. T. 675-A.

Employees will understand that these rules are intended for their individual safety, as well as for the safety of others.

Agent and others will use the appended list for their guidance in carding cars:

Alcohol, Ethyl.	Lion d'Or Spirits.
Alcohol, Grain, in cans or barrels.	Liquid paint driers containing benzine or turpentine.
Alcohol, Methyl.	Mixed paints in cans or barrels.
Alcohol, Wood, in cans or barrels.	Methyl Alcohol.
All kinds of lacquers.	Naphtha of all kinds.
Benzine.	Oil, Crude.
Bisulphide of Carbon,	Paint driers in liquid form containing benzine or turpentine.
Carbon Bisulphide.	Paint and Varnish removers.
Coal Tar Naphtha.	Paints, mixed in cans or barrels.
Columbian Spirits.	Remover, paint and varnish.
Crude Oil.	Spirits, Columbian.
Dryers—Liquid paint, containing benzine.	Spirits, Eagle.
Eagle Spirits.	†Spirits Glenoin (Spirits of Nitroglycerine).
Eraditone.	Spirits, Lion d'Or.
Ether.	Varnish and paint removers.
Ethyl Alcohol.	Wood Alcohol.
Fireworks.	
Gasoline.	
Grain Alcohol in any kind of package.	
Japan, and all liquid paint driers containing benzine.	
Lacquers of all kinds.	

Requisitions for forms C. T. 675 and C. T. 675A should be made in the usual way upon the Purchasing Agent.

NOTE—C. T. 675A is a special form of paper card for use on tank cars on which it can be applied by the use of ordinary varnish.

† Cans containing this substance must be packed in infusorial silica, there being three times as much infusorial silica weight as there is weight of the substance in the cans, such silica to be packed about the cans so that they are well separated from one another and from the sides, top and bottom of the box. The box containing the cans must be marked on the top "This Side Up With Care." Not more than ten cans of ten pounds each will be accepted for one shipment.

TRANSPORTATION OF EXPLOSIVES

SELECTION AND PREPARATION OF CARS CONTAINING EXPLOSIVES

80 For the transportation of common black powder, high explosives, smokeless powders, fulminates and great-gun ammunition, ONLY BOX CARS IN GOOD CONDITION, OF NOT LESS THAN 60,000 POUNDS CAPACITY, MUST BE USED. STEEL UNDERFRAME BOX CARS ARE RECOMMENDED.

In all cases the cars must be as follows:—

(a) Equipped with air-brakes and hand-brakes in condition for service.

(b) Must have no loose boards, or cracks in the roof, sides or ends.

(c) The doors must shut so closely that no sparks can get in at the joints, and if necessary must be stripped.

(d) The journal boxes and trucks must be carefully examined and put in such condition as to reduce to a minimum the possibility of hot boxes or other failure necessitating the setting off of the car before reaching destination. The car must be carefully swept out before it is loaded.

(e) Holes in the floor or lining must be repaired and special care taken to have no projecting nails or bolts or pieces of metal which may work loose and produce holes in packages of explosives during transit.

(f) Short pieces of hard wood, two-inch plank, must be spiked to the floor over the king bolts or draft bolts to prevent possibility of their wearing through the floor and into the packages of explosives.

(g) Agent or inspector must examine cars and sign "Certificate of Inspection of Car Containing Explosives" upon the prescribed form before permitting the cars to be loaded or dispatched. The certificate must also be signed by the shipper, if he loads the shipment.

81 Small-arms ammunition, detonators, etc., and fireworks must be loaded in a box car in good condition, so tight as to prevent the entrance of sparks into the car. Cars containing small-arms ammunition, detonators, etc., and fireworks do not require the "Certificate of Inspection of Car Containing Explosives," but cars containing fireworks should be carded "Inflammable—Keep Lights and Fires Away." The shipper of these articles must execute and deliver to the Station Agent the "Manufacturer's Certificate" or the "Shipper's Certificate," or the United States Government certificate, upon the prescribed form. The Station Agent must make the proper note upon the billing to show that he has the certificate on file.

MARKING OF CARS CONTAINING EXPLOSIVES.

82 The prescribed forms of cards and certificates must be used.

Every car containing common black powder, high explosives, smokeless powders, fulminates or great-gun

ammunition, *in any quantity*, must be plainly carded on both sides and both ends "EXPLOSIVES—HANDLE CAREFULLY—KEEP FIRE AWAY," and must also have on both sides the "Certificate of Inspection of Car Containing Explosives." This certificate must be executed in triplicate, and the third copy filed by the Forwarding Agent.

The Agent will be held responsible if a car containing these explosives leaves his station or a siding within his jurisdiction without having these cards properly affixed.

For each shipment of common black powder, high explosives, smokeless powders, fulminates and great-gun ammunition the following certificates must be signed in writing and delivered to the Station Agent. Manufacturers will use the Manufacturers' Certificate of Contents and of the Method of Packing and Marking Packages of Explosives. The United States Government will use the United States Government Certificate of Explosives Offered for Transportation, and all other shippers will use the Shippers Certificate of Explosives Offered for Transportation, the latter certificate covering the words—"These explosives are in the original packages as manufactured." *

Shippers must procure the prescribed forms of certificates and cards from the Station Agent.

The agent on receipt of the Manufacturer's or the Shipper's Certificate, or the United States Government Certificate, must endorse the back of the card way-bill and revenue way-bill to show that the proper certificate has been duly executed and filed, thus :

Certificate covering this property duly executed and filed at this (.....) Station.19.....

These certificates must be filed by the Station Agent at the station originating the shipment.

SHIPMENTS FROM CONNECTING LINES.

83 Agents at junction points may receive and forward cars carded as prescribed in Rule 82 as containing explosives from connecting lines known to have adopted these regulations, without the "Manufacturer's Certificate" or "Shipper's Certificate," or United States Government Certificate, and without the "Certificate of Inspection of Car Containing Explosives" being presented ; but these certificates must be furnished to the receiving road when requested.

* NOTE.—In the case of small arms ammunition "the original package as manufactured" is the smaller pasteboard box in which the cartridges are placed. In the case of kegs of black powder holding less than twenty (20) pounds, or of smokeless powder holding less than ten (10) pounds, the original packages are the kegs. In both cases they must be enclosed in wooden boxes for shipment. In the case of all other explosives the original packages are the packages as packed by and received from the manufacturer.

Agents when in doubt as to whether the lading is properly stowed or not will inspect the contents to ascertain the condition of the lading.

HANDLING CARS CONTAINING EXPLOSIVES.

84 The following rules must be observed by yard and train employes in the making up and movement of freight trains and the handling of cars carded as containing explosives:—

Conductors must indicate on their car reports to the Car Record Office the position in their train of cars carded as containing explosives by making a notation on the bottom of the report, thus: "P. R. R. 94386, 15th car from engine, Explosives."

In order to call attention to cars carded as containing explosives and the importance of exercising great care in their movement, Agent forwarding such cars must make out the special card way-bill, Form C. T. 80, and coupon, C. T. 80A. The coupon, C. T. 80A, must be forwarded promptly to the Superintendent Freight Transportation, Philadelphia, and Form C. T. 80 must be delivered to the Conductor with the regular card way-bill. Each Conductor, Yard-Master or Agent handling the car, or Agent receiving a shipment of explosives from the car, must receipt for same in proper place provided on card, showing the place, date and time received, and if other shipments of explosives remain in the car the Agent must see that they are properly secured.

Agent at destination will sign and forward C. T. 80 to the Superintendent Freight Transportation, Philadelphia. If car or contents is received in a damaged condition, or contents are not loaded in accordance with the instructions given in this circular; the Receiving Agent will attach to card C. T. 80 a report in detail, and forward the same as above. If car is delivered to a connecting line, the Agent at junction point must detach card C. T. 80 from the regular card way-bill and forward it promptly as above.*

(a) Cars carded as containing explosives must not be hauled in a train carrying passengers; and if for through road movement must not be handled in local freight trains. Conductors must not transfer explosives en route. Transfers can only be made under the supervision of an Agent, who will be held responsible for the proper inspection, loading and carding of the car into which the explosives are transferred.

(b) A Conductor must under no circumstances take a car containing explosives from a station, including transfer stations, or a siding unless it is accompanied by special card way-bill (Form C. T. 80) and is properly

* Pennsylvania Lines West Form C. T. 63 corresponds with Pennsylvania Railroad Form C. T. 80, and when received in interchange traffic will be handled the same as Form C. T. 80, except that agent at destination will forward it to the General Superintendent Freight Transportation, Pittsburgh, Pa.

carded as per Rule 82, the billing endorsed to show that the proper certificate is on file and the car appears in first-class condition. The Conductor must in all cases notify the Enginemen and Trainmen that a car containing explosives is in the train and its position in the train before leaving the initial station. Conductors must frequently inspect such cars to see that the carding is intact. When any of the cards become detached or lost in transit, the Conductor must give notice thereof on arrival at the next Division Terminal Yard, to the Yard-Master or other person in charge, who must attend at once to re-carding the cars as required.

(c) At points where trains stop, Trainmen must examine cars carded as containing explosives and adjacent cars to see if they are in good condition and free from hot boxes or other defects liable to cause damage. If cars are set off short of destination from any cause, the Conductor must notify the nearest Agent, who must see that every precaution is taken to prevent accident. The Conductor must also notify the Superintendent from the first telegraph office.

(d) **THROUGH ROAD TRAINS.**—Not more than three (3) cars carded as containing explosives will be handled in a train for through road movement, and they must not be placed closer than five (5) cars from each other.

Unless length of train will not permit, a car containing explosives must not be closer than fifteen (15) cars from the engine or ten (10) cars from the caboose.

A car containing explosives must have air-brakes and hand-brakes in service, and be placed between box cars in good condition with air-brakes in service. The cars between which such cars are placed must not be loaded with oil or other inflammable material, lumber, iron, pipe, or other articles liable to break through end of car from rough handling.

(e) **SHIFTING AND LOCAL FREIGHT TRAINS.**—Shifting and local freight trains may handle more than three (3) cars per train, providing they are coupled in the air service and placed as near the centre of train as possible and every precaution taken to insure safety.

(f) **HANDLING IN YARDS.**—In handling cars carded as containing explosives in yards or placing on sidings they must, unless conditions are such that it is impossible, be coupled to the engine protected by a car between and the cars not cut off while in motion. When this is not possible in placing cars the hand-brakes must be examined and known to be in perfect working order. Other cars must not be allowed to strike a car carded as containing explosives. They must be so placed in yards or on sidings that they will be subject to as little handling as possible and removed from all danger from fire.

AGENTS AT DESTINATION AND TRANSFER STATIONS MUST SEE THAT THE CARDS PRESCRIBED IN RULE 82 ARE REMOVED FROM CAR AS SOON AS THE EXPLOSIVES ARE UNLOADED.

IN CASE OF A WRECK

85 In case of a wreck involving a car containing explosives, the first and most important precaution is to prevent fire. Although most of the group, "high explosives," will burn in small amounts quietly, and without causing a disastrous explosion, yet it must be remembered that it is the characteristic of most explosives to burn, and consequently everything possible must be done to keep fire away. Before beginning to clear a wreck in which a car containing explosives is involved, all unbroken packages should, if possible, be removed to a place of safety, and as much of the broken packages as possible gathered up and likewise removed. Furthermore, it should be borne in mind that "high explosives" are readily fired by a blow, and all explosives, except when they are wet, by the spark produced when two pieces of metal or a piece of metal and a stone come violently together. In clearing a wreck, therefore, care must be taken not to strike fire with tools, and in using the crane or locomotive to tear the wreckage in pieces, the possibility of producing sparks must be considered. With such explosives as "common black powder," "smokeless powder" and "fulminates," thorough wetting with water practically removes all danger of explosion by fire, spark or blow; but with the "high explosives" wetting does not make them safe from blows. With all explosives, mixing with wet earth renders them safer from either fire, spark or blow. In case "fulminate" has been scattered by a wreck, the ground involved after the wreck has been cleared must be saturated with oil. If this is not done, when the ground and fulminate get dry, small explosions will constantly occur whenever the mixed material is trodden on or struck.

86 Hay, Straw, Excelsior or other Similar Freight will not be accepted for movement in cars with end doors or end ventilators, unless the end openings are properly closed and fully protected against fire.

87 The attention of Agents, Conductors, Yard-Masters and all others interested is called to the provisions of the United States law in regard to transportation of cattle, sheep, swine and other animals, prohibiting under heavy penalty their being confined in ordinary stock cars for a longer period than twenty-eight consecutive hours, without unloading for feed, water, and rest for a period of at least five consecutive hours. Agents are required to show on card or regular way-bill the date and hour stock was loaded, also date and hour fed and watered in transit (see Rule 124T of General Instructions for Government of Freight Agents). When these instructions are not complied with, the Superintendent should be advised by wire. When animals are carried in cars in which they can and do have food, water, space and opportunity to rest, the provisions in regard to their being unloaded shall not apply.

88 Cars equipped with Wagner doors should be sealed at the lever and also at the hasp, except when loaded with perishable freight and there are no other means of ventilation, the doors may be sealed at the hasp so that the door may remain partially open, and in such cases care should be taken to place the lading away from the door beyond reach of the hand.

89 Attention is called to the joint circular, issued April 10th, 1905, in regard to icing refrigerator cars. Care should be taken that the provisions of this circular are strictly observed. Also to P. R. R. General Notice No. 8 (Pennsylvania Lines No. 99), care of car-load perishable freight in transit loaded in refrigerator cars or cars equipped with ventilators.

90 A car containing articles liable to be damaged by rough handling must be carded on both sides and both ends with card C. T. 329 reading "FRAGILE, HANDLE CAREFULLY."

91 Agents should note carefully the condition of lading when a car is unloaded, and if evidence of a leaky roof is found, and the car belongs to any of the lines shown under Pool List, page 283, the edge of the roof on each side immediately above the door should be marked with white paint, if not supplied with white paint white chalk may be used, but in addition the words "leaky roof" must be written in a prominent position on each side of the car. Cars so marked, unless required for the movement of freight which would not be damaged by water, should be sent to the nearest shop for repairs and the white marks must be obliterated when such repairs have been made. Cars marked in this way must not be loaded with any commodity which would be damaged by water.

92 To avoid the movement of tank cars from sidings at destination before they have been unloaded, Conductors must sound the tanks before cars are moved from such sidings to determine whether they are empty.

Yard-Masters will see that tank cars moving as empty are sounded before they are moved from yards.

Conductors and Yard-Masters should see that the manhole covers and caps are in proper position before the empty cars are moved.

93 Tankage consisting of offal, bones with flesh adhering and all waste from slaughtered animals, which is likely to impregnate or injure cars or which is prejudicial to public health, will not be accepted in car loads for movement, except in cars specially provided for this purpose. Shipments in less than car-load lots will not be received except when loaded in water-tight barrels.

94 Rolling Mill Rolls or similar articles of sufficient weight to break the doors or side of cars by falling against them, must not be loaded in covered cars unless they are strongly boxed or slatted and securely braced to prevent shifting; when box cars are so loaded the regular and card way-bills must show the nature of the

lading. When such articles are offered for shipment in gondola cars, care must be taken to see that the cars have strong end gates and sides and the articles must be securely braced to prevent shifting. Rough and broken rolling mill rolls should be loaded in gondola cars if practicable, but if it becomes necessary to use flat cars, care must be taken to see that the freight is securely blocked.

95 When articles liable to injury by falling are held in place by other freight, the Conductor removing the supporting freight must see that the property remaining in the car is in position for safe carriage to destination.

96 Yard-Masters, Agents, Car Inspectors and Conductors of Freight Trains are required to see that cars are not loaded beyond their capacity in dimensions or weight, and Car Inspectors particularly should watch the dimensions of lading.

97 Agents and Yard-Masters should prohibit the placing of advertising placards on all cars, and see that all old cards, except route and defect cards, are removed from empty cars.

R. M. PATTERSON

Sup't Freight Transportation

C. M. SHEAFFER

Sup't Passenger Transportation

Approved:

M. TRUMP

Gen'l Sup't of Transportation

PHILADELPHIA, PA.,

JULY 1ST, 1906

ABBREVIATIONS

TO BE USED WHEN REPORTING CARS

NAME	ABBREVIATION
Acme Bark Extract Co.....	A. B. Ex. Co.
Adam Forepaugh.....	Forepaugh, A.
A. Knabb & Co.....	Knabb, A., & Co.
Alabama & Vicksburg.....	A. & V.
Alabama Great Southern.....	A. G. S.
Alabama Midland.....	A. M.
Albany & Northern.....	A. & N.
Alexander Molasses Tank Line.....	A. M. T. L.
Algoma Central.....	Algoma Cent.
A. L. Keister & Co.....	Keister & Co.
Allegheny Valley.....	A. V.
Allegheny & Southside.....	A. & S. S.
Alton Terminal.....	A. Terminal
American Agricultural Chemical Co..	A. A. C. Co.
American Bridge Co.....	Amer. B. Co.
American Car & Foundry Co.....	A. C. & F. Co.
American Cotton Oil Co.....	A. C. O. Co.
American Conduit Co.....	Amer. Conduit Co.
American Dressed Beef & Provision Co.....	A. D. B. & P. Co.
American Fast Freight Line.....	A. F. F. L.
American Ice Co.....	Amer. Ice Co.
American Live Stock Transportation Co.....	A. L. S. T. Co.
American Locomotive Co.....	Amer. Loco. Co.
American Oil Works, Limited.....	Amer. O. Wks.
American Pitch & Coal Tar Co.....	A. P. & C. T. Co.
American Refrigerator Transit Co.....	A. R. T. Co.
American Sheet Steel Co.....	Amer. S. S. Co.
American Steel & Wire Co.....	A. S. & W. Co.
American Straw Board Co.....	A. S. B. Co.
American Tank Line.....	Amer. T. Line
American Tool Works Co.....	Amer. Tool W. Co.
Ammonia Co. of Philadelphia.....	A. Co. of Phila.
Anglo-American Refrigerator Car Co..	A. A. R. C. Co.
Ann Arbor.....	Ann Arbor.
Arbuckles Ariosa Despatch.....	Arbuckles A. Desp.
Archer Daniels Linseed Oil Co.....	Daniels Linseed O. Co.
Arkansas Valley & Western.....	Ark. Val. & W.
Armour & Co.....	Armour

NAME	ABBREVIATION
Armour Refrigerator Line.....	Armour
Armour Stock Express.....	Armour
Armour Tank Line.....	Armour
Arms Palace Horse-car Co., The.....	A. P. H. C. Co.
Astoria & Columbia River.....	A. & C. R.
Atchison, Topeka & Santa Fe.....	A., T. & S. F.
Athens & Northern.....	Athens & Nor.
Atlanta & West Point.....	A. & W. P.
Atlanta, Knoxville & Northern.....	A., K. & N.
Atlantic & Birmingham.....	A. & B.
Atlantic & North Carolina.....	A. & N. C.
Atlantic Coast Line.....	A. C. L.
Atlantic, Valdosta & Western.....	A., V. & W.
Atlantic Refining Co.....	Atlantic Ref. Co.
Atlas Coke Co., The.....	Atlas C. Co.
Atlas Engine Works.....	Atlas Eng. Wks.
Augusta Southern.....	Aug. So.
A. Vizard Tank Line.....	A. V. T. L.
Baltimore & Ohio.....	B. & O.
Baltimore & Ohio South-Western.....	B. & O. S. W.
Baltimore, Chesapeake & Atlantic.....	B., C. & A.
Bangor & Aroostook.....	Bangor & A.
Barbarossa Refrigerator Line, "B.R.L.".....	Bar. R. L.
Bare, D. M.....	Bare, D. M.
Barney & Smith Car Co.....	Barney & Smith
Barre, "B. G. T. Co.".....	Barre
Barrett, S. E., Manufacturing Co.....	Barrett Mfg. Co.
Basic Extract Co.....	Basic E. Co.
Bay Terminal.....	Bay Term.
Bear Lithia Spring Co.....	B. L. S. Co.
Beaver Refining Co.....	Beaver Ref. Co.
Beech Creek.....	Beech C.
Bellefonte Central.....	Bellefonte C.
Belleville City.....	Belleville City
Bellingham Bay & British Columbia..	B. B. & B. C.
Bellington & Beaver Creek.....	B. & B. C.
Bell's Gap.....	B. G.
Belt of Chicago.....	Chicago Belt
Bennington & Rutland.....	B. & R.

NAME	ABBREVIATION
Berwind-White Coal Mining Co., "B. W. C. M. Co.".....	B. W. C. M. Co.
Bessemer & Lake Erie.....	B. & L. E.
Bessemer Coke Co.....	Bessemer C. Co.
Bethlehem Steel Co.....	Bethlehem S. Co.
Beyer, F. D., & Co.....	Beyer & Co.
Billmeyer & Small Co., "B. & S. Co."...	B. & S. Co.
Birmingham & Atlantic.....	B. & Atlantic
Bisi, E., Refrigerator Line.....	E. Bisi R. L.
Blackwell, Enid & South-Western.....	B., E. & S. W.
Blackwell, Enid & Texas.....	B., E. & Tex.
Booth's Cold Storage System.....	B. C. S. S.
Booth's Refrigerator Line.....	Booth's R. L.
Born & Co.....	Born & Co.
Boston & Albany.....	B. & A.
Boston & Maine.....	B. & Maine
Boston & Maine, Canadian Pacific Despatch.....	B. & Maine
Boston & Maine, Central States Despatch.....	B. & Maine
Bowman Creek.....	Bowman Ck.
Boyd, Lunham & Co. Refrigerator Express.....	B., L. & Co. Refg. Ex.
Boyne City & Southeastern.....	B. C. & S. E.
Brazil Tank Line.....	Brazil T. L.
Brevard Tanning Co.....	Brevard T. Co.
Brill, J. G., Co.	Brill Co.
Brittain Provision Express.....	Brittain P. Ex.
Brownell Improvement Co.....	B. Imp'v Co.
Brunswick & Birmingham.....	B. & B.
Brunswick & Western.....	B. & W.
Buck & Co., E. A.....	Buck & Co.
Buckeye Transportation Co., "B. T. Co.".....	B. T. Co.
Buena Vista Extract Co.....	B. V. E. Co.
Buffalo & Susquehanna.....	B. & S.
Buffalo, Attica & Arcade.....	B., A. & A.
Buffalo, Rochester & Pittsburgh.....	B., R. & P.
Buffalo Warehouse & Distributing Co.	B. W. & D. Co.
Bulah Coal Co.....	Bulah C. Co.
Burlington & Missouri River in Neb...	B. & M. River
Burlington, Cedar Rapids & Northern..	B., C. R. & N.
Butte, Anaconda & Pacific.....	B., A. & P.

NAME	ABBREVIATION
California Fruit Express, "C. F. X."	Cal. F. Ex.
California Fruit Transportation, "C.F.T."	C. F. T.
Cambria Coal Mining Co.	Cambria C. M. Co.
Cambria Steel Co.	Cambria S. Co.
Canada Atlantic	Can. Atl.
Canada Atlantic, Vermont & Province Line	Can. Atl.
Canada Southern	Can. S.
" " Can. Southern Line	Can. S.
Canadian Northern	Can. Nor.
Canadian Pacific	Can. Pac.
Canadian Pacific, Canadian Pacific Despatch	Can. Pac.
Canadian Pacific Series, Ellsworth Coal Line	Ellsworth C. L.
Canda Cattle Car Co., "C. C. C. C."	Canda C. C. Co.
Canfield Oil Co., The	Canfield Oil Co.
Cape Fear & Northern	C. F. & N.
Carnegie Steel Co., Limited, The	Carnegie S. Co.
Carolina Central	Caro. Cent.
Carolina Northern	Caro. Nor.
Case, J. I., Threshing Machine Co.	Case T. M. Co.
C. C. Stoll Oil Co.	Stoll O. Co.
Cedar Rapids Refrigerator Express	C. R. R. Ex.
Central Branch Union Pacific	C. B. U. P.
Central Iron & Steel Co.	Central I. & S. Co.
Central Lard Co.	Central L. Co.
Central Mexicano	Cent. Mex.
Central New England	C. N. E.
Central Pacific	Cent. Pac.
Central of Georgia	C. of G.
Central Railroad of New Jersey	C. of N. J.
Central Railroad of Pennsylvania	C. of Penna.
Central Vermont	C. Vt.
Charleston & Savannah	C. & Sav.
Charleston & Sutton	C. & Sutton
Charleston & Western Carolina	C. & W. C.
Charleston, Clendennin & Sutton	Charleston, C. & S.
Chattanooga Southern	Chatt. Sou.
Chartiers Valley Brewing Co.	C. V. Brew. Co.
Cherokee Tanning Extract Co.	C. T. Ext. Co.
Chesapeake & Ohio	C. & O.
Chesapeake & Western	C. & W.
Chesapeake Western	C. W.

NAME	ABBREVIATION
Chicago & Alton.....	C. & Alton
Chicago & Central Ohio Coal Co.....	C. & C. O. C. Co.
Chicago & Eastern Illinois.....	C. & E. I.
Chicago & Erie.....	C. & Erie
Chicago & New York Refrigerator Line	C. & N. Y. R. L.
Chicago & North-Western.....	C. & N. W.
Chicago & North-Western, California Fast Freight Line.....	C. & N. W.
Chicago & South Bend.....	C. & S. B.
Chicago & South-Eastern.....	C. & S. E.
Chicago & West Michigan.....	C. & W. M.
“ “ “ Blue Line....	C. & W. M.
Chicago, Alton & St. Louis.....	C., A. & St. L.
Chicago, Burlington & Kansas City.....	C., B. & K. C.
Chicago, Burlington & Quincy.....	C., B. & Q.
Chicago, Cincinnati & Louisville.....	C., C. & L.
Chicago Crushed Stone Co.....	C. Crushed Stone Co.
Chicago Great Western.....	C. G. W.
Chicago Heights Terminal Transfer...	C. H. T. T.
Chicago, Indianapolis & Louisville.....	C., I. & L.
Chicago, Indianapolis & Louisville, Blue Line.....	C., I. & L.
Chicago, Indiana & Southern.....	C., I. & S.
Chicago Junction.....	Chgo. Junc.
Chicago, Kalamazoo & Saginaw.....	C., K. & S.
Chicago, Lake Shore & Eastern.....	C., L. S. & E.
Chicago, Milwaukee & St. Paul.....	C., M. & St. P.
Chicago, Peoria & St. Louis.....	C., P. & St. L.
Chicago Refrigerator Despatch.....	C. R. Desp.
Chicago, Rock Island & El Paso.....	C., R. I. & E. P.
Chicago, Rock Island & Gulf.....	C. R. I. & G.
Chicago, Rock Island & Mexico.....	C., R. I. & M.
Chicago, Rock Island & Pacific.....	C., R. I. & P.
Chicago, Rock Island & Texas.....	C., R. I. & T.
Chicago, St. Paul & Kansas City.....	C., St. P. & K. C.
Chicago, St. Paul, Minneapolis & Omaha	C., St. P., M. & O.
Chicago Terminal Transfer.....	C. T. T.
Chilhowee Extract Co., The.....	Chilhowee Ext. Co.
Choctaw Northern.....	Choctaw Nor.
Choctaw, Oklahoma & Gulf.....	C., O. & G.
Cincinnati & Muskingum Valley.....	C. & M. V.
Cincinnati Car Co.	Cin. C. Co.
Cincinnati, Georgetown & Portsmouth	C., G. & P.

NAME	ABBREVIATION
Cincinnati, Hamilton & Dayton.....	C., H. & D.
Cincinnati, Hamilton & Dayton, Lackawanna Line.....	C., H. & D.
Cincinnati, Lebanon & Northern.....	C., L. & N.
Cincinnati, New Orleans & Texas Pacific.....	C., N. O. & T. P.
Cincinnati, New Orleans & Texas Pacific, Express Coal Line.....	Ex. C. L.
Cincinnati Northern.....	Cin. Nor.
Cincinnati Oil Works.....	Cin. O. Wks.
Cincinnati, Richmond & Muncie.....	C., R. & M.
City of Pittsburgh (D. P. W.).....	City of Pgh.
Clearfield & Cambria Coal & Coke Co.	C. & C. C. & C. Co.
Cleveland, Akron & Columbus.....	C., A. & Col.
Cleveland & Marietta.....	C. & M.
Cleveland & Pittsburgh.....	C. & P.
Cleveland, Canton & Southern.....	C., C. & S.
Cleveland, Cincinnati, Chicago & St. Louis.....	C., C., C. & St. L.
Cleveland, Cincinnati, Chicago & St. Louis, Express Freight Line.....	Ex. F. L.
Cleveland, Cincinnati, Chicago & St. Louis, White Line.....	C., C., C. & St. L.
Cleveland, Cincinnati, Chicago & St. Louis, Peoria & Eastern.....	Peoria & East.
Cleveland, Lorain & Wheeling.....	C., L. & W.
Cleveland Provision Co.....	Cleveland P. Co.
Cleveland Terminal & Valley.....	C. T. & V.
Clowe, J. B., & Son.....	Clowe, J. B., & Son
Coal & Coke Railway.....	Coal & Coke
Cold-Blast Transportation Co.....	C. B. T. Co.
Colonial Coke Co.....	Colonial C. Co.
Colonial Tank Line.....	Colonial T. L.
Colorado & Southern.....	Colo. & S.
Colorado Midland.....	Colo. Mid.
Columbia, Newberry & Laurens.....	C., N. & L.
Columbia Oil Co. of New York.....	C. O. Co. of N. Y.
Columbia Tank Line, "B. M. Co.".....	Columbia T. L.
Commercial Coal Mining Co.....	Com. C. M. Co.
Conewango Transportation Co.....	Conewango T. Co.
Consumers Park Brewing Co.....	Consumers P. B. Co.
Contact Process Transit Co.....	Con. Pro. T. Co.
Continental Fruit Express "C. F. X."..	Con. F. Ex.
Continental Refining Co., "Limited"...	Continental R. Co.
Cook, H. A., & Son.....	Cook & Son
Cornplanter Tank Line.....	Cornplanter T. L.

NAME	ABBREVIATION
Cornwall & Lebanon.....	C. & L.
Coudersport & Port Allegany.....	C. & P. A.
Craig Oil Co.....	Craig O. Co.
Crescent Brewing Co.....	C. B. Co.
Crescent Tank Line.....	Crescent T. L.
Crew-Levick Co.....	Crew L. Co.
Crider, P. B., & Son.....	Crider & Son
Crucible Steel Co. of America.....	Crucible S. Co.
Cruikshank Bros. Co.....	Cruikshank
Crystal Car Line, "C., P. & W. Ry."....	Crystal C. L.
Crystal Oil Refining Co.....	Crystal O. R. Co.
Crystal Oil Works.....	Crystal O. Wks.
Cudahy Milwaukee Refrigerator Line	Cudahy M. R. L.
Cudahy Produce Refrigerator Line.....	Cudahy P. R. L.
Cudahy Refrigerator Line.....	Cudahy R. L.
Cumberland & Pennsylvania.....	C. & Penna.
Cumberland Valley.....	C. V.
Current River.....	Current R.
Cygnets Tank Line.....	Cygnets T. L.
Dairy Dealers Despatch.....	Dairy D. Desp.
Dairy Shippers Despatch.....	Dairy Ship. Desp.
Daniels, E. F., & Co.....	E. F. Daniels & Co.
Daniels Linseed Oil Co.....	Daniels L. O. Co.
Davenport, Rock Island & North Western.....	D., R. I. & N. W.
Davison Chemical Co.....	Davison Chem. Co.
Dayton, Lebanon & Cincinnati.....	D., L. & C.
Deepwater Ry.....	Deepwater Ry.
Delaware & Hudson Co.....	D. & H.
Delaware & Hudson Co., Lackawanna Line.....	D. & H.
Delaware & Hudson Canal Co.....	D. & H.
Delaware & Hudson Canal Co., Lacka- wanna Line.....	D. & H.
Delaware, Lackawanna & Western.....	D., L. & W.
Delaware, Lackawanna & Western, Great Eastern Line.....	D., L. & W.
Delaware, Lackawanna & Western, Lackawanna Line.....	D., L. & W.
Delaware River & Union (The Sun Co.)...	D. R. & U.
Delaware, Susquehanna & Schuylkill..	D., S. & S.
Denver & Rio Grande.....	D. & R. G.

NAME	ABBREVIATION
Detroit & Lima Northern.....	D. & L. N.
Detroit & Mackinac.....	D. & M.
Detroit & Toledo Shore Line.....	D. & T. S. L.
Detroit City Gas Co.....	D. C. G. Co.
Detroit, Grand Rapids & Western.....	D., G. R. & W.
Detroit, Lansing & Northern.....	D., L. & N.
Detroit, Lansing & Northern, Blue Line	D., L. & N.
Detroit, Lansing & Northern, Red Line.....	D., L. & N.
Detroit Soap Co.....	Detroit Soap Co.
Detroit Southern.....	Detroit Sou.
Detroit, Toledo & Ironton.....	D., T. & I.
Detroit, Toledo & Milwaukee.....	D., T. & M.
Dixon, W. L., & Co. (Pgh. Coal Co.).....	Dixon & Co.
D. M. Bare.....	Bare, D. M.
D. M. Klepser, "D. M. K.".....	Klepser, D. M.
Dold, Jacob, Packing Co. (Refrigerator Car Line).....	Dold
Dolese-Shepherd Co. Crushed Stone Line.....	Dolese-Shepherd
Doud Stock Car Co.....	D. S. C. Co.
Duff, P., & Son.....	Duff & Son
Duluth & Iron Range.....	D. & I. R.
Duluth, South Shore & Atlantic.....	D., S. S. & A.
Duluth, South Shore & Atlantic, Can- adian Pacific Despatch.....	D., S. S. & A.
Duncan-Spangler Coal Co.....	Duncan-S. C. Co.
Dunkirk, Allegheny Valley & Pitts- burgh.....	D., A. V. & P.
Duquesne Brewing Co.....	Duq. Brew. Co.
Durham & Southern.....	Durham & S.
East & West.....	E. & West.
East Jordan & Southern.....	E. J. & S.
Eastern Kentucky.....	E. Ky.
Eastern Ry. of Minnesota.....	E. M.
Eastman Freight Car Heater Co.....	E. F. C. H. Co.
E. Bisi Refrigerator Line.....	E. Bisi R. L.
Edgewater Tank Line.....	Edgewater T. L.
E. F. Daniels & Co.....	E. F. Daniels & Co.
E. H. Fitler & Co.....	Fitler & Co.
Elgin, Joliet & Eastern.....	E., J. & E.

NAME	ABBREVIATION
Ellsworth Coal Line, "Can. Pac. Series."	Ellsworth C. L.
Ellsworth, J. W., & Co.	Ellsworth & Co.
El Paso & Northeastern	E. P. & N. E.
El Paso & Northwestern	E. P. & N. W.
El Paso & Southwestern	E. P. & S. W.
Emery Manufacturing Co.	Emery Mfg. Co.
Emlenton Refining Co.	Emlenton R. Co.
Empire Asphalt Co.	Empire A. Co.
Empire Line (P. R. R.)	E. L.
Empire Oil Works	Empire O. Wks.
Emporium & Rich Valley	E. & R. V.
Endicott, Johnson & Co.	Endicott, J. & Co.
Ensign Manufacturing Co.	Ensign Mfg. Co.
E. Rauh & Son	E. Rauh & Son
Erie	Erie
" Commercial Express Line	Erie
Erie & Pittsburgh	E. & P.
Erie & Wyoming Valley	E. & W. V.
Etna & Vesuvius Coal Co.	E. & V. C. Co.
Etna Iron & Tube Works	E. I. & T. Wks.
Evansville & Terre Haute	E. & T. H.
Evansville & Terre Haute, White Line	E. & T. H.
Express Coal Line	Ex. C. L.
Express Freight Line	Ex. F. L.
Fairbanks Co., The N. K.	N. K. Fairbanks Co.
Fairbanks Refrigerator Despatch	Fairbanks R. D.
Fairport Dock Co.	P. F. N. W. D.
Fall Brook	F. B.
" Blue Line	F. B.
" Nickel-Plate Line	F. B.
" Red Line	F. B.
" White Line	F. B.
Fayette Coal Co.	Fayette C. Co.
F. D. Beyer & Co.	Beyer & Co.
Finlay, Ft. Wayne & Western	F., Ft. W. & W.
First National Brewing Co.	First Nat. Brew. Co.

NAME	ABBREVIATION
Fitler, E. H., & Co.....	Fitler & Co.
Fitzgerald, Ocmulgee & Red Bluff.....	F., O. & R. B.
Flint & Pere Marquette.....	F. & P. M.
“ “ “ Blue Line.....	F. & P. M.
“ “ “ Red Line.....	F. & P. M.
Florida Central & Peninsular.....	F. C. & P.
Florida Cotton Oil Co.....	F. C. O. Co.
Florida Southern.....	Fla. So.
F. Mehring.....	Mehring, F.
Fonda, Johnstown & Gloversville.....	F., J. & G.
Forepaugh, Adam.....	Forepaugh, A.
F. Schenk & Sons Co.....	F. S. & S. Co.
Fort Scott, Wichita & Western.....	F. S., W. & W.
Fort Smith & Western.....	F. S. & W.
Fort Worth & Denver City.....	F. W. & D. C.
Fort Worth & Rio Grande.....	F. W. & R. G.
Fox River Despatch Co.....	F. R. Desp.
Freedom Oil Works Co., The, “T. F. O. W. Co.”.....	Freedom O. Wks.
Freeman Brothers' Refrigerator Line	Freeman Bros.
Fremont, Elkhorn & Missouri Valley..	F., E. & M. V.
Frick, H. C., Coke Co.....	Frick
Fruit Growers Express.....	Fruit G. Ex.
G. C. D. Co. Tank Cars.....	G. C. D. Co.
Galveston, Harrisburg & San Antonio	G., H. & S. A.
Galveston, Houston & Northern.....	G., H. & N.
Gaston Gas Coal Co.....	Gaston
Gast, J. D. S., & Son.....	Gast & Son.
Geiser Manufacturing Co.....	Geiser M. Co.
General Electric Co.....	General Elec. Co.
George's Creek & Cumberland.....	G. C. & C.
George's Creek Coal & Iron Co.....	G. C. C. & I. Co.
Georgetown & Western.....	G. & W.
Georgia.....	Georgia
“ Southern Iron Car Line.....	S. I. C. L.
Georgia & Alabama.....	G. & Ala.
Georgia & Alabama Southern Iron Car Line.....	S. I. C. L.
Georgia, Carolina & Northern.....	G., C. & N.

NAME	ABBREVIATION
Georgia, Florida & Alabama.....	G., F. & Ala.
Georgia Southern & Florida.....	G. S. & F.
German-American Refrigerator Ex- press.....	G. A. R. Ex.
German-American Tank Line.....	G. A. T. L.
Germania Refining Co.....	Germania Ref. Co.
Glesenkamp Carriage Line.....	Gles. Carriage Line.
Goodwin Dump Car Co.....	G. D. C. Co.
Goodyear Lumber Co.....	Goodyear L. Co.
Grand Rapids & Indiana.....	G. R. & I.
Grand Rapids, Lansing & Detroit.....	G. R., L. & D.
Grand Trunk.....	G. T.
Grand Trunk, Commercial Express Line.....	G. T.
Grand Trunk, Milwaukee & Michigan Line.....	G. T.
Grand Trunk, National Despatch Line.	G. T.
“ “ Reading Despatch Line	G. T.
Great Northern.....	G. N.
Great Northern of Canada.....	G. N. of Can.
Green Bay & Western.....	G. B. & W.
Green Line, “P. R. R.”.....	G. L.
Guarantee Oil & Gas Co.....	G. O. & G. Co.
Guffy Bond Petroleum Co.....	G. B. P. Co.
Guffey, J. M., Petroleum Co.....	J. M. Guffey
Gulf Refining Co.....	G. Ref. Co.
Gulf & Ship Island.....	G. & S. I.
Gulf, Beaumont & Kansas City.....	G., B. & K. C.
Gulf, Colorado & Santa Fe.....	G., C. & S. F.
Gulf, Western Texas & Pacific.....	G., W. T. & P.
Gwinner's, F., Quarries.....	Gwinner
H. A. Cook & Son.....	Cook & Son.
Hackett Refrigerator Car Co.....	Hackett R. C. Co.
Hammond Refrigerator Line.....	Hammond R. L.
Hammond Tank Line.....	Hammond T. L.
Hannibal & St. Joseph.....	H. & St. J.
Hanna & Co., M. A.....	Hanna & Co.
Harrison Bros. & Co.....	H. B. & Co.
H. C. Frick Coke Co.....	Frick
Heald, John H., & Co., Inc.....	Heald & Co.

NAME	ABBREVIATION
Heinz, H. J., Co.....	Heinz Co.
Heinz Pickle Refrigerator Line.....	Heinz P. R. L.
Henrietta Coal Co., Limited.....	Henrietta C. Co.
H. F. Watson Co.....	Watson, H. F., Co.
Hicks Stock Car Co.....	Hicks S. C. Co.
Higley Co. Refrigerator Line.....	H. C. R. L.
H. K. Wick & Co., Inc.....	Wick & Co.
Hocking Valley.....	H. V.
Holston Extract Co.....	Holston E. Co.
Horlicks Food Co. (Car Line)	Horlicks F. Co.
Hoster Columbus Associated Brewing Cos.....	H. C. A. B. Co.
Hoster, L., Refrigerator Line.....	Hoster
Houston, Central Arkansas & North- ern	H., C. A. & N.
Houston, East & West Texas.....	H., E. & W. T.
Houston & Texas Central.....	H. & T. C.
Howard, C. B., & Co.....	Howard & Co.
H. Swank & Sons.....	Swank & Sons
Hughes Creek Coal Co.....	Hughes C. C. Co.
Humeston & Shenandoah.....	H. & S.
Huntingdon & Broad Top Mountain...	H. & B. T.
Hyman Pickle Co.....	Hyman P. Co.
Illinois Central.....	Ill. C.
Illinois Northern.....	Ill. Nor.
Illinois Vinegar Manufacturing Co....	I. V. Mfg. Co.
Illinois Zinc Co.....	Ill. Z. Co.
Imperial Oil Works.....	Imperial O. Wks.
Independent Refining Co., Limited.....	Indepen. R. Co.
Indiana, Decatur & Western.....	I., D. & W.
Indiana Harbor.....	Ind. Harbor
Indiana, Illinois & Iowa.....	I., I. & I.
Indianapolis & Vincennes.....	I. & V.
Indianapolis Abattoir Co.....	Ind. A. Co.
Indianapolis Brewing Co., Refrigera- tor Car Line.....	I. B. C. R. L.
Intercolonial of Canada.....	I. of C.
International & Great Northern.....	I. & G. N.
International Harvester Co.....	Int. Harvester Co.
Iowa & St. Louis.....	I. & St. L.
Iowa Central.....	Iowa C.

NAME	ABBREVIATION
Iroquois Line.....	Iroquois Line
Irish Brothers.....	Irish Bros.
Island Petroleum Co.....	Island P. Co.
Ivorydale & Mill Creek Valley.....	I. & M. C. V.
Jackson & Sharp Co.....	J. & S. Co.
Jacksonville & St. Louis.....	J. & St. L.
J. B. Clowe & Son.....	J. B. Clowe & Son
J. I. Case Threshing Machine Co.....	Case T. M. Co.
Jacob Dold Packing Co., Refrigerator Car Line.....	Dold.
Jamestown, Chautauqua & Lake Erie..	J., C. & L. E.
Jamestown Paint & Varnish Co.....	J. P. & V. Co.
Jamison Coal & Coke Co.....	J. C. & C. Co.
J. D. S. Gast & Son.....	Gast & Son
J. G. Brill Co.....	Brill Co.
J. W. Ellsworth & Co.....	Ellsworth & Co.
Jobbins Tank Line, "W. F. Jobbins."	Jobbins.
Joseph E. Thropp.....	Thropp, J. E.
Kanawha & Michigan.....	K. & M.
Kanona & Prattsburg.....	K. & P.
Kansas City, Clinton & Springfield....	K. C., C. & S.
Kansas City Dressed Beef Line.....	K. C. D. B. L.
Kansas City, Fort Scott & Memphis....	K. C., F. S. & M.
Kansas City Fruit Express.....	K. C. F. Ex.
Kansas City, Memphis & Birming- ham.....	K. C., M. & B.
Kansas City, Mexico & Orient.....	K. C., M. & O.
Kansas City North Western.....	K. C. N. W.
Kansas City, Pittsburgh & Gulf.....	K. C., P. & G.
Kansas City Refrigerator Car Co.....	K. C. R. C. Co.
Kansas City, St. Jo & Council Bluffs....	K. C., St. J. & C. B.
Kansas City Southern.....	K. C. S.
Kansas City, Wyandotte & North- Western.....	K. C., W. & N. W.

NAME	ABBREVIATION
Keister, A. L., & Co.....	Keister & Co.
Kellogg, Spencer.....	Kellogg
Kelly's Creek & North-Western.....	Kelly's Creek & N. W.
Kendall Refining Co.....	Kendall R. Co.
Kentucky Oil Supply Co.....	Ky. O. S. Co.
Kentucky Refining Co., "K. R. Co."....	Ky. Ref. Co.
Keokuk & Western.....	K. & W.
Kewaunee, Green Bay & Western.....	K., G. B. & W.
Keystone Coal & Coke Co.....	K. C. & C. Co.
Kilbourn, Silas, & Co.....	Silas Kilbourn & Co.
Kilgore Transportation Co.....	Kilgore Trans. Co.
Kingan Refrigerator Line	Kingan Ref. Line
Kistler, Lesh & Co	Kistler, L. & Co.
Klepser, D. M., "D. M. K.".....	Klepser, D. M.
Knabb, A., & Co.....	Knabb, A., & Co.
Knickerbocker Lime Co.....	K. Lime Co.
Knoxville & Augusta.....	Knox. & A.
Kuebler-Stang Refrigerator Line.....	K. S. R. L.
Lackawanna Coal & Coke Co.....	L. C. & C. Co.
Lackawanna Iron & Steel Co.....	L. I. & S. Co.
Lackawanna Live Stock Transportation Co.....	L. L. S. T. Co.
Lackawanna Steel Co.....	Lack. S. Co.
Lake Carriers' Oil Co.....	Lake C. O. Co.
Lake Erie, Alliance & Wheeling.....	L. E., A. & W.
Lake Erie & Detroit River.....	L. E. & D. R.
Lake Erie & Western.....	L. E. & W.
“ “ “ Midland Line....	L. E. & W.
Lake Shore & Michigan Southern.....	L. S. & M. S.
Lake Shore & Michigan Southern, Red Line.....	L. S. & M. S.
Lake Shore & Michigan Southern, White Line.....	L. S. & M. S.
Lake Terminal.....	Lake T.
Lancaster & Chester.....	L. & C.
Lancaster Chemical Co.....	Lanc. C. Co.
Lawson Car Co.....	Lawson C. Co.
Leavenworth, Kansas & Western.....	L., K. & W.
Lehigh & Hudson River.....	L. & H. R.

NAME	ABBREVIATION
Lehigh & New England.....	L. & N. E.
Lehigh Coal & Navigation Co.....	L. C. & N. Co.
Lehigh Valley.....	L. V.
“ “ Lehigh Valley Despatch.....	L. V.
“ “ Traders' Despatch.....	L. V.
Levi Smith.....	Smith, L.
Lexington & Eastern.....	L. & E.
L. Hoster Refrigerator Line.....	Hoster
Libby, McNeill & Libby Refrigerator Line.....	L., McN. & L. R. L.
Lipton Refrigerator Line.....	Lipton R. L.
Litchfield & Madison.....	Litch. & Madison
Little Rock & Fort Smith.....	L. R. & F. S.
Little Rock & Hot Springs Western..	L. R. & H. S. W.
Live Poultry Transportation Co.....	L. P. T. Co.
Liveright, H., & Co.....	Liveright
Logan Coal Co.....	Logan C. Co.
Logan Iron & Steel Co.....	Logan I. & S. Co.
Long Island.....	L. I.
Louisiana & Arkansas.....	L. & A.
Louisiana & North-Western.....	L. & N. W.
Louisiana Western.....	L. W.
Louisville & Atlantic.....	Louisville & Atl.
Louisville & Nashville.....	L. & N.
Louisville & Nashville Express Freight Line.....	Ex. F. L.
Louisville Cotton Oil Co.....	Lou. C. O. Co.
Louisville, Evansville & St. Louis Consolidated.....	L., E. & St. L.
Louisville, Henderson & St. Louis.....	L., H. & St. L.
Louisville Packing Co.....	Louisville P. Co.
Loveland & Hinyan.....	L. & Hinyan
Loyal Hanna Coal & Coke Co.....	Loyal Hanna
Loyal Hanna Brewing Refrigerator Line.....	Loyal H. B. R. L.
Lutz & Schramm.....	Lutz & S.
Macon & Birmingham.....	M. & B.
Macon & Birmingham, “M., L. & B.”..	M., L. & B.
Macon, Dublin & Savannah.....	M., D. & S.
M. A. Hanna & Co.....	Hanna & Co.
Macon, La Grange & Birmingham.....	M., L. G. & B.
Maine Central.....	Maine C.

NAME	ABBREVIATION
Maine Central, Canadian Pacific Despatch.....	Maine C.
Manistee & Grand Rapids.....	M. & G. R.
Manistee & North-Eastern.....	M. & N. E.
Manitoba & North Western.....	Manitoba & N. W.
Mann Bros.' Car Line.....	M. Bros.' C. L.
Mansfield Coal & Coke Co.....	Mansfield
Manufacturers' Paraffine Co.....	Manufacturers' P. Co.
Markham Refrigerator Ice Line.....	Markham Refg.
Marietta, Columbus & Cleveland.....	M., C. & C.
Maryland & Pennsylvania.....	M. & Penna.
Maryland Steel Co.....	Maryland S. Co.
Mason City & Fort Dodge	M. C. & Ft. D.
Mather Stock Car.....	Mather S. Car.
Matthessen-Hegeler Zinc Co.....	M. H. Z. Co.
McCaw Manufacturing Co.....	McCaw Mfg. Co.
McClintock & Irwin.....	McC. & Irwin
McFetridge Bros., "McF. Bros.".....	McFetridge Bros.
McManus, P.....	McManus.
Mehring, F.....	Mehring, F.
Memphis & Charleston.....	M. & Charleston
Menasha Wooden Ware Co.....	M. W. W. Co.
Merchants Despatch Transportation Co.....	M. D. T. Co.
Metzger Seed & Oil Co.....	Metzger S. & O. Co.
Mexican Central.....	Cent. Mex.
Michigan Alkali Co.....	Mich. Alk.
Michigan Ammonia Works.....	Mich. A. Wks.
Michigan Central.....	Mich. C.
" " Can. Southern Line.....	Mich. C.
Michigan Chemical Co.....	Mich. Chem. Co.
Midland Linseed Despatch	Midland L. D.
Midland Valley.....	M. V.
Miller's Oil Works.....	M. Oil Wks.
Milwaukee, Benton Harbor & Columbus.....	M., B. H. & C.
Milwaukee Refrigerator Transit Co.....	M. R. T. Co.
Mineral Point Zinc Co.....	M. P. Z. Co.
Mineral Range.....	Mineral Range
Minneapolis & St. Louis.....	M. & St. L.
Minneapolis, St. Paul & Sault Ste. Marie.....	M., St. P. & S. S. M.
Minneapolis, St. Paul & Sault Ste. Marie, Canadian Pacific Despatch.....	M., St. P. & S. S. M.
Minneapolis, St. Paul & Sault Ste. Marie, Peavey Grain Line.....	M., St. P. & S. S. M.

NAME	ABBREVIATION
Minnesota & North-Western.....	Minn. & N. W.
Mississippi River & Bonne Terre.....	M. R. & B. T.
Missouri & Louisiana.....	M. & L.
Missouri, Kansas & Eastern.....	M., K. & E.
Missouri, Kansas & Texas.....	M., K. & T.
Missouri Pacific.....	Mo. Pac.
Missouri River Despatch Transportation Co.....	M. R. D. T. Co.
Mobile & Birmingham.....	Mobile & B.
Mobile & Ohio.....	M. & O.
Mobile, Jackson & Kansas City.....	M., J. & K. C.
Monongah Coal & Coke Co.....	Monon. C. & C. Co.
Monongahela Connecting.....	Monon. Con.
Monongahela River.....	Monon. River
Monongahela River Consolidated Coal & Coke Co.....	River Coal
Montana Central.....	Montana C.
Montana Coal & Coke Co.....	Mont. C. & C. Co.
Montour.....	Montour
Montpelier & Wells River.....	M. & W. R.
Montreal & Atlantic.....	M. & Atlantic
Morgan's Louisiana & Texas.....	M. L. & T.
Morrell Refrigerator Line.....	Morrell R. L.
Morris & Co., Refrigerator Line.....	Morris & Co.
“ Tank Line.....	Morris & Co.
Morrisdale Coal Co.....	Morrisdale C. Co.
Morton-Gregson Car Lines.....	M. G. C. L.
Moseley Bros. Refrigerator Express....	Moseley Ref. Ex.
Moshannon Coal Mining Co.....	Moshan. C. M. Co.
M. Rumley Co.....	M. Rumley Co.
Munising.....	Munising
Nashville, Chattanooga & St. Louis.....	N., C. & St. L.
Nashville, Chattanooga & St. Louis, South-Eastern Line.....	S. E. Line
Nashville, Chattanooga & St. Louis, Southern Iron Car Line.....	S. I. C. L.
National Ammonia Co. of Pennsylvania.....	N. A. Co. of Penna.
National Carbon Co.....	Nat. Carbon Co.

NAME	ABBREVIATION
National Car Co., National Despatch Line.....	N. C. Co.
National Car Line Co.....	N. C. L. Co.
National Despatch Refrigerator Line..	N. D. R. L.
National Mining Co.....	N. M. Co.
National Railroad of Mexico.....	N. R. R. of Mex.
Newburg & South Shore.....	N. & S. S.
Newburg, Dutchess & Connecticut.....	N., D. & C.
New Kensington Brewing Co.....	New Kensington B. Co.
New Jersey & New York.....	N. J. & N. Y.
New Orleans & North-Eastern.....	N. O. & N. E.
New Steam Co., The.....	New S. Co.
New York & Cleveland Gas Coal Co.....	N. Y. & C. G. C. Co.
New York & Ottawa.....	N. Y. & Ottawa
New York & Pennsylvania.....	N. Y. & P.
New York Central & Hudson River.....	N. Y. C. & H. R.
New York, Chicago & St. Louis.....	N. Y., C. & St. L.
New York, Chicago & St. Louis, Lackawanna Line.....	N. Y., C. & St. L.
New York, Chicago & St. Louis, Nickel-Plate Line.....	N. Y., C. & St. L.
New York, Chicago & St. Louis, Traders' Despatch.....	N. Y., C. & St. L.
New York Coal & Transportation Co..	N. Y. C. & T. Co.
New York Despatch Refrigerator Line.....	N. Y. D. R. L.
New York, Lake Erie & Western.....	N. Y., L. E. & W.
New York, New Haven & Hartford.....	N. Y., N. H. & H.
New York, Ontario & Western.....	N. Y., O. & W.
New York, Ontario & Western, Ontario Despatch.....	N. Y., O. & W.
New York, Pennsylvania & Ohio.....	N. Y., P. & O.
New York, Philadelphia & Norfolk, "Express Freight Line".....	N. Y., P. & N.
New York, Susquehanna & Western....	N. Y., S. & W.
New York, Texas & Mexican.....	N. Y., T. & M.
Nittany Valley.....	Nit. Val.
N. K. Fairbank Co., The.....	N. K. Fairbank Co.
Norfolk & Southern.....	N. & S.
Norfolk & Western.....	N. & W.
Norfolk & Western, Great Southern Despatch.....	N. & W.
North & South Rolling Stock Co.....	N. & S. R. S. Co.
Northern Alabama.....	Nor. Ala.
Northern Central.....	N. C.
Northern Central, Canada Southern Line.....	N. C.

NAME	ABBREVIATION
Northern Central, Midland Line.....	N. C.
Northern Ohio.....	Nor. Ohio
Northern Pacific.....	Nor. Pac.
Norwood & St. Lawrence.....	N. & St. L.
Oak Extract Co.....	Oak E. Co.
Oak Ridge Coal & Coke Co.....	O. R. C. & C. Co.
Ogdensburg & Lake Champlain.....	O. & L. C.
Ohio & Little Kanawha.....	O. & L. K.
Ohio Cooperage Co.....	O. C. Co.
Ohio Provision Co.....	Ohio Prov. Co.
Ohio River.....	O. R.
Ohio River & Charleston.....	O. R. & C.
Ohio Southern.....	O. S.
Oil City Barrel Works.....	O. C. B. Wks.
Oliver & Snyder Steel Co.....	O. & S. S. Co.
Omaha Packing Co., Refrigerator Line	Omaha P. Co.
“ “ “ Tank Line	Omaha P. Co.
Oregon & California.....	O. & Cal.
Oregon Railroad & Navigation Co.....	O. R. & N. Co.
Oregon Short Line.....	O. S. L.
Oswald Refrigerator Line.....	Oswald R. L.
Overland Refrigerator Express.....	O. R. Ex.
P. A. & S. Small (“S.”).....	Small, P. A. & S.
Pabst Refrigerator Line.....	Pabst R. L.
Pacific Stock Express.....	Pac. S. Exp.
Paine & Co., Limited.....	Paine & Co.
Patent Vulcanite Roofing Co.....	P. V. R. Co.
Paragon Transportation Co., The.....	Paragon T. Co.
Pecos Valley & North Eastern.....	P. V. & N. E.
Peerless Tank Line.....	Peerless T. L.
Penn Gas Coal Co.....	P. G. C. Co.

NAME	ABBREVIATION
Penn Refining Co.....	Penn Ref. Co.
Pennsylvania.....	P. R. R.
Pennsylvania, Empire Line.....	E. L.
“ Green Line.....	G. L.
“ Union Line.....	P. R. R.
Pennsylvania & Delaware Oil Co., “P. & D. T. L.”.....	P. & D. T. L.
Pennsylvania & North-Western.....	P. & N. W.
Pennsylvania Coal & Coke Co.....	Penna. C. & C. Co.
Pennsylvania Coal Co.....	Penna. C. Co.
Pennsylvania Company.....	P. Co.
“ “ Union Line.....	U. L.
Pennsylvania Lines.....	P. L.
Pennsylvania Paraffine Works.....	Penna. P. Wks.
Pennsylvania Salt Manufacturing Co....	P. S. M. Co.
Pennsylvania Steel Co.....	Penna. Steel Co.
Peoria & Eastern.....	Peoria & East.
Pere Marquette.....	P. M.
Philadelphia & Reading.....	P. & R.
“ “ Blue Line.....	P. & R.
Philadelphia & Reading, Nickel Plate Line.....	P. & R.
Philadelphia & Reading, Philadelphia & Reading Despatch.....	P. & R.
Philadelphia & Reading, Philadelphia & Reading Fast Freight.....	P. & R.
Philadelphia & Reading, Red Line.....	P. & R.
“ “ White Line.....	P. & R.
Philadelphia, Baltimore & Washing- ton.....	P., B. & W.
Philadelphia, Wilmington & Baltimore	P., W. & B.
Pine Bluff & Western.....	Pine B. & W.
Piper, W. H., & Co.....	Piper
Pittsburgh & Buffalo Co.....	P. & B. Co.
Pittsburgh & Lake Erie.....	P. & L. E.
Pittsburgh & Western.....	P. & Western
Pittsburgh, Allegheny & McKee's Rocks.....	P., A. & McK. R.
Pittsburgh, Bessemer & Lake Erie.....	P., B. & L. E.
Pittsburgh, Chartiers & Youghiogeny	P., C. & Y.
Pittsburgh, Cincinnati, Chicago & St. Louis.....	P., C., C. & St. L.
Pittsburgh, Cincinnati, Chicago & St. Louis, Union Line.....	P., C., C. & St. L.
Pittsburgh Coal Co.....	Pgh. C. Co.
Pittsburgh, Fairport & North-West Docks Co.....	P., F. & N. D. Co.

NAME	ABBREVIATION
Pittsburgh, Fort Wayne & Chicago.....	P., F. W. & C.
Pittsburgh, Johnstown, Ebensburg & Eastern.....	P., J., E. & E.
Pittsburgh, McKeesport & Youghiogheny.....	P., McK. & Y.
Pittsburgh Oil Refining Co.....	P. O. Ref. Co.
Pittsburgh Plate-Glass Co.....	P. P. G. Co.
Pittsburgh Provision & Packing Co.....	Pgh. P. & P. Co.
Pittsburgh, Shawmut & Northern.....	P., S. & N.
Pittsburgh, Youngstown & Ashtabula.....	P., Y. & A.
Plankinton Packing Co.....	Plank. P. Co.
Pocahontas Car Line.....	Pocahontas C. L.
Pontiac, Oxford & Northern.....	P., O. & N.
Portland & Ogdensburg.....	P. & O.
“ “ Blue Line.....	P. & O.
“ “ White Line.....	P. & O.
Portland & Rumford Falls.....	P. & R. F.
Portner, Robt., Brewing Co.....	Portner B. Co.
Powers-Weightman-Rosengarten Co...	P. W. R. Co.
Pratt Cereal Oil Company.....	Pratt C. O. Co.
Proctor & Gamble Co.....	Proc. & G.
Producers' Tank Line.....	P. T. L.
Produce Shippers' Despatch.....	Produce S. D.
Prouty-Bowler Soap Co.....	P. B. S. Co.
Provision Dealers' Despatch.....	P. D. D.
Puente Oil Co.....	Puente O. Co.
Pure Oil Co.....	Pure O. Co.
Puritan Coal Mining Co.....	P. C. M. Co.
Quaker City Live Stock Line.....	Q. C. L. S. L.
Quebec & Lake St. John.....	Q. & L. St. J.
Quebec Central.....	Quebec Cent.
Quincy Coal Co.....	Q. Coal Co.
Quincy, Omaha & Kansas City.....	Q., O. & K. C.
Rainey, W. J.....	Rainey
Raleigh & Augusta Air Line.....	R. & A. A. L.

NAME	ABBREVIATION
Raleigh & Gaston.....	R. & G.
Raleigh & Southport Ry. Co.....	R. & S.
Rankin, W. H.....	Rankin, W. H.
Raritan River.....	Rar. Riv.
Rauh, E., & Son.....	E. Rauh & Son
Reading & Columbia.....	R. & C.
Reese, Hammond & Co., "R., H. & Co.".....	R., H. & Co.
Rend, W. P., & Co.....	Rend
Republic Oil Co.....	Republic O. Co.
Richmond, Fredericksburg & Potomac.....	R., F. & P.
Riddle Coach & Hearse Co.....	Riddle C. & H. Co.
Rio Grande Western.....	R. G. W.
River Coal—Monongahela River Consolidated Coal & Coke Co.....	River Coal
Riverside Acid Works, Limited, "R. A. W.".....	Riverside A. Wks.
Roaring Creek & Bellington.....	R. C. & B.
Robt. Portner Brewing Co.....	Portner B. Co.
Rock Island & Peoria.....	R. I. & P.
Rome, Watertown & Ogdensburg.....	R., W. & O.
Rome, Watertown & Ogdensburg, Blue Line.....	R., W. & O.
Rumley, M., Co.....	M. Rumley Co.
Rutland.....	Rutland
Saginaw, Tuscola & Huron.....	S., T. & H.
St. Charles Refrigerator Despatch.....	St. C. R. D.
St. Clair Terminal.....	St. C. Term.
St. Johnsbury & Lake Champlain.....	St. J. & L. C.
St. Joseph & Grand Island.....	St. J. & G. I.
St. Joseph, South Bend & Southern.....	St. J., S. B. & S.
St. Louis Car Co.....	St. L. C. Co.
St. Louis & Gulf.....	St. L. & G.
St. Louis & Hannibal.....	St. L. & H.
St. Louis & San Francisco.....	St. L. & S. F.
St. Louis, Alton & Springfield.....	St. L., A. & S.
St. Louis Chemical Co.....	St. L. Chem. Co.
St. Louis, Chicago & St. Paul.....	St. L., C. & St. P.
St. Louis Dressed Beef & Provision Co.....	St. L. D. B. & P. Co.
St. Louis, Fort Scott & Wichita.....	St. L., F. S. & W.

NAME	ABBREVIATION
St. Louis, Iron Mountain & Southern.....	St. L., I. M. & S.
St. Louis, Kansas City & Colorado.....	St. L., K. C. & C.
St. Louis, Keokuk & North-Western.....	St. L., K. & N. W.
St. Louis, Memphis & South Eastern.....	St. L., M. & S. E.
St. Louis Refrigerator Car Co.....	St. L. R. C. Co.
St. Louis South-Western.....	St. L. S. W.
St. Louis Syrup & Preserving Co.....	St. L. S. & P. Co.
St. Louis Valley.....	St. L. V.
St. Louis, Vandalia & Terre Haute.....	St. L., V. & T. H.
St. Louis, Watkins & Gulf.....	St. L., W. & G.
St. Paul, Minneapolis & Manitoba.....	St. P., M. & M.
San Antonio & Aransas Pass.....	S. A. & A. P.
Sandusky & Columbus Short Line.....	S. & C. S. L.
Sanford & St. Petersburg.....	S. & St. P.
San Francisco & San Joaquin Valley.....	S. F. & S. J. V.
San Pedro, Los Angeles & Salt Lake.....	S. P., L. A. & S. L.
Santa Fe Pacific.....	S. F. Pac.
Santa Fe, Prescott & Phoenix.....	S. F., P. & P.
Santa Fe Refrigerator Despatch.....	S. F. R. D.
Savannah, Florida & Western.....	S., F. & W.
Schwarzchild & Sulzberger.....	C. B. T. Co.
Seaboard Air Line.....	S. A. L.
Seaboard & Roanoke.....	S. & R.
Schenk, F., & Sons Co.....	F. S. & S. Co.
S. E. Barrett Manufacturing Co.....	Barrett Mfg. Co.
Seneca Oil Works.....	Seneca O. Wks.
Sharon Coke Co.....	Sharon C. Co.
Shaub Paint & Manufacturing Co.....	S. P. & Mfg Co.
Sherwin-Williams Co.....	S. W. Co.
Shippers' Refrigerating Car Co.....	Shippers' R. C. Co.
Silas Kilbourn & Co.....	Silas Kilbourn & Co.
Silver Lake.....	Silver Lake
Silver Springs, Ocala & Gulf.....	S. S., O. & G.
Small, P. A. & S. ("S.").....	Small, P. A. & S.
Smith, Levi.....	Smith, L.
S. M. Willock (Waverly Oil Co.).....	Waverly O. Co.
Solvay Process Co., The.....	Solvay P. Co.
Somerset.....	Somerset
South Carolina & Georgia.....	S. C. & G.
South Carolina & Georgia Extension.....	S. C. & G. Ex.
South-Eastern Line.....	S. E. Line
Southern.....	Southern

NAME	ABBREVIATION
Southern, Express Coal Line	Ex. C. L.
“ South-Eastern Line.....	S. E. Line
“ Southern Iron Car Line.....	S. I. C. L.
Southern California.....	S. Cal.
Southern Cotton Oil Co.....	S. C. Oil Co.
Southern Despatch Lumber Line.....	S. D. L. L.
Southern Freight Line.....	Southern F. Line
Southern Indiana.....	Southern Ind.
Southern Iron Car Line.....	S. I. C. L.
Southern Oil Co.....	Southern Oil Co.
Southern Pacific.....	S. P.
South Fork Coal Mining Co.....	S. F. C. M. Co.
South Haven & Eastern.....	S. H. & E.
Spanogle & Yeager, “S. & Y.”.....	Spanogle & Y.
Spencer Kellogg.....	Kellogg
Springfield Brewing Co.....	Springfield B. Co.
Squires Car Line.....	Squires C. L.
Standard Steel Works.....	Standard S. Wks.
Star Petroleum Co.....	Star Pet. Co.
Stark's Heater Can Co.....	Stark's H. C. Co.
Stark's Potato Line.....	Stark's P. L.
Sterling Coal Co.....	Sterling
Sterling Oil Co.....	Sterling O. Co.
Sterling Tank Line.....	Sterling T. L.
Stevens Coal Co.....	Stevens C. Co.
Stoll, C. C., Oil Co.....	Stoll O. Co.
Street's Western Stable Car Line.....	Street's W. S. C. Line
Sullivan County.....	Sullivan Co.
Superior Oil Works.....	Sup. O. Wks.
Susquehanna Coal Co.....	Susq. C. Co.
Susquehanna & New York.....	S. & N. Y.
Susquehanna Roofing Manufacturing Co.....	Susq. R. Mfg. Co.
Sussex.....	Sussex
Swank, H., & Sons.....	Swank & Sons
Swift's Live Stock Express.....	Swift's L. S. Ex.
Swift Refrigerator Line.....	Swift R. L.
Swift Tank Line.....	Swift T. L.
Syracuse, Binghamton & New York...	S., B. & N. Y.

NAME	ABBREVIATION
Tacony Chemical Works.....	Tacony C. Wks.
Tellico Extract Co.....	Tellico Ext. Co.
Tennessee Central.....	Tenn. Cent.
Terre Haute & Indianapolis.....	T. H. & I.
Terre Haute & Logansport.....	T. H. & L.
Terre Haute & Peoria.....	T. H. & P.
Texarkana & Ft. Smith.....	T. & Ft. S.
Texas & New Orleans.....	T. & N. O.
Texas & Pacific.....	T. & P.
Texas Midland.....	Tex. Mid.
Texas Southern.....	Tex. Sou.
The Arms Palace Horse-Car Co.....	A. P. H. C. Co.
The Atlas Coke Co.....	Atlas C. Co.
The Barney & Smith Car Co.....	Barney & Smith
The Carnegie Steel Co., Limited.....	Carnegie S. Co.
The Ensign Mfg. Co.....	Ensign Mfg. Co.
The N. K. Fairbank Co.....	N. K. Fairbank Co.
The Freedom Oil Works Co., "T. F. O. W. Co.".....	Freedom O. Wks.
The New Steam Co.....	New S. Co.
The Ohio Provision Co.....	Ohio Prov. Co.
The Paragon Transportation Co.....	Paragon T. Co.
The Solvay Process Co.....	Solvay P. Co.
Thropp, Joseph E.....	Thropp, J. E.
Tidewater R. R.....	Tidewater
Tifton & North Eastern.....	T. & N. E.
Tifton, Thomasville & Gulf.....	T., T. & G.
Tiona Refining Co.....	Tiona R. Co.
Titusville Oil Works.....	Titusville O. Wks.
Toledo & Ohio Central.....	T. & O. C.
Toledo, Canada Southern & Detroit....	T., C. S. & D.
Toledo, Peoria & Western.....	T., P. & W.
Toledo Ry. & Terminal Co.....	T. Ry. & T. Co.
Toledo, St. Louis & Kansas City.....	T., St. L. & K. C.
Toledo, St. Louis & Kansas City, South-West Despatch.....	T., St. L. & K. C.
Toledo, St. Louis & Western.....	T., St. L. & W.
Toledo, St. Louis & Western, Lacka- wanna Line.....	T., St. L. & W.
Toledo, St. Louis & Western, South- Western Despatch.....	T., St. L. & W.
Toledo, Walhonding Valley & Ohio...	T., W. V. & O.
Toronto, Hamilton & Buffalo.....	T., H. & B.
Traverse City.....	Traverse City

NAME	ABBREVIATION
Trinity & Brazos Valley.....	T. & B. V.
Tropical Refrigerator Express.....	Trop. R. Ex.
Tuckerton.....	Tuckerton
Union Line (Pennsylvania Co.).....	U. L.
Union Line (Pennsylvania Railroad)...	P. R. R.
Union Line, Pittsburgh, Cincinnati, Chicago & St. Louis.....	P., C., C. & St. L.
Union Pacific.....	U. Pac.
Union Petroleum Co.....	Union Petrol. Co.
Union Railroad.....	Union
Union Refrigerator Transit Co.....	U. R. T. Co.
Union Steel Co.....	U. Steel Co.
Union Tank Line.....	U. T. L.
United Coal Co.....	United C. Co.
United Refining Co.....	United Ref. Co.
United States Fish Commission.....	U. S. Fish Com.
United States Leather Co.....	U. S. Leather Co.
United Zinc & Chemical Co.....	U. Z. & C. Co.
Upsons Oil & Soap Co.....	U. O. & S. Co.
Valley.....	Valley
Valvoline Oil Co.....	Valv. Oil Co.
Vandalia (V. R. R.).....	Vandalia
Venice Transportation Co.....	Venice T. Co.
Vermont Valley.....	Vermont Val.
Vermont & Province Line.....	V. & P. Line
Vicksburg, Shreveport & Pacific.....	V., S. & P.
Victor Cotton Oil Co.....	V. C. O. Co.
Virginia & South Western.....	V. & S. W.
Vizard, A., Tank Line.....	A. V. T. L.

NAME	ABBREVIATION
Wabash.....	Wabash
Wadham Oil & Grease Co.....	Wadham O. & G. Co.
Wallkill Valley.....	Wall. V.
Warner Tank Line.....	Warner T. L.
Warren Refining Co.....	Warren R. Co.
Warrior Southern.....	War. Sou.
Washington Coal & Coke Co.....	Wash. C. & C. Co.
Washington County.....	Wash. C.
Washington Fertilizer Co.....	Washn. F. Co.
Watson, H. F., Co.....	Watson, H. F., Co.
Waverly Oil Co. (S. M. Willock).....	Waverly O. Co.
Weaver Coal Co.....	Weaver C. Co.
Webster Coal & Coke Co.....	Webster
Wellman-Seaver-Morgan Co.....	W. S. M. Co.
Western Live Stock Express.....	W. L. S. Exp.
Western Maryland.....	W. Md.
Western New York & Pennsylvania..	W. N. Y. & P.
Western Refrigerator Line.....	W. Ref. Line
Western Refrigerator Transit Co.....	W. R. T. Co.
Western Ry. of Alabama.....	W. of Ala.
Western Ry. of Alabama, Southern Iron Car Line.....	S. I. C. L.
West Fairmount Coal & Coke Co.....	W. F. C. & C. Co.
Westinghouse Electric & Mfg. Co.....	W. Elec. & Mfg. Co.
West Jersey & Seashore.....	W. J. & S.
Westmoreland Coal Co., "W. C. Co."	W. C. Co.
West Pittsburgh Oil Refining Co.....	W. P. O. R. Co.
West Shore	W. S.
" Nickel-Plate Line.....	W. S.
" South-West Despatch.....	W. S.
" West Shore Fast Frt. Line	W. S.
West Side Belt.	W. S. Belt
West Virginia & Pittsburgh.....	W. V. & P.
West Virginia Central.....	W. V. C.
West Virginia Central & Pittsburgh..	W. V. C. & P.
West Virginia Short Line.....	W. V. S. L.
Wheeling & Lake Erie.....	W. & L. E.
W. H. Piper & Co.....	Piper
W. H. Rankin.....	Rankin, W. H.
Wick, H. K., & Co., Inc.....	Wick & Co.
Wilburine Oil Works, Limited.....	Wilburine O. W.
Wilkes-Barre & Eastern.....	W. B. & E.
Williamsport & North Branch.....	W. & N. B.

NAME	ABBREVIATION
Willock, S. M. (Waverly Oil Co.).....	Waverly O. Co.
Wills Creek Coal Co.....	Wills C. C. Co.
Willmar & Sioux Falls.....	W. & S. F.
Wilmington & Northern.....	W. & N.
“ “ Blue Line.....	W. & N.
Winfield	Winfield
Winona & South-Western.....	W. & S. W.
Wisconsin & Michigan.....	W. & Mich.
Wisconsin Central.....	Wis. Cent.
W. J. Rainey.....	Rainey
W. L. Dixon & Co	Dixon & Co.
Wogan Bros. Tank Line.....	Wogan Bros. T. L.
W. P. Rend & Co.....	Rend
Wrightsville & Tennille.....	W. & T.
Wycoff Pipe Co.....	Wycoff P. Co.
Wyoming & Northwestern.....	W. & N. W.
Yellow Pine Oil Co.....	Y. P. O. Co.
York Chemical Co.....	York C. Co.
Zanesville & Western.....	Z. & W.

NUMBERS AND NAMES
OF
STATIONS AND SIDINGS.

PENNSYLVANIA RAILROAD DIVISION

PHILADELPHIA TERMINAL DIVISION

Dist. from
W. Phila.
(H'vrford
Street)

SCHUYLKILL RIVER BRANCH

044	West Phila.	(Haverford St.—Jc. Main Line)¶	
0100	"	" { Vulcanite Paving Co. No. 1† }	0.3
		{ Pump-House..... }	
0102	"	" (Thirtieth Street—Down-hill Tracks.)	0.4
0104	"	" (Beiswanger Bros.)†.....	0.4
0106	"	" (Stock Yard)†.....	0.6
0108	"	" (Philadelphia Market Co.) (Yard)†....	0.8
0112	"	" (G. B. Newton & Co. Nos. 1 and 2)†....	0.9
0116	"	" (W. C. Kirk & Co. Nos. 1 and 2)†.	0.9
0120	"	" (P. H. Fairlamb No. 1)†..	0.9
0124	"	" (P. H. Fairlamb No. 2)†..	1.0
0125	"	" (Stokes Bros. No. 1)†....	1.0
0126	"	" (Wetherill & Bro.)†.....	1.0
0128	"	" (Vermont Marble Co. Nos. 1 and 2)†..	1.0
0130	"	" (P. H. Fairlamb No. 3)†..	1.0
0133	"	" (Benj. Ketcham, Jr.)†....	1.1
0136	"	" (Wm. Gray & Sons Nos. 1, 2 and 3)†..	1.1
0137	"	" (G. B. Newton & Co. No. 7)†....	1.1
0137A ..	"	" (Lyster Supply Co. No. 2)†.....	1.1
0138	"	" (American Ice Co.)†.....	1.2
0140	"	" (Pintsch Gas Co. No. 1)†.....	1.3
0141	"	" (The Haney-White Co.)†.....	1.3
0142	"	" (Franklin A. Smith Nos. 1, 2 and 3)†.	1.3
0143	"	" (John Maxwell's Sons)†.....	1.3
0144	"	" (The Van Brunt Co.)†....	1.4
0145	"	" (South Street Storage Yard)¶..	1.4
	"	" (Jc. Delaware Exten.)*..	1.5
0146	"	" (North End P., B. & W. R. R. Extension to West Philada. Elevated Branch)*.....	1.7
0147	"	" (North End P., B. & W. R. R. Extension to Schuylkill River Branch)*.....	1.7
G F	Gray's Ferry†.....		2.7

* No Siding

† For individual use

‡ Telegraph Office

¶ Siding—No car-load delivery

PENNA. R. R. DIVISION—Continued

PHILA. TERMINAL DIVISION—Continued

		Dist. from W. Phila. (H'vrford Street)
	044.....West Phila. (Haverford Street)§.....	
	 " " (Junc. Schuylkill River Branch)*	1.5
	0201..... " " (East End West Philadelphia Elevated Branch)*.....	1.9
	0202.....Southern Electric Light & Power Co.†.....	2.1
	0204.....Arsenal§.....	2.2
	0206.....Arsenal Junc., Washington Avenue Branch†..	2.2
	0207.....Wm. Wharton, Jr., & Co. No. 1†.	2.3
	0208.....John Goll & Co. Nos. 1 and 2†.....	2.5
	0209.....International Match Co. Nos. 1 and 2†.....	2.5
	0210.....American Radiator Co. No. 3†.....	2.5
	0211.....D. B. McAllister†.....	2.6
	0212.....Dotterer & Co. and McAvoy & McMichael†..	2.6
	0213.....O. K. Ice Company and Otto Krugert.....	2.7
	0214.....J. F. Hare†.....	2.7
	0215.....Frank Brennen†.....	2.8
	0216.....American Ice Co. No. 24†.....	2.8
	0218.....American Ice Co. No. 14†.....	2.9
	0219.....Wm. King†.....	3.0
	0220.....Charles Young†.....	3.1
	0222.....Junction Point Breeze Branch....	3.1
	0224.....Philadelphia Refinery†.....	3.6
	0226.....Point Breeze Gas Works, United Gas Improvement Co. No. 4 and Equitable Illuminating Gas Light Co.†..	3.6
	0228.....B. & O. R. R. Transfer (Grain only)§..	3.3
	0230.....Jarden Brick Co.†.....	3.6
	0231.....Leuton Brick Company†.....	3.6
	0232.....Philadelphia Brick Co.†.....	3.6
	0233.....Junction Girard Point Branch§..	3.9
	0235.....Atlantic Refining Co. No. 1†.....	4.2
	0236.....Standard Oil Co. No. 5†.....	4.2
	0238.....Atlantic Refining (Storage)†.....	4.3
	0240.....Storage Siding§.....	4.8
	0242.....Printz Degreasing Co.†.....	4.8
	Junction Schuylkill River Branch Ext.*.....	5.5
	0243.....U. S. Navy Yard No. 1†.....	6.8
	0244.....End of Schuylkill River Branch Ext. §.....	6.9
	0246.....Girard Point†.....	5.9
	0248.....Hamburg Storage§.....	4.2
	0249.....Montgomery Bros.†.....	4.2
	0250.....Victoria Scales†§.....	4.4
	0254.....Broad Street.....	5.1
	0255....."RD" Engine House§.....	5.5
	0256.....Junc. Swanson Street Branch§....	6.1
	G W { Greenwich§.....	6.1
	Greenwich (Piers)†.....	7.1
	G H.....Greenwich (Freight Ferry Slip)§§	7.0
	0260.....Point House Wharf§.....	7.4
	American Agricultural Chemical Co.†.....	6.8
	0262 { C. C. Pierson's Sons†.....	6.8
	General Chemical Co. No. 2†.....	6.8
	0264.....Grove Linseed Oil Co.†.....	6.9
	0266.....Pennsylvania Salt Mfg. Co. Nos. 5 and 6†..	7.1
	0268.....E. E. Brown & Co.†.....	7.7
	0270.....Crew, Levick & Co. and T. B. Ricet.....	7.8
	0272.....Chas. K. Smith & Co.†.....	7.9
	0276.....Commercial Avenue Yard§.....	7.9
	0278.....Joseph Kelly & Co.†.....	7.9

DELAWARE EXTENSION

Pt. B. Br.

Girard Pt. Br.

S. R. Br. Ext.

* No Siding † For individual use ‡ Telegraph Office

§ Float to Camden (Amboy Division)

|| Siding—No car-load delivery

PENNA. R. R. DIVISION—Continued

PHILA. TERMINAL DIVISION—Continued

		Via Commer- cial Ave.	Via Swanson Street
DELAWARE EXTENSION—Continued	Swanson Street Branch		
	0330.....Swanson Street Storage 	9.1	6.4
	0326.....Becker, Smith & Page†.....	8.5	7.0
	0327.....Philadelphia Metal Refining Co.†.....	8.5	7.0
	0324.....General Mfg. Co.†.....	8.4	7.1
	0322.....Keystone Planing Mill Co.†.....	8.4	7.1
	0321.....Christopher Koch†.....	8.4	7.1
	0320.....C. G. Blatchley and India Refining Co. No. 2†.....	8.3	7.2
	0318.....Niles, Bement & Pond No. 1 and India Refining Co. No. 1†.....	8.3	7.2
	0317.....Niles, Bement & Pond No. 2†.....	8.3	7.2
	0315.....Union Petroleum Co. No. 2†.....	8.3	7.2
	0314.....Union Petroleum Co. No. 1†.....	8.3	7.2
	0312.....E. H. Rowley†.....	8.2	7.3
	0310.....Southwark Mfg. Co.†.....	8.2	7.3
	0308.....N. & H. O'Donnell Nos. 1 and 2†.....	8.2	7.3
	0306.....Kelley Bros. & Spillman†.....	8.2	7.3
	0304.....W. J. McCahan & Co.†.....	8.1	7.4
	0302.....J. T. Bailey & Co. No. 1†.....	8.1	7.4
	0256.....Junc. Swanson Street Br. 	8.1	7.4
	0332.....J. T. Bailey & Co. No. 2†.....		7.4
	0334.....Baugh & Sons No. 1†.....		7.4
	0336.....R. M. Kelly & Co.†.....		7.4
	0337.....Markmann & Co.†.....		7.4
	0338.....W. J. McCahan Sugar Refining Co.†.....		7.4
	0339.....Eugene Cathrall and H. Golden & Sonst.....		7.4
	0340.....Charles H. Clark†.....		7.5
	0341.....N. & G. Taylor Co. No. 1†.....		7.5
	0343.....Provident Lumber Co.†.....		7.5
	0901.....N. & G. Taylor Co. No. 2 (P. B. L. R. R.)†.....		7.5
	0903.....Wharton Lane (Jc. P. B. L. R. R.)†.....		7.5
	0346.....Charles Benton†.....		7.5
	0348.....Spreckle's Sugar Refinery Nos. 1 and 2†.....		7.5
	0349.....Brooklyn Cooperage Co.†.....		7.5
	0350.....William Jordan No. 1†.....		7.6
ON	Reed Street Nos. 1 and 2 (Piers 56 and 57).....		7.6
	Lawrence Johnson No. 1†.....		7.6
	Lawrence Johnson No. 2†.....		7.6
	Federal Street Freight Station.....		7.6
	Piers 53 and 55 (South).....		7.6
	Emigrant Station (Pier 53—South).....		7.7
	Junc. Washington Ave. Br. (South Conn.)*†.....		7.8
	Washington Ave. (Wharf).....		7.8
	“ “ (Grain Elevator Nos. 1 and 2).....		7.8
	Pier 46.....		7.9
AW	Junc. Washington Ave. Br. (North Conn.)*.....		7.8
	Junc. Old Swanson St. Exten.*.....		7.9
	Christian Street Yard.....		7.9
	Christian Street Wharf (Pier 44).....		7.9
	Pier 43 (South).....		8.0
	Pier 41 (South).....		8.0
	0376.....Penna. Warehousing & Safe Deposit Co. No. 1†.....		8.1
	0910.....Pier 39—Del. Ave. Frt. Sta. (P. & R. Ry.)†.....		8.1
	0912.....Pier 36 (P. & R. Ry.)†.....		8.2
	0914.....Davis Landing (P. B. L. R. R.)†.....		8.2

* No Siding

† For individual use

‡ Telegraph Office

|| Siding—No car-load delivery

PENNA. R. R. DIVISION—Continued

PHILA. TERMINAL DIVISION—Continued

DELAWARE AVE. BRANCH DELAWARE EXTENSION—Cont.

	Via Swanson Street
0915Moro Phillips Stores (P. & R. Ry.)†...	8.2
0916Pier 35 (P. & R. Ry.)†.....	8.2
0918Almond St. Yard (P. B. L. R. R.)†.....	8.2
0920Pier 34—Warner, Shuster & Co. (P. & R. Ry.)†..	8.2
0378Harrison, Frazier & Co. No. 1†.....	8.2
0379Pier 30—Franklin Sugar Refining Co.†.....	8.3
0380Delaware Ave. (Christian St. to Walnut St.)	8.4
0924Penna. Warehousing & Safe De- posit Co. No. 2 (P. B. L. R. R.)†.....	8.4
0381Pier 24—Savannah Line Merchants & Miners Transportation Co. No. 1†.....	8.4
0926Delaware Avenue Stores No. 2 (P. B. L. R. R.)†	8.5
0928Pier 22 (B. & O. R. R.)†.....	8.5
0382Quaker City Cold Storage & Warehousing Co. Nos. 1 and 2†.....	8.6
0384Dock St. Freight Station (Junc. Del. Ave. Br.)†...	8.6
.....Pier 14*.....	8.6
WTWalnut Street Wharf‡.....	8.7
0930Pier 8 (P. & R. Ry.)†.....	8.7
0387Merchants' Warehouse Co. Nos. 5 and 6 (River Front Stores)†.....	8.7
0388Philadelphia Freezing Co.†.....	9.1
0389Merchants & Miners Trans. Co. No. 2 (Pier 10— North)†.....	9.2
VS ... { Vine Street (Freight Station, Pier 13—North)‡....	9.3
" (Freight Station, Pier 15—North).....	9.4
" (Car-load Delivery Yard).....	9.4
SKShackamaxon (Callowhill St.)*.....	9.5

* No Siding

† For individual use

‡ Telegraph Office

§ Float to Camden (Amboy Division)

PHILA., BALTO. & WASH. R. R.

PHILA. TERMINAL DIVISION—Continued

Dist. from
Gray's
Ferry Sta.

WASHINGTON AVENUE BRANCH	Old Line to Washington Avenue	GF.....	Gray's Ferry (Station)† 		
		0169.....	" " (Junc. P. & R. Ry.) 	0.2	
		WA 1	Barrett Mfg. Co. No. 2†.....	S.	0.5
			A. F. Gallagher†.....	S.	0.6
			Harrison Bros. & Co. Nos. 1 and 2†.....	N.	0.6
			Thirty-fourth Street (Siding).....	N.	0.6
			J. Alfred Clark†.....	S.	0.6
			Harrison Bros. & Co. No. 3†.....	N.	0.7
			Henry Bower Chemical Co. No. 1†.....	N.	0.8
			Henry Bower Chemical Co. No. 2†.....	N.	0.9
			Twenty-eighth Street (Siding).....	N.	1.1
			Arsenal*.....		1.3
			Twenty-sixth St. Freight Station.....	S.	1.3
			Junction Washington Avenue*.....		1.3
			The Washington Iron & Steel Co.†.....	S.	1.4
		0206	Junc. Delaware Exten. (East End)† 	N.	1.4
			Jos. McConnell No. 1†.....	N.	1.4
			Wm. Wharton, Jr., & Co. No. 4†.....	N.	1.4
			John Kolb†.....	N.	1.4
			Middle Siding No. 1 (West End).....		1.4
			Wm. Wharton, Jr., & Co. Nos. 2 and 3†.....	S.	1.5
			M. Goldberg and W. J. Huston†.....	N.	1.5
		WA 2	Phila. Roll & Machine Co.†.....	N.	1.5
			H. Copeland & Sons and John Alwinet.....	S.	1.5
			McHenry & Bro. No. 1†.....	S.	1.6
			Quaker City Cooperage Co. No. 3.¶.....		1.6
			Kirkpatrick Bros.†.....	N.	1.6
			Belmont Iron Works No. 1†.....	N.	1.6
			Phosphor Bronze Smelting Co.†.....	S.	1.7
			American Can Co. No. 4†.....	N.	1.7
Continental Brewing Co.¶.....			1.8		
Southwark Mills¶.....			1.8		
Merchant & Co. Nos. 1 and 2†.....	N.		1.8		
Middle Siding No. 1 (East End).....			1.8		
D. H. Davidson†.....	N.		1.8		
J. J. Johnson & Son†.....	N.		1.9		
Twentieth Street (West Side).....			1.9		
John J. Orr†.....	N.		1.9		
WA 3	Middle Siding No. 2 (West End).....		1.9		
	Giles & McLaughlin†.....	N.	1.9		
	E. J. Cummings†.....	S.	1.9		
	Thomas McCaffrey†.....	S.	1.9		
	John H. Bahrenburg No. 2†.....	N.	1.9		
	H. Tidemann¶.....		1.9		
	Louis J. Burnst.....	S.	1.9		
	M. L. Tyroler & Bro. and P. O'Donnell (St. Nicholas Coal Yards)†.....	S.	2.0		
	H. M. Shimer & Co.†.....	N.	2.0		
	Harbert, Russell & Co.†.....	N.	2.0		

* No Siding

† For individual use

‡ Telegraph Office

| Siding—No car-load delivery

¶ Tramway—No siding into yard

N North side of main track

S South side of main track

PHILA., BALTO. & WASH. R. R.—Continued

PHILA. TERMINAL DIVISION—Continued

		Dist. from Gray's Ferry Sta.
WASHINGTON AVENUE BRANCH—Continued	WA 3	Alcott, Ross & Scully No. 2†.....S. 2.0
		Delaware Metal Refinery Co.†.....N. 2.0
		Cresswell & Washburn†.....S. 2.1
		Middle Siding No. 2 (East End).....S. 2.1
		Samuel Young and J. W. Cooper†.....S. 2.1
		Sixteenth Street Yard.....S. 2.1
		United Ice Co. No. 1†.....S. 2.2
		Bridgeman Bros. & Co. No. 2†.....S. 2.2
		Quaker City Metallic Bedstead Co. Nos. 1 and 2†.....S. 2.2
		Siding No. 26.....N. 2.2
		R. Harris & Son†.....S. 2.2
		Moore, Kelly & Co.†.....S. 2.2
		W. B. Miller & Co.†.....S. 2.2
		Hastings & Morrisont.....S. 2.3
		McHatton Smelting Co.†.....S. 2.3
WASHINGTON AVENUE BRANCH—Continued	WA 4	Kerbaugh Lime Co. No. 2†.....S. 2.3
		Bridgeman Bros. & Co. No. 1†.....S. 2.3
		Broad and Carpenter Sts. (Warehouse)†.....S. 2.4
		A. B. Kirschbaum & Co.†.....N. 2.4
		Marriott Bros.†.....N. 2.5
		James Walkert.....N. 2.5
		T. F. Getz, Jr.†.....N. 2.5
		Penn Chemical Works Nos. 1 and 2†.....S. 2.5
		S. Margolis†.....S. 2.5
		Wm. H. Gunnist.....N. 2.5
		H. B. Smith Co. No. 1†.....N. 2.5
		H. B. Smith Co. No. 2†.....N. 2.5
		Wm. Russell†.....N. 2.5
		G. W. Baldit.....S. 2.5
		Victor Coal & Ice Co.†.....S. 2.5
		Thirteenth Street*.....S. 2.5
		R. Kirkpatrick & Co.†.....S. 2.5
		J. M. Bruner No. 1†.....N. 2.5
		C. T. Wingate†.....S. 2.5
		J. J. McElroy†.....N. 2.5
		Bell & McDougalt.....N. 2.5
		C. C. A. Baldit.....S. 2.6
		Thos. Convery & Son†.....N. 2.6
		Phila. Metallic Bedstead Co.†.....N. 2.6
		Isaac Stoddart†.....S. 2.6
		A. W. Bitner & Co. No. 1†.....S. 2.6
		Twelfth Street (West Side)*.....S. 2.6
		C. J. Milne & Sons No. 2†.....N. 2.6
		W. H. Greenfield†.....S. 2.6
		Branson & Bro.†.....S. 2.6
		Thos. Ott & Co., Jos. Manning & Sons, Hall & Garrison and American Parquetry Floor Co.†.....S. 2.6
		McCann Bros.†.....N. 2.7
		Eleventh Street*.....S. 2.7
		C. J. Milne & Sons No. 1†.....N. 2.7
		Roberts & Mander Stove Co., Becker, Smith & Page, John Weyth Bros. and Berger Mfg. Co.†.....S. 2.7
		J. W. Mathers & Sons†.....S. 2.7

* No Siding

† For individual use

‡ Telegraph Office

N North side of main track

S South side of main track

PHILA., BALTO. & WASH. R. R.—Continued

PHILA. TERMINAL DIVISION—Continued

WASHINGTON AVENUE BRANCH—Continued

WASH. AV. BR. EXT.

JUNCTION RAILROAD

Dist. from
Gray's
Ferry Sta.

WA 4	Wm. Bryant No. 1†.....	N.	2.8
	Wm. Bryant No. 2†.....	S.	2.8
	Ninth Street (West Side)*.....		2.8
	American Ice Co. No. 16†.....	S.	2.9
	P. A. Swartz Co.†.....	N.	2.9
	M. Patton†.....	S.	2.9
	Mothner Asbestos Co.†.....	N.	2.9
	Passyunk Road (West Side)*.....		3.0
	Budd & Co. No. 2†.....	N.	3.0
	Wm. Jordan No. 2†.....	N.	3.0
	C. M. Buzby & Son Nos. 1 and 2†..	S.	3.0
	Southwark Coal Co.†.....	S.	3.1
	Fifth Street (West Side)*.....		3.2
	Southwark Foundry & Machine Co. No. 1†....	S.	3.2
	M. Jennings & Sons Nos. 1 and 2†..	N.	3.2
	Southwark Foundry & Machine Co. No. 4†....	N.	3.2
	Southwark Foundry & Machine Co. No. 2†....	S.	3.2
	Southwark Foundry & Machine Co. No. 3†....	S.	3.2
	Moyamensing Ave. (West Side)*.....		3.4
	M. H. Ryan†.....	N.	3.5
	W. Cope & Son†.....	S.	3.5
	Swanson Street Yard.....		3.5
	Front Street (West Side)*.....		3.6
	Heyl Bros.†.....	N.	3.6
	P. C. Tomson & Co. No. 1†.....	N.	3.6
	Junction Delaware Extension (South Conn.)*....		3.6
	Junction Delaware Extension (North Conn.)*....		3.6
	Jc. Washington Ave. Br. Exten.*.....		3.7
	Hunter & Dickson Co.†.....		3.7
	P. C. Tomson & Co. No. 2†.....		3.7
WA 5	Christian Street Freight Station.....		3.9
	Christopher Bailey†.....		3.9
	American Ice Co. No. 17†.....		4.0
	Philip Godley†.....		4.1
	Harrison, Frazier & Co. No. 2†.....		4.2
0169.....	Gray's Ferry (Junc. P. & R. Ry.) 		
	Gray's Ferry (Station)†.....		
GF..	“ “ (Junc. West Phila. Elevated Branch, P., B. & W. R. R. —South End)*.....		
	0165.....West Phila. (S. End P., B. & W. R. R. Ext. to Schuylkill River Branch)*.....		0.5
0164.....	“ “ (Junc. Schuylkill River Branch)*.....		1.2
0160.....	“ “ (South Street Yard).....		1.3
0155.....	“ “ (32d and Chestnut Sts.—C. L. delivery). “ “ (North End Market St. Tunnel— Junc. Main Line.)*.....		1.4 1.8
050.....	Thirty-sixth Street (Jc. Junction Br., P. R. R.— North Portal of New Junc. R. R. Tunnel) 		3.3
0153.....	R. Smith Ale Brewing Co.†.....		3.4
0152.....	Centennial Siding†.....		3.9
0151.....	Belmont Water-Works†.....		4.5
B M.....	Belmont (Junc. P. & R. Ry.)†.....		4.6

* No Siding

† For individual use

‡ Telegraph Office

| Siding—No car-load delivery

N North side of main track

S South side of main track

PENNA. R. R. DIVISION—Continued

PHILA. TERMINAL DIVISION—Continued

		Dist. from Broad St. Pass. Sta.	
WEST PHILADELPHIA YARD	Filbert St. Ex. { ° B SPhila. (Broad St. Pass. Station)†...		
	03..... " (Adams Express Station)†...	0.2	
	08..... " (H. F. Bruner & Co. No. 1)†.	0.5	
	 " (Conn. to North and Middle Bridges)*†.....	0.6	
	011.....30th St. (Elevated Bridge) Yard...	0.9	
	014.....30th St. Freight Station†.....	0.9	
	TSWest Phila. Pass. Station*†.....	1.1	
	Market Street Tunnel*†.....	1.1	
	015.....Market Street Freight Yard†.....	1.2	
	025.....Steam-Crane.....	1.3	
Mantua Yard	†032.....Powelton Avenue Passenger Car Yard 	1.3	
	038.....West Phila. Shops 	1.4	
	039.....West Phila. Stock Yard†.....	1.4	
	040.....Lot Tracks 	1.6	
	043.....Round-House No. 2 (Coal Wharf)	1.6	
	044.....Haverford Street (Junc. Schuylkill River Branch) 	1.6	
	046....." K " (Junc. 34th Street Branch)*.	*2.0	
	048.....36th Street (Jc. W. Phila. Elevated Branch, P. R. R.—West End)*.....	2.3	
	050.....S. D. Hall†.....	2.4	
	2 WP36th Street (S. and E. Bound Cars) 	2.5	
	‡ M " " (Freight Tracks)† 	2.5	
	054.....38th Street (Jc. Junction Branch P. R. R.) .	2.6	
	058.....Storage Track for M. W. Material 	2.6	
	‡ M40th Street—" M 3 "† 	2.7	
	060.....McGaw & Gray†.....	2.8	
	061.....M. Kelly's Sons†.....	2.8	
	068.....Eclipse Cement & Blacking Co.†....	3.3	
	069.....Union Ice & Coal Co.†.....	3.3	
	070.....James T. Gray & Co.†.....	3.3	
	072.....Chalfant Bros. Nos. 1, 2 and 3†.....	3.3	
078.....P. J. McGarvey No. 1†.....	3.3		
079.....John Hancock Ice Co. and John C. Hancock & Co.†.....	3.3		
52d Street Yard	MAMantua Transfer—East Conn.† 	3.3	
	090.....Park Car Shop—East Conn. 	3.3	
	‡ MWest End Mantua Yard 	3.3	
	+ OGirard Avenue† 	3.3	
	082.. { Eagle Ice & Coal Co.†.....	3.3	
		J. M. Bruner & Co.†.....	3.3
		The Columbian Coal Co.†.....	3.3
		F. W. Jarden's Son†.....	3.3
		American Ice Co. Nos. 18 and 19†	3.3
		Philadelphia Clay Material Co.†....	3.3

* No Siding † For individual use ‡ Telegraph Office

| Siding—No car-load delivery

° BS includes all points on Filbert Street Extension not otherwise designated

‡ WP includes all sidings east of Thirty-sixth Street not otherwise designated

† 032 includes all sidings used for passenger car storage between Powelton Avenue and Schuylkill River

+ O includes all points in West Phila. Yard between Girard Avenue and Overbrook not otherwise designated

‡ M includes all points between 36th Street and Girard Avenue not otherwise designated

PENNA. R. R. DIVISION—Continued

PHILA. TERMINAL DIVISION—Continued

		Dist. from Broad St. Pass. Sta.
WEST PHILA. YARD—Continued	52d St. Yard—Cont.	086 .. { Heston & Jones†..... 3.3
		{ Pennsylvania Iron Works Co.†.. 3.3
		090Park Car Shop—West Conn.‡..... 4.0
		M AMantua Transfer—West Conn.‡ . 4.0
		09252d Street Freight Station†..... 4.0
		093The Franklinville Ice & Storage Co.†..... 4.0
	52d St. Br.	+ O52d Street Station†..... 4.0
		{ Junc. 52d Street Branch 4.2
		096 .. { Munyon's Homeopathic Remedy Co.†..... 4.3
		{ Columbia Avenue 4.4
		097West Philadelphia (Storage) 4.7
		Bryn Mawr Ave. (Junc. Schuylkill Div.)*... 4.7
		098 .. { Hall Bros. & Wood†..... 4.2
		{ Peerless Coal Co†..... 4.2
		09956th Street Yard 4.4
		Woodbine Ave. (Jc. Phila. Div.)* 5.2

* No Siding.

† For individual use

‡ Telegraph Office

|| Siding—No car-load delivery

+ O includes all points in West Phila. Yard between Girard Avenue and Overbrook not otherwise designated

PHILA., BALTO. & WASH. R. R.

PHILA. TERMINAL DIVISION—Continued

		Dist. from Broad St. Pass. Sta.
Junc. R. R.	BSPhila. (Broad St. Pass. Station)†.....	
	TSWest Phila. Pass. Station†.....	1.1
	North End Market Street Tunnel*†...	1.4
	0160West Phila. (South Street Yard).....	1.9
	GFGray's Ferry*.....	3.1
	Sixty-second Street (Junc. Maryland Div.)*.....	4.4
		Dist. from W. Phila., Haverfd St., via Schuyl. River Br.
	044W. Phila. (Haverford Street).....	
	0160" " (South Street Yard)*.....	2.2
	GFGray's Ferry (Junc. R. R. Conn.).....	2.7
	" " (Jc. West Phila. Elevated Branch —South End).....	2.9
		Dist. from Belmont
JUNCTION RAILROAD	BMBelmont (Junc. P. & R. Ry.)†.....	
	0151Belmont Water-Works†.....	0.1
	0152Centennial Siding 	0.7
	0153R. Smith Ale Brewing Co.†.....	1.2
	050Thirty-sixth St. (Jc. Junction Branch, P. R. R.— North Portal of New Junction R. R. Tunnel) 	1.7
	044West Phila. (Haverford Street).....	2.3
	0155" " (32d and Chestnut Sts.—Car-load Deliv.).....	3.4
	0160" " (South Street Yard).....	3.4
	0164" " (Junc. Schuylkill River Branch)*..	3.7
	0165" " (South End P., B. & W. R. R. Extension to Schuylkill River Branch)*.....	4.1
	GFGray's Ferry (North Conn. Wash. Ave. Br.)*...	4.5
	Gray's Ferry (Junc. P. & R. Ry.) 	4.5
	GF" " (Sunlight Oil & Gasoline Co.)†..	4.6
	" " (B. M. Shay)†.....	4.7
	GFGray's Ferry (Junction West Phila. Elevated Branch, P., B. & W. R. R.— South End)*.....	4.6
	" " (South Conn. Wash. Ave. Br.)†....	4.6
		Dist. from Phila. (Broad and Carp'tr Sta.)
Washington Avenue Branch	WA 3Broad and Carpenter Sts. (Warehouse)†.....	
	WA 1Junc. Del. Extension—25th Street*.....	1.3
	Gray's Ferry (Junc. R. R. Conn.)*.....	2.2
	" " (Engine Yard) 	2.2
	" " (Station)† 	2.4
	GF" " (Junc. Main Line P., B. & W.)*..	2.4
	" " (Wilfong Bros.)†.....	2.7
	" " (Wright Bros.)†.....	2.7
	" " (Yard) 	2.7
	" " (Maris Bros.)†.....	3.0
	0170Fifty-elghth St. (J. Gibson McIlvain & Co. and Philadelphia Screen Co.)†.....	3.1
	" " (Delivery)†.....	3.2
	0172Sixty-second St. (J. G. Brill Car Co.)†.....	3.5
	" " (Junc. Maryland Div.)*..	3.7

* No Siding

† For individual use

† Telegraph Office

|| Siding—No car-load delivery

PHILA. BALTO. & WASH. R. R.—Continued

MARYLAND DIVISION

Dist. from
Phila.
(Broad and
Carp'tr Sts.)

	Sixty-second St. (Junc. Phila. Term. Div.)*.....	3.7
8504	{ Paschall (Thomas F. Drewes)††.....	4.7
	“ (Geo. Kyle)††.....	4.7
	“ (Fels & Co.)†.....	5.3
8505	{ Darby (George Woolford)†.....	5.2
	“ (Station)†.....	5.4
	“ (Gotshall & Morgan)†.....	5.6
	Academy*.....	6.1
8506	{ Sharon Hill (Station)†.....	6.4
	“ “ (Wm. Rose & Bro.)†.....	6.6
8506A	{ Folcroft (Station)*†.....	7.0
	“ (Power House)‖.....	7.1
8507	{ Glenolden (Station)†.....	7.6
	“ (J. E. Mitchell)†.....	7.9
8508	Norwood (Station)*.....	8.3
8509	{ Moore (G. W. Moore & Co.)††.....	8.8
	“ (Station)†.....	8.8
	“ (H. B. Ward)††.....	8.9
8510	Ridley Park†.....	9.7
	Crum Lynne*.....	10.4
8510A	O. W. Ketcham†.....	10.8
8511	Eddystone (Crum Lynne Iron & Steel Co.)†.....	10.9
8511A	“ (Storage)‖.....	11.0
8511	{ Eddystone (Baldwin Locomotive Works)†..	11.2
	“ (Tindel-Morris Co.)†.....	11.2
	“ (Belmont Iron Works No. 2)†..	11.3
	“ (The Eddystone & Dela. Riv. R. R.)†..	11.4
	“ (Simpson & Sons)†.....	11.4
8512	{ “ (Station).....	11.6
	{ Chester (Aberfoyle Manfg. Co.)†.....	12.2
	“ (Fourth St.—Delivery).....	12.2
	“ (Matthews & Co.)†.....	12.2
	“ (Morton Ave.—Delivery)...	12.3
	“ {(Robt. Wetherill & Co.)†}	12.7
	“ {(Sixth St.—Delivery)†...}	12.7
	“ (Station)†.....	12.7
LA	{ “ (Chester Lumber & Coal Co., John Hamilton No. 1, Chester Milling Co. and S. G. Glauser & Son)†..	13.2
	{ Chester (Del. Riv. Iron Ship Building & Eng. Wks.)†	13.5
	“ (Ulrich Street—Delivery)....	13.5
	“ (The Johnston R. R. Frog & Switch Co.)††...	13.6
	Lamokin (Station)†.....	13.6
	Chester (Jc. Central Div. No. 1)†‖.....	13.7
	“ (Jc. Central Div. No. 2—South Leg of “Y”)‖..	13.8
	“ (Chester Steel Castings Co.)†.....	13.9
	“ (Junc. Lamokin Branch)*....	13.8
	{ Chester (Solid Steel Casting Co.)†....	13.8
8714	“ (The Stevenson Co., Llm.)†.....	13.8
	“ (Tilghman St.—Delivery)†..	14.1
	“ (Jc. So. Chester Br. No. 1—North Leg “Y”)‖..	14.3
	“ (Jc. So. Chester Br. No. 2—South Leg “Y”)*. ..	14.3
8704	Chester (Sharpless Dyewood & Extracting Co.)†.....	14.4
8705	{ Chester (Philadelphia Quartz Co.)†..	14.5
	“ (Keystone Plaster Co. No. 1)†.....	14.5
	“ (Keystone Plaster Co. No. 2)†.....	14.6
	“ (Seaboard Steel Casting Co.)†.....	14.9
8706	Chester (National Tube Co. No. 2)†..	14.9
	8706.....Chester (West Street Storage)‖.....	14.9

* No Siding
† For individual use† Telegraph Office
‖ Siding—No car-load deliveryS. C. Branch
Lam. Br.—S. C. Br.

PHILA., BALTO. & WASH. R. R.—Continued

MARYLAND DIVISION—Continued

		Dist from Phila. (Broad and Carp'tr Sts.)
S. C. Br.	Lin. Br.—S.C.Br.	Chester (Wilson St. Delivery)..... 14.6
		“ (L. N. Wood & Bro. No. 2)†..... 14.6
		Thurlow (Station)†..... 14.8
		TH Chester (Am. Steel Foundries Nos. 1, 2 & 3)††.... 15.0
		“ (Junc. P. & R. Ry.)†† 15.0
		“ (American Conduit Co.)††.. 15.1
		Thurlow (Yard)† 15.3
		8515Trainer..... 15.6
		8516Junc. Linwood Branch—Storage† 16.1
		Marcus Hook (Junc. South Chester Br. No. 3)*..... 16.8
C. Br.	Lin. Br.—S.C.Br.	“ “ (A. Knabb & Co. No. 2)†.. 16.8
		8708 “ “ (Sun Co. and Jos. N. Pew)†..... 17.1
		“ “ (Jc. Crescent Connecting Ry.)†.. 17.5
		“ “ (Jc. P. & R. Ry. No. 2) .. 17.5
		“ “ (Junc. Claymont Br.)*..... 17.8
		8718The Texas Co.†..... 18.2
		8719Claymont Brick Works†..... 18.5
		8516 { Linwood (L. N. Wood & Bro. No. 1)†..... 16.2
		“ (Station)†..... 16.4
		8518 { Claymont (Storage) 18.6
Shellpot Br	Lin. Br.—S.C.Br.	“ (Station)†..... 18.8
		Binstead*..... 20.0
		8520Holly Oak..... 20.6
		8521Bellevue (Station)†..... 21.4
		ED { Edge Moor (Jc. Shellpot Br.—North End) 21.8
		“ (Yard)† 23.9
		9406Junction New Castle Branch*..... 25.6
		8720AWilmington Malleable Iron Co.†.... 26.0
		8720 { Edge Moor (Delaware Button Co.)†..... 26.5
		“ (Diamond State Steel Co. No. 1)†..... 26.5
BRANDYWINE BRANCH	Lin. Br.—S.C.Br.	9301Junc. Delaware Div. (N. C. & W. R. R.).. 28.1
		8528Junction Main Line 28.3
		Gordon Heights*..... 22.6
		Edge Moor (Station)†..... 23.3
		8522 { “ (Edge Moor Iron Works and American Bridge Co. No. 2)†† 23.3
		8523Wilmington Transfer†..... 23.6
		8524Todd's Cut (Storage)† 24.4
		Wilmington (Jc. Brandywine Br.)†..... 24.4
		“ (J. H. Beggs & Co.)†..... 24.4
		“ (Wilmington Lute Works)†..... 24.7
BRANDYWINE BRANCH	Lin. Br.—S.C.Br.	“ (Ryan & Kelly No. 2)†..... 24.7
		“ (M. B. Foster and R. H. Folsom)†.. 25.0
		“ (Thatcher St. Storage) 25.1
		8721 { “ (Delaware Granite & Mining Co. No. 3)† 25.2
		“ (Delaware Granite & Min. Co. Nos. 1 & 2)† 25.3
		“ (The Jessup & Moore Paper Co. No. 2)†.... 25.4
		“ (Wilmington City Electric Ry. Co.)† 25.5
		“ (Charles M. Grubb)†..... 25.5
		“ (Wm. Lea, Sons & Co. Nos. 1 & 2)† 25.5
		“ (Hutton Street)..... 25.6
BRANDYWINE BRANCH	Lin. Br.—S.C.Br.	Wilmington (The Jessup & Moore Paper Co. Nos. 3 & 4)† 26.7
		8722 { “ (The Jessup & Moore Paper Co. Nos. 5 & 6)† 26.9
		“ (Jos. Bancroft & Sons Co., Kentmere)†.. 27.1
		8525Wilmington Shops..... 24.2

* No Siding

† For individual use

†† Telegraph Office

| Siding—No car-load delivery

PHILA., BALTO. & WASH. R. R.—Continued

MARYLAND DIVISION—Continued

		Dist. from Phila. (Broad and Carp'tr Sts.)	
WILMINGTON YARD	WN	Wilmington (Landlith Sta., Vandiver Ave.)*.....	24.7
		“ (Diamond Ice Co. No. 1)†.....	24.7
		“ (The Pullman Co.)†.....	24.9
		“ (Diamond State Car-Spring Co.)†.....	25.3
		“ (Hilles & Jones)†.....	25.3
		“ (The Seidel & Hastings Co.)†.....	25.4
		“ (John Hamilton No. 2)†.....	25.4
		“ (Jackson & Sharp Co.)†.....	25.3
		“ (McCullough Iron Co. Nos. 5 and 6)†.....	25.3
		“ (Phillips, Thomson & Co. No. 2)†.....	25.4
		“ (Diamond State Steel Co. No. 2)†.....	25.6
		“ (Warehouse)†(Edward R. Pusey Co.)†.....	25.5
		“ (Henry Snyder)†.....	25.5
		“ (Phillips, Thomson & Co. No. 1)†.....	25.5
		“ (Lobdell Car-Wheel Co. No. 1)†.....	25.7
		“ (The Pusey & Jones Co. No. 3)†.....	25.8
		“ (Chas. H. Tenweeges Nos. 1 and 2)†.....	25.9
		“ (Benjamin F. Shaw Co.)†.....	25.8
		“ (The Pusey & Jones Co. No. 1)†.....	25.9
		“ (Station)†.....	26.0
		“ (Jc. P. & R. Ry. No. 1)*.....	26.0
		“ (G. W. Bush & Sons)†.....	26.0
		“ (The Chas. Warner Co.)†.....	26.1
		“ (S. G. Simmons & Bro.)†.....	26.3
		“ (Harlan & Hollingsworth Co. Nos. 1 & 2)†.....	26.4
		“ (Harlan & Hollingsworth Co. No. 3)†.....	26.5
		“ (Jc. P. & R. Ry. No. 2) 	26.6
		“ (Junc. B. & O. R. R.) 	26.6
		“ (Jc. P. & R. Ry. No. 3) 	26.7
		“ (Junc. Balto. & Ohio R. R.) 	27.0
		“ (Jc. N. C. & W. R. R.) 	27.1
		“ (West Yard) 	27.4
		“ (Liebig Manufacturing Co.)†.....	27.8
		“ (The Jessup & Moore Paper Co. No. 1)†.....	27.9
		“ (Jc. P. & R. Ry. No. 4) 	27.5
8527.....	Junction Delaware Division*.....	28.1	
8528.....	Junction Shellpot Br. (South Conn.) 	28.8	
8530..	{	Newport, Del. (Delaware Glue Works)†.....	29.5
		“ “ (The J. A. Cranston Co.)†.....	29.6
		“ “ (Marshall Iron Co.)†.....	29.7
		“ “ (Station).....	29.8
8532	{	“ “ (Krebs Pigment & Chemical Co.)†.....	29.9
		“ “ (Kiamensi Clay Co.)†.....	30.1
8532.....	Stanton†.....	32.2	
8534.....	Price Tower.....	34.2	
8535.....	Ruthby.....	35.2	
8536.....	Bark Mill Water Station 	35.8	
	Pencader*.....	37.3	
N	{	Newark, Del. (Junc. Phila. Div. P. R. R.)*.....	37.5
		“ “ (Station)†.....	38.0
		“ “ (Junc. N. & D. C. Br. No. 2)*.....	37.4
		“ “ (Junc. N. & D. C. Br. No. 1)*.....	37.5
8731.....	Wilson.....	38.4	
8732.....	Cooch.....	39.8	
8733.....	Audenried.....	40.6	
8734.....	Keeney.....	41.4	

NEWARK & DELAWARE CITY BR.

* No Siding

† For individual use

‡ Telegraph Office

|| Siding—No car-load delivery

PHILA., BALTO. & WASH. R. R.—Continued

MARYLAND DIVISION—Continued

			Dist. from Phila. (Broad and Carp'tr Sts.)
Newark & Delaware City Br. Cont.	8735	Glasgow.....	42.4
	P R..	Porter (Wright Canning Co.)†.....	43.3
		“ (Junc. Delaware Div. No. 1)*....	43.4
		“ (Station)†.....	43.6
		“ (Junc. Delaware Div. No. 2)*....	43.7
	8738	Corbit.....	45.4
	8740	Reybold.....	47.0
	D C..	Delaware City (Station)†.....	49.3
		“ “ (J. E. Sadler)†.....	49.3
		“ “ (C. W. Pancoast)†.....	49.4
B. & M. R.R.	8541	Iron Hill (Station)†.....	40.7
	8543	“ “ (Old Line Connection)‖.....	43.1
	E K..	Elkton (Station)†.....	44.1
		“ (J. S. Boulden)†.....	44.1
		“ (George R. Howard)†.....	44.5
	8545	Elkton (Junction Elkton & Middletown R. R.)....	44.4
	8745	Kenmore Pulp & Paper Co.†.....	44.7
		Scott Fertilizing Co.†.....	44.8
	8548	Bacon Hill (Station)†‖.....	47.4
		“ (Old Line, North of)‖.....	47.4
	8551	North-East (Alfred Ford)†.....	50.2
		“ “ (McQuillough Iron Co. Nos. 1, 2, 3 and 4)†	50.3
		“ (Station)†.....	50.3
	8552	North-East (Old Line, Broad Creek)‖.....	52.2
	8553	Charlestown (Station).....	53.0
		“ (Old Line, South of)‖.....	53.3
	8556	Principio (Station).....	56.1
		“ (G. P. Whitaker & Co.)†.....	56.5
	8557	Woodburn†‖.....	57.0
	P V..	Perryville (Coal Storage Yards)‖.....	58.4
		“ (Station)†.....	58.5
		“ (Junc. Columbia & Port Deposit Ry.)*....	58.7
	8560	Havre de Grace (Station)†.....	59.7
		“ “ (The Havre de Grace Real Estate & Power Co., The Gambrell Textile Works and Standard Oil Co. No. 10)†.....	59.9
		“ “ (C. C. Pusey)†.....	60.0
		“ “ (S. J. Seneca No. 1)†..	60.0
		“ “ (Reynolds Bros.)†.....	60.1
	8562	“ “ (S. J. Seneca No. 2)†..	60.3
		“ “ (Delmar Lumber Co.)†.....	60.4
		“ “ (S. J. Seneca No. 3)†..	60.4
	8563	Oakington†.....	61.9
		“ (Siding)‖.....	62.1
	8563	Swan Creek.....	62.8
	8564	Aberdeen (Junc. B. & O. R. R.).....	63.5
		Aberdeen (C. B. Osborne)†.....	63.6
		“ (J. B. Baker)†.....	64.2
	8565	“ (N. B. Passing)‖.....	64.3
		“ (Station)†.....	64.4
		“ (S. B. Passing).....	64.7
		“ (O. C. Michael)†.....	64.8
	8566	Short Lane.....	65.9

* No Siding

† For individual use

‡ Telegraph Office

‖ Siding—No car-load delivery

PHILA., BALTO. & WASH. R. R.—Continued

MARYLAND DIVISION—Continued

		Dist. from Phila. (Broad and Carp'tr Sts.)
8568..	{ Perryman (N. B. Passing) 	67.4
	“ (S. B. Passing) 	67.7
	“ (Freight).....	67.8
	“ (Johnson Bros.)†.....	67.8
	“ (Station)†.....	68.0
8569.....	Perryman (F. O. Mitchell)†.....	68.7
	Bush River*†.....	70.7
8575.....	Edgewood†.....	74.0
8576..	{ Magnolia (N. B. Passing) 	76.0
	“ (Station)†.....	76.0
	“ (Delivery).....	76.1
	“ (Freight).....	76.4
8577.....	Gunpowder.....	77.1
	Harewood Park*.....	78.8
8530..	{ Chase (N. B. Passing) 	79.4
	“ (Freight).....	79.7
	“ (Station)†.....	79.9
8583.....	Bengies†.....	82.3
8584.....	Middle River.....	84.2
8586.....	Stemmer's Run.....	85.7
	Back River*.....	88.4

B A..	{ Bay View Yard 	90.4
	Junction Balto. & Ohio R. R.† 	90.7
	Bay View (Junction Union R. R.)*†.....	90.9
	Junc. President Street Branch—Balto. Div.....	90.9

B.....	Baltimore (Union Station)†.....	94.6
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B A.....	Bay View (Junction Union R. R.)*†.....	90.9
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C C..	{ Baltimore (A. Weiskittel & Son)†.....	91.5
	“ (Crown Cork & Seal Co.)†.....	92.0
	“ (Canton Crossing—Junc. Union R. R.) 	92.0
B H.....	Baltimore (Highland Yard)† 	92.4

B P..	{ Baltimore (Standard Oil Co. Nos. 1, 2, 3 and 14)†.....	92.4
	“ (G. Gunther, Jr., Brewing Co.)†.....	92.4
	“ (Thomas & Bro.)†.....	92.6
	“ (American Lead & Barytes Co.)† (Balto. Br.).....	92.7
	“ (Coal Piers and Wharf).....	92.7
	“ (Clinton Street Station)*.....	92.7
	“ (Clinton Street Yard).....	92.7
	“ (Boston Street Barge Slip).....	92.8
	“ (Boston Street Wharf).....	92.8
	“ (Boston Street—Siding).....	92.9
	“ (Canton Lumber Co.)†.....	93.2
	“ (Headington—Pfeil Furniture Mfg. Co.)†.....	93.2
	“ (Consolidated Gas Co.)†.....	93.2
	“ (J. S. Young Co.)†.....	93.3
	“ (American Can Co. No. 3)†.....	93.3

* No Siding

† For individual use

‡ Telegraph Office

|| Siding—No car-load delivery

PHILA., BALTO. & WASH. R. R.—Continued

MARYLAND DIVISION—Continued.

		Dist. from Phila. (Broad and Carp'tr Sts.)	
PRESIDENT ST. BR.—BALTO. DIV.—Cont.	B P..	Baltimore (American Can Co. No. 2—Norton Br)†.....	93.4
		“ (Montford Avenue Yard)...	93.4
		“ (Canton Box Co.)†.....	93.5
		“ (American Can Co. No. 1)†..	93.6
		“ (S. R. Carr & Co.)†.....	93.6
		“ (Gibbs Preserving Co.)†.....	93.7
		“ (Aliceanna Street)§.....	93.7
		“ (Wolfe Street—Conn. N. C. Ry.)*....	94.0
		“ (Broadway Station)*.....	94.2
		“ (Eden Street—Conn. N. C. Ry.)§.....	94.4
		“ (President Station)†.....	94.6
		Dist. from Balto. (Union Station)	
C S	Baltimore (Calvert Station)†.....	1.0	
B..	Baltimore (Union Station)†.....		
	“ (Junc. Balto. Div. N. C. Ry.)*†.....	0.4	
	“ (Pennsylvania Avenue)*†..	1.2	
FJ..	Fulton Junction (Junc. W.M.R.R.)*†	1.9	
	“ (Standard Oil Co. No. 12)†	2.1	
	“ (National Biscuit Co.)†.....	2.1	
8597..	Lafayette (Baltimore Car-Wheel Co.)†.....	2.2	
	“ (Lafayette Coal Yards—C. A. Ben- jamin & Co., J. C. Bell & Co. and A. F. Lawrence Coal Co.).....	2.3	
	“ (Station).....	2.3	
	Calverton (Moses McCormick No. 1)†	2.8	
8598..	“ (Balto. Butchers' A. & L. S. Co.)†..	2.8	
	“ (Station)†.....	3.0	
	“ (Storage Yard).....	3.2	
	“ (Baker-Whiteley Coal Co. No. 1)†...	3.3	
	“ (The Hafer Coal & Wood Co.)†.....	3.3	
	“ (Daniel A. Leonard No. 1)†.....	3.3	
8599..	Frederick Road (Station).....	4.1	
	“ “ (Schlosser & Steinaker No. 1)†...	4.2	
	“ “ (Schlosser & Steinaker No. 2 and Robert S. Green)†.....	4.3	
	“ “ (Poehlmann & Schnepfe)†..	4.3	
	“ “ (V. G. Bloede)†.....	4.4	
8600..	Claremont (Union Abattoir Co.)†.....	5.3	
	“ (Junc. B. & O. R. R.)§.....	5.5	
	“ (Stock-Yard)†.....	5.6	
8751.....	Loudon Park (Junc. C. S. L. R. R.)*†..	4.5	
	Primrose*.....	5.0	
	Beechfield*.....	5.4	
	Cloud Cap*.....	5.8	
8752.....	Kenwood.....	6.4	
	Paradise*.....	6.8	
8753.....	State Asylum.....	7.3	
	Bloomsbury*.....	7.7	
C V..	Catonsville (John S. Wilson & Co.)†.....	8.3	
	“ (American Ice Co. No. 20)†.....	8.3	
	“ (Station).....	8.3	
8601.....	Arbutus (John A. Knecht)†.....	5.6	
8602.....	“ (Station).....	6.7	

* No Siding

† For individual use

‡ Telegraph Office

! Siding—No car-load delivery

PHILA., BALTO. & WASH. R. R.—Continued

.MARYLAND DIVISION—Continued

		Dist. from Balto. (Union Station)
8603	Halethorpe.....	7.2
	Winans*†.....	7.9
8604	Patapsco.....	9.2
8607	{ Stony Run.....	11.2
	" " (Sand Siding)¶.....	11.6
8608	{ Harman (Station)†.....	13.0
	" (Washington Hydraulic Press Brk. Co. No. 2)†.....	13.5
8609	Severn (Station)†.....	14.5
8610	" (Moses McCormick No. 2)†.....	15.4
8611	Severn Arch.....	16.2
	Odenton (A., W. & B. R. R. Transfer)¶.....	17.8
	" (Station)†.....	17.9
8612	{ " (Junc. A., W. & B. R. R.)*.....	17.9
	" (George M. Murray)†.....	18.1
	" (Delivery).....	18.3
8616	Patuxent†.....	20.6
8617	Arundel.....	22.4
BE	Bowie (Junc. Pope's Creek Branch)†.....	24.7
8763	Collington.....	27.8
	Mullikin (Franklin Davis & Co.)†.....	30.9
8766	{ " (Station).....	30.9
	" (Geo. K. McGaw)†.....	31.1
8768	Hall.....	32.6
8770	Leeland.....	34.8
8772	Hill.....	36.4
8774	Marlboro (Station)†.....	38.5
8775	Marlboro (Junc. Chesapeake Beach Ry.)*.....	39.8
8776	Chew.....	40.4
8778	Croome.....	42.2
8780	Linden.....	45.0
8782	Cheltenham.....	46.7
8783	{ Talbert (Station)*.....	47.1
	" (P. H. Glatfelter No. 10)†.....	47.9
BW	{ Brandywine (Junc. Wash., Potomac & Ches. R. R. No. 1)*.....	49.4
	" (Junc. Wash., Potomac & Ches. R. R. No. 2)*.....	49.6
	" (Station)†.....	49.6
8788	{ Osborne (Station)*.....	52.0
	" (P. H. Glatfelter No. 11)†.....	52.0
8789	Mattawoman.....	53.2
8791	Waldorf (Station).....	55.7
8792	" (P. H. Glatfelter No. 12)†.....	56.6
8794	White Plain.....	58.6
8796	La Plata (T. Y. Robey)†.....	60.7
	La Plata (A. Posey)†.....	62.9
8799	{ " (J. B. Mattingly)†.....	63.1
	" (Station)†.....	63.4
8801	Port Tobacco.....	65.2
8803	Cox†.....	68.1
8805	Lothair.....	69.9
8809	Pope's Creek.....	73.4
8621	Springfield.....	26.2
8622	Glennedale.....	27.4
8624	Seabrook†.....	29.0
8625	Lanham.....	30.5
8626	Ardwick.....	31.6
8628	Landover†.....	33.0

* No Siding

† For individual use

‡ Telegraph Office

¶ Siding.—No car-load delivery

POPE'S CREEK BRANCH

PHILA., BALTO. & WASH. R. R.—Continued

MARYLAND DIVISION—Continued

		Dist. from Balto. (Union Station)
8629..	{ Magruder (Station)*.....	34.6
	“ (Drake & Stratton Co. No. 1)†.....	34.8
8631..	{ Deanwood (Station)†.....	36.6
	“ (Perishable Yard)† 	36.8
	“ (Wash. Ry. & Electric Co. Nos. 1 and 2)†.	36.8
8632..	{ Benning (Station)*†	37.0
	“ (Union Stock Yards)†.....	37.0
	“ (Junc. B. & O. R. R. No. 1).....	37.2
	“ (Junc. B. & O. R. R. No. 2) 	37.4
A T ..	{ Anacostia (Storage Yard)† 	37.6
	“ (Shop) 	37.7
	“ (Coaling Station).....	38.1
	“ (Jc. B. & O. R. R. No. 3) ..	38.3
8634..	{ Washington (Penna. Ave.—General Delivery)†.....	39.2
	“ (“M” Street—General Delivery)†.....	39.4
	“ (Washington Gas-Light Co.— East Station)†.....	39.4
	“ (Allegheny Company—Coal Wharf).	39.5
WH..	{ Washington (U. S. Navy Yard No. 2—Freight)†... “ (John Miller)†.....	40.1 40.2
	“ (Commissioners Nos. 1, 2 and 3)†.....	40.4
	“ (Washington Fertilizer Co. No. 2)†... “ (Great Bear Spring Co.)†.....	40.5 40.5
	“ (Shop) 	40.5
	“ (Standard Oil Co. No. 9)†.....	40.6
	“ (B. A. & C. N. Williams)†.....	40.6
	“ (New Jersey Avenue Yard)†.....	40.6
	“ (Allegheny Coal Co. No. 1)†.....	40.6
	“ (T. J. Shryock)†.....	40.6
	“ (W. H. Marlow)†.....	40.7
	“ (Drake & Stratton—Delivery)†.....	40.7
	“ (Four-and-a-half St. Yard).....	40.9
	“ (New York Continental-Jewell Filtra- tion Co. No. 3)†.....	40.9
	“ (Sixth Street Yard).....	41.3
	“ (Adams Express Co.)†.....	41.3
	“ (Bergner & Engel Brew. Co. No. 7)†.	41.3
	“ (Schlitz Brewing Co.)†.....	41.4
	“ (N. Auth)†.....	41.4
	“ (U. S. Fish Commission)†.....	41.4
	“ (U. S. Government Construction Siding)†... “ (Passenger Station)†.....	41.5 41.7
	“ (Warehouse)†.....	42.4
	“ (14th Street Yard).....	42.6
	“ (Southern Railway Yard)†..	42.7
8638.....	S. End Long Bridge (Junc. W. S. Ry.)†	43.7
8639.....	“ “ (Jc. Rosslyn Connecting R.R.)	44.1
ROSSLYN CONNECTING R. R.	{ 8839.....Junc. W., A. & Mt. V. Ry.*.....	44.2
	{ 8840.....Rosslyn (U. S. Agricultural Department)†.....	45.1
	{ Rosslyn (Passing) 	46.1
	{ “ (Rosslyn Brick Co.)†.....	46.6
	{ 8842.. “ (Columbia Oil Co.)†.....	46.6
	“ (Raeburn-Garner Coal Co.)†..	46.7
	“ (Station).....	47.0

* No Siding

† For individual use

‡ Telegraph Office

| Siding—No car-load delivery

PHILA., BALTO. & WASH. R. R.—Continued

MARYLAND DIVISION—Continued

		Dist. from Columbia
C	Columbia (Junc. Phila. Div. P. R. R.)†.....	0.1
	“ (Freight Nos. 1, 2 and 3)‡	0.3
	“ (River Tracks—Jc. Phila. Div. P.R.R.)‡	0.5
	“ (Columbia Lace Co.)†.....	0.6
	“ (Susq. Iron & Steel Co. Nos. 5 and 6)†..	0.6
	“ (Columbia Electric-Light Co.)†... 0.6	
	“ (Fairview Milling Co.)†... 1.0	
	“ (S. S. Detwiler)†..... 1.3	
3603	Washington Borough (Station).....	3.0
	“ “ (Levi Haverstick)†	3.1
	“ “ (J. K. Shultz)†..	3.6
	“ “ (Young's Mill)†.	4.4
3605	Creswell (Station)*.....	5.2
	“ (H. S. Kerbaugh, Inc., No. 1)†....	5.3
	“ (Passing)‡.....	5.5
3611	Safe Harbor (Station)†.....	10.8
	“ (Jc. Safe Harbor Br.)..	11.0
	“ (H. M. Stauffer & Co.)†	11.3
	“ (Ore).....	11.3
	“ (Standard Iron Mine & Fur- nace Co.)†.....	11.4
	“ (Passing)‡.....	11.2
	“ (H. S. Kerbaugh, Inc., No. 2)†	11.8
3612	Shenk's Ferry (Station)*.....	12.5
	“ “ (H. S. Kerbaugh, Inc., No. 3)†	12.5
3613	Frederick Shoff & Bro.†.....	13.5
3614	Pequea (Station).....	13.9
	“ (Passing)‡.....	14.1
	York Furnace*.....	14.4
3616	Tucquan (Station)*.....	16.3
	“ (Frederick Shoff)†.....	16.4
3618	McCall's Ferry (Passing)‡.....	18.1
	“ “ (Station)†.....	18.2
	Mingua*.....	19.0
3619	McCall Ferry Power Co. No. 1†.....	19.0
	McCall Ferry Power Co. No. 2†.....	19.4
	McCall Ferry Power Co. No. 3†.....	19.4
	Cully*.....	19.8
3622	Fite's Eddy.....	22.3
3624	Fishing Creek.....	23.5
3625	Benton (Station)*.....	24.8
	“ (J. W. Jones)†.....	24.8
3626	Whitaker*.....	25.8
3627	Peach Bottom (P. B. Shank No. 1)†	26.5
	“ “ (Station)†.....	26.5
	“ “ (Trans. L. O. & S.R.R.—Nar. Gauge)	26.5
	“ “ (Passing)‡.....	26.8
	“ “ (P. B. Shank No. 2)†	27.0
3628	Haines.....	28.3
	Bald Friar*.....	30.7
3630	Conowingo Mining Co.†.....	30.9
3631	Conowingo (James C. Bell)†.....	31.2
	Roman*.....	31.5

*No Siding

† For individual use

‡ Telegraph Office

‡ Siding—No car-load delivery

¶ C—Columbia—Includes all points in Columbia Yard not otherwise designated

PHILA., BALTO. & WASH. R. R.—Continued

MARYLAND DIVISION—Continued

		Dist. from Columbia
COLUMBIA & PORT DEPOSIT RAILWAY—Continued	3632..	Conowingo (Passing) 31.8
		“ (McCall Ferry Power Co. No. 4)†..... 31.8
		“ (Station)†..... 32.2
		“ (Stock)..... 32.1
		“ (Coal Trestle)..... 32.3
		“ (Susq. Flint Co.)†..... 32.4
		Cromley's Mountain*..... 34.0
	3635..	Octoraro (Station)*†..... 35.2
		“ (Junction Central Division).. 35.3
		“ (Storage) 35.3
		“ (Central Div. Siding) 35.4
		“ (Passing) 35.5
		Canal*..... 37.5
	P D..	Port Deposit (McClenahan Granite Co. Nos. 1, 2, 3, 4 and 5)†..... 38.3
		“ (Rock Run)..... 38.7
		“ (Stock Yard)..... 38.7
		“ (Passing) 38.9
		“ (Scale)..... 39.2
		“ (McClenahan Granite Co. No. 6)† 39.3
		“ (McClenahan Granite Co. No. 7)† 39.4
		“ (Station Nos. 1, 2, 3, 4 and 5)†.. 39.3
		“ (Warehouse)..... 39.4
		“ (J. M. Campbell & Co.)†.... 39.5
		“ (Rowland Mfg. Co.)†..... 39.6
		“ (Tome Institute)..... 39.6
		“ (Jacob Tome Institute)† 40.0
		Frenchtown*..... 42.4
	P V..	Perryville (Eureka Fertilizer Co.)†.... 42.6
		“ (Freight Nos. 1, 2 and 3) .. 43.0
		“ (Armstrong & Co.)†..... 43.3
		“ (Pit Track) 43.4
		“ (Scale) 43.4
		“ (American Bridge Co. No. 7)†..... 43.4
		“ (Junc. Maryland Div.—Main Line).. 43.4
		“ (American Bridge Co. No. 8)†..... 43.6
		“ (Station)†..... 43.6

* No Siding

† For individual use

‡ Telegraph Office

| Siding—No car-load delivery

PHILA., BALTO. & WASH. R. R.—Continued

PHILA. TERMINAL DIVISION—Continued

		Dist. from Broad St. Pass. Sta.
RS	Phila. (Broad Street Passenger Station)†....	
	North End Market St. Tunnel*†....	1.4
	W. Phila. (West Side Paper Co.)†....	1.9
	“ (The Filbert Paving & Construc. Co.)†....	1.9
	“ (Downing Bros. Nos. 4 and 5)†....	1.9
	“ (Downing Bros. Nos. 1 and 3)†....	2.0
	“ (Downing Bros. No. 2)†....	2.0
0159	“ (Wm. Bryant & Co. No. 3)†....	2.0
	“ (Vare Bros. and Stokes Bros. No. 2)†....	2.0
	“ (Great Bear Spring Co. Nos. 1 and 2)†..	2.1
	“ (Merchants Warehouse Co. No. 2)†....	2.0
	“ (Thirty-first and Chestnut Sts.)....	2.0
	“ (Quaker City Flour Mills Co. and Adams & Bros.)†.....	2.2
0155	32d and Chestnut Sts.—Car-load Delivery....	1.7
0160	{ W. Phila. (South St. Yard) (Jc. R.R. Conn.) 	2.0
	“ (The Philadelphia Museums)†.....	2.2
0161	{ W. Phila. (Meade Roofing & Cornice Co.)†....	2.7
	“ (Powelton Electric Co.)†.....	2.7
	W. Phila. (M. O. Souder)†.....	2.8
	“ (Woodland Ave.—Fr't Station)....	3.0
0162	{ “ (Geo. D. Miller)†.....	3.2
	“ (49th Street)*.....	3.3
	“ (Wm. W. Chambers & Co.)†.....	3.3
	“ (Jc. Central Division)*.....	3.3

CENTRAL DIVISION.

		Dist. from Broad St. Pass. Sta.
9004	{ West Phila. (Junc. Phila. Term. Div.)*... 3.3	
	“ (A. Brobst & Son)†.... 3.5	
	Angora (J. W. Mathers & Sons)†... 3.9	
9005	{ “ (Station)..... 4.5	
	“ (Robert Callaghan)†..... 4.6	
9005A	Angora (Construction) 4.9	
9006	Fernwood (Station)†..... 5.5	
9007	“ (Junc. Phila. & Del. Co. R. R.) 5.7	
	Pembroke (Pyle & Mitchell)†..... 6.0	
9076	{ “ (The Dairymen's Supply Co.)† 6.1	
	“ (Station) 6.1	
	“ (C. & G. L. Pennock)†.... 6.5	
9126	Junction Cardington Branch 6.5	
9127	Cardington Mills (Wolfenden, Shore & Co., Limited)†.... 7.5	
	Millbourne Mills..... 8.1	
9128	{ H. E. Corriet..... 8.1	
	W. E. Howes Co.†..... 8.1	
	Millbourne Mills Co.†..... 8.5	
	Wycombe*..... 6.8	
9078	Garrett Road..... 7.3	
9079	Arlington..... 8.0	
	Llanerch (David H. Arthur)†..... 8.5	
9080	{ “ (Phila. & West Chester Traction Co.)†... 8.8	
	“ (Station)..... 8.9	
	“ (Samuel H. Moore)†..... 9.0	

* No Siding

† For individual use

‡ Telegraph Office

|| Siding—No car-load delivery

PHILA., BALTO. & WASH. R. R.—Continued

CENTRAL DIVISION—Continued

		Dist. from Broad St. Pass. Sta.
PHILADELPHIA & BALTIMORE CENTRAL R. R.—Continued	9081.....	Grassland (Station)..... 10.3
	9082.....	Brookthorpe..... 11.8
	9083.. {	Foxcroft (Station)¶..... 12.7
		“ (Steeb & Brown)†..... 12.7
		“ (F. W. Long)†..... 12.8
	 The Hunt*..... 13.4	
	9085.. {	Newtown Square (Station)..... 15.4
		“ “ (E. N. G. Davis)†.. 15.5
	LD.. {	Lansdowne (Rufus C. Hoopes)†..... 6.0
		“ (American Ice Co. No. 15)†.... 6.2
		“ (Station)..... 6.4
		“ (G. H. Levis)†..... 6.4
	9008.. {	Burmout (Station)†..... 7.0
		“ (Emlen Stackhouse)†..... 7.0
	9009.. {	Clifton (Thomas Kent Mfg. Co.)†..... 7.4
		“ (Citizens' Electric Light Co.)†.... 7.5
		“ (Station)..... 7.6
		“ (J. Walter Jones)†..... 7.7
	9010.. {	Clifton Brick Works)†..... 7.9
		Primos (Primos Chemical Co.)†..... 8.1
		“ (Rhodes Shee)†..... 8.1
	“ (Station)..... 8.2	
	9011.....	Secane..... 8.9
	9012.. {	Morton (J. F. Beatty)†..... 9.9
		“ (Station)†..... 10.0
	9013.. {	Swarthmore (R. C. Torrens & Son)† 11.1
		“ (C. G. Ogden & Co.)†.... 11.1
		“ (Station)..... 11.3
		“ (Swarthmore College)†..... 11.4
	9014.. {	Wallingtord (Station)†..... 12.1
		“ (Jos. H. Palmer)†..... 12.4
	9015.....	Moylan..... 13.3
	9016.. {	Media (Media Electric Light Co.)†.... 13.7
		“ (Matthew Elliot & Co.)†..... 13.9
		“ (Station)†..... 14.0
		“ (C. Frank Williamson)†..... 14.0
		“ (Ball & Rhodes)†..... 14.2
	“ (Media Water-Works)†..... 14.5	
	9017.. {	Elwyn (Pa. Inst. for Feeble-minded Children and J. C. Bonsall)†..... 14.9
		“ (Station)†..... 15.1
	9018.. {	Williamson School (Station)..... 15.9
		“ “ (Jc. Williamson School Siding)¶.. 15.9
		“ “ (Williamson Free School)†..... 16.3
	9019.....	Glen Riddle†..... 16.7
	L I .. {	Lenni (Station)†..... 17.4
		“ (Junction Chester Creek R. R.)¶..... 17.5
		“ (The B. M. & J. F. Shanley Co.)†.... 17.7
	9020.....	Wawa (Junc. West Chester Br.)†..... 18.1
	9089.....	Darlington..... 18.7
	9090.. {	Glen Mills (Glen Mills Crushed Stone Co.)†..... 20.1
		“ “ (The Glen Mills Paper Co.)†..... 20.1
		“ “ (Station)†..... 20.3
	 Junction House of Refuge Branch*..... 20.7	
	9121.....	House of Refuge (Spur No. 1)..... 21.6
	9122.....	“ “ “ (Spur No. 2)..... 22.2
	9091.. {	Glen Mills (John T. Dyer Quarry Co.)†..... 21.2
		“ “ (John W. James)†..... 21.2

* No Siding

† For individual use

‡ Telegraph Office

¶ Siding—No car-load delivery.

WEST CHESTER BRANCH
P. & B. C. R. R.

PHILA., BALTO. & WASH. R. R.—Continued

CENTRAL DIVISION—Continued

WEST CHESTER BRANCH P. & B. C. R. R.—Cont.

		Dist. from Broad St. Pass. Sta.
	Locksley*.....	21.5
	Cheyney (I. Preston Thomas)†.....	22.2
9092..	{ " (Station)†.....	22.3
	{ " (George S. Cheyney).....	22.4
9094.....	Westtown†.....	24.0
9096.....	Oakbourne.....	25.5
	{ West Chester (Atlantic Refining Co. No. 13)†....	27.0
	{ " (I. N. Haines)†.....	27.2
	{ " (Gold Storage & Ice Co.)†.....	27.3
WC..	{ " (T. C. Eldridge)†.....	27.3
	{ " (R. R. Hoopes)†.....	27.3
	{ " (Hoopes Bro. & Darlington)†.....	27.4
	{ " (West Chester Gas Co.)†.....	27.4
WC 2...	{ " (Jc. Phila. Div. P. R. R.)†....	27.4

Dist. from
Lamokin

CHESTER CREEK RAILROAD

	{ Lamokin (Junction Maryland Div.)†.....	
	{ " (Chester Steel Castings Co.)†....	0.1
	{ " (The New Farson Mfg. Co.)†.....	0.2
9101.....	Upland†.....	0.8
9102..	{ Bridgewater (Penna. Brick & Stone Co.)†	2.3
	{ " (Station).....	2.4
9103.....	Morgan (Station).....	3.1
	{ Knowlton (Station)†.....	3.9
9104..	{ " (Wm. Barnett)†.....	4.2
9105.....	Mount Alverno.....	4.7
9106..	{ Rockdale (Station)*.....	5.6
	{ " (John Dobson)†.....	5.8
	{ Lenni (Parkmount Nos. 1 and 2).....	6.2
LI..	{ " (Station)†.....	6.5
LI 2.....	Lenni (Junc. P. & B. C. R. R.).....	6.7

Dist. from
Broad St.
Pass. Sta.

PHILA. & BALTO. CENTRAL R. R.—Cont.

B. Sum. Br.

9021..	{ Chester Heights (Station)†.....	19.3
	{ " (John C. Rhodes & Co.)†....	19.4
9022..	{ Markham (S. N. Hill)†.....	21.3
	{ " (Station)*.....	21.4
9023..	{ Concordville (N. J. Scott)†.....	22.1
	{ " (Station)†.....	22.3
	{ Brandywine Summit (R. C. Fairlamb & Sons)†....	24.1
9024..	{ " (Station)†.....	24.1
	{ Jc. Brandywine Summit Br.....	24.1
9115.....	Brandywine Summit Kaolin & Feldspar Co. No. 1†....	25.3
9116.....	Terminus Brandywine Summit Branch.....	25.8
9027..	{ Chadd's Ford (Station).....	26.8
	{ " (Sellers Hoffman)†.....	26.8
9028..	{ Chadd's Ford Jc. (Station)†.....	27.0
	{ " (S. C. Walker & Co.)†	27.1
9029.....	Chadd's Ford Jc. (Junc. P. & R. Ry.)....	27.1
9030..	{ Mendenhall (Station)†.....	29.7
	{ " (Thompson Richards)†	29.7
9031.....	Rosedale.....	30.9

* No Siding

† For individual use

‡ Telegraph Office

PHILA., BALTO. & WASH. R. R.—Continued

CENTRAL DIVISION—Continued

		Dist. from Broad St. Pass. Sta.
9033..	Kennett (Franklin Bernard)†.....	33.2
	“ (Eastern Condensed Milk Co., Ltd.)†...	33.2
	“ (West Chester, Kennett & Wilmington Electric Railway Co.)†.....	33.3
	“ (Chas. J. Pennock)†.....	33.5
	“ (Station)†.....	33.5
	“ (American Road Machine Co.)†.....	33.6
	“ (J. Eli Crozier)†.....	33.6
	“ (Chas. G. Gawthrop, Kennett Elec. Light Co., J. C. Cassell and Fibre Specialty Co.)†.....	33.7
	“ (J. Bancroft Swayne)†.....	33.9
	“ (Kennett Brick Works)†.....	34.0
9036..	Toughkenamon (Station)†.....	36.1
	“ (Wilson & Mendenhall)†.....	36.2
AV.....	Avondale (Quarry).....	37.3
AV 1.....	“ (Junc. P. & N. R. R.) 	37.4
	Avondale (Richard R. Darlington)†.....	37.4
AV..	“ (Menander Wood)†.....	37.7
	“ (Station)†.....	37.8
	“ (Pusey & Co.)†.....	37.8
9039..	Avondale (Avondale Lime & Stone Co. No. 1)†	38.6
	“ (Avondale Lime & Stone Co. No. 2)†	38.9
9041..	West Grove (Station)†.....	40.5
	“ “ (Chambers & Bro.)†.....	40.5
	“ “ (S. J. Pusey)†.....	40.7
9043.....	Kelton†.....	43.3
9044..	Elkview (Station)†.....	44.2
	“ (Chambers & Bros.)†.....	44.2
9046..	Lincoln University (Josiah Cope and O. W. Shortlidge & Co.)†	45.7
	“ “ (Station)†.....	45.9
9047.....	West Branch.....	46.6
9049.....	Oxford (S. R. Dickey & Co.)†.....	49.0
OX.....	“ (Station)†.....	49.1
9050..	Oxford (Geo. B. Passmore)†.....	49.3
	“ (Eastern Milling & Export Co. No. 1)†...	49.3
	“ (D. W. Chandler)†.....	49.5
	“ (Oxford Packing Works)†.....	49.8
	“ (Breisch, Williams & Co.)†.....	49.9
	“ (Mason Multiple Plate Washer Co., Inc.)†	50.0
9051..	Barnsley (Station).....	50.6
	“ (W. W. Carter)†.....	50.6
9053..	Nottingham (Passmore & Gillespie No. 1)†...	52.4
	“ (Station)†.....	52.6
	“ (Passmore & Gillespie No. 2)†...	52.7
	“ (Lewis H. Kirk & Co.)†...	52.8
9055.....	Sylmar.....	54.5
9057..	Rising Sun (A. L. Duyckinck & Co.)†.....	56.8
	“ “ (Station)†.....	57.1
9060.....	Colora†.....	59.7
9062.....	Liberty Grove.....	61.7
9063..	Rowlandville (Station).....	63.4
	“ (William T. West & Co.)†	63.4
3635.....	Octoraro (Junc. Maryland Div. C. & P. D. Ry.)† ..	63.8
PD.....	Port Deposit†.....	67.9

† For individual use

‡ Telegraph Office

| Siding—No car-load delivery

PHILA., BALTO. & WASH. R. R.—Continued

DELAWARE DIVISION

			Dist. from Wilm. (Pass.Sta.)
DELAWARE RAILROAD	N. C. & W. R. R.	W N Wilmington (Passenger Station)*†.....	
		8527 " (Jc. Maryland Div.)*†	2.1
		9301 Junc. Shellpot Branch (Md. Div.)....	2.2
		9303 Farnhurst (Station)†.....	4.0
		New Castle (Station)†.....	6.3
		" " (The National Tube Co. No. 3-	
		9305 " " Morris, Tasker & Co. Dept.)†	6.4
		" " (J. T. & L. E. Eliason)†.	6.6
		" " (The Wm. Lea & Sons Co.)†...	6.9
		New Castle (Jc. New Castle Cut-off)*.....	6.4
	N. C. & F. R. R.	9400 " " (Perishable)‡.....	6.5
		9401 " " (Delaware Water Impr. Co.)†.	7.4
		9402 " " (Wilm., New Castle & Southern Ry.)†	7.4
		9403 " " (Baldt Steel Co.—Bryl-	
		gon Steel Co.)†.....	7.6
		9404 " " (Lobdell Car-Wheel Co. No. 2)†	10.9
		9405 { New Castle (The Golding & Sons Co.)†...	11.2
		" " (Hazel Dell).....	11.3
		9406 { New Castle (B Street Wharf)†.....	11.8
		" " (Junc. Shellpot Br.)*...	11.8
	N. C. & F. R. R.—Cont.	9306 { New Castle (Jc. N. C. & W. R. R. and N. C. & F. R. R.)*	6.5
		" " (Fort Casimer Woolen Co.)†...	6.6
		9307 Blacks (Borrow Pit)‡.....	8.5
		9308 State Road†.....	9.0
		9311 Bear†.....	11.7
		Rodney (Junc. N. C. & F. R. R. and Delaware R. R.)*	13.3
		Porter (Station)†.....	14.4
		P R { " (Junc. N. & D. C. Branch No. 1)....	14.4
		" (Junc. N. & D. C. Branch No. 2)....	14.5
		9315 Kirkwood†.....	16.4
	New Castle Cut-off	9320 { Mt. Pleasant (Scale Yard)†‡.....	20.0
		" (Station)†.....	20.6
		9322 Armstrong.....	22.7
		Middletown (J. B. Baker)†.....	24.7
		9324 { " (G. E. Hukill)†.....	24.8
		" (Station)†.....	24.9
		9325 St. Anne Gravel-Pit‡.....	26.2
		9326 Ginn.....	27.1
		Townsend (Station)†.....	29.0
		T W { " (Junc. Centreville Br.)*.	29.0
	Centreville Br.	" (Townsend Transfer)....	29.3
		9412 Vandyke.....	32.9
		9414 Golt†.....	35.0
		Massey (Station)†.....	38.2
		M Y { " (Junc. Centreville Br.).....	38.2
		9421 Massey (Junc. Chestertown Br.)*....	38.3
		9923 Lambson†.....	41.8
		9927 Black†.....	44.1
		9930 Kennedyville†.....	47.4
		9933 Still Pond†.....	49.7
	Chestertown Branch	9936 Lynch†.....	51.3
		Worton (Station)†.....	53.4
		9938 { " (Jc. Nicholson Br.)‡.....	53.5
		Flatland‡.....	55.4
		N S Nicholson‡.....	57.0
		Nicholson Br.	
		{	
		{	
		{	
		{	

NOTE.—Road from Worton to Nicholson is not in service

* No Siding

† For individual use

‡ Telegraph Office

‡ Siding—No car-load delivery

PHILA., BALTO. & WASH. R. R.—Continued

DELAWARE DIVISION—Continued

		Dist. from Wilm. (Pass.Sta.)	
Chestertown Br.—Cont.	9942..	Chestertown (J. D. Bacchus)†.....	58.3
		“ (Station)†.....	58.5
		“ (American Straw-Board Co.)†....	58.5
		“ (W. W. Hubbard and Marvil Package Co.)†.....	58.6
Centreville Branch	9424..	Millington (Station)†.....	41.8
		“ (Gravel Pit)‡.....	42.8
	9426.....	Biggs.....	43.9
	9429.....	Sudlersville†.....	46.9
	9432.....	Barclay†.....	49.8
	9435.....	Tilghman.....	53.4
	9438.....	Price†.....	55.9
	9439.....	Ashland.....	57.6
	9442.....	Carville.....	60.2
	9446.....	Centreville†.....	63.9
	9330.....	Blackbird†.....	31.1
	9334.....	Green Spring.....	34.9
	C L..	Clayton (Armour Car Lines Icing Station)†.	36.4
		“ (Station)†.....	36.8
		“ (Jc. Oxford Br. and Smyrna Br.)*...	36.9
S.Br.	9450.....	Clayton (Storage)‡.....	37.0
	S R.....	Smyrna†.....	38.1
	C L.....	Clayton (Junc. Oxford Br.)*.....	37.2
	9454.....	Kenton†.....	41.5
	9459..	Hartly (Station)†.....	46.4
		“ (Edward O. Boyles)†.....	46.6
	9460.....	Slaughter.....	47.1
	9463..	Marydel (Station)†.....	50.6
		“ (Geo. H. Geiger Co.)†.....	50.7
	9466..	Henderson (W. H. Jacobs)†.....	53.3
		“ (Station)†.....	53.4
	9469.....	Goldsboro (Station)†.....	56.4
	9470.....	“ (Robert Jarrell)†.....	56.8
	9472.....	Hematite.....	58.7
Oxford Branch	9474..	Greensboro (Station)†.....	60.7
		“ (F. P. Roe & Bro.)†.....	60.8
	9478..	Ridgely (Station)†.....	65.0
		“ (T. L. Day, Swing & Co.)†.	65.3
	9482.....	Queen Anne†.....	69.2
	9486..	Cordova (Station)†.....	73.0
		“ (Saulsbury Bros.)†.....	73.2
	9489.....	Chapel†.....	75.9
	E N..	Easton (Shannahan & Wrightson)†	80.9
		“ (Station)†.....	81.0
		“ (Peerless Machine Co.)†....	81.1
		“ (The Easton Furniture & Turning Co.)†....	81.3
		“ (Hubbard & Bro.)†.....	81.4
		“ (Junc. Balto., Chesapeake & Atlantic Ry.)†.	81.7
	9498.....	Llandaff.....	84.7
	9500.....	Trappe†.....	87.3
	9504.....	Oxford†.....	91.0
	9338.....	Brenford†.....	39.4
	9342..	Cheswold (W. T. & S. W. Preston)†	42.2
		“ (Station)†.....	42.4
		Dupont*.....	44.5
	9346.....	Dover (Storage)‡.....	47.0
	9347..	Dover (Slaughter & Bice)†.....	47.3
		“ (Station)†.....	47.6
	9350.....	Wyoming†.....	50.7

* No Siding

† For individual use

‡ Telegraph Office

§ Siding—No car-load delivery

PHILA., BALTO. & WASH. R. R.—Continued

DELAWARE DIVISION—Continued

		Dist. from Wilm. (Pass. Sta.)
9353	Woodside.....	54.1
9355	Viola.....	56.1
9357	Felton†.....	58.3
9360	Pine Grove (Spur).....	61.2
H A	Harrington (Fleming's Canning House)†.....	63.8
	“ (Station)†.....	64.3
	“ (Jc. D., M. & V. R. R.)*.....	64.4
9514	Houston†.....	68.6
9518	Milford (Station)†.....	72.7
	“ (Milford Ice Co.—Reis & Draper)†.....	72.8
9521	Lincoln City†.....	75.6
9526	Ellendale (Station)†.....	79.9
	“ (Junc. M., D. & V. R. R.).....	80.2
9527	Ellendale (Henry Laundry)†.....	81.7
9529	Robbins.....	83.0
9530	Redden†.....	84.5
9532	Sharp's Hill (Gravel-Pit).....	86.3
G N	Georgetown (Calhoun & Jones)†.....	88.1
	“ (Layton & Layton)†.....	88.1
	“ (Station)†.....	88.2
	“ (Transfer).....	88.8
9556	Woods Branch (Freight).....	90.5
9558	Stockley†.....	92.6
9559	Bethesda.....	93.7
9562	Millsboro (John Lingo and H. L. Barker)†.....	96.5
9563	Millsboro (Station)†.....	97.2
	“ (Houston, Perry & Co.)†.....	97.3
9565	Carey.....	98.9
9567	Dagsboro†.....	100.9
9570	Frankford†.....	103.1
9573	Selbyville (Station)†.....	107.2
	“ (J. G. Townsend, Jr.)†.....	107.4
9575	Bishop†.....	109.3
9577	Showell (Station)†.....	111.3
	“ (Moore, Shockley & Co.)†.....	111.4
9579	Friendship†.....	113.2
9582	Berlin (Henry D. Adams)†.....	115.9
	“ (Station)†.....	116.3
	“ (Junc. B., C. & A. Ry.)*.....	116.5
9585	Ironshire (Wm. M. Peters' Sons)†.....	118.9
	“ (Station).....	119.1
9588	Sinepuxent.....	121.3
9589	Queponco†.....	122.8
9590	Basket.....	124.4
9593	Wesley.....	126.9
9596	Snow Hill (Station)†.....	130.0
	“ “ (Snow Hill Butter-Dish & Basket Co.)†.....	130.1
9597	Petitt Gravel Pit.....	130.7
9598	I. N. Hearn†.....	131.8
9599	Scarboro.....	133.1
9601	Girdletree (W. E. Robinson)†.....	135.6
	“ (Station)†.....	135.8
9604	Hursley (Station)†.....	138.6
	“ (Smith, Moore & Co.)†.....	139.6
FK	Franklin City†.....	142.5

* No Siding

† For individual use

‡ Telegraph Office

PHILA., BALTO. & WASH. R. R.—Continued

DELAWARE DIVISION—Continued

		Dist. from Wilm. (Pass. Sta.)
Del., Md. & Va. R. R.—Continued	9536.....Messick.....	90.7
	9538.....Bennum.....	92.4
	9540.....Broadkill†.....	94.1
	9542.....Cool Spring.....	96.3
	9546.....Nassau†.....	99.8
	Lewes (Station)†.....	102.5
	" (Junc. M., D. & V. R. R. No. 1)*.....	102.8
	9548.. " (Board of Public Works)†..	102.9
	" (Junc. M., D. & V. R. R. No. 2)*.....	102.7
	" (Morris, Short & Co.)†.....	103.0
	" (Junc. M., D. & V. R. R. No. 3)*.....	103.2
	9549.....Lewes (American Fisheries Co.)†..	103.6
	9552.....Assawoman.....	106.2
	RH.....Rehoboth†.....	107.9
	9367.....Farmington (Station)†.....	68.1
	9372.. { Greenwood (Junc. M., D. & V. R. R.).....	72.2
	" (Station)†.....	72.5
	9375.....Dale.....	75.5
	9376.. { Bridgeville (Layton & Owens)†.....	76.9
	" (Station)†.....	77.0
	" (H. P. Cannon)†.....	77.1
Cambridge Branch	9379.....Cannon†.....	79.9
	9382.....Ross†.....	82.9
	SF.. { Seaford (Junc. Cambridge Br.)*.....	84.2
	" (Station)†.....	84.2
	" (E. Greenabaum)†.....	84.3
	" (Wm. Ross & Co.)†.....	84.5
	9615.....Seaford (Storage)‡.....	84.7
	Flowerton*.....	86.3
	OG.....Oak Grove (Station).....	89.7
	9622.....Dessard.....	92.2
	9624.. { Federalburg (H. B. Messinger & Bro.)†	93.9
	" (Station)†.....	94.0
	9628.....Williamsburg†.....	97.8
	9630.. { Hurlock (Station)†.....	100.1
	" (J. B. Andrews)†.....	100.2
	" (Junc. B., C. & A. Ry.)‡.....	100.2
	9634.....East New Market†.....	104.1
	9639.....Linkwood†.....	108.5
	9642.....Airey.....	111.3
	9644.....Thompson.....	112.7
	9646.. { Cambridge (W. E. Hearn & Co.)†..	116.3
	" (Johnson & Radcliffe)†	116.3
	Cambridge (S. L. Webster & Son)†	116.7
	9647.. { " (Station)†.....	117.1
	" (Cambridge Mfg. Co.)†..	117.1
	9384.....Cypress‡.....	84.7
	9387.....Broad Creek†.....	88.3
	9390.....Laurel†.....	90.6
	9393.....Bacon†.....	93.8
	DL.. { Delmar (Delmar Packing Co.)†. ...	96.7
	" (Delmar Lumber Mfg. Co.)†	96.8
	" (Station)†.....	97.3
	" (Junc. N. Y., P. & N. R. R.)*	97.3

* No Siding

† For individual use

‡ Telegraph Office

‡ Siding—No car-load delivery

NUMBERS

AND

CLASSIFICATION OF CARS

PENNSYLVANIA RAILROAD

PASSENGER EQUIPMENT

*Marked "Pennsylvania"**And also in small letters showing the ownership*

P. R. R.	Passenger	1 to 1628 inc.
P. R. R.	" (Steel)	1651
P. & N. W.	"	2501
P. R. R.	" (2d Class)	2601 to 2667 inc.
*P., B. & W. R. R.	"	2801 to 3094 "
A. V. Ry.	"	3201 to 3350 "
W. N. Y. & P. Ry.	"	3351 to 3500 "
N. C. R.	"	3501 to 3603 "
W. J. & S. R. R.	"	3701 to 3929 "
P. R. R.	Parlor	4001 to 4010 "
W. J. & S. R. R.	"	4351 to 4368 "
P. R. R.	Dining	4451 to 4488 "
P. R. R.	Cafe	4495 to 4499 "
P. R. R.	Passenger-Baggage	4501 to 4694 "
P. R. R.	"	4801 to 4846 "
*P., B. & W. R. R.	"	4901 to 4962 "
N. C. R.	"	5051 to 5069 "
W. J. & S. R. R.	"	5101 to 5134 "
A. V. Ry.	"	5151 to 5175 "
W. N. Y. & P. Ry.	"	5176 to 5200 "
P. R. R.	Passenger-Baggage-Mail	5201 to 5213 "
*P., B. & W. R. R.	"	5251 to 5257 "
N. C. R.	"	5271 to 5272 "
P. R. R.	Baggage-Mail	5301 to 5372 "
*P., B. & W. R. R.	"	5401 to 5417 "
N. C. R.	"	5431 to 5449 "
W. J. & S. R. R.	Electric-Baggage-Mail	5455 to 5460 "
W. J. & S. R. R.	Baggage-Mail	5461 to 5468 "
A. V. Ry.	"	5471 to 5485 "
W. N. Y. & P. Ry.	"	5486 to 5500 "
P. R. R.	Baggage	5501 to 5619 "
P. R. R.	Refr. Express (Class "Rd")	5701 to 5726 "
P. R. R.	Baggage-Express	5801 to 5900 "
P. R. R.	Refrigerator-Express	5901 to 5930 "
P. R. R.	Baggage-Express	5931 to 6100 "
*P., B. & W. R. R.	Baggage	6101 to 6138 "
*P., B. & W. R. R.	Baggage-Express	6201 to 6280 "
N. C. R.	Baggage	6301 to 6311 "
N. C. R.	Baggage-Express	6351 to 6390 "
W. J. & S. R. R.	Baggage	6401 to 6420 "
A. V. Ry.	"	6451 to 6475 "
W. N. Y. & P. Ry.	"	6476 to 6500 "
P. R. R.	Postal (Letter)	6501 to 6545 "
P. R. R.	Postal (Paper)	6551 to 6569 "
P. R. R.	Postal (Storage)	6601 to 6623 "
N. C. R.	Postal	6651 to 6653 "
W. J. & S. R. R.	Electric-Motor Coaches	6701 to 6762 "
W. J. & S. R. R.	Street	6801 to 6894 "
P. R. R.	Dynamometer	6951 to 6952 "

* A few cars are still lettered P., W. & B. R. R.

PENNSYLVANIA RAILROAD

FREIGHT EQUIPMENT

Marked P. R. R.

1 to	364 inc., not filled
+365 to	500 " Flat
501 to	1000 " "
⊕1001 to	5000 " Gondola, Long (Drop Ends)
**⊕5001 to	5100 " Gondola
5101 to	5121 " Not filled
**⊕5122 to	7600 " Gondola, Long
⊕7601 to	8100 " " "
**⊕8101 to	10000 " " "
†+10001 to	10426 " Box
+10427 to	10784 " "
†⊕10785 to	10860 " "
+10861 to	10900 " "
+10901 to	11010 " Box-Automobile
+11011 to	11600 " Box
†⊕11601 to	12600 " "
+12601 to	12700 " "
†⊕12701 to	14500 " "
†**⊕14501 to	18050 " "
†⊕18051 to	18490 " "
†+18491 to	18506 " "
†18507 to	18929 " "
+18930 to	19050 " Gondola, Long (Drop Ends)
19051 to	19060 " Not filled
⊕19061 to	19520 " Gondola, Long (Drop Ends)
19521 to	19557 " " " " "
⊕19558 to	21089 " " "
21090 to	28900 " " Hopper
28901 to	30000 " " Long
30001 to	31000 " Box
31001 to	31430 " Gondola, Hopper
31431 to	31474 " Not filled
+31475 to	32074 " Gondola, Hopper (Steel)
32075 to	32995 " " " "
+32996 to	34115 " " " (Steel)
34116 to	34994 " " " "
34995 to	35000 " Ore Dump (12 Wheels)
⊕++35001 to	37000 " Gondola, Hopper
37001 to	40000 " " " "
+40001 to	42000 " " " (Steel)
42001 to	43000 " " " "
+43001 to	44000 " " " (Steel)
44001 to	48500 " " " "
+48501 to	48642 " " " (Steel)
48643 to	49000 " Not filled
49001 to	49093 " Box
49094 to	49100 " Not filled
†49101 to	54500 " Gondola, Hopper
+54501 to	55000 " " " (Steel)
55001 to	55863 " " Coke
55864 to	56000 " Not filled
56001 to	58640 " Gondola, Coke
58641 to	59000 " Not filled

† A few promiscuous numbers in this series are long gondola cars

** There are a few promiscuous hopper gondolas in this series

+ Marked 100,000 pounds capacity

† 50001 to 50400 marked Union Coal Co.

++ A few promiscuous numbers in this series are long gondola cars

⊕ A few cars in this series are fitted with racks for hauling coke

PENNSYLVANIA RAILROAD—Continued

FREIGHT EQUIPMENT—Continued

Marked P. R. R.

+59001 to 60000 inc.,	Gondola, Hopper (Steel)
60001 to 62150	" Box. (Empire Line)
62151 to 62200	" Refrigerator (Empire Line)
62201 to 64556	" Box (Empire Line)
64557 to 64581	" Furniture (Empire Line)
64582 to 64700	" Not filled
64701 to 64775	" Box, "Produce" (Double-lined) (Empire Line)
64776 to 64900	" Not filled
64901 to 64910	" Ref., "Dairy Products" (Empire Line)
64911 to 65000	" Not filled
65001 to 65627	" Tank
65628 to 66125	" Box
66126 to 66500	" Ref., "Dairy Products"
66501 to 66744	" Ref., "Dairy Products" (Union Line)
66745 to 66923	" Not filled
66924 to 67000	" Ref., "Dairy Products"
67001 to 67258	" " "Keystone" (Union Line)
67259 to 67754	" Box
67755 to 67814	" Refrigerator
67815 to 68000	" " (Union Line)
68001 to 69000	" Box
69001 to 69050	" Furniture
69051 to 69090	" Not filled
69091 to 73000	" Box
73001 to 74000	" " (Anchor Line)
74001 to 76000	" "
76001 to 78500	" " (Union Line)
78501 to 79000	" "
79001 to 80000	" " (Anchor Line)
80001 to 84000	" "
84001 to 84500	" " (Empire Line)
84501 to 85000	" "
85001 to 87000	" " (Union Line)
87001 to 87050	" Not filled
87051 to 87086	" Stock (Charcoal Cars.)
87087 to 87150	" Not filled
87151 to 88517	" Stock
88518 to 89300	" Stock (Elder's Pat. Feed Rack)
89301 to 89500	" Not filled
89501 to 89655	" Box, "Produce" (Double-lined)
89656 to 89879	" Not filled
89880 to 89900	" Box
89901 to 90000	" " "Produce" (Double-lined)
90001 to 95000	" "
+95001 to 100323	" "
119501 to 120000	" Ref., "Dairy Products"
+130001 to 131829	" Gondola, Hopper (Steel)
155001 to 161167	" " Coke
+165001 to 171988	" Gondola, Long (Drop Ends—not Drop Bottom)
171989 to 180000	" Not filled
180001 to 181062	" Stock
181063 to 185000	" Not filled
+185001 to 185600	" Flat Steel
185601 to 189712	" Not filled
189713 to 191000	" Cabin

+ Marked 100,000 pounds capacity

PENNSYLVANIA RAILROAD—Continued

MAINTENANCE OF WAY EQUIPMENT

Marked P. R. R., M. W.

191001 to 191157 inc.,	Tool and Block
191158 to 191500	“ Not filled
191501 to 191566	“ Cabin
191567 to 192000	“ Not filled
192001 to 192008	“ Snow Plow
192009 to 192100	“ Not filled
192101	Snow Sweeper
192102 to 192950	“ Not filled
192951	Water Tank
192952 to 193000	“ Not filled
193001 to 193067	“ Derrick
193068 to 193100	“ Not filled
193101 to 193105	“ Flat
193106 to 193889	“ Not filled
193890 to 194000	“ Gondola (Low Side) (Drop Ends)
194001 to 194794	“ Stone and Wood Truck
194795 to 195000	“ Stone and Wood Truck (marked “Construction”
195001 to 195020	“ Stone and Wood Truck
195021 to 196000	“ Not filled
196001 to 196749	“ Hand Car
196750 to 198000	“ Not filled
198001 to 198997	“ Hand Truck
198998 to 199000	“ Not filled
199201 to 199275	“ Stone and Wood Truck
199276 to 199500	“ Not filled

PHILA. & ERIE R. R. DIV. (ASSIGNMENT)

MAINTENANCE OF WAY EQUIPMENT

Marked P. R. R., M. W.

199501 to 199594 inc., Hand Car
 199595 to 199700 " Not filled
 199701 to 199833 " Hand Truck

NORTHERN CENTRAL RAILWAY

FREIGHT EQUIPMENT

Marked N. C. R.

651 to 779 inc., Cabin
 780 to 800 " Not filled
 801 to 1800 " Gondola, Hopper
 1801 to 1900 " Not filled
 1901 to 2100 " Gondola, Hopper
 2101 to 3069 " Not filled
 +3070 to 3084 " Gondola, Hopper (Steel)
 3085 to 4224 " "
 4225 to 4474 " Not filled
 4475 to 4500 " Gondola, Hopper
 4501 to 4788 " Not filled
 4789 to 5681 " Gondola, Hopper
 5682 to 5700 " Not filled
 5701 to 6350 " Gondola, Hopper
 6351 to 6400 " Not filled
 6401 to 6461 " Stone, Flat and Gondola
 +6462 to 6469 " Flat, (Steel)
 6470 to 6500 " Not filled
 6501 to 6550 " Lime
 6551 to 6600 " Not filled
 6601 to 6624 " Stock
 6625 to 6905 " Not filled
 6906 to 7050 " Box, "Produce" (Double-lined)
 7051 to 9315 " "
 +9316 to 9374 " "
 9375 to 9462 " Not filled
 ⊕9463 to 12906 " Gondola, Long
 12907 to 14000 " Not filled
 +14001 to 14175 " Box
 14501 to 14800 " Box—Canada Southern Line
 14801 to 15000 " Not filled
 15001 to 15300 " Box—Midland Line

MAINTENANCE OF WAY EQUIPMENT

Marked N. C. R., M. W.

301 to 401 inc., Hand Car
 402 to 450 " Not filled
 451 to 617 " Hand Truck

+ Marked 100,000 pounds capacity

⊕ A few cars in this series are fitted with racks for hauling coke

PHILADELPHIA, BALTO. & WASH. R. R.

FREIGHT EQUIPMENT

Marked P., B. & W. R. R. or P., W. & B. R. R.

+423 to 449 inc.,	Box
†450 to 1000	" "
1001 to 2317	" " Ventilated
‡2318 to 2752	" Not filled
2753 to 2779	" Stock
2780 to 2800	" Not filled
2801 to 4000	" Gondola, Long
4001 to 4095	" Not filled
+4096 to 4100	" Flat (Steel)
4101 to 4306	" Flat
4307 to 4403	" Stone, Platform and Flat
+4404 to 4500	" Flat (Steel)
4501 to 4564	" Flat
+4565 to 4600	" Flat (Steel)
4601 to 4667	" Gondola
4668 to 4883	" Not filled
4884 to 5000	" Cabin
5001 to 5500	" Gondola (Low Side) (Drop Ends)
+18901 to 19102	" Box

MAINTENANCE OF WAY EQUIPMENT

Marked P., B. & W. R. R. or P., W. & B. R. R.

10001 to 10018 inc.,	Cabin
10019 to 10025	" Not filled
10026 to 10042	" Tool and Block
10043 to 10050	" Not filled
10051 to 10054	" Snow Plow
10055 to 10075	" Not filled
10076 to 10087	" Derrick
10088 to 10100	" Not filled
10101 to 10189	" Stone and Wood Truck
10190 to 10200	" Not filled
10201 to 10368	" Hand Car
10369 to 10550	" Not filled
10551 to 10746	" Hand Truck
10747 to 10800	" Not filled

+ Marked 100,000 pounds capacity

† A few cars in this series are ventilated

‡ Car 2434 is still in existence

WEST JERSEY & SEASHORE RAILROAD

FREIGHT EQUIPMENT

Marked W. J. & S. R. R.

1 to	6 inc.,	Furniture
7 to	1000 "	Not filled
1001 to	1324 "	Box
1325 to	1400 "	Not filled
1401 to	1567 "	Gondola
+1601 and	1607	"
1608 to	2000 "	Not filled
2001 to	2049 "	Flat and Gondola
+2050 to	2080 "	Flat (Steel)
2081 to	2600 "	Not filled
2601 to	2612 "	Cabin

MAINTENANCE OF WAY EQUIPMENT

Marked W. J. & S. R. R., M. W.

3001 to	3016 inc.,	Stone and Wood Truck
3017 to	3209 "	Not filled
	3210	Street Sprinkler
3211 to	3400 "	Not filled
3401 to	3474 "	Hand car
3475 to	3500 "	Not filled
3501 to	3576 "	Hand Truck

+Marked 100,000 pounds capacity

ALLEGHENY VALLEY RAILWAY CO.

FREIGHT EQUIPMENT

Marked A. V. R. and A. V. R-Y.

101 to	135 inc.,	Cabin
136 to	400	" Not filled
401 to	586	" Box
+587 to	671	" "
672 to	1000	" Not filled
†1001 to	1500	" Box
1501 to	1600	" Not filled
1601 to	1605	" Box, "Furniture"
1606 to	1800	" Not filled
1901 to	1913	" Flat
1914 to	2000	" Not filled
⊕2001 to	3148	" Gondola
3149 to	3300	" " (Drop Bottom)
⊕3301 to	3426	" " (Drop Bottom)
3427 to	3500	" " (Drop Bottom)
3501 to	3586	" " (Drop Bottom)
3587 to	3600	" " (Drop Bottom)
⊕3601 to	3639	" " (Drop Bottom)
⊕3640 to	4419	" " (Drop Bottom)
4420 to	4450	" Not filled
⊕4451 to	4474	" Gondola (Drop Bottom)
4475 to	5000	" Not filled
5001 to	5316	" Gondola (Drop Bottom)
+5317 to	5983	" " " "
5984 to	7500	" Not filled
7501 to	7950	" Gondola (Drop Bottom)
+15001 to	15025	" Box

MAINTENANCE OF WAY EQUIPMENT

Marked A. V. R.—M. W.

20001 to 20032 inc.,	Cabin
20033 to 20075	" Not filled
20076 to 20087	" Tool and Block
20088 to 20200	" Not filled
20201 to 20266	" Flat
20267 to 20500	" Not filled
20501 to 20567	" Hand Car
20568 to 20700	" Not filled
20701 to 20775	" Hand Truck

† Numbers 1001 and 1002 are Market Cars

+ Marked 100,000 pounds capacity

⊕ A few cars in this series are fitted with racks for hauling coke

WESTERN NEW YORK & PENNA. RY.

FREIGHT EQUIPMENT

Marked W. N. Y. & P. RY.

1 to	69 inc.,	Cabin
351 to	550 "	Box
551 to	606 "	Flat
607 to	750 "	Not filled
⊕751 to	1200 "	Gondola (Drop Bottom)
	1201	Not filled
1202 to	2800 inc.,	Gondola (Drop Bottom)
2801 to	3250 "	" Hopper
3251 to	3350 "	" (Drop Bottom)
3351 to	3900 "	" "
3901 to	4199 "	" Hopper
⊕4200 to	6000 "	" (Drop Bottom)
6001 to	7381 "	Box
7382 to	7400 "	Not filled
7401 to	7425 "	Box
7426 to	7650 "	Not filled
⊕7651 to	7850 "	Gondola (Drop Bottom)
7851 to	8850 "	"
⊕8851 to	9250 "	" (Drop Bottom)
⊕9251 to	9694 "	" " " "
9695 to	10099 "	Not filled
+10100 to	10749 "	Gondola, Hopper (Steel)
10750 to	12000 "	Not filled
12001 to	12086 "	Gondola (Drop Bottom)
+12087 to	12433 "	" " " "
12434 to	13000 "	Not filled
+13001 to	13500 "	Gondola (Drop Bottom)
13501 to	15000 "	Not filled
15001 to	15018 "	Box
+15019 to	15103 "	"

+ Marked 100,000 pounds capacity

⊕ A few cars in this series are fitted with racks for hauling coke

WESTERN N. Y. & PENNA. RY.—Continued

MAINTENANCE OF WAY EQUIPMENT

Marked W. N. Y. & P. RY.

30001 to 30043 inc.,	Cabin
30044 to 30050	" Not filled
30051 to 30066	" Tool and Block
30067 to 30075	" Not filled
30076 to 30081	" Snow Plow
30082 to 30100	" Not filled
30101 to 30107	" Derrick
30108 to 30125	" Not filled
30126 to 30128	" Steam Shovel
30129 to 30165	" Not filled
30166	Test Weight
30167 to 30200	" Not filled
30201 to 30439	" Stone and Wood Truck
30440 to 30500	" Not filled
30501 to 30632	" Hand Car, Motor and Velocipede
30633 to 30700	" Not filled
30701 to 30812	" Hand Truck

PENNSYLVANIA & NORTH WESTERN R.R.

FREIGHT EQUIPMENT

Marked P. & N. W. R. R.

3251 to 3975 inc., Gondola, Hopper

MAINTENANCE OF WAY EQUIPMENT

Marked P. & N. W. R. R.

201 to	205 inc.,	Cabin
401 to	414 "	Hand Car
501 to	518 "	Hand Truck

All of the Refrigerator, Hopper Gondola, Long Gondola, Coke Gondola, Gun Cable and Pocket, Flat, Tank, Lime, Ore Dump, C. T. Cabin and Maintenance of Way Cars in the foregoing equipments, and the P. R. R. Stock Cars are being renumbered as shown in following pages.

(When cars are renumbered in Yards they will retain their present ownership marks until such time as they go through shops and are repainted. When cars are built new or repainted they will be marked "Pennsylvania" on the sides above the number and "P. R. R." on the ends, and the ownership will be known by the car number)

PLAN FOR RENUMBERING CARS OF PENNSYLVANIA LINES EAST OF PITTSBURGH AND ERIE

OWNERSHIP	KIND	CLASS	NUMBERS IN SERIES	INSIDE DIMENSIONS			CAPACITY	
				LENGTH	WIDTH	HEIGHT		
P. R. R.	Refrigerator (Dairy Products)	Rf	100501 to 102050 inc...	Ft. 30	In. 0 1/4	Ft. 8	In. 4	90000
"	"	Re	108256 to 108314 "	28	1 1/2	8	2 1/4	70000
"	"	Rd	108315 to 108658 "	27	1 1/4	8	1 1/4	50000
"	"	Ra	108659 to 108670 "	32	2 1/4	8	0	50000
"	"	Rb	108671 to 108685 "	29	1 1/4	8	0 1/2	50000
"	"	Ra	108686 to 108700 "	32	2 1/4	8	0	40000
"	Union Line (Dairy Products)	Rf	108701 to 108743 "	30	0 1/4	8	4	90000
"	"	Re	109385 to 109396 "	28	1 1/2	8	2 1/4	70000
"	"	Rb	109397 to 109555 "	29	1 1/4	8	0 1/2	50000
"	"	Rd	109556 to 109588 "	27	1 1/4	8	1 1/4	50000
"	"	Ra	109589 to 109787 "	32	2 1/4	8	0	50000
"	"	Rb	109768 to 109807 "	29	1 1/4	8	0 1/2	50000
"	"	Ra	109808 to 109964 "	32	2 1/4	8	0	50000
"	"	Ra	109965 to 109987 "	32	2 1/4	8	0	40000
"	"	Ra	109988 to 110000 "	32	2 1/4	8	0	40000
"	Empire Line (Dairy Products)	Rf	110001 to 110093 "	30	0 1/4	8	4	90000
"	"	Rd	110944 to 110955 "	27	1 1/4	8	1 1/4	50000
"	"	Ra	110956 to 110986 "	32	2 1/4	8	0	50000
"	"	Rb	110987 to 111000 "	29	1 1/4	8	0 1/2	50000
"	"	Rd	111499 to 111500 "	27	1 1/4	8	1 1/4	50000
W. J. & S. R. R.	(Dairy Products)	Kf	125001 to 125138 "	35	1 1/4	8	5 1/4	100000
P. R. R.	Stock	Kc	127509 to 127521 "	33	9 1/2	8	4 1/2	60000
"	"	Kd	127522 to 128078 "	33	9 1/2	8	4 1/2	60000
"	"	Ke	128079 to 129499 "	35	9 1/2	8	4 1/2	60000

P. R. R.	Stock	Kc	129500 to	129513 inc.	33	9 1/2	8	4 1/2	7	23 1/4	50000
"	"	Kd	129514 to	129522 "	33	9 1/2	8	0 1/2	7	23 1/4	50000
"	"	Kc	129523 to	129917 "	33	9 1/2	8	4 1/2	7	23 1/4	40000
"	"	Kd	129918 to	129991 "	33	9 1/2	8	0 1/2	7	23 1/4	40000
"	"	Kb	129992 to	130000 "	35	9 1/2	8	8	6	10	30000
"	"	Gl	150001 to	153922 "	31	6 1/8	9	8	6	6	110000
"	"	Gla	200001 to	212864 "	31	0	9	8	6	6	100000
"	"	Gn	230204 to	233804 "	26	6	9	0	5	4	80000
"	"	Gh	233805 to	234107 "	26	0	8	5 1/2	4	7	70000
"	"	Gb	234108 to	236106 "	23	6 1/2	7	5 1/2	3	11	60000
"	"	Gd	236107 to	246830 "	25	6 1/2	8	5 1/2	3	11	60000
"	"	Gb	246831 to	249283 "	23	6 1/2	7	6 1/2	3	11	50000
"	"	Gb	249284 to	250000 "	23	6 1/2	7	6 1/2	3	11	40000
"	"	Gla	250001 to	250513 "	31	0	9	0	5	6	100000
"	"	Gn	257250 to	257645 "	26	0	8	5 1/2	4	7	80000
"	"	Gh	257646 to	257675 "	26	0	8	5 1/2	4	7	70000
"	"	Gd	257676 to	258450 "	23	6 1/2	8	5 1/2	3	11	60000
"	"	Gb	258451 to	258866 "	23	6 1/2	7	6 1/2	3	11	50000
"	"	Gb	259867 to	260000 "	23	6 1/2	7	6 1/2	3	11	40000
"	"	Gn	260992 to	260995 "	26	0	9	0	5	4	80000
"	"	Gh	260997 to	260998 "	26	0	8	5 1/2	4	7	70000
"	"	Gd	261000 to	261000 "	25	6 1/2	8	5 1/2	3	11	60000
"	"	Gla	263001 to	263650 "	31	0	9	6	5	6	100000
"	"	Gn	267583	267583	26	6	9	0	5	4	80000
"	"	Gd odd	267584	267584	32	10	7	11	3	5	60000
"	"	Gb odd	267764 to	267763 "	23	6	7	8	4	0	50000
"	"	Gb odd	268001 to	268000 "	23	6	7	8	4	0	40000
"	"	Gla	268001 to	268073 "	31	0	9	6	4	6	100000
"	"	Gd odd	269315 to	270000 "	25	6	8	6	3	10	60000
"	"	Gr	275000 to	279855 "	37	8 1/4	8	9	2	8	100000
"	"	Gsa	279856 to	279871 "	38	8 1/4	8	9 1/2	2	8	100000
"	"	Gr	279872 to	287590 "	37	8 1/4	8	9 1/2	2	8	100000
"	"	Gsd	287591 to	295169 "	38	2 1/2	9	3 1/2	2	9	100000
"	"	Gr	338501 to	338564 "	37	8 1/4	8	9	2	8	100000
"	"	Gi	338571 to	345161 "	33	0	8	4	2	6	80000

PLAN FOR RENUMBERING CARS OF PENNSYLVANIA LINES EAST OF PITTSBURGH AND ERIE—Continued

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OWNERSHIP	KIND	CLASS	NUMBERS IN SERIES	INSIDE DIMENSIONS			CAPACITY
				LENGTH	WIDTH	HEIGHT	
P. R. R.	Long Gondola.	Gc	345162 to 345585 inc	Ft. In.	Ft. In.	Ft. In.	60000
"	"	Ge	345586 to 347938	33 0	7 5	2 2	60000
"	"	Gc	347939 to 348182	33 0	8 4	2 2	60000
"	"	Gc	348183 to 349999	33 0	7 5	2 2	50000
N. C. R.	"	Gr	350001 to 350718	37 8 1/4	9 9	2 2	40000
"	"	Gsd	350719 to 351227	38 2 1/2	8 3 1/2	2 3	100000
"	"	Go	351228 to 357195	35 5	8 5	1 1	100000
"	"	Gi	357196 to 357435	33 0	8 4	2 2	80000
"	"	Gf	357436 to 357450	35 5	8 5	1 1	80000
"	"	Ge	357451 to 359344	33 0	8 4	2 2	60000
"	"	Gc	359345 to 359427	33 0	7 5	2 2	60000
"	"	Gc	359428 to 360000	33 0	7 5	2 2	50000
P. B. & W. R. R.	"	Gr	360001 to 360308	37 8 1/4	9 9	2 2	40000
"	"	Gsd	360309 to 360410	38 2 1/2	8 3 1/2	2 3	100000
"	"	Gi	368533 to 368614	33 0	8 4	2 2	80000
"	"	Go	368615 to 368640	35 5	8 5	1 1	80000
"	"	Ge	368641 to 369469	33 0	8 4	2 2	80000
"	"	Gf	369470 to 369912	35 5	8 5	1 1	60000
"	"	Gc	369913 to 369928	33 0	8 4	2 2	60000
"	"	Gc	369929 to 369995	33 0	7 5	2 2	50000
"	"	Ga	369996 to 370000	30 9 1/2	6 1/2	1 1	40000
W. J. & S. R. R.	"	Gr	370001 to 370031	37 8 1/4	9 9	2 3	30000
"	"	Gsd	370032 to 370067	38 2 1/2	8 3 1/2	2 3	100000
"	"	Go	370826 to 370860	35 5	8 5	1 1	100000

PLAN FOR RENUMBERING CARS OF PENNSYLVANIA LINES EAST OF PITTSBURGH AND ERIE—Continued

OWNERSHIP	KIND	CLASS	NUMBERS IN SERIES	INSIDE DIMENSIONS			CAPACITY
				LENGTH	WIDTH	HEIGHT	
A. V. Ry	Coke Gondola	Ge odd	421989 to 422000 inc.	Ft. 33	Ft. 7	Ft. In.	60000
W. N. Y. & P. Ry	"	Ge odd	422936 to 423000	32 10	7 10	7 3	60000
P. & N. W. R. R.	"	Ge	423994 to 424000	33 0	8 4	7 3	60000
P. R. R.	Gun Cable and Pocket	Fg	425001 to 425005	38 0	10 0		150000
"	"	Fg	425483 to 425484	55 7	7 8		150000
"	"	Fg	425485 to 425488	39 0	7 9		120000
"	"	Fi	425489 to 425492	36 4	9 0		100000
"	"	Fe	425493 to 425497	39 0	7 9		100000
"	"	Fi	425498 to 425499	31 7	8 0		100000
"	"	Fi	425500	36 4	9 0		100000
"	Flat	Fm	425501 to 426227	40 0	9 3		100000
"	"	Fi	435501 to 436000	40 0	9 3		80000
N. C. R.	"	Fm	436001 to 436008	40 0	9 3		100000
"	"	Fk	436973 to 436984	38 4	9 9		100000
"	"	Fb	436985 to 436990	35 7	8 11		70000
"	"	Fb	436987 to 436990	35 7	8 11		60000
"	"	Fb	436997 to 437000	35 7	8 11		50000
"	"	Fm	437001 to 437115	40 0	9 3		100000
P., B. & W. R. R.	"	Fk	438842 to 438906	38 4	9 9		80000
"	"	Fb	438906 to 438909	35 7	8 11		70000
"	"	Fb	438990 to 438993	35 7	8 11		60000
"	"	Fb	438990 to 438993	35 7	8 11		50000
"	"	Odd	438997 to 438999	23 7	7 8	1 6	40000
"	"	Odd	438997 to 438999	34 11	7 8		30000

W. J. & S. R. R.....	Flat.....	Fm.....	439001 to 439009 inc.....	40	0	9	3		100000
A. V. Ry.....	".....	Odd.....	439499 to 439500 ".....	32	8	8	0		40000
W. N. Y. & P. Ry.....	".....	Fm.....	439501 to 439508 ".....	40	0	9	3		100000
	".....	Fk.....	439984 to 440000 ".....	38	4	9	2		80000
	".....	Fa odd.....	440489 to 440499 ".....	35	0	8	4		40000
	".....	Fa odd.....	440500 ".....	34	0	8	6		50000
P. R. R.....	Tank.....								Capacity in Barrels
".....	".....		454754 to 454840 ".....						120
".....	".....		454841 to 455011 ".....						100
W. N. Y. & P. Ry.....	".....		455012 to 455300 ".....						80
	".....		455491 to 455499 ".....						100
	".....		455500 ".....						80
N. C. R.....	Lime.....	Gb.....	455550 to 455554 ".....	23	6½	7	6½	3	11
".....	".....	Gb.....	455555 to 455571 ".....	23	6½	7	6½	3	11
".....	".....	Gc.....	455572 ".....	33	0	7	5	2	6
".....	".....	Gb.....	455573 to 455578 ".....	23	6½	7	6½	3	11
".....	".....	Ga.....	455579 ".....	30	9½	7	6½	1	8
".....	".....	Ga.....	455580 to 455599 ".....	30	9½	7	6½	1	8
P. R. R.....	Ore Dumps.....		455601 to 455606 ".....	28	7½	8	10	3	6

C. T. CABIN CAR EQUIPMENT

OWNERSHIP	KIND	NUMBERS IN SERIES	OWNERSHIP	KIND	NUMBERS IN SERIES
P. R. R.....	C. T. Cabin.....	485001 to 486611 inc.....	A. V. Ry.....	C. T. Cabin.....	489301 to 489335 inc.
N. C. R.....	".....	488301 to 488429 ".....	W. N. Y. & P. Ry.....	".....	489601 to 489662 "
P. B. & W. R. R.....	".....	488701 to 488817 ".....	P. & N. W. R. R.....	".....	489901 to 489902 "
W. J. & S. R. R.....	".....	489101 to 489117 ".....			

PLAN FOR RENUMBERING CARS OF PENNSYLVANIA LINES EAST OF PITTSBURGH AND ERIE—Continued

MAINTENANCE OF WAY EQUIPMENT

OWNERSHIP	KIND	NUMBERS IN SERIES	OWNERSHIP	KIND	NUMBERS IN SERIES
P. R. R.	Tool and Block	490001 to 490185 inc.	P., B. & W. R. R.	Cabin	496901 to 496917 inc.
"	Test Weight	490396 to 490400	"	Tool and Block	496951 to 496971
"	Cabin	490401 to 490464	"	Derrick	497001 to 497012
"	Derrick	490701 to 490771	"	Stone and Wood Truck	497051 to 497139
"	Stone and Wood Truck	490901 to 491706	"	Hand Car	497201 to 497372
"	" (Construction)	492001 to 492206	"	Hand Truck	497451 to 497646
"	Gondola "Gf and Go"	492301 to 492411	"	Snow Plow	497751 to 497754
"	Flat "Fk"	492501 to 492505	W. J. & S. R. R.	Cabin	497801 to 497808
"	Hand Car	492601 to 493378	"	Tool	497821 to 497828
"	Hand Truck	493901 to 494948	"	Derrick	497841 to 497842
"	Snow Plow	495501 to 495503	"	Stone and Wood Truck	497851 to 497866
"	Snow Sweeper	495531 to 495532	"	Hand Car	497881 to 497954
"	Water Tank	495561	"	Hand Truck	498031 to 498106
"	Pile Driver	495576	"	Snow Plow	498181 to 498182
P. & E. R. R.	Cabin	495601 to 495608	"	Street Sprinkler	498191
"	Tool and Block	495651 to 495667	A. V. Ry.	Cabin	498201 to 498232
"	Derrick	495701 to 495710	"	Tool and Block	498251 to 498261
"	Hand Car	495751 to 495844	"	Derrick	498291 to 498294
"	Hand Truck	495951 to 496082	"	Flat	498311 to 498371
N. C. R.	Hand Truck	496201 to 496209	"	Hand Car	498411 to 498482
"	Tool and Block	496251 to 496272	"	Hand Truck	498531 to 498609
"	Derrick	496311 to 496323	"	Steam Shovel	498681
"	Stone and Wood Truck	496341 to 496370	W. N. Y. & P. Ry.	Cabin	498701 to 498743
"	Hand Car	496401 to 496502	"	Tool and Block	498801 to 498819
"	Hand Truck	496601 to 496771	"	Eight-Wheel Derrick	498851 to 498857

W. N. Y. & P. Ry.	499871 to 499047 inc.
"	499101 to 499236 "
"	499351 to 499462 "
"	499601 to 499602 "
"	499611 to 499612 "
"	499621 to 499621 "
"	499631 to 499638 "
"	499651 to 499653 "
"	499661 to 499661 "

Flat	Hand Car, Velocipede, and Motor
Hand Truck	Grading
File Driver	Rapid Unloader
Snow Plow	Steam Shovel
Water Tank	

W. N. Y. & P. Ry.
P. & N. W. R. R.
"
"
"
"
"

Test Weight
Cinder
Cabin
Tool
Derrick
Flat
Hand Car
Hand Truck
Snow Plow

499681 to 499685 inc.
499701 to 499705 "
499731 to 499731 "
499751 to 499751 "
499761 to 499769 "
499791 to 499804 "
499841 to 499858 "
499891 to 499891 "

When the foregoing equipment has been renumbered the remaining Box and Stock Cars will be renumbered in the following series:—

P. R. R.	10001 to 55000 inc.
"	55001 to 60000 "
"	60001 to 63000 "
"	63001 to 64000 "
"	64001 to 64500 "
"	64501 to 72500 "
"	72501 to 73000 "
"	73001 to 73500 "
"	73501 to 77000 "
"	77001 to 78000 "
"	78001 to 78450 "
"	78451 to 78900 "

Box	Union Line
"	Anchor Line
"	(Produce and Ventilated)
"	(Furniture)
"	Empire Line
"	(Prod. & Vent.)
"	(Furniture)
"	(Produce and Ventilated)
"	Canada Southern Line
"	Midland Line

P., B. & W. R. R.
W. J. & S. R. R.
"
A. V. Ry.
W. N. Y. & P.
P. R. R.
N. C. R.
P., B. & W. R. R.

Box
" (Ventilated)
" (Ventilated)
" (Furniture)
" (Furniture)
Charcoal
Stock

78901 to 79900 inc.
79901 to 83900 "
83901 to 84400 "
84401 to 84900 "
84901 to 85000 "
85001 to 86800 "
86601 to 87000 "
87001 to 89000 "
130465 to 130500 "
130988 to 131000 "
131488 to 131500 "

Freight Cars bearing the following Initials are in the
Freight Car Pool for Freight Car Repairs .

Pennsylvania—P. R. R.

P. R. R.

P. R. R.—Union Line

P. R. R.—Empire Line

P. R. R.—Green Line

P. R. R.—Anchor Line

N. C. R.

N. C. R.—C. S. L.

N. C. R.—M. L.

P., B. & W., or P., W. & B.

W. J. & S.

A. V. R. R., or A. V. Ry.

W. N. Y. & P. Ry.

P. & N. W. R. R.

Pennsylvania Lines—P. L.

Penna. Co.

Penna. Co.—Union Line

P., F. W. & C. Ry.

C. & P. R. R., or C. & P.

E. & P. R. R., or E. & P.

P., Y. & A. R. R.

T., W. V. & O. R. R.

C. & M., or C. & M. Ry.

P., C., C. & St. L. R.

C. & M. V. R., or C. & M. V. Ry.

Cumberland Valley R. R., or C. V. R. R.

Vandalia R. R., or V. R. R.

I. & V. R. R.

T. H. & I.

St. L., V. & T. H.

T. H. & P.

T. H. & L.

Grand Rapids & Indiana R. R., or G. R. & I. R. R.

C., R. & F. W. R. R.

Traverse City R. R.

J. W. Ellsworth & Co. { 500 to 825 inc.
1000 to 2000 "

Susquehanna Coal Co.

CALENDAR—1907.

JANUARY.							JULY.						
S.	M.	T.	W.	T.	F.	S.	S.	M.	T.	W.	T.	F.	S.
...	...	1	2	3	4	5	...	1	2	3	4	5	6
6	7	8	9	10	11	12	7	8	9	10	11	12	13
13	14	15	16	17	18	19	14	15	16	17	18	19	20
20	21	22	23	24	25	26	21	22	23	24	25	26	27
27	28	29	30	31	...	...	28	29	30	31	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...
FEBRUARY.							AUGUST.						
...	...	...	...	...	1	2	...	...	...	...	1	2	3
3	4	5	6	7	8	9	4	5	6	7	8	9	10
10	11	12	13	14	15	16	11	12	13	14	15	16	17
17	18	19	20	21	22	23	18	19	20	21	22	23	24
24	25	26	27	28	...	...	25	26	27	28	29	30	31
...	...	...	...	...	...	...	...	...	...	...	...	...	...
MARCH.							SEPTEMBER.						
...	...	...	...	...	1	2	1	2	3	4	5	6	7
3	4	5	6	7	8	9	8	9	10	11	12	13	14
10	11	12	13	14	15	16	15	16	17	18	19	20	21
17	18	19	20	21	22	23	22	23	24	25	26	27	28
24	25	26	27	28	29	30	29	30	...	...	...	...	...
31	...	...	...	...	...	...	...	...	...	...	...	...	...
APRIL.							OCTOBER.						
...	1	2	3	4	5	6	...	...	1	2	3	4	5
7	8	9	10	11	12	13	6	7	8	9	10	11	12
14	15	16	17	18	19	20	13	14	15	16	17	18	19
21	22	23	24	25	26	27	20	21	22	23	24	25	26
28	29	30	...	...	...	...	27	28	29	30	31	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...
MAY.							NOVEMBER.						
...	...	...	1	2	3	4	...	...	...	...	1	2	...
5	6	7	8	9	10	11	3	4	5	6	7	8	9
12	13	14	15	16	17	18	10	11	12	13	14	15	16
19	20	21	22	23	24	25	17	18	19	20	21	22	23
26	27	28	29	30	31	...	24	25	26	27	28	29	30
...	...	...	...	...	...	...	...	...	...	...	...	...	...
JUNE.							DECEMBER.						
...	...	...	...	...	...	1	1	2	3	4	5	6	7
2	3	4	5	6	7	8	8	9	10	11	12	13	14
9	10	11	12	13	14	15	15	16	17	18	19	20	21
16	17	18	19	20	21	22	22	23	24	25	26	27	28
23	24	25	26	27	28	29	29	30	31	...	...	...	...
30	...	...	...	...	...	...	...	...	...	...	...	...	...

