



**PENN CENTRAL**

\* \* \*

## **EASTERN REGION**

\* \* \*

**NEW YORK DIVISION  
PHILADELPHIA DIVISION  
CHESAPEAKE DIVISION  
HARRISBURG DIVISION**

\* \* \*

## **TIMETABLE No. 1**

**In effect { 4.01 A.M.  
Sunday } April 28, 1968**

\* \* \*

**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

\* \* \*

**EASTERN STANDARD TIME**

**J. M. McGUIGAN  
General Manager**

**E. R. ADAMS  
General Superintendent**

**Superintendents:**

**J. G. ROBINS  
R. A. HERMAN  
C. W. OWENS  
P. F. SCHWARTZ**

**Divisions:**

**NEW YORK  
PHILADELPHIA  
CHESAPEAKE  
HARRISBURG**

**Original timetable from the collection of Rob Schoenberg**

**scanned by Rob Schoenberg -- r08sch@gmail.com**

**<http://PRR.Railfan.net>**

**2024**



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303	113	341	122	304	129	044	137
005	114	043	122	306	129	344	137
305	114	343	123	308	129	046	137
007	114	045	123	310	130	346	137
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311	115	353	125	316	131	052	138
013	116	055	125	018	132	352	138
313	116	355	125	318	131	054	138
315	117	357	125	020	133	354	140
317	117	059	125	320	132	356	140
319	117	359	126	022	133	058	140
321	117	361	126	322	133	358	141
023	117	363	127	024	134	060	142
323	118	365	127	324	133	360	141
325	118	367	127	026	134	362	142
027	119	369	112	326	134	064	143
327	119	371	113	028	135	364	143
029	119	373	113	328	134	366	143
329	119	375	114	330	135	368	143
031	120	377	116	332	135	370	136
331	120	379	119	334	135	372	129
033	120	381	121	336	135	382	133
333	121	383	117	338	136	396	138
035	120	387	122			396	141
335	121	389	123				
037	121	391	123				
337	121	395	126				
		397	116				

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503	31	527	45	504	65	528	83
505	31	529	48	506	69	530	84
507	32	531	49	508	72	532	85
509	32	533	51	510	74	534	87
511	33	535	53	512	76	536	89
513	35	537	57	514	77	538	90
515	36	539	58	516	78	540	91
517	37	557	42	518	79	542	91
519	38	559	48	520	81	550	70
521	41	561	26	522	82	552	75
523	43	563	39	524	83	556	80
						560	82

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605	116	615	127	604	133	612	141
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653	120	673	122	652	136	672	138
655	120	675	122	654	136	674	139
657	120	677	123	656	137	676	139
659	121	679	123	658	137	678	139
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663	121	683	123	662	137	682	139
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705	150	747	152	702	154	0754	156
0705	150	749	152	704	154	756	156
707	150	0749	152	706	154	758	156
0707	150	751	152	708	154	760	157
709	150	753	152	710	154	0760	157
711	150	755	152	712	154	762	157
713	150	0755	152	714	154	0762	157
715	150	757	152	716	154	764	157
717	151	759	153	716	155	766	157
721	151	761	153	0718	154	768	154
723	151	763	153	720	155	0770	155
725	151	765	153	722	155	0772	156
727	151	767	153	724	155	0774	157
729	151	769	153	0724	155	778	154
731	151	781	151	728	155	780	154
733	151	783	152	728	155	782	154
735	151	785	153	730	155	784	155
0735	151	787	150	734	155	786	155
737	151	789	153	736	155	0786	155
739	152	0791	150	738	156	788	155
0739	152	0793	150	740	156	790	156
741	152	0795	150	742	156	0790	156
0741	152	0797	151	744	156	792	157
743	152	0799	153	746	156	794	157
				748	156	0796	154
				750	156	0798	154
				752	156		

## PHILADELPHIA-CHESTNUT HILL

WESTWARD				EASTWARD			
Train No.	Page	Train No.	Page	Train No.	Page	Train No.	Page
801	112	839	115	800	128	838	131
803	112	841	115	802	128	840	131
805	112	843	116	804	128	842	132
807	112	845	116	808	129	844	132
809	113	847	116	810	129	848	132
811	113	849	116	812	129	848	132
813	113	851	117	814	129	850	133
815	113	853	117	816	129	852	133
817	113	855	117	818	129	854	133
819	113	857	117	820	130	856	133
821	114	859	117	822	130	858	133
823	114	861	117	824	130	860	133
825	114	863	117	826	130	862	134
827	114	865	118	828	131	864	134
829	115	867	118	830	131	866	134
831	115	869	118	832	131	868	135
833	115	871	119	834	131	870	128
835	115	873	113	836	131	872	134
837	115	875	118			874	133
		881	119				

## PHILADELPHIA-CHESTER-WILMINGTON

### SOUTHWARD

Train No.	Page	Train No.	Page
901	93	933	101
903	93	935	101
905	94	937	101
907	94	939	92
909	95	941	97
911	95	945	97
913	95	951	93
915	96	953	94
917	97	957	97
919	98	959	99
921	99	961	100
923	99	971	95
925	99	973	96
927	99	975	97
929	100	977	99
931	100	979	101

### NORTHWARD

Train No.	Page	Train No.	Page
900	102	938	111
902	102	950	103
904	103	952	103
906	103	954	104
908	103	956	104
912	104	958	107
914	105	960	108
916	105	962	109
918	106	964	109
920	106	966	105
922	107	968	107
924	107	972	103
926	108	974	104
928	108	976	105
930	108	978	107
932	109	980	107
934	109	982	109
936	111	984	111

## CAMDEN-PEMBERTON-MOORESTOWN

### SOUTHWARD

983	143		
985	143		
987	143		
989	143		

### NORTHWARD

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986	142		
988	142		
990	142		

## ATLANTIC CITY-PHILADELPHIA-CAPE MAY-OCEAN CITY-WILDWOOD

### SOUTHWARD-EASTWARD

1000	30	1050	31
1002	32	1052	32
1004	33	1058	55
1022	44	1062	56
1038	56		

### NORTHWARD-WESTWARD

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1027	81	1061	81
1029	83	1063	63
1031	84		

## NEW YORK-LONG BRANCH

### WESTWARD

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1103	31	1155	37
1107	41	1161	43
1111	46	1163	46
1115	48	1183	37
1117	49	1185	41
1123	51	1189	52
1127	52		
1131	55		

### EASTWARD

1104	63	1132	91
1108	65	1152	63
1110	65	1156	67
1112	66	1164	77
1118	69	1168	84
1120	72	1170	89
1124	77	1182	73
1126	79	1190	87
1130	88	1192	91

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WESTWARD				EASTWARD			
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3611	35	3635	53	3606	62	3626	75
3615	43	3637	54	3608	63	3630	80
3617	43	3641	57	3610	64	3634	82
3619	47	3647	57	3618	66	3638	86
3621	47	3649	59	4234	79		
3623	49	4239	57				
3627	51						
NEW YORK-NEW BRUNSWICK							
3701	29	3731	47	3704	61	3744	78
3703	31	3733	46	3706	62	3746	79
3705	33	3735	60	3710	63	3748	79
3707	35	3737	51	3712	64	3750	80
3709	37	3741	52	3716	66	3752	81
3711	37	3745	54	3720	67	3758	85
3713	38	3749	55	3724	70	3760	86
3717	39	3753	55	3726	71	3762	87
3719	39	3757	57	3728	73	3766	89
3721	40	3761	58	3730	74	3768	91
3723	45	3767	59	3736	75	3770	71
3725	42	3783	38	3738	76	3778	86
3727	43	3785	54	3740	77	4252	81
3729	45	3789	59	3742	77	4254	85
4241	33	4249	41	4244	67		
4243	35	4251	49	4246	75		
4247	39			4250	78		
NEW YORK-TRENTON							
3811	28	3831	43	3810	61	3832	80
3813	29	3833	45	3812	62	3834	81
3815	30	3835	45	3814	63	3838	83
3817	33	3837	46	3816	65	3840	87
3819	34	3839	47	3820	66	3842	89
3821	34	3841	49	3822	68	3846	79
3823	36	3845	51	3824	72	3850	87
3825	39	3847	51	3828	75	3858	84
3827	41	3849	53	3830	78	4202	69
3829	43	3851	55			4210	89
4203	37	4205	45				
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3907	36	3919	40	3912	69	3924	74
3911	37	3921	41	3916	72	3926	78
3915	38			3918	73	3928	77
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C. N. J.							
5305	36	5357	40	5300	61	5354	65
5306	44	5365	50	5302	61	5358	69
5313	47	5367	53	5306	64	5362	74
5319	49	5371	59	5314	66	5366	79
5321	50	5381	35	5316	67	5380	63
5325	51	5387	47	5322	74	5384	77
5329	55	5391	56	5328	82	5386	80
5353	36			5350	62		

**NOTE—Applies on pages 9 to 27, inclusive:****Rule 221-A** in effect at all Train Order offices unless otherwise indicated.**B** Indicates **Rule 221-B** in effect.**C** Indicates **Rule 221-C** in effect.**O** Indicates automatic interlocking.**K** Indicates controlled by.**P** Indicates in service part-time.**R** Indicates remotely controlled from.**S** Indicates controlled station at other than dispatcher's office.**X** Indicates in service continuously.

★ Indicates radio channel 1.

◆ Indicates radio channel 2.

Holidays: New Year's, Memorial, Independence, Labor, Thanksgiving, Christmas Days.

**MAIN LINE—NEW YORK AND PHILADELPHIA DIVISIONS**

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from New York	Capacity of Sidings Based on 50 ft. Cars		
						West	East	Both
X	X	X		HAROLD (L. I. R. R.).....	3.7			
X	X	X-★		F.....	3.0			
X	X	X		JO.....	0.1			
X	X	X		C.....	0.1			
				NEW YORK.....	0.0			
X	X			KN.....	0.1			
X	X	X-★		A.....	0.2			
				WEEHAWKEN SHAFT.....	1.8			
X	X	X-★		PORTAL.....	6.0			
X	X	X-★		HUDSON.....	8.6			
				*Distance from Jersey City.....	*			
X	X	X-★		HUDSON.....	7.1			
				HARRISON.....	8.5			
X	X	X-★		DOCK.....	8.8			
				NEWARK.....	9.0			
				SOUTH STREET (Newark).....	10.0			
X	X	X-★		HUNTER.....	10.8			
X	X	X-★		LANE.....	12.6			
				NORTH ELIZABETH.....	13.4			
				ELIZABETH.....	14.5			
X	X	X-★		ELMORA.....	15.0			
				SOUTH ELIZABETH.....	15.1			
				LINDEN.....	17.7			
				NORTH RAHWAY.....	19.2			
				RAHWAY.....	19.8			
X	X	X-★		UNION.....	20.0			
				COLONIA.....	21.9			
				ISELIN.....	23.0			
X	X	X-★		METUCHEN.....	26.2			
X				LINCOLN.....	26.4			
				EDISON—R-Lincoln.....	29.3			
				NEW BRUNSWICK.....	31.7			
X	X	X-★		COUNTY.....	33.2			
				JERSEY AVENUE (Millstone Running Track).....	33.4			
				ADAMS.....	35.9			
				DEANS.....	38.9			
X	X	X-★		MONMOUTH JUNCTION.....	41.4			
X	X	X-★		MIDWAY.....	41.6			
				NASSAU.....	47.3			
				PRINCETON JUNCTION.....	47.4			
				LAWRENCE.....	51.6			
X	X	X-★		MILLHAM.....	54.9			
X	X	X-★		FAIR.....	56.8			
				TRENTON.....	57.1			
				PA-NEW JERSEY STATE LINE.....	57.7			
				MORRISVILLE.....	58.5			
X	X	X-★		MORRIS.....	58.6			
				LEVITTOWN-TULLYTOWN.....	63.6			
X	X	X-★		GRUNDY.....	65.6			
				BRISTOL.....	66.8			
				CROYDON.....	69.7			
				EDDINGTON.....	71.3			
				CORNWELLS HEIGHTS.....	72.5			
				ANDALUSIA.....	73.7			
				TORRESDALE.....	74.6			
				DIVISION POST (Phila. Div.).....	76.0			

Note—The direction from Harold to Division Post (Phila. Div.) is westward

● Against current of traffic only.

Radio locations other than Block Stations—

★ New York Movement Office, Newark area use Yard Channel 4.

In Morrisville area—Hump yard, "A" yard, Fairless yard, Barracks yard and Bristol yard offices, use Yard Channel 1.

# MAIN LINE—PHILADELPHIA AND HARRISBURG DIVISIONS

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from Jersey City	Capacity of Sidings Based on 50 ft. Cars		
						West	East	Both
X	X	X-★		HOLMESBURG JCT.....	77.2			
				HOLMES.....	77.2			
				TACONY.....	78.2			
				WISSINOMING.....	79.3			
				BRIDESBURG.....	80.1			
				FRANKFORD.....	80.9			
X	X	X-★		FORD.....	81.2			
				FRANKFORD JCT.....	81.8			
X	X	X-★		SHORE.....	82.1			
X	X	X-★		NORTH PHILADELPHIA.....	85.0			
X	X	X-★		NORTH PHILADELPHIA.....	85.1			
X	X	X-★		ZOO.....	88.1			
				*Distance from Suburban Station	*			
X	X	X-★		ZOO (44th St.).....	3.2			
				52nd STREET.....	3.9			
X				VALLEY—R—Overbrook.....	4.0			
X	X	X-★		OVERBROOK.....	5.4			
				OVERBROOK.....	5.4			
				MERION.....	6.0			
				NARBERTH.....	6.8			
				WYNNEWOOD.....	7.4			
				ARDMORE.....	8.5			
				HAVERFORD.....	9.1			
				BRYN MAWR.....	10.1			
X	P	P-★		BRYN MAWR.....	10.1			
				ROSEMONT.....	10.9			
				VILLANOVA.....	12.0			
				RADNOR.....	13.0			
				ST. DAVIDS.....	13.7			
				WAYNE.....	14.5			
				STRAFFORD.....	15.4			
				DEVON.....	16.4			
				BERWYN.....	17.5			
				DAYLESFORD.....	18.6			
X	X	X-★		PAOLI.....	19.8			
				PAOLI.....	19.0			
				MALVERN.....	21.8			
				FRAZER.....	23.7			
X				GLEN—R—Thorn.....	25.3			
				WHITFORD.....	28.2			
X				DOWNNS—R—Thorn.....	32.1			
				DOWNTOWN.....	32.3			
X	X	X-★		THORN.....	35.0			
				THORNDALE.....	35.0			
X				CALN—R—Thorn.....	38.6			
				COATESVILLE.....	38.4			
				POMEROY.....	41.9			
X	X	X-★		PARK.....	43.9			
				PARKESBURG.....	44.2			
				DIVISION POST (Harrisburg Div.).....	45.0			
				ATGLEN.....	47.1			
				CHRISTIANA.....	48.3			
				GAP.....	51.2			
				KINZER.....	54.1			
				LEAMAN PLACE.....	56.7			
			+	LEAMAN.....	57.0			
				GORDONVILLE.....	58.1			
				BIRD-IN-HAND.....	61.2			
				LANCASTER.....	68.0			
X	X	X-★		CORK (Reading Co. Crossing).....	68.1			
X	P			LANDIS (Reading Co. Crossing).....	75.2			
				MOUNT JOY.....	80.1			
				FLORIN.....	80.7			
				RHEEMS.....	83.6			
				ELIZABETHTOWN.....	86.8			
				CONEWAGO.....	90.2			
X				ROY—R—State.....	94.5			
				MIDDLETOWN.....	94.7			
X	X	X-★		STATE.....	104.6			
				HARRISBURG.....	104.6			
X	X	X-★		HARRIS.....	104.8			
X	X	X-★		ROCKVILLE.....	110.2			
				MARYSVILLE.....	112.0			
X	X	X-★		BANKS.....	113.2			
				DIVISION POST (Allegheny Div.).....	113.3			

The direction from Holmesburg Jct. to Division Post (Allegheny Div.) is westward.



# MAIN LINE—PHILADELPHIA AND CHESAPEAKE DIVISIONS

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from Phila.	Capacity of Sidings Based on 50 ft. Cars		
						North	South	Both
X	X	X-★		ARSENAL.....	2.1			
X	X	X-★		BRILL.....	4.2			
				DARBY.....	6.1			
				CURTIS PARK.....	6.8			
				SHARON HILL.....	7.2			
				FOLCROFT.....	7.7			
				GLENOLDEN.....	8.3			
				NORWOOD.....	9.0			
				MOORE.....	9.5			
				RIDLEY PARK.....	10.4			
				CRUM LYNNE.....	11.1			
X	X	X-★		BALDWIN.....	11.7			
				EDDYSTONE.....	12.3			
				CHESTER.....	13.4			
X	X	X-★		LAMOKIN.....	14.4			
				LAMOKIN ST.....	14.4			
				HIGHLAND AVE.....	15.5			
				TRAINER.....	16.3			
X	X	X-★		HOOKE.....	16.8			
				MARCUS HOOK.....	17.1			
				PA-DELAWARE STATE LINE.....	18.2			
				NAAMAN.....	18.5			
				CLAYMONT.....	19.6			
				HOLLY OAK.....	21.3			
X	X	X-★		DIVISION POST (Ches. Div.).....	22.3			
				BELL.....	22.5			
				EDGE MOOR.....	24.0			
X	X	X-★		LANDLITH—R-Wilmington.....	25.4			
X				WILMINGTON.....	26.8			
X				WEST YARD.....	28.2			
				RAGAN.....} R-Wilmington.....	29.5			
				NEWPORT.....	30.6			
				STANTON.....	33.0			
X	X	X-★		DAVIS.....	38.4			
				NEWARK.....	38.9			
				DELAWARE-MD. STATE LINE.....	41.4			
X				IRON HILL—R-Davis.....	41.5			
				ELKTON.....	44.9			
X				NORTH EAST—R-Davis.....	51.3			
				CHARLESTOWN.....	54.0			
X				PRINCIPIO—R-Perryville.....	57.3			
X	X	X-★		PERRYVILLE.....	59.5			
X				HAVRE DE GRACE.....	60.7			
X				OAK.....} R-Perryville.....	62.9			
				ABERDEEN.....	65.5			
X				SHORT LANE—R-Perryville.....	67.4			
				PERRYMAN.....	69.0			
X				BUSH—R-Edgewood.....	71.6			
X	X	X-★		EDGEWOOD.....	75.6			139
X				MAGNOLIA.....	77.0			139
X				GUNPOW.....} R-Edgewood.....	79.3			
				CHASE.....	81.0			
				STEMMER'S RUN.....	87.0			
X				RIVER.....	89.3			
X				NORTH POINT.....} R-Bay.....	90.1			
X	X	X-★		BAY.....	91.9			
X				CANTON JUNCTION—R-Bay.....	92.9			
				BIDDLE ST.....	94.3			
X	X	X-★		UNION JUNCTION.....	95.5			
				BALTIMORE.....	95.7			
X	X	X-★		B. & P. JUNCTION.....	95.9			
X				FULTON—R-B. & P. Junction.....	97.7			
				EDMONDSON.....	98.3			
X	X	X-★		GWYNN.....	99.3			
				FREDERICK ROAD.....	99.9			
				HALETHORPE.....	103.0			
X				WINANS—R-Gwynn.....	103.4			
X				VERN—R-Odenton.....	111.4			
X	X	X-★		ODENTON.....	113.6			
				ARUNDEL.....	118.2			
				JERICHO PARK.....	119.4			
X	P	P-★		BOWIE.....	120.5			
				GLENNDAL.....	123.1			
				SEABROOK.....	124.7			
				LANHAM.....	126.1			
X	X	X-★		LANDOVER.....	128.8			
				CHEVERLY.....	130.4			
				MARYLAND-D.C. STATE LINE.....	131.4			
				DIVISION POST (W.T.).....	134.9			
X	X	X		NEW YORK AVE. (W.T.).....	135.0			
				WASHINGTON.....	136.0			

The direction from Arsenal to Washington is southward.

## Radio locations other than Block Stations—

★ Train Dispatchers office, Tacony, Frankford Jct., Shackamaxon, Margie Street, Asst. Trainmaster's office, 38th St. and Wyalusing Ave., Lancaster yard office, Harrisburg Station-Yard office east end and Stationmaster's office, Grays Ferry Yard Office and "K" Tower, Washington (W. T.).

Leaman is an emergency block station in service only when opened by Train Order or General Order.

♣ Applies on No. 1 and No. 4 tracks when in service.

Interlocking, Block and Block-Limit Stations  
in service part-time as follows:

Station				Hours in Service					
Landis				10.00 A.M. to 6.00 P.M. Daily except Saturday, Sunday and May 30, July 4 and Sept. 2.					
Bryn Mawr				6.30 A.M. to 10.30 P.M. Daily except Saturday, Sunday, May 30, July 4 and Sept. 2.					
Bowie				7.30 A.M., Monday to 3.30 P.M., Saturday, except May 30, July 4 and Sept. 2.					
Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS		*Distance from Phila.	Capacity of Sidings Based on 50 ft. Cars		
							West or North	East or South	Both
				<b>MAIN LINE—CHESAPEAKE DIVISION</b>		*			
X	X	X-★		LANDOVER.....		128.8			
				MARYLAND-D.C. STATE LINE.....		131.1			
				DEANWOOD.....		132.4			
				BENNING.....		133.5			
X	X	X		ANACOSTIA.....		134.2			
X	X	X-★		VIRGINIA.....		136.7			
				14th STREET—R-Virginia.....		137.7			
				POTOMAC RIVER					
				MOVABLE BRIDGE.....		138.5			
				DIVISION POST (R.F. & P.).....		138.7			
X				SOUTH END (R.F. & P.)—R-AF.....		138.9			
				The direction from Landover to South End is southward.					
				*Distance from Phila.					
				<b>WILLIAMSPORT BRANCH</b>		*			
				(MAIN LINE NORTHERN DIVISION)					
X	X	X-★		ROCKVILLE.....					\$178
X				HECKS—R-Rockville.....		1.6			127
				DIVISION POST (Northern Div.).....		1.6			
				The direction from Rockville to Division Post (Northern Division) is westward.					
				*Distance from Rockville.					
				§Includes 172 car lengths on Northern Division.					
				<b>HAROLD-Q-F-R</b>		*			
				SECONDARY TRACKS					
X	X			HAROLD (L.I.R.R.).....		0.7			
X	X	★		Q.....		0.3			
X	X	★		R.....		0.0			
X	X	★		F (via loop).....		1.3			
X	X	★		Q (via loop and SS Yard).....		1.8			
X	X	★		F (via loop, SS Yard and Sub. Tracks).....		2.1			
				The direction from Harold to Q is westward.					
				The direction from F to R (via loop) is eastward.					
				The direction from R to F (via SS yd. and Sub. Tracks) is westward.					
				*Distance from F.					

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from	Capacity of Sidings Based on 50 ft. Cars		
						East or North	West or South	Both
				<b>PASSAIC AND HARSIMUS BRANCH</b>	*			
				HARSIMUS COVE YARD.....				
X	X	X-★		WALDO.....	0.0			
X	X	X-★		HACK.....	1.4			
				MEADOWS YARD.....				
X	X	X-★		KARNY.....	3.3			
		X		WA-5.....	7.7			
		X		WA-3.....	8.1			
				The direction from Harsimus Cove to WA-3 is westward. *Distance from Waldo. Radio locations other than Block Stations— Meadows—Harsimus Cove areas— No. 1 and No. 10 yard offices; Asst. Yardmasters—Truc-Train, Green Street; Car Inspector Truc-Train— use Yard Channel 2.				
				<b>GREENVILLE BRANCH</b>	*			
				GREENVILLE YARD.....				
X	X	X-★		BAY.....	0.0			
X	X	X-★		CY (C. R. R. N. J.).....	1.6			
		P		WA-2.....	3.5			
		X		WA-3.....	4.2			
				WAVERLY YARD.....				
		X		WA-6.....	5.3			
X	X	X-★		LANE.....	5.4			
				The direction from Greenville Yard to Lane is westward. *Distance from Bay. Radio locations other than Block Stations— Greenville area—Eastbound Hump yard office, Asst. Yardmasters, EB Hump, WB Hump and Covered Pier use channel 1. Waverly area—Waverly 4 & 5, Port Newark, Linden yard offices, use Yard Channel 3.				
Interlocking, Block and Block-Limit Stations in service part-time as follows:								
Station				Hours in Service				
WA-2				7.00 A.M. to 11.00 P.M., Daily except Sunday, except May 30, July 4 and Sept. 2.				
				<b>PERTH AMBOY AND WOODBRIDGE BRANCH</b>	*			
X	X	X-★		UNION.....	0.0			
				AVENEL.....	2.0			
				EDGAR.....	2.7			
				WOODBRIDGE.....	3.5			
				GENASCO.....	4.5			
X	X	X-★		WC.....	5.8			
X	X	X-★		PERTH AMBOY.....	5.9			
				SA.....	8.1			
				SO. AMBOY JCT. (Amboy Sec.).....	8.1			
				The direction from Union to WC is westward. *Distance from Union.				

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from	Capacity of Sidings Based on 50 ft. Cars		
						East or North	West or South	Both
<b>X</b>	<b>X</b>	<b>X-★</b>		<b>AMBOY SECONDARY TRACK</b>	<b>*</b>			
				SA (N.Y. & L.B.R.R.)	0.0			
				SO. AMBOY JUNCTION	0.0			
				CO	0.2			
				DEEP CUT	1.8			
				EAST END	4.9			
				BROWN	5.9			
			<b>X</b>	OB. K-SA	7.1			
				OLD BRIDGE	7.2			
				SPOTSWOOD	9.4			
				HELMETTA	11.6			
			<b>X</b>	CO. K-SA	11.7			
				JAMESBURG	13.4	170		
		<b>X</b>		JG. R/SA* (MIDWAY*)	13.6			
				The direction from SA to JG is westward. *Block signal governing westward movement at JG, remote controlled from Midway. *Block signal governing eastward movement at JG, remote controlled from SA. *Distance from So. Amboy Junction. Radio locations other than Block Stations— South Amboy area—South Amboy yard office; Asst. Yardmasters Metuchen, New Brunswick, use Yard Channel 2.				
		<b>X</b>		<b>JAMESBURG BRANCH</b>	<b>*</b>			
				JG. R/SA* (MIDWAY*)	0.0			
				DAYTON	3.3			
				MONMOUTH JCT.	5.4			
<b>X</b>	<b>X</b>	<b>X-★</b>		MIDWAY	5.6			
				The direction from JG to Midway is westward. *Block signal governing westward movement at JG, remote controlled from Midway. *Block signal governing eastward movement at JG, remote controlled from SA. *Distance from JG.				
				<b>PRINCETON BRANCH</b>	<b>*</b>			
<b>X</b>	<b>X</b>	<b>X-★</b>		NASSAU	0.0			
				PRINCETON JCT.	0.1			
				PENNS NECK	1.4			
			<b>X</b>	KS. K-Nassau	2.7			
				PRINCETON	2.8			
				The direction from Nassau to KS is northward. *Distance from Nassau.				
				<b>HIGHTSTOWN SECONDARY TRACK</b>	<b>*</b>			
				CONN. AMBOY SEC. TRACK	0.0			
				PROSPECT PLAINS	2.5			
				CRANBURY	4.1			10
				HIGHTSTOWN	7.1			
			<b>X</b>	K. K-SA	8.0			55
				END OF BLOCK	8.3			
				The direction from Conn. Amboy Sec. Trk. to End of Block (west of K) is westward. *Distance from Conn. Amboy Sec. Track.				

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from	Capacity of Sidings Based on 50 ft. Cars		
						North	South	Both
				<b>BELVIDERE DELAWARE BRANCH</b>	*			
				<b>BELVIDERE DELAWARE SECONDARY TRACK</b>				
				TRENTON.....	0.0			
X	X	X-★		FAIR.....	0.3			
X	X	X-★		COALPORT.....	1.1			
X	X	X-★		MG.....	1.4			
				MG.....	1.4			
				WARREN STREET (Trenton).....	1.6			
			X	WB.....K-MG.....	6.1			130
			X	GW.....K-MG.....	9.3			
				WASHINGTON CROSSING.....	9.3			
				TITUSVILLE.....	10.4			
			X	MOORE.....K-MG.....	12.2			
				LAMBERTVILLE.....	16.1			{ 51 126
				STOCKTON.....	19.5			
			X	RK.....K-Frenchtown*.....	21.0			
				RAVEN ROCK.....	22.8			
				BYRAM.....	23.0			
X	P	P-★		FRENCHTOWN.....	31.7			175
			X	MD.....K-Frenchtown*.....	34.9			49
				MILFORD.....	35.2			
			X	HD.....K-Frenchtown*.....	38.9			160
				RIEGELSVILLE.....	41.9			18
				CARPENTERVILLE.....	45.4			
				LEAD SWITCH, KENT.....	47.7			
			X	KENT.....K-G.....	49.0			
				PHILLIPSBURG.....	50.7	66		
			X	PG.....K-G.....	51.3			
				HUDSON YARD.....	52.7			
			X	DY.....K-G.....	54.2			
				MARTINS CREEK.....	57.6			
			X	CR.....K-G.....	58.2			90
				ROXBURG.....	61.1			
			X	G.....	63.9			
				BELVIDERE.....	64.6			
				The direction from Trenton to Belvidere is northward.				
				*Controlled by MG when Frenchtown is not in service.				
				*Distance from Trenton.				
				Radio locations other than Block Stations—				
				Phillipsburg yard office, use Yard Channels 1 or 4.				
Interlocking, Block and Block-Limit Stations in service part-time as follows:								
Station		Hours in Service						
Frenchtown		7.00 A.M. to 11.00 P.M. Daily except Sunday and May 30, July 4 and Sept. 2.						
NOTE: Sundays and May 30, July 4 and Sept. 2, also Monday through Saturday between 11.00 P.M. and 7.00 A.M. Home signals will convey no Manual Block Indication. They will govern northward movement through interlocking and over hand-operated switches between Northward Home signal and Distant Switch signal 6000 feet north of Frenchtown and southward movement through interlocking.								
				<b>FREEHOLD SECONDARY TRACK</b>	*			
				CONN. AMBOY SEC. TRACK.....	0.0			
				JAMESBURG.....	0.1			
				ENGLISHTOWN.....	6.8			
			X	NG.....K-SA.....	6.9			
				TENNENT.....	8.0			
				FREEHOLD.....	11.5			
			X	HW.....K-SA.....	14.4			
X-O				FARMINGDALE.....	19.1			
				END OF BLOCK.....	19.6			
				The direction from Conn. Amboy Sec. Trk. to End of Block is eastward.				
				*Distance from Conn. Amboy Sec. Track.				

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from	Capacity of Sidings Based on 50 ft. Cars		
						East or North	West or South	Both
				<b>D. R. R. R. &amp; B. CO. BRANCH</b>	*			
X	X	X-★		SHORE.....	8.2			
				FRANKFORD JUNCTION.....	8.5			
				PA-NEW JERSEY STATE LINE.....	10.5			
X	X	X-★		JERSEY.....	11.0			
X				DIVIDE—R-Jersey.....	11.4			
				JORDAN.....	12.9			
				UTICA AVENUE.....	16.2			
				DIVISION POST (P.R.S.L.).....	17.2			
X				KIRK—R-Winslow.....	23.5			
X	P	P		WINSLOW.....	38.3			
				The direction from Shore to Jersey is eastward; from Jersey to Winslow is southward.				
				*Distance from Suburban Station.				

**Interlocking, Block and Block-Limit Stations  
in service part-time as follows:**

Station	Hours in Service
Winslow	5.45 A.M. to 9.45 P.M. Daily except Sunday and 6.30 A.M. to 10.30 P.M. Sunday and May 30, July 4 and Sept. 2.

				<b>CHESTNUT HILL BRANCH</b>	*			
X	X	X-★		NORTH PHILADELPHIA.....				
				WESTMORELAND.....	0.8			
				QUEEN LANE.....	2.2			
				CHELTON AVENUE.....	2.8			
				TULPEHOCKEN.....	3.3			
				UPSAL.....	3.8			
				CARPENTER.....	4.4			
				ALLEN LANE.....	4.8			
				ST. MARTINS.....	5.6			
				HIGHLAND.....	6.1			
X	P	P		CHESTNUT HILL.....	6.6			
				The direction from North Philadelphia to Chestnut Hill is eastward.				
				Radio locations other than Block Stations—Midvale Yard Office.				
				*Distance from North Phila.				

**Interlocking, Block and Block-Limit Stations  
in service part-time as follows:**

Station	Hours in Service
Chestnut Hill	6.15 A.M. to 11.40 P.M. Daily.

When Chestnut Hill Block Station is not in service Eastward trains must report to operator North Philadelphia when clear of main track at Chestnut Hill.

				<b>RIVER LINE</b>	*			
X	X	X-★		ZOO.....				
				PHILA.-30th ST. (Lower Level).....	1.5			
X	X	X-★		PENN.....	1.5			
X	X	X-★		ARSENAL.....	2.6			
				The direction from Zoo to Arsenal is southward.				
				*Distance from Zoo.				

				<b>SUBURBAN LINE</b>	*			
X	X	X-★		ZOO (44th St.).....	3.2			
				PHILA.-30th ST. (Upper Level).....	0.9			
X	X	X		BROAD.....	0.4			
				SUBURBAN STATION, PHILA.....	0.0			
X	X	X-★		ARSENAL.....	2.1			
				The direction from Suburban Station to 30th St. Station (Upper Level) and Zoo (34th and 44th St. OH Bridges) is westward; from 34th St. OH Bridge to connection with No. 1 and No. 4 River Line via 36th St. Tunnel is eastward; from 30th St. Station (Upper Level) to Arsenal is southward.				
				*Distance from Suburban Station.				

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from	Capacity of Siding Based on 50 ft. Cars		
						East or North	West or South	Both
				<b>GRAYS FERRY BRANCH</b>	*			
X	X	X-★		ZOO.....				
X	X	X-★		ARSENAL.....	2.4			
				The direction from Zoo to Arsenal is southward.				
				*Distance from Zoo.				
				<b>WEST CHESTER BRANCH</b>	*			
X	X	X-★		ARSENAL.....	2.1			
				FORTY-NINTH STREET.....	3.2			
				ANGORA.....	4.4			
				PERNWOOD-YEADON.....	5.4			
				LANSLOWNE.....	6.3			
				GLADSTONE.....	6.9			
				CLIFTON-ALDAN.....	7.5			
				PRIMOS.....	8.1			
				SECANE.....	8.8			
				MORTON-RUTLEDGE.....	9.9			
				SWARTHMORE.....	11.2			
				WALLINGFORD.....	12.3			
				MOYLAN-ROSE VALLEY.....	13.2			
X	X	X		MEDIA.....	14.0			
				ELWYN.....	15.0			
				WILLIAMSON SCHOOL.....	15.8			
				GLEN RIDDLE.....	16.6			
				LENNI.....	17.3			64
				WAWA.....	18.0			
				DARLINGTON.....	18.7			
				GLEN MILLS.....	20.2			
				LOCKSLEY.....	21.5			
				CHEYNEY.....	22.2			21
				WESTTOWN.....	23.9			
				END OF BLOCK SIGN.....	26.8			
				NIELDS ST.....	27.0			
				WEST CHESTER.....	27.4			
				The direction from Arsenal to West Chester is southward.				
				*Distance from Suburban Station.				
				<b>WEST PHILADELPHIA ELEVATED BRANCH</b>	*			
X	X	X-★		ZOO.....				
X	X	X-★		ARSENAL.....	2.5			
X	X	X-★		BRILL.....	4.6			
				The direction from Zoo to Brill is southward.				
				Radio locations other than Block Stations—				
				Train Dispatchers office.				
				Grays Ferry Yard office.				
				*Distance from Zoo.				
				<b>DELAWARE EXTENSION</b>	*			
X	X	X-★		ARSENAL.....				
X	X	X-★		PENROSE—R-Stadium.....	1.9			
X	X	X-★		STADIUM.....	3.9			
X-O				PAY (B. & O Crossing).....	5.7			
				The direction from Arsenal to Stadium is eastward.				
				Radio locations other than Block Stations—				
				Train Dispatchers office.				
				Penrose, Greenwich, Greenwich Coal Yard, Penna. Produce Terminal, Tidewater, South Phila. Ore Yard and D-16 Yard offices.				
				*Distance from Arsenal.				
				<b>36th STREET CONNECTION *</b>	*			
X	X	X-★		ZOO.....				
X	X	X-★		PENN.....	5000ft			
				The direction from Zoo to Penn is eastward.				
				Radio locations other than Block Stations—				
				Train Dispatchers office.				
				Penn Coach Yard office.				
				P-5 Yard office.				
				*Distance from Zoo.				

## SCHUYLKILL BRANCH

### SCHUYLKILL SECONDARY TRACK

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from Sub. Sta., Phila.	Capacity of Sidings Based on 50 ft. Cars		
						East	West	Both
X				VALLEY—R-Overbrook.....	4.0			
X				JEFF—R-Overbrook.....	4.5			
				WYNNEFIELD AVE.....	4.9			
				BALA.....	5.7			
				CYNWYD.....	6.1			
				BARMOUTH.....	6.8			
				MANAYUNK.....	7.8			
X		X		MAN—R-Overbrook.....	8.2			
				CONSHOHOCKEN.....	13.6			
				IVY ROCK.....	15.1			
X	X	X-★		NORRIS.....	16.5			
				NORRISTOWN.....	17.5			
X-O		X		HAWS AVE.—R-Norris.....	18.1			
				CREEK (Reading Co. Crossing).....	24.6			
				OAKS.....	24.8			23
				PHOENIXVILLE.....	28.1			
				CROMBY.....	30.4			
				SPRING CITY.....	32.3			155
				PARKERFORD.....	35.1			
			X	LOCK—K-Norris.....	37.8			294
				POTTSTOWN.....	40.3			
				BIRDSBORO.....	49.1			
X	X	X-★		BROOKE (Reading Co. Xing).....	49.2			
				READING.....	58.3			
			X	ORCHARD—K-Norris.....	67.1			
				SHOEMAKERSVILLE.....	71.7			49
			X	HAMBURG—K-Norris.....	76.8			105
				SCHUYLKILL HAVEN.....	90.6			
				POTTSTOWN.....	94.7			
				END OF TRACK—(2391 Feet West of Mile Post 95).....				

NOTE—The direction from Valley to End of Track (2391 Feet West of Mile Post 95) is Westward.

Radio locations other than Block Stations—

Train Dispatchers office;  
Norristown Yard office;  
Phoenixville Agent's office;  
Pottstown Yard office;  
Reading Yard office.

				<b>PHILADELPHIA AND THORNDALE BRANCH</b>	*			
X				DALE—R-Thorn.....				
X	X	X-★		THORN.....	10.4			
				The direction from Dale to Thorn is westward.				
				*Distance from Dale.				
				<b>POMEROY SECONDARY TRACK</b>	*			
				POMEROY.....				
				END OF TRACK 350 FEET SOUTH MILE POST 6.....				
				The direction from Pomeroy to End of Track 350 feet south of Mile Post 6 is southward.				
				*Distance from Pomeroy.				



Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from	Capacity of Sidings Based on 50 ft. Cars		
						East or North	West or South	Both
				<b>TRENTON BRANCH</b>	<b>*</b>			
X	X	X-★		MORRIS.....	46.0			
X				MY ▼.....	45.4			
X				MB + R-Morris.....	44.2			
		X		COPPER ▼ R-Morris.....	43.1			
				NICKEL.....	42.6			
X				MA + R-Morris.....	41.3			
				DIVISION POST (N. Y.-Phila. Divs.).....	41.0			
				LANGHORNE.....	37.4			
				HEATON.....	27.5			
				FORT HILL.....	21.5			
				TB-16.....	19.4			
				PLYMOUTH MEETING.....	17.6			
		X-★		NEST.....	15.7			
				EARNEST.....	15.7			
				TB-20.....	14.2			
				TB-22.....	12.5			
		X		KING + R-NEST.....	11.3			
				HOWELLVILLE.....	7.7			62
X				DALE R-Thorn.....	0.7			55
X				GLEN R-Thorn.....				
				The direction from Glen to Morris is eastward.				
				Radio locations other than Block Stations—				
				Earnest Yard office.				
				▼ In service on No. 2 track only.				
				+ In service on No. 1 track only.				
				*Distance from Glen.				
				<b>PEMBERTON BRANCH</b>	<b>*</b>			
				<b>DIX RUNNING TRACK</b>				
X	X	X-★		COOPER.....	1.5			
				PEM.....	2.5			
				WEST MERCHANTVILLE.....	4.1			
				MERCHANTVILLE.....	4.7			
				PENNSAUKEN.....	5.6			
				MAPLE SHADE.....	7.2			
				LENOLA.....	8.3			
				WEST MOORESTOWN.....	9.8			
				MOORESTOWN.....	10.4			
				STANWICK AVE.....	11.1			
				MASONVILLE.....	14.4			
				HAINESPORT.....	16.9			
		P		MOUNT HOLLY K-Cooper.....	18.7			25
		P		BIRMINGHAM K-Cooper.....	23.4			
		X		PEMBERTON K-Cooper.....	24.9			25
				PEMBERTON.....	24.9			
				LEWIS.....	27.7			
				CAMP (U. T. Co.).....	28.8			
				The direction from Cooper to Camp is southward.				
				Pennsauken is an Emergency Block Station in service only when opened by Train Order or General Order.				
				*Distance from Division Post (P.R.S.L.)				

Interlocking, Block and Block-Limit Stations in service part-time as follows:

Stations	Hours in Service
Mt. Holly	9.00 P.M. to 5.00 A.M. Daily. 5.00 A.M. Sunday to 9.00 P.M. Sunday and May 30, July 4 and Sept. 2.
Birmingham	9.00 P.M. to 5.00 A.M. Daily.

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from	Capacity of Sidings Based on 50 ft. Cars		
						East or North	West or South	Both
				<b>BORDENTOWN BRANCH</b>	*			
				<b>BORDENTOWN SECONDARY TRACK</b>				
				DIVISION POST (P.R.S.L.).....	0.0			
				12th STREET.....	1.3			
X	X	X-★		COOPER.....	1.5			
				PAVONIA.....	2.5			
X				HATCH—R-Jersey.....	4.3			
X	X	X-★		JERSEY.....	4.8			
				DELAIR.....	5.0			
X		X		MINSON—R-Jersey.....	5.7			
				RIVERTON.....	8.3			
				RIVERSIDE.....	11.7			31
				DELANCO MOVABLE BRIDGE.....	12.3			
				BEVERLY.....	14.6			
				BURLINGTON.....	17.4			
		X		MJ—R-Jersey.....	18.3			
				FLORENCE.....	22.4			
				ROEBLING.....	23.2			
				KINKORA.....	24.1			
				FIELDSBORO.....	26.0			
				DIVISION POST (N.Y.-Phila. Divs.).....	26.7			
		X		BO—R-Fair.....	26.7			
				BORDENTOWN.....	27.0			
				LALOR STREET (Trenton).....	31.7			
				HAMILTON AVE. (Trenton).....	32.7			
X	X	X-★		TRENTON.....	33.1			
				FAIR.....	33.4			
				The direction from Division Post (P.R.S.L.) to Fair is eastward.				
				*Distance from Division Post (P.R.S.L.).				
				<b>OCTORARO SECONDARY TRACK</b>	*			
				<b>CHESTER CREEK SECONDARY TRACK</b>				
X	X	X-★		LAMOKIN.....				
				UPLAND.....	0.8			
				WAWA.....	7.2			
				CONCORDVILLE.....	22.3			
X-O				BRANDYWINE SUMMIT.....	24.1			
				CHADD.....	27.0			
		X		SQUARE—K-Lamokin.....	33.4			
				KENNETT SQUARE.....	33.5			
				AVONDALE.....	37.8			
		X		AVON—K-Lamokin.....	38.0			
		X		KEL—K-Lamokin.....	43.0			
				KELTON.....	43.2			
				LINCOLN UNIVERSITY.....	45.9			
				OXFORD.....	49.1			
		X		OX—K-Lamokin.....	49.5			
				PENNA. - MARYLAND STATE LINE.....	54.2			
				RISING SUN.....	57.1			
				COLORA—END OF TRACK.....	59.7			
				The direction from Lamokin to Colora is southward.				
				*Chester Creek Sec.—Distance from Lamokin.				
				**Octoraro Sec.—Distance from Suburban Sta. via West Chester Branch.				

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from	Capacity of Siding Based on 50 ft. Cars		
						East or North	West or South	Both
				<b>COLUMBIA AND PORT DEPOSIT BRANCH</b>	*			
X	X	X-★		PERRYVILLE.....				
X				MINNICK.....	2.0			
X				QUARRY (R-Perryville).....	3.2			
X				TOME.....	4.5			
				PORT DEPOSIT.....	4.7			
X				ROCK.....	6.4			
X				WEST ROCK.....	7.4			
				CONOWINGO.....	10.0			
X				PILOT.....	11.6			130
X				WEST PILOT.....	13.0			
				PA.-MARYLAND STATE LINE.....	14.7			
				PEACH BOTTOM.....	17.4			
				FISHING CREEK.....	20.3			
X				MIDWAY..... R-Cola.....	21.7			
X				HOLTWOOD.....	25.0			
				McCALLS FERRY.....	25.7			
X				McCALLS.....	26.8			
				PEQUEA.....	29.7			
X				HARBOR.....	31.9			
X				WEST HARBOR.....	33.2			123
				DIVISION POST (Harrisburg Div.).....	38.2			
X				CRES (Hbg. Div.)—R-Cola.....	38.8			
X				PORT—R-Cola.....	40.3			
X	X	X-★		COLA.....	44.0			
				The direction from Perryville to Cola is westward.				
				*Distance from Perryville.				
				<b>NORTHERN CENTRAL BRANCH</b>	*			
				CALVERT.....				
				HILLEN JUNCTION.....	0.5			
X	X	X-★		UNION JUNCTION.....	0.8			
				BALTIMORE.....	1.0			
X	X	X-★		B.&P. JUNCTION.....	1.2			
X				MT. VERNON—R-B. & P. Jct.....	2.1			
				WOODBERRY.....	3.2		79	
				MELVALE.....	4.2			
				MT. WASHINGTON.....	6.0			
				LUTHERVILLE.....	10.5			
				TIMONIUM.....	11.7		60	
				TEXAS.....	13.5			
				COCKEYSVILLE.....	14.7			67
				GLENCOE.....	20.4			
				BLUE MOUNT.....	25.0			
				PARKTON.....	28.7			66
				FREELAND.....	34.3			
				DIVISION POST (Harrisburg Div.).....	35.6			
				PA.-MARYLAND STATE LINE.....	35.6			
				NEW FREEDOM.....	37.1			53
				SHREWSBURY.....	38.6			
				SEITZLAND.....	41.0			
				GLEN ROCK.....	41.8			
				SEITZVILLE.....	44.9			
				SMYSER.....	47.0			51
				HYDE.....	54.6			
				GRANTLEY.....	55.7			
X	X	X-★		YORK.....	57.2			86
				LOUCKS.....	58.5			
				EMIGSVILLE.....	61.6			
				MT WOLF.....	64.9			62
				WAGO JUNCTION.....	66.7			
				YORK HAVEN.....	68.5			
X	X	X-★		CLY.....	69.9			
				The direction from Calvert to Cly is westward.				
				*Distance from Calvert.				

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from	Capacity of Sidings Based on 50 ft. Cars		
						North	South	Both
				<b>PORTER BRANCH</b>				
				<b>DELMARVA BRANCH</b>				
				<b>SEAFORD SECONDARY TRACK</b>				
				<b>POCOMOKE SECONDARY TRACK</b>				
X	X	X-★		WILMINGTON.....				
X	X			WEST YARD—R-Wilmington....	1.4			
X				BANK.....	2.1			
				FARNHURST.....	4.0			
		P-★		TASKER.....	6.5			219
				STATE ROAD.....	9.0			
				BEAR.....	11.7			
				PORTER.....	14.4			
					**			
X	X	X-★		DAVIS.....				
				GLASGOW.....	5.0			
				PORTER.....	6.3			
					*			
				PORTER.....	14.4			
				CANAL MOVABLE BRIDGE.....	18.3			
				MT. PLEASANT.....	20.6			
				MIDDLETOWN.....	24.8			
				TOWNSEND.....	29.0			
X	P	P-★		CLAYTON.....	36.8			179
				CHESWOLD.....	42.4			
				DOVER.....	47.4			
				WYOMING.....	50.7			
				FELTON.....	58.3			
X	P	P-★		HARRINGTON.....	64.4	144	119	159
				GREENWOOD.....	72.4			
				BRIDGEVILLE.....	77.0			
X	P	P-★		SEAFORD.....	84.1			180
				SEAFORD MOVABLE BRIDGE.....	84.2			
				LAUREL MOVABLE BRIDGE.....	90.4			
				LAUREL.....	90.6			
		X		HEARN.....	95.3			
				DELMAR.....	97.3			440
					***			
				DELMAR.....				
				DELAWARE-MARYLAND STATE LINE.....	0.0			
		X		PATTON.....	2.2			
				SALISBURY.....	5.9			
				FRUITLAND.....	9.7			
				PRINCESS ANNE.....	19.0			
				KINGS CREEK.....	21.6			
X	P	P-★		CASSATT.....	30.6			
				POCOMOKE.....	30.9			
				MARYLAND-VIRGINIA STATE LINE.....	35.8			
				NEW CHURCH.....	37.3			
				BLOXOM.....	48.8			
				PARKSLEY.....	52.4			17
				TASLEY.....	58.0			
				ONLEY.....	59.7			
				KELLER.....	65.2			
				PAINTER.....	67.7			
				EXMORE.....	72.0			
				NASSAWADOX.....	76.3			
				MACHIPONGO.....	81.9			
				EASTVILLE.....	86.0			
				END OF BLOCK—BEGIN BLOCK.....	88.8			
				The direction from Wilmington to end of block is southward.				
				*Distance from Wilmington.				
				**Distance from Davis.				
				***Distance from Delmar.				
				Radio locations other than Block Stations—				
				Delmar—Yard Master's Office.				

Interlocking, Block and Block-Limit Stations in service part-time as follows:										
Station				Hours in Service						
Tasker				3.00 P.M., Sunday to 11.00 P.M., Saturday.						
Clayton				7.00 A.M. to 3.00 P.M. Daily Except Sat. & Sun.						
Harrington				3.00 P.M., Sunday to 3.00 P.M., Saturday.						
Seaford				3.00 P.M., Sunday to 11.00 P.M., Saturday.						
Cassatt				11.30 P.M. to 7.30 A.M., Daily Except Saturday.						
Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS			*Distance from	Capacity of Sidings Based on 50 ft. Cars		
								East or North	West or South	Both
				<b>POPE'S CREEK SECONDARY TRACK</b>			*			
X	P	P-★		BOWIE.....						
				COLLINGTON.....		3.0				
				MULLIKIN.....		6.2				
				HALL.....		7.9				
			X	BORO—K-Bowie.....		13.6				
				MARLBORO.....		13.8				12
				CROOME.....		17.4				
				CHELTENHAM.....		22.1				
			X	WINE—K-Bowie.....		24.7				
				BRANDYWINE.....		25.1				
				WALDORF.....		31.1				9
				INDIAN HEAD JUNCTION.....		34.1				15
			X	WHITE—K-Bowie.....		34.3				
				LA PLATA.....		38.7				
				COX.....		43.2				
				LOTHAIR.....		45.1				
			X	POPE—K-Bowie.....		48.3				
				POPE'S CREEK.....		48.7				
				The direction from Bowie to Pope's Creek is southward.						
				*Distance from Bowie.						
Interlocking, Block and Block-Limit Stations in service part-time as follows:										
Station				Hours in Service						
Bowie				7.30 A.M., Monday to 3.30 P.M., Saturday, except May 30, July 4 and Sept. 2.						
				<b>SHELLPOT BRANCH</b>			*			
X	X	X-★		BRIDGE.....						
X-O				READ.....		1.2				
X-O				WARD.....		1.7				
X				BANK.....		2.5				
X				RAGAN—R-Wilmington.....		3.3				
				The direction from Bridge to Ragan is southward.						
				*Distance from Bridge.						
				<b>SHELLPOT SECONDARY TRACKS</b>			*			
X	X	X-★		BELL.....						
				EDGE MOOR.....		1.4				
				SWITCH BOX No. 6.....		2.9				
X	X	X-★		BRIDGE.....		3.6				
				The direction from Bell to Bridge is southward.						
				*Distance from Bellevue.						
				<b>NEW CASTLE SECONDARY TRACK</b>			*			
X	X	X-★		BRIDGE.....						
				HAZEL DELL (Rdg. Co.).....		0.9				
				PIGEON POINT CROSSING (Rdg. Co.).....		1.5				
		P-★		TASKER.....		5.6				
				The direction from Bridge to Tasker is southward.						
				*Distance from Bridge.						
Interlocking, Block and Block-Limit Stations in service part-time as follows:										
Station				Hours in Service						
Tasker				3.00 P.M., Sunday to 11.00 P.M., Saturday.						

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from	Capacity of Sidings Based on 50 ft. Cars		
						East or North	West or South	Both
X	P	P-★		<b>D.M.&amp;V. SECONDARY TRACK</b>	*			
			X	HARRINGTON				
			X	HOUSTON—K-Harrington	4.3			
				MILFORD—K-Harrington	8.3			
			X	ELLENDALE	15.7			
				DALE—K-Harrington	15.8			
				REDDEN	20.2			
				GEORGETOWN	23.9			
			X	COURT—K-Harrington	23.9			
					**			
			X	GEORGETOWN				
				COURT—K-Harrington				
			X	MILLSBORO	9.0			
			X	MILL—K-Harrington	9.0			
			X	DAGS—K-Harrington	12.6			
				DAGSBORO	12.7			
				FRANKFORD	14.9			
			X	SELBY—K-Harrington	18.5			
				SELBYVILLE	18.6			
				DELAWARE-MARYLAND				
				STATE LINE	19.2			
			X	BERLIN	27.7			
			X	IRON—K-Harrington	30.5			
				SNOW—K-Harrington	41.7			
				SNOW HILL	41.8			
				The direction from Harrington to Snow Hill is southward.				
				*Distance from Harrington.				
				**Distance from Georgetown.				
				<b>CRISFIELD SECONDARY TRACK</b>	*			
			X	KINGS CREEK				
				LONDON—K-Cassatt	0.5			
			X	WESTOVER	2.9			
				MARION—K-Cassatt	10.1			
			X	CRISFIELD	14.5			
				FIELD—K-Cassatt	15.0			
				The direction from Kings Creek to Field is southward.				
				*Distance from Kings Creek.				
				Note—Controlled by Seaford when Cassatt is closed.				
				<b>CHESTERTOWN SECONDARY TRACK</b>	*			
			X	MASS—K-Clayton				
				MASSEY				
			X	KENNEDYVILLE	9.1			
				KEN—K-Clayton	9.1			
				STILL POND	11.5			
				LYNCH	13.0			
				WORTON	15.2			
				CHESTERTOWN	20.2			
				The direction from Mass to Chestertown is southward.				
				*Distance from Massey.				
				<b>CAMBRIDGE SECONDARY TRACK</b>	*			
X	P	P-★		SEAFORD				
			X	COKE—K-Seaford	1.2			
				DELAWARE-MARYLAND				
				STATE LINE	5.7			
			X	FEDERALSBURG	9.7			
			X	FED—K-Seaford	9.8			
				LOCK—K-Seaford	15.5			
				HURLOCK	15.8			
				LINKWOOD	24.3			
			X	TANK—K-Seaford	31.5			
				The direction from Seaford to Tank is southward.				
				*Distance from Seaford				
				<b>OXFORD SECONDARY TRACK</b>	*			
X	P	P-★		CLAYTON				
			X	HART—K-Clayton	9.6			
				DELAWARE-MARYLAND				
				STATE LINE	13.7			
			X	GREENSBORO	23.8			
				PET—K-Clayton	23.9			
			X	QUEEN ANNE	32.4			
			X	ANNE—K-Clayton	32.4			
				CORDOVA	38.1			
			X	CROSS—K-Clayton	44.1			
				The direction from Clayton to Cross is southward.				
				*Distance from Clayton.				

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from	Capacity of Sidings Based on 50 ft. Cars		
						East or North	West or South	Both
				<b>CENTREVILLE SECONDARY TRACK</b>	*			
				TOWNSEND.....				
			X	MASSE—K-Clayton.....	9.2			
				MASSEY.....	9.2			
				DELAWARE-MARYLAND STATE LINE.....	12.7			
			X	SUDLERSVILLE.....	17.9			
				SUDS—K-Clayton.....	18.0			
				PRICE.....	26.8			
				CENTREVILLE.....	34.9			
				The direction from Townsend to Centreville is southward.				
				*Distance from Townsend.				
				<b>NEW HOLLAND SECONDARY TRACK</b>	*			
				HONEY BROOK.....	18.1			
				NEW HOLLAND.....	28.1			
				LEOLA.....	33.4			
X	X	X-★		GREENFIELD.....	38.0			
				CORK.....	41.0			
				The direction from Honey Brook to Cork is westward.				
				*Distance from Downs.				
				<b>ATGLEN AND SUSQUEHANNA BRANCH</b>	*			
X	X	X-★		PARK.....				
				DIVISION POST (Phila. Div.).....	1.0			
				Q.....	10.8			
				LG-14.....	16.4			
		+		SMITH.....	22.2	86		
				LG-21.....	23.3			
X				PORT—R-Cola.....	33.7			
X				MANOR—R-Cola.....	36.5			134
X	X	X-★		COLA.....	38.4			
				COLUMBIA.....	38.4		62	
X				LAKE—R-Cola.....	40.0			134
X				SHOCKS—R-Cola.....	45.4			
				WAGO JUNCTION.....	50.6			
				The direction from Park to Wago Jct. is westward.				
				Smith is an Emergency Block Station in service only when opened by Train Order or General Order.				
				♣Applies on No. 1 and No. 2 tracks when in service.				
				*Distance from Park.				
				<b>COLUMBIA BRANCH</b>	*			
X	X	X-★		CORK.....	68.1			
X	X	X-★		MOUNTVILLE.....	75.6			
				COLA.....	80.1			
X				COLUMBIA.....	80.1			
X				SHOCKS—R-Cola } (A. & S. Branch)..	87.4			250
X				JEB—R-Cola.....	89.8			
X				ROY—R-State.....	98.9			
					**			
X				ROY—R-State.....	94.5			
				MIDDLETOWN.....	94.7			155
				HIGHSPIRE.....	98.9			
				STEELTON.....	99.5			
X	X	X-★		STATE.....	104.6			
				The direction from Cork to Cola and Shocks to State is westward.				
				*Distance from Suburban Station.				
				**Distance from Suburban Station via Main Line.				

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from	Capacity of Sidings Based on 50 ft. Cars		
						East or North	West or South	Both
				<b>YORK HAVEN LINE</b>	<b>*</b>			
				WAGO JUNCTION.....	66.7			
				YORK HAVEN.....	68.5			
X	X	X-★		CLY.....	69.6			175
				NEW CUMBERLAND.....	81.2			
X	X	X-★		LEMO†.....	83.2			
X				STELL—R-Day.....	84.2			
X	X	X-★		DAY.....	85.8			
				The direction from Wago Junction to Day is westward.				
				Radio locations other than Block Stations—				
				Enola; East End yard office, East-bound Hump, Westbound Hump, West End yard office.				
				†In service for No. 1 and No. 2 tracks only.				
				*Distance from Calvert Sta. Baltimore.				
				<b>CUMBERLAND VALLEY BRANCH</b>	<b>*</b>			
				<b>WINCHESTER SECONDARY TRACK</b>				
				HARRISBURG.....				
X	X	X-★		STATE.....				
X	X	X-★		LEMO.....	1.5			
				LEMOYNE.....	1.5			
		X		CAMP—R-Lemo.....	3.3			
				MECHANICSBURG.....	8.2			
				DILLSBURG JUNCTION.....	8.9			
				NEW KINGSTON.....	11.8			
				MIDDLESEX.....	14.5			
				WATTS.....	17.1			
				CARLISLE.....	18.3			34
				GREASON.....	23.7			
			X	SPRING—K-Pennroad.....	29.1			130
				NEWVILLE.....	30.0			
				SHIPPENSBURG.....	40.6			
X	X	X-★		PENNROAD.....	41.6			196
		X		WOOD—R-Pennroad.....	50.3		272	
				CHAMBERSBURG.....	51.6			
				SOUTH PENN JUNCTION.....	59.1			
				GREEN CASTLE.....	63.3			57
				PENNA.-MARYLAND STATE LINE.....	68.2			
				MAUGANSVILLE.....	70.5			
X	X	X-★		TOWN—(W. M. Rwy. Crossing).....	73.7	171		
				HAGERSTOWN.....	74.2			55
X	X	X-★		HAGER—(W. M. Rwy. Crossing).....	74.8			
				WILLIAMSPORT.....	80.6			
				MD.-W. VA. STATE LINE.....	82.3			
			X	POT—K-Hager.....	83.8			114
				CV-87.....	86.7			
			X	GARD—K-Hager.....	89.8			
				BERKELEY.....	89.9			
				MARTINSBURG.....	93.0			
				TABLERS.....	98.2			
			X	INWOOD—K-Hager.....	102.4			
				CLEAR BROOK.....	109.2			
				WINCHESTER.....	115.9			
				The direction from State to Winchester is southward.				
				Train order offices other than block stations are open as follows:				
				Vardo—South end of Shomo Yard, Hagerstown.				
				Radio locations other than Block Stations—				
				Harrisburg: Stationmasters office, west end; Yard office, east end.				
				*Distance from Harrisburg				



Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from	Capacity of Sidings Based on 50 ft. Cars		
						North	South	Both
				<b>DILLSBURG SECONDARY TRACK</b>	*			
				DILLSBURG JUNCTION.....				
				DILLSBURG.....	16.4			
				The direction from Dillsburg Junction to Dillsburg is southward.				
				*Distance from Harrisburg.				
				<b>WAYNESBORO SECONDARY TRACK</b>	*			
				WOOD.....				
				WAYNESBORO.....	18.4			
				The direction from Wood to Waynesboro is southward.				
				*Distance from Wood.				
				<b>MERCERSBURG SECONDARY TRACK</b>	*			
				SOUTH PENN JUNCTION.....	59.1			
				WILLIAMSON.....	65.1			
				LEHMASTERS.....	69.0			
				MERCERSBURG.....	72.7			
				The direction from South Penn Junction to Mercersburg is westward.				
				*Distance from Harrisburg.				
				<b>LEBANON SECONDARY TRACK</b>	*			
				CONEWAGO.....				
				LAWN.....	7.8			
				SUMMIT.....	14.0			
				CORNWALL.....	16.1			
				LEBANON.....	21.2			
				The direction from Conewago to Lebanon is eastward.				
				*Distance from Conewago.				
				<b>FREDERICK SECONDARY TRACK</b>	*			
X	X	X-★		YORK.....	13.1			
				WEST YORK.....	14.8			
			X	PAL-K-York.....	16.4			63
				GRAYBILL.....	18.1			
				BAIR.....	20.1			
			X	SPRING GROVE.....	23.2			45
				SPRING-K-York.....	24.0			
			X	HANOVER.....	31.7			45
			X	FISH-K-York.....	32.1			
			X	LITTLE-K-York.....	38.7			
				LITTLETOWN.....	38.8			7
				PENNA.-MARYLAND STATE LINE.....				
				TANEYTOWN.....	41.1			
			X	TANEY-K-York.....	46.5			14
				KEYMAR.....	51.9			
				KEYMAR SIDING.....	52.2			28
				JCT. UNION BRIDGE TRACK.....	52.3			
			X	LEGORE.....	57.3			
				WOOD-K-York.....	58.4			
				WOODSBORO.....	58.4			12
			X	WALKERSVILLE.....	62.8			
				FRED-K-York.....	68.0			
				FREDERICK.....	68.8			
				The direction from York to Frederick is southward.				
				*Distance from Columbia.				

## NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS			
	● 235	● 561	±● 3811	191
	Daily A. M.	A. M.	Daily Ex. Sat. & Sun. A. M.	Daily A. M.
NEW YORK	\$12.05		\$12.15	\$12.30
HUDSON	12.17		12.27	12.42
NEWARK	\$12.21		\$12.31	\$12.45
SOUTH ST. (Newark)				#12.55
HUNTER	12.24		12.34	12.58
NORTH ELIZABETH			\$12.37	
ELIZABETH			\$12.42	
SOUTH ELIZABETH	12.28		12.44	1.02
LINDEN			\$12.48	
NORTH RAHWAY			\$12.50	
RAHWAY			\$12.54	
UNION	12.32		12.56	1.06
AVENEL				
EDGAR	P. A. & W Br.			
WOODBIDGE		MU	MU	
GENASCO				
WC	N. Y. & L. B. R. R.			
PERTH AMBOY				
SOUTH AMBOY				
COLONIA				
ISELIN		Will Run Sunday and May 30 July 4 Sept. 2	\$ 1.03	
METUCHEN	12.37		\$ 1.07	1.11
EDISON			\$ 1.10	
NEW BRUNSWICK	\$12.44		\$ 1.14	
COUNTY	12.47		1.17	1.17
JERSEY AVENUE				
ADAMS				
DEANS				
MONMOUTH JCT.	12.54		1.26	1.24
PRINCETON JCT.	\$ 1.00		\$ 1.33	1.29
TRENTON			\$ 1.44	
	\$ 1.10	\$ 1.15		1.39
MORRISVILLE				
LEVITTOWN-TULLYTOWN		\$ 1.22		
GRUNDY	1.19			1.48
BRISTOL		\$ 1.27		
CROYDON		\$ 1.32		
EDDINGTON				
CORNWELLS HEIGHTS		\$ 1.36		
ANDALUSIA				
TORRESDALE		\$ 1.41		
HOLMESBURG JCT.	1.29	\$ 1.45		1.58
TACONY		\$ 1.46		
WISSINOMING		\$ 1.47		
BRIDESBURG		\$ 1.48		
FRANKFORD				
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.		\$ 1.52		
SHORE	1.34	1.53		2.03
NORTH PHILA.				
	D 1.39	\$ 1.58		2.07
ZOO	1.44	2.03		2.16
PHILA.- 30th ST.	Lower Level Upper Level Lower Level	\$ 1.49		E 2.21
			\$ 2.07	
				# 2.45
SUBURBAN STATION		\$ 2.11		
	A. M.	A. M.	A. M.	A. M.

## FIRST CLASS

1101 Daily A. M.		●3813 A. M.	±●3701 Daily Ex. Sat. & Sun. A. M.	NH199 Monday Only A. M.	◇177 Daily Ex. Sun. A. M.	NH197 Sunday Only A. M.	NH179 Daily Ex. Sun & Mon A. M.
\$12.35		\$ 1.10	\$ 1.20	\$ 2.10	\$ 2.55	\$ 3.00	\$ 3.35
12.47		1.22	1.32		3.23		
					3.35		
\$12.50		\$ 1.26	\$ 1.35		\$ 3.38		
					# 3.42		
12.53		1.29	1.38		3.45		
\$12.58		\$ 1.34	\$ 1.43				
1.00		1.36	1.45		3.49		
		\$ 1.40	\$ 1.48				
\$ 1.06		\$ 1.44	\$ 1.52				
1.07		1.46	1.53		3.53		
\$ 1.10							
\$ 1.13		MU	MU				
1.18							
\$ 1.21							
\$ 1.25							
		\$ 1.50	\$ 1.67				
		\$ 1.54	\$ 2.01		3.58		
		\$ 1.58	\$ 2.05				
		\$ 2.03	\$ 2.09				
		2.06			4.04		
			\$ 2.13				
		2.15			4.11		
		\$ 2.22			4.16		
		\$ 2.38			\$ 4.24		
					# 4.27		
					4.36		
		Will Run Sat., Sun. and May 30 July 4 Sept. 2					
					4.46		
					4.52		
					\$ 4.57		
					# 5.00		
					5.05		
					\$ 5.09		
					# 5.19		
A. M.		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

## NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS			
	±● 3815	±● 501	±● 1000	NH185
	Daily Ex. Sun. A. M.	Daily Ex. Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Monday Only A. M.
NEW YORK.....	\$ 4.50			\$ 5.05
HUDSON.....	5.02			
NEWARK.....	\$ 5.05			
SOUTH ST. (Newark).....				
HUNTER.....	5.08			
NORTH ELIZABETH.....	\$ 5.12			
ELIZABETH.....	5.14			
SOUTH ELIZABETH.....	\$ 5.18			
LINDEN.....	\$ 5.22			
NORTH RAHWAY.....	\$ 5.24			
RAHWAY.....				
UNION.....				
AVENEL.....				
EDGAR.....	P. A. & W. Br.			
WOODBRIIDGE.....		MU	MU	
GENASCO.....				
WO.....	N. Y. & L. B. R. R.			
PERTH AMBOY.....				
SOUTH AMBOY.....				
COLONIA.....				
ISELIN.....	\$ 5.28			
METUCHEN.....	\$ 5.32			
EDISON.....				
NEW BRUNSWICK.....	\$ 5.40			
COUNTY.....	5.43			
JERSEY AVENUE.....				
ADAMS.....				
DEANS.....				
MONMOUTH JCT.....	5.52			
PRINCETON JCT.....	\$ 5.59			
TRENTON.....	\$ 6.10			
MORRISVILLE.....		\$ 6.13		
LEVITTOWN-TULLYTOWN.....		\$ 6.20		
GRUNDY.....				
BRISTOL.....		\$ 6.24		
CROYDON.....		\$ 6.27		
EDDINGTON.....				
CORN WELLS HEIGHTS.....		\$ 6.30		
ANDALUSIA.....				
TORRESDALE.....		\$ 6.33		
HOLMESBURG JCT.....		\$ 6.38		
TACONY.....		\$ 6.39		
WISSINOMING.....		\$ 6.40		
BRIDESBURG.....		\$ 6.41		
FRANKFORD.....		\$ 6.43		
UTICA AVENUE.....			\$ 6.45	
JERSEY.....			6.54	
FRANKFORD JCT.....		\$ 6.45	D 7 01	
SHORE.....		6.46	7.02	
NORTH PHILA.....		\$ 6.51	D 7.07	
ZOO.....		6.55	7.12	
PHILA.-	Lower Level Upper Level Lower Level		\$ 7.17	
30th ST.....		\$ 6.58		
SUBURBAN STATION.....		\$ 7.02		
	A. M.	A. M.	A. M.	A. M.

## FIRST CLASS

NH187	• 503		• 1050	• 505	• 1103	• 131	• 3703
Daily Ex. Mon.	Daily Ex. Sat. & Sun.		Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sat. & Sun.
A. M.	A. M.		A. M.	A. M.	A. M.	A. M.	A. M.
\$ 5.55					\$ 6.17	\$ 6.30	\$ 6.33
					6.29	6.42	6.45
					\$ 6.32	\$ 6.45	\$ 6.48
			First Trip June 10		6.35	6.48	\$ 6.50
			Last Trip Sept. 9		\$ 6.40		\$ 6.54
					6.41	6.52	\$ 6.57
							\$ 6.58
							\$ 7.02
					\$ 6.46		\$ 7.04
							\$ 7.07
					6.48	6.56	7.09
					\$ 6.51		
	MU			MU	\$ 6.54		MU
					6.59		
					\$ 7.01		
					\$ 7.05		
			Will Not Run July 4 Sept. 2				\$ 7.13
						7.02	\$ 7.17
							\$ 7.20
						\$ 7.08	\$ 7.25
						7.11	
							\$ 7.30
						7.18	
						7.23	
	\$ 6.42			\$ 7.02		\$ 7.32	
	\$ 6.53			\$ 7.09			
	\$ 6.57			\$ 7.15		7.41	
	\$ 7.00			\$ 7.19			
	\$ 7.03			\$ 7.26			
	\$ 7.07			\$ 7.27			
	\$ 7.10			\$ 7.31			
				\$ 7.35		7.51	
				\$ 7.37			
				\$ 7.39			
				\$ 7.41			
				\$ 7.43			
			\$ 7.20				
			7.29				
			D 7.36	\$ 7.45			
	7.15		7.37	7.46		7.56	
	\$ 7.20		D 7.42	\$ 7.54		\$ 8.00	
	7.24		7.47	7.57		8.04	
	\$ 7.27		\$ 7.52	\$ 8.01			
	\$ 7.31			\$ 8.05		\$ 8.10	
A. M.	A. M.		A. M.	A. M.	A. M.	A. M.	A. M.

## NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS			
	±● 507	±● 1002	±● 1052	±● 509
	Daily Ex.	Daily Ex.	Daily Ex.	Daily Ex.
	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.
NEW YORK				
HUDSON				
NEWARK				
SOUTH ST. (Newark)				
HUNTER				
NORTH ELIZABETH				
ELIZABETH				
SOUTH ELIZABETH				
LINDEN				
NORTH RAHWAY				
RAHWAY				
UNION				
AVENEL				
EDGAR				
WOODBIDGE	P. A. & W. Br.			
GENASCO	MU			MU
WO.				
PERTH AMBOY	N. Y. & L. B.			
SOUTH AMBOY	R. R.			
COLONIA				
ISELIN				
METUCHEN				
EDISON				
NEW BRUNSWICK				
COUNTY				
JERSEY AVENUE				
ADAMS				
DEANS				
MONMOUTH JCT				
PRINCETON JCT.				
TRENTON	\$ 7.35			\$ 7.45
MORRISVILLE				
LEVITTOWN-TULLYTOWN	\$ 7.42			\$ 7.51
GRUNDY				
BRISTOL	\$ 7.46			\$ 7.55
CROYDON	\$ 7.49			\$ 7.58
EDDINGTON				
CORNWELLS HEIGHTS	\$ 7.52			\$ 8.01
ANDALUSIA				\$ 8.03
TORRESDALE	\$ 7.56			\$ 8.05
HOLMESBURG JCT.	8.01			\$ 8.11
TACONY				\$ 8.13
WISSINOMING				\$ 8.15
BRIDESBURG				\$ 8.17
FRANKFORD				\$ 8.19
UTICA AVENUE		\$ 7.45	\$ 7.53	
JERSEY		7.55	8.03	
FRANKFORD JOT.		D 8.03	D 8.11	\$ 8.21
SHORE	8.05	8.04	8.12	8.22
NORTH PHILA.	8.08	D 8.10	D 8.17	\$ 8.26
ZOO	8.12	8.15	8.22	8.30
PHILA.-80th ST.	Lower Level \$ 8.15 Upper Level Lower Level	\$ 8.20	\$ 8.27	\$ 8.33
SUBURBAN STATION	\$ 8.19			\$ 8.37
	A. M.	A. M.	A. M.	A. M.

# WESTWARD-SOUTHWARD

33

## FIRST CLASS

#3817 Daily Ex. Sun. A. M.	#201 Daily Ex. Sun. A. M.	4241 A. M.	#1004 Daily Ex. Sun. A. M.	#511 Daily Ex. Sun. A. M.	#3607 Daily Ex. Sat. & Sun. A. M.	25 Daily A. M.	#3705 Daily Ex. Sat. & Sun. A. M.
\$ 6.55	\$ 7.00	\$ 7.05			\$ 7.22	\$ 7.35	\$ 7.39
7.06	7.12	7.17			7.34	7.47	7.51
						\$ 7.50	
\$ 7.09	\$ 7.15	\$ 7.20			\$ 7.37	# 7.53	\$ 7.54
7.12	7.18	7.23			\$ 7.39		
					7.40	7.56	7.57
\$ 7.17		\$ 7.28			\$ 7.43		
7.18	7.22	7.30			\$ 7.47		\$ 8.02
\$ 7.22		\$ 7.34			7.49	8.00	8.03
\$ 7.26		\$ 7.38			\$ 7.53		
					\$ 7.56		
7.27	7.26	7.39			\$ 7.59		\$ 8.10
					8.00	8.04	8.11
					\$ 8.03		
<b>MU</b>		<b>MU</b>		<b>MU</b>	\$ 8.06		<b>MU</b>
					8.11		
					\$ 8.14		
					\$ 8.18		
G 7.30		\$ 7.43					F 8.14
\$ 7.33	7.31	\$ 7.47			<b>MU</b>	8.09	\$ 8.17
		\$ 7.51					\$ 8.21
\$ 7.39		\$ 7.55					\$ 8.25
7.42	7.37					8.14	\$ 8.29
		\$ 7.59					\$ 8.33
\$ 7.49	7.45						
\$ 7.55	\$ 7.51						
\$ 8.04				\$ 8.05		\$ 8.35	
	\$ 8.01					# 8.39	
				\$ 8.11			
	8.10					8.47	
		Will Run Sunday and May 30 July 4 Sept. 2		\$ 8.15			
				\$ 8.18			
				\$ 8.22			
				\$ 8.26			
	8.20			\$ 8.31		8.57	
				G 8.32			
			\$ 8.15				
			8.24				
			D 8.31				
	8.25		8.32	8.36		9.02	
	D 8.29		D 8.37	\$ 8.41		\$ 9.06	
	8.34		8.42	8.44		# 9.14	
\$ 8.39			\$ 8.47			9.19	
				\$ 8.47			
				\$ 8.51			
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

## NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS			
	● 3821 Saturday Only	± 3903 Daily Ex. Sat. & Sun.	● 111 Daily	± 3819 Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$ 7.51	\$ 7.52	\$ 8.00	\$ 8.03
HUDSON	8.03	8.04	8.12	8.15
NEWARK	\$ 8.06	\$ 8.07	\$ 8.16	\$ 8.18
SOUTH ST. (Newark)		\$ 8.09		
HUNTER	8.09	8.10	8.19	8.21
NORTH ELIZABETH	\$ 8.12	\$ 8.13		
ELIZABETH	\$ 8.16	\$ 8.16		
SOUTH ELIZABETH	8.18	8.17	8.23	8.26
LINDEN	\$ 8.22	\$ 8.21		
NORTH RAHWAY	\$ 8.25	\$ 8.23		
RAHWAY	\$ 8.28	\$ 8.26		\$ 8.32
UNION	8.30	8.27		
AVENEL			8.27	8.33
EDGAR	P. A. & W. Br.			
WOODBIDGE				
GENASCO	MU	MU		MU
WC	N. Y. & L. B. R. R.			
PERTH AMBOY				
SOUTH AMBOY				
COLONIA				
ISELIN	\$ 8.35			\$ 8.37
METUCHEN	\$ 8.38		8.32	\$ 8.41
EDISON				
NEW BRUNSWICK	\$ 8.46		R 8.36	\$ 8.48
COUNTY	8.49		8.38	8.51
JERSEY AVENUE				
ADAMS				
DEANS				
MONMOUTH JCT.	8.58		8.45	9.02
PRINCETON JCT.	\$ 9.05		8.50	\$ 9.08
TRENTON	\$ 9.16			\$ 9.19
MORRISVILLE			\$ 8.59	
LEVITOWN-TULLYTOWN				
GRUNDY			9.07	
BRISTOL				
CROYDON				
EDDINGTON				
CORN WELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.			9.17	
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.				
SHORE			9.22	
NORTH PHILA.			\$ 9.26	
ZOO			9.30	
PHILA.-	{ Lower Level Upper Level Lower Level		\$ 9.35	
30th ST.			\$ 9.39	
SUBURBAN STATION				
	A. M.	A. M.	A. M.	A. M.



# WESTWARD-SOUTHWARD

35

## FIRST CLASS

● 3611 Saturday Only	NH169 Daily	● 4243	C. N. J. ● 5381	● 3707 Daily Ex. Sat. & Sun.	● 513 Daily Ex. Sun.	● 207 Daily Ex. Sun.	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
	\$ 8.10		C.N.J.Yd. Harrison 8.20	\$ 8.23 8.35		\$ 8.30 8.42	
		\$ 8.15 8.27					
		\$ 8.30	\$ 8.35	\$ 8.38		\$ 8.46	
		8.33	8.38	\$ 8.41 8.42		8.49	
		\$ 8.38 8.39	8.44	\$ 8.45 8.48 8.50		\$ 8.53 8.55	
		\$ 8.43		\$ 8.54			
\$ 8.32		\$ 8.47		\$ 8.58			
8.33		8.48	8.52	9.01		9.00	
\$ 8.36							
\$ 8.39		MU		MU	MU		
8.44			8.58				
\$ 8.46			\$ 9.01				
\$ 8.50			\$ 9.05				
		\$ 8.52		\$ 9.09		9.05	
MU		\$ 8.56					
		\$ 9.00		\$ 9.16		\$ 9.10	
		\$ 9.04				9.13	
		\$ 9.08		\$ 9.20			
						9.20	
						9.25	
					\$ 9.30	\$ 9.35	
					\$ 9.35		
						9.44	
		Will Run Sunday and May 30 July 4 Sept. 2	Will Run Sunday and May 30 July 4 Sept. 2		\$ 9.39 \$ 9.42		
					\$ 9.45 \$ 9.47 \$ 9.50		
					\$ 9.54 \$ 9.55 \$ 9.56 \$ 9.58	9.54	
					\$10.01 10.02	9.59	
					\$10.07 10.11	\$10.04 10.09	
					\$10.14	\$10.14	
					\$10.18		
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	

## NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS				
	C. N. J.			C. N. J.	
	● 5353 Saturday Only	● 3823 Daily Ex. Sat. & Sun.	● 3907 Daily Ex. Sat. & Sun.	● 5305 Daily Ex. Sat. & Sun.	● 515 Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.
NEW YORK	C. N. J. Yd. Harrison	\$ 8.40	\$ 9.05	C. N. J. Yd. Harrison	9.10
HUDSON	8.36	8.52	9.17		
NEWARK	\$ 8.51	\$ 8.55	\$ 9.20	\$ 9.25	
SOUTH ST. (Newark)					
HUNTER	8.54	8.58	9.23	9.28	
NORTH ELIZABETH		\$ 9.02	\$ 9.28		
ELIZABETH		9.04	9.29	9.33	
SOUTH ELIZABETH	9.00				
LINDEN		\$ 9.08	\$ 9.33		
NORTH RAHWAY		\$ 9.12	\$ 9.37		
RAHWAY			9.38		
UNION	9.07	9.13		9.39	
AVENEL					
EDGAR	P. A. &				
WOODBIDGE	W. Br.	MU	MU		MU
GENASCO					
WC	N. Y. & 9.14			9.47	
PERTH AMBOY	L. B. \$ 9.17			\$ 9.49	
SOUTH AMBOY	R. R. \$ 9.21			\$ 9.54	
COLONIA					
ISELIN		\$ 9.17			
METUCHEN		\$ 9.22			
EDISON					
NEW BRUNSWICK		\$ 9.29			
COUNTY		9.32			
JERSEY AVENUE					
ADAMS					
DEANS					
MONMOUTH JOT		9.41			
PRINCETON JOT		\$ 9.46			
TRENTON		\$ 9.57			\$10.10
MORRISVILLE					
LEVITTOWN-TULLYTOWN					\$10.15
GRUNDY					
BRISTOL					\$10.19
OROYDON					\$10.22
EDDINGTON					
CORNWELLS HEIGHTS					\$10.25
ANDALUSIA					
TORRESDALE					\$10.28
HOLMESBURG JOT					\$10.33
TACONY					\$10.34
WISSINOMING					\$10.35
BRIDESBURG					\$10.36
FRANKFORD					
UTICA AVENUE					
JERSEY					
FRANKFORD JOT					\$10.41
SHORE					10.42
NORTH PHILA.					\$10.47
ZOO					10.50
PHILA.- 30th ST.	{ Lower Level Upper Level Lower Level				\$10.54
SUBURBAN STATION					\$10.58
	A. M.	A. M.	A. M.	A. M.	A. M.

## FIRST CLASS

±●3709 Daily Ex. Sun. A. M.	●115 Daily A. M.	●4203 A. M.	±●3911 Daily Ex. Sat. & Sun. A. M.	●517 Daily A. M.	±●3711 Daily Ex. Sat. & Sun. A. M.	●1155 Saturday Only A. M.	●1183 A. M.
\$ 9.25	\$ 9.30	\$ 9.45	\$ 9.50		\$10.15	\$10.25	\$10.25
9.37	9.42	9.57	10.02		10.27	10.37	10.37
\$ 9.40	\$ 9.46	\$10.00	\$10.05		\$10.30	\$10.40	\$10.40
9.43	9.49	10.03	10.08		10.33	10.43	10.43
\$ 9.48		\$10.08	\$10.13		\$10.38	\$10.48	\$10.48
9.49	9.53	10.10	10.15		10.39	10.50	10.50
\$ 9.53		\$10.14	\$10.18		\$10.43		
\$ 9.57		\$10.18	\$10.22		\$10.47	\$10.56	\$10.56
9.59	9.57	10.20	10.24		10.48	10.58	10.58
MU		MU	MU	MU	MU	\$11.03	\$11.03
						11.08	11.08
						\$11.10	\$11.10
						\$11.14	\$11.14
\$10.04		\$10.24					
\$10.08	10.02	\$10.28			\$10.56		
\$10.12					\$11.00		
\$10.16		\$10.37			\$11.05		
	10.08	10.40					
\$10.20					\$11.09		
		10.49					
		\$10.54					
		\$11.05					
	\$10.29			\$11.10			
				\$11.16			
	10.37			\$11.19			
		Will Run Sunday and May 30 July 4 Sept. 2		\$11.22			Will Run Sunday and May 30 July 4 Sept. 2
				\$11.25			
				\$11.28			
	10.47			\$11.33			
				\$11.34			
				\$11.36			
				\$11.38			
				\$11.38			
				\$11.41			
	10.52			11.42			
	\$10.56			\$11.47			
	11.00			11.50			
	\$11.05						
	#11.09			\$11.54			
				\$11.58			
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

## NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS				
	• 3915	• 3713	• 121	• 3783	• 519
	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily A. M.	Saturday Only A. M.	Daily Ex. Sat. P. M.
NEW YORK	\$10.50	\$10.55	\$11.00	\$11.05	
HUDSON	11.02	11.07	11.12	11.17	
NEWARK	\$11.05	\$11.10	\$11.16	\$11.20	
SOUTH ST. (Newark)		#11.15			
HUNTER	11.08	11.18	11.19	11.23	
NORTH ELIZABETH	\$11.13	\$11.23		\$11.28	
ELIZABETH	11.14	11.24	11.23	11.29	
SOUTH ELIZABETH	\$11.18	\$11.28		\$11.33	
LINDEN					
NORTH RAHWAY	\$11.21	\$11.33		\$11.37	
RAHWAY	11.22				
UNION		11.35	11.27	11.38	
AVENEL					
EDGAR	P. A. & W. Br.				
WOODBIDGE		MU	MU	MU	MU
GENASCO					
WC	N. Y. & L. B. R. R.				
PERTH AMBOY					
SOUTH AMBOY					
COLONIA					
ISELIN		\$11.40		\$11.42	
METUCHEN		\$11.45	11.32	\$11.46	
EDISON					
NEW BRUNSWICK		\$12.00		\$11.53	
COUNTY			11.38		
JERSEY AVENUE		\$12.04		\$11.57	
ADAMS					
DEANS					
MONMOUTH JCT.			11.45		
PRINCETON JCT.			11.50		
TRENTON			\$12.00		\$12.10
MORRISVILLE					
LEVITTOWN-TULLYTOWN					\$12.15
GRUNDY			12.08		
BRISTOL					\$12.19
CROYDON					\$12.22
EDDINGTON					
CORNWELLS HEIGHTS					\$12.25
ANDALUSIA					
TORRESDALE					\$12.28
HOLMESBURG JCT.			12.18		\$12.33
TACONY					\$12.34
WISSINOMING					\$12.35
BRIDESBURG					\$12.36
FRANKFORD					
UTICA AVENUE					
JERSEY					
FRANKFORD JCT.					\$12.40
SHORE			12.23		12.41
NORTH PHILA.			\$12.27		\$12.47
ZOO			12.31		12.51
PHILA.- 80th ST.	{ Lower Level Upper Level Lower Level		\$12.36		\$12.54
			#12.38		
SUBURBAN STATION					\$12.58
	A. M.	P. M.	P. M.	A. M.	P. M.

## FIRST CLASS

● 21 Monday Only A. M.	±● 3717 Daily Ex. Sat. & Sun. A. M.	±● 3917 Daily Ex. Sat. & Sun. A. M.	● 4247 A. M.	● 563 Saturday Only P. M.	211 Daily A. M.	±● 3719 Daily Ex. Sat. & Sun. A. M.	● 3825 Saturday Only A. M.
\$11.20	\$11.25	\$11.40	\$11.40		\$11.45	\$11.55	\$11.55
11.32	11.37	11.52	11.52		11.57	12.07	12.07
11.36	\$11.40	\$11.55	\$11.55		\$12.00		
					#12.03	\$12.10	\$12.10
	11.43	11.58	11.58		12.06	12.13	12.13
			\$12.01				
	\$11.48	\$12.03	\$12.04			\$12.18	\$12.18
	11.49	12.04	12.05		12.10	12.19	12.19
	\$11.53	\$12.08	\$12.09			\$12.23	\$12.23
	\$11.57	\$12.12	\$12.13			\$12.27	\$12.28
		12.13					
11.51	11.58		12.15		12.14	12.28	12.29
	MU	MU	MU	MU	No Baggage Service Sunday and May 30 July 4 Sept. 2	MU	MU
	\$12.02		\$12.20			\$12.32	\$12.32
	\$12.06		\$12.24		12.19	\$12.36	\$12.36
	\$12.13		\$12.31		\$12.25	\$12.43	\$12.43
12.04					12.28		12.47
	\$12.17		\$12.35			\$12.47	
					12.35		\$12.59
					\$12.42		\$ 1.06
					\$12.52		\$ 1.17
12.28				\$12.40	#12.57		
				\$12.45			
					1.08		
			Will Run Sunday and May 30 July 4 Sept. 2	\$12.49			
				\$12.52			
				\$12.55			
				\$12.58			
12.50				\$ 1.03	1.18		
				\$ 1.04			
				\$ 1.05			
				\$ 1.06			
				\$ 1.10			
12.55				1.11	1.23		
1.00				\$ 1.16	\$ 1.27		
1.05				1.21	1.32		
E 1.13				\$ 1.24	\$ 1.37		
				\$ 1.28			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

## NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS				
	C. N. J.	NH181	± 3919		± 3721
	● 5357 Saturday Only	± Daily Ex. Sun.	Daily Ex. Sat. & Sun.		Daily Ex. Sat & Sun.
	P. M.	NOON	P. M.		P. M.
NEW YORK	C. N. J. Yd. Harrison 12.01	\$12.00	\$12.15		\$12.25
HUDSON			12.27		12.37
NEWARK	\$12.15		\$12.30		\$12.40
SOUTH ST. (Newark)					
HUNTER	12.18		12.33		12.43
NORTH ELIZABETH					
ELIZABETH			\$12.37		\$12.47
SOUTH ELIZABETH	12.24		12.39		12.49
LINDEN			\$12.43		\$12.53
NORTH RAHWAY					
RAHWAY			\$12.47		\$12.57
UNION	12.30		12.48		12.59
AVENEL					
EDGAR	P. A. & W. Br.				
WOODBIDGE			MU		MU
GENASCO					
WO	N. Y. & L. B. R. R.	12.38			
PERTH AMBOY		\$12.41			
SOUTH AMBOY		\$12.45			
COLONIA					
ISELIN					
METUCHEN					\$ 1.06
EDISON					
NEW BRUNSWICK					\$ 1.13
COUNTY					
JERSEY AVENUE					\$ 1.17
ADAMS					
DEANS					
MONMOUTH JCT.					
PRINCETON JCT.					
TRENTON					
MORRISVILLE					
LEVITOWN-TULLYTOWN					
GRUNDY					
BRISTOL					
OROYDON					
EDDINGTON					
CORN WELLS HEIGHTS					
ANDALUSIA					
TORRESDALE					
HOLMESBURG JCT.					
TACONY					
WISSINOMING					
BRIDESBURG					
FRANKFORD					
UTICA AVENUE					
JERSEY					
FRANKFORD JCT.					
SHORE					
NORTH PHILA.					
ZOO					
PHILA.- 30th ST.	{ Lower Level Upper Level Lower Level				
SUBURBAN STATION					
	P. M.	NOON	P. M.		P. M.

## FIRST CLASS

#1107 Daily Ex. Sun. P. M.	●11 Daily Ex. Mon. P. M.	◇171 Daily P. M.	✱3921 Daily Ex. Sat. & Sun. P. M.	✱521 Daily Ex. Sat. & Sun. P. M.	✱3827 Daily Ex. Sun. P. M.	●4249 P. M.	●1185 P. M.
\$12.30	12.35	\$12.25 12.45	\$12.50	-----	\$ 1.05	\$ 1.10	\$ 1.25
12.42	12.48	12.57	1.02	-----	1.17	1.22	1.37
\$12.45 #12.48	12.52	\$ 1.01	\$ 1.05	-----	\$ 1.20	\$ 1.25	\$ 1.40
12.52	-----	1.04	1.08	-----	1.23	1.28	1.43
\$12.57	-----	-----	\$ 1.13	-----	\$ 1.28	\$ 1.33	\$ 1.48
12.58	-----	1.08	1.14	-----	1.29	1.34	1.50
-----	-----	-----	\$ 1.18	-----	\$ 1.33	\$ 1.38	-----
G 1.02	-----	-----	\$ 1.22 1.23	-----	\$ 1.37	\$ 1.42	\$ 1.56
1.04	1.08	1.13	-----	-----	1.38	1.43	1.57
\$ 1.08	-----	-----	MU	MU	MU	MU	\$ 2.02
1.12	-----	-----	-----	-----	-----	-----	2.07
\$ 1.14	-----	-----	-----	-----	-----	-----	\$ 2.10
\$ 1.21	-----	-----	-----	-----	-----	-----	\$ 2.14
-----	-----	-----	-----	-----	\$ 1.42	\$ 1.47	-----
-----	-----	1.19	-----	-----	\$ 1.46	\$ 1.51	-----
-----	-----	-----	-----	-----	\$ 1.53	\$ 1.58	-----
-----	1.23	1.25	-----	-----	1.56	-----	-----
-----	-----	-----	-----	-----	-----	\$ 2.02	-----
-----	-----	1.32	-----	-----	2.05	-----	-----
-----	-----	1.37	-----	-----	\$ 2.11	-----	-----
-----	-----	-----	-----	-----	\$ 2.22	-----	-----
-----	1.48	\$ 1.46	-----	\$ 2.10	-----	-----	-----
-----	-----	-----	-----	\$ 2.15	-----	-----	-----
-----	-----	1.54	-----	\$ 2.19	-----	-----	-----
-----	-----	-----	-----	\$ 2.22	-----	-----	-----
-----	-----	-----	-----	\$ 2.25	-----	-----	-----
-----	-----	-----	-----	\$ 2.28	-----	-----	-----
-----	Leave Sunnyside Yard 12.00 Noon	Open Baggage Car 30th St. Wilm.	-----	\$ 2.33	-----	Will Run Sunday and May 30 July 4 Sept. 2	Will Run Sunday and May 30 July 4 Sept. 2
-----	2.09	2.04	-----	\$ 2.34	-----	-----	-----
-----	-----	-----	-----	\$ 2.35	-----	-----	-----
-----	-----	-----	-----	\$ 2.36	-----	-----	-----
-----	-----	-----	-----	\$ 2.37	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----
-----	2.15	2.09	-----	\$ 2.40	-----	-----	-----
-----	-----	-----	-----	2.41	-----	-----	-----
-----	2.20	\$ 2.13	-----	\$ 2.47	-----	-----	-----
-----	2.26	2.18	-----	2.51	-----	-----	-----
-----	-----	\$ 2.22	-----	-----	-----	-----	-----
-----	-----	# 2.25	-----	\$ 2.54	-----	-----	-----
-----	-----	-----	-----	\$ 2.58	-----	-----	-----
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

## NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS			
	23		● 557	±● 3725
	Daily P. M.		Saturday Only P. M.	Daily Ex. Sat. & Sun. P. M.
NEW YORK	\$ 1.35			\$ 1.42
HUDSON	1.47			1.54
NEWARK	\$ 1.50			\$ 1.57
	# 1.54			
SOUTH ST. (Newark)				
HUNTER	1.57			2.00
NORTH ELIZABETH				
ELIZABETH				\$ 2.05
SOUTH ELIZABETH				2.06
LINDEN				\$ 2.10
NORTH RAHWAY				\$ 2.14
RAHWAY				\$ 2.14
UNION	2.05			2.15
AVENEL				
EDGAR				
WOODBIDGE	P. A. & W. Br.		MU	MU
GENASCO				
WO				
PERTH AMBOY	N. Y. & L. B.			
SOUTH AMBOY	R. R.			
COLONIA				
ISELIN				
METUCHEN	2.10			\$ 2.22
EDISON				
NEW BRUNSWICK				\$ 2.29
COUNTY	2.16			
JERSEY AVENUE				\$ 2.33
ADAMS				
DEANS				
MONMOUTH JCT.				
PRINCETON JCT.				
TRENTON	\$ 2.36			
	# 2.39		\$ 2.45	
MORRISVILLE				
LEVITTOWN-TULLYTOWN			\$ 2.52	
GRUNDY	2.48			
BRISTOL			\$ 2.56	
CROYDON			\$ 2.59	
EDDINGTON				
CORNWELLS HEIGHTS			\$ 3.02	
ANDALUSIA				
TORRESDALE			\$ 3.05	
HOLMESBURG JCT.	2.58		\$ 3.08	
TACONY			\$ 3.09	
WISSINOMING			\$ 3.10	
BRIDENBURG			\$ 3.11	
FRANKFORD				
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.			\$ 3.15	
SHORE	3.03		3.16	
NORTH PHILA.	C 3.07			
	# 3.17		\$ 3.22	
ZOO	3.22		3.26	
PHILA.-				
30th ST.	{ Lower Level Upper Level Lower Level		\$ 3.29	
SUBURBAN STATION			\$ 3.33	
	P. M.		P. M.	P. M.



# WESTWARD-SOUTHWARD

43

## FIRST CLASS

● 3831 Saturday Only P. M.	◇ 149 Daily P. M.	● 3617 Saturday Only P. M.	± 523 Daily Ex. Sat. & Sun. P. M.	± 3829 Daily Ex. Sat. & Sun. P. M.	± 3615 Daily Ex. Sat. & Sun. P. M.	● 1161 Saturday Only P. M.	± 3727 Daily Ex. Sat. & Sun. P. M.
\$ 1.55	\$ 2.00			\$ 2.05	\$ 2.20	\$ 2.20	\$ 2.82
2.07	2.12			2.17	2.32	2.32	2.44
\$ 2.10	\$ 2.16			\$ 2.20	\$ 2.35	\$ 2.35	\$ 2.47
2.13	2.19			2.23	2.38	2.38	2.50
\$ 2.18				\$ 2.28	\$ 2.43	\$ 2.43	\$ 2.55
2.19	2.23			2.29	2.44	2.44	2.56
\$ 2.23				\$ 2.33	\$ 2.48		\$ 3.00
\$ 2.27		\$ 2.30		\$ 2.37	\$ 2.52	\$ 2.50	\$ 3.04
2.28	2.27	2.31		2.38	2.53	2.52	3.05
	Sealed Baggage Car Daily Ex. Sun. and May 30 July 4 Sept. 2	\$ 2.33			\$ 2.56		
MU		\$ 2.37	MU	MU	\$ 3.00	\$ 2.57	MU
		2.41			3.04	3.02	
		\$ 2.43			\$ 3.06	\$ 3.04	
		\$ 2.47			\$ 3.10	\$ 3.08	
\$ 2.33				\$ 2.42			
\$ 2.37	2.32	MU		\$ 2.46	MU		\$ 3.12
\$ 2.44				\$ 2.53			\$ 3.18
2.47	2.38			2.56			\$ 3.22
2.55	2.45			3.05			
\$ 3.01	2.50			\$ 3.12			
\$ 3.12			\$ 3.10	\$ 3.23			
	\$ 2.59						
			\$ 3.15				
	3.07		\$ 3.19				
			\$ 3.22				
			\$ 3.25				
			\$ 3.28				
	3.17		\$ 3.33				
			\$ 3.34				
			\$ 3.35				
			\$ 3.36				
			\$ 3.41				
	3.22		3.42				
			\$ 3.48				
	\$ 3.26		3.51				
	3.30						
			\$ 3.54				
	\$ 3.35		\$ 3.58				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

# NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS			
	C. N. J.	113	• 1022	• 173
	• 5309	Daily	Daily	Daily
	Daily Ex. Sat. & Sun.	Daily	Daily	Daily
	P. M.	P. M.	P. M.	P. M.
NEW YORK	C.N.J. Yd. Harrison	P 2.40		\$ 2.40
HUDSON	2.35	2.52		3.00
NEWARK				3.12
SOUTH ST. (Newark)	\$ 2.52	P 2.56		\$ 3.16
HUNTER	2.55	2.59		3.19
NORTH ELIZABETH				
ELIZABETH				
SOUTH ELIZABETH	3.01	3.03		3.23
LINDEN				
NORTH RAHWAY				
RAHWAY				
UNION	3.08	3.08		3.27
AVENEL				
EDGAR	P. A. & W. Br.			
WOODBIDGE				
GENASCO				
WO	N. Y. & L. B. R. R.	3.14		
PERTH AMBOY		\$ 3.16		
SOUTH AMBOY		\$ 3.21		
COLONIA				
ISELIN				
METUCHEN		3.13		3.32
EDISON				
NEW BRUNSWICK				
COUNTY		3.19		3.38
JERSEY AVENUE				
ADAMS				
DEANS				
MONMOUTH JCT		3.26		3.45
PRINCETON JCT		3.31		3.50
TRENTON		P 3.42		\$ 4.00
MORRISVILLE				
LEVITTOWN-TULLYTOWN				
GRUNDY		3.50		4.09
BRISTOL				
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.		4.00		4.19
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
UTICA AVENUE			\$ 4.00	
JERSEY			4.09	
FRANKFORD JCT.			D 4.16	
SHORE		4.05	4.17	4.24
NORTH PHILA.		P 4.10	D 4.22	\$ 4.29
ZOO		4.15	4.27	4.33
PHILA.-30th ST.	Lower Level Upper Level Lower Level		\$ 4.32	
		P 4.20		\$ 4.39
SUBURBAN STATION				
	P. M.	P. M.	P. M.	P. M.

# WESTWARD-SOUTHWARD

45

## FIRST CLASS

#3729 Daily Ex. Sat. & Sun. P. M.	#525 Daily Ex. Sat. & Sun. P. M.	3835 Saturday Only P. M.	101 Daily P. M.	#527 Daily Ex. Sat. & Sun. P. M.	#3833 Daily Ex. Sat. & Sun. P. M.	#3723 Daily Ex. Sat. & Sun. P. M.	4205 P. M.
\$ 3.03		\$ 3.03	P 3.10		\$ 3.20	\$ 3.30	\$ 3.35
3.16		3.16	3.22		3.32	3.42	3.47
\$ 3.18		\$ 3.18	P 3.26		\$ 3.35	\$ 3.46	\$ 3.50
3.21		3.21	3.30		3.38	3.49	3.53
\$ 3.26		\$ 3.24			\$ 3.44	\$ 3.52	
3.27		\$ 3.27	3.34		3.46	\$ 3.55	\$ 3.58
\$ 3.31		\$ 3.32				\$ 3.56	3.59
\$ 3.35		\$ 3.36			\$ 4.00	\$ 4.03	
3.36		3.37	3.39		\$ 3.53	\$ 4.04	\$ 4.07
					3.55	4.05	4.08
MU	MU	MU	MU	MU	MU	MU	MU
\$ 3.40		\$ 3.41				\$ 4.09	
\$ 3.44		\$ 3.46	3.44		\$ 4.02	\$ 4.13	\$ 4.16
\$ 3.51		\$ 3.55	3.50		\$ 4.10	\$ 4.20	\$ 4.23
\$ 3.55		3.58			4.13		4.26
			3.56			\$ 4.24	
		4.14	4.01		4.22		4.35
		\$ 4.25	P 4.13	\$ 4.25	\$ 4.28		\$ 4.41
\$ 4.05			4.23	\$ 4.30	\$ 4.40		\$ 4.52
\$ 4.10				\$ 4.34			
\$ 4.14				\$ 4.37			
\$ 4.17				\$ 4.40			
F 4.19				\$ 4.43			
\$ 4.22				\$ 4.48			
\$ 4.25			4.33	\$ 4.49			
\$ 4.29				\$ 4.50			
\$ 4.30				\$ 4.52			
\$ 4.31							
\$ 4.32							
\$ 4.35							
\$ 4.38			4.37	\$ 4.56			
4.39				4.57			
\$ 4.44			P 4.42	\$ 5.03			
4.47			4.46	5.06			
\$ 4.50				\$ 5.09			
\$ 4.54			P 4.51	\$ 5.13			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Will Run  
Sunday  
and  
May 30  
July 4  
Sept. 2

## NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS				
	◇105	◆1111 Daily Ex. Sat. & Sun.	●1163 Saturday Only	◆3837 Daily Ex. Sat. & Sun.	●219 Daily
	P. M.	P. M.	P. M.	P. M.	P. M.
NEW YORK	P 3.40	\$ 3.45	\$ 3.45	\$ 3.55	\$ 4.00
HUDSON	3.52	3.57	3.57	4.07	4.12
NEWARK	P 3.56	\$ 4.00	\$ 4.00	\$ 4.12	\$ 4.16
SOUTH ST. (Newark)				\$ 4.14	
HUNTER	4.00	4.03	4.03	4.15	4.19
NORTH ELIZABETH				\$ 4.18	
ELIZABETH			\$ 4.08	\$ 4.21	
SOUTH ELIZABETH	4.04	4.07	4.09	4.23	4.23
LINDEN				\$ 4.28	
NORTH RAHWAY			\$ 4.15	\$ 4.32	
RAHWAY					
UNION	4.09	4.14	4.17	4.33	4.27
AVENEL					
EDGAR	P. A. & W. Br.	Will Run Fri., Sat. and Sun. June 14 to Sept. 8 Inclusive			
WOODBIDGE				MU	
GENASCO					
WC	N. Y. & L. B. R. R.		4.21	4.24	
PERTH AMBOY			\$ 4.24	\$ 4.27	
SOUTH AMBOY			\$ 4.28	\$ 4.31	
COLONIA				\$ 4.35	
ISELIN				\$ 4.38	
METUCHEN	4.14			\$ 4.42	4.32
EDISON				\$ 4.46	
NEW BRUNSWICK				\$ 4.50	
COUNTY	4.20			4.53	4.38
JERSEY AVENUE					
ADAMS					
DEANS					
MONMOUTH JCT.	4.26			\$ 5.01	4.44
PRINCETON JCT.	4.31			\$ 5.09	\$ 4.50
TRENTON	P 4.42			\$ 5.20	
MORRISVILLE					
LEVITTOWN-TULLYTOWN					
GRUNDY	4.52				5.10
BRISTOL					
CROYDON					
EDDINGTON					
CORNWELLS HEIGHTS					
ANDALUSIA					
TORRESDALE					
HOLMESBURG JCT.	5.02				5.21
TACONY					
WISSINOMING					
BRIDESBURG					
FRANKFORD					
UTICA AVENUE					
JERSEY					
FRANKFORD JCT.					
SHORE	5.07				5.26
NORTH PHILA.	P 5.12				D 5.30
ZOO	5.16				5.35
PHILA.- 30th ST.	Lower Level Upper Level Lower Level				\$ 5.40
SUBURBAN STATION		P 5.22			
	P. M.	P. M.	P. M.	P. M.	P. M.

# WESTWARD-SOUTHWARD

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## FIRST CLASS

C. N. J. ● 5387	31 Daily	● 3731 Daily Ex. Sat. & Sun.	● 3619 Daily Ex. Sat. & Sun.	● 3839 Saturday Only	C. N. J. ● 5313 Daily Ex. Sat. & Sun.	● 153 Daily	● 3621 Saturday Only
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
C. N. J. Yd. Harrison 4.05	T 4.05	\$ 4.07	\$ 4.20	\$ 4.20	C. N. J. Yd. Harrison 4.24	\$ 4.30	-----
	4.17	4.19	4.32	4.32		4.42	-----
\$ 4.20	T 4.22	\$ 4.23	\$ 4.35	\$ 4.36	\$ 4.38	C 4.45	-----
4.23	4.26	4.26	\$ 4.37	\$ 4.38	4.41	4.48	-----
			\$ 4.41	\$ 4.42			-----
4.29	4.29	\$ 4.32	\$ 4.44	\$ 4.45	4.47	4.52	-----
		4.34	4.46	4.47			-----
			\$ 4.50	\$ 4.51			-----
			\$ 4.54	\$ 4.55			\$ 5.00
4.36	4.33	4.40	4.55	4.57	4.54	4.56	5.02
			\$ 4.58				\$ 5.05
		MU	\$ 5.00	MU			\$ 5.08
			\$ 5.02				
4.43			5.07		5.00		5.13
\$ 4.46			\$ 5.10		\$ 5.02		\$ 5.15
\$ 4.50			\$ 5.14				\$ 5.19
				\$ 5.01			
				\$ 5.04			
	4.38	\$ 4.47	MU	\$ 5.08		5.01	MU
		\$ 4.55		\$ 5.12			
	4.47			\$ 5.16		5.06	
		\$ 4.59		5.19			
	4.54			\$ 5.28			
	4.59			\$ 5.35			
				\$ 5.46			
	T 5.10					5.25	
	5.18					5.32	
Will Run Sunday and May 30 July 4 Sept. 2							
	5.28					5.42	
	5.33					5.46	
	C 5.37						
	# 5.42					\$ 5.50	
	5.47					5.54	
						\$ 5.59	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

## NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS			
	#● 529 Daily Ex. Sat. & Sun.	#● 3733 Daily Ex. Sat. & Sun.	#● 1115 Daily Ex. Sat. & Sun.	● 559 Saturday Only
	P. M.	P. M.	P. M.	P. M.
NEW YORK		\$ 4.33	\$ 4.37	
HUDSON		4.45	4.49	
NEWARK		\$ 4.49	\$ 4.53	
SOUTH ST. (Newark)		\$ 4.51		
HUNTER		4.52	4.58	
NORTH ELIZABETH		\$ 4.55		
ELIZABETH		\$ 4.58		
SOUTH ELIZABETH		5.00	5.02	
LINDEN		\$ 5.04		
NORTH RAHWAY		\$ 5.07		
RAHWAY		\$ 5.09		
UNION		5.10	5.07	
AVENEL				
EDGAR	P. A. & W. Br.			
WOODBIDGE		MU	MU	MU
GENASCO				
WO	N. Y. & L. B. R. R.		5.15	
PERTH AMBOY			\$ 5.21	
SOUTH AMBOY				
COLONIA		\$ 5.14		
ISELIN		\$ 5.17		
METUCHEN		\$ 5.22		
EDISON		\$ 5.26		
NEW BRUNSWICK		\$ 5.30		
COUNTY				
JERSEY AVENUE		\$ 5.34		
ADAMS				
DEANS				
MONMOUTH JCT.				
PRINCETON JCT.				
TRENTON		\$ 5.27		\$ 5.50
MORRISVILLE				
LEVITTOWN-TULLYTOWN		\$ 5.34		\$ 5.55
GRUNDY				
BRISTOL		\$ 5.40		\$ 5.59
OROYDON		\$ 5.45		\$ 6.02
EDDINGTON				
CORN WELLS HEIGHTS		\$ 5.49		\$ 6.05
ANDALUSIA				
TORRESDALE		\$ 5.54		\$ 6.08
HOLMESBURG JCT.		\$ 5.59		\$ 6.13
TACONY		\$ 6.01		F 6.14
WISSINOMING		\$ 6.03		F 6.15
BRIDESBURG		\$ 6.05		\$ 6.16
FRANKFORD				
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.		\$ 6.09		F 6.21
SHORE		6.10		6.22
NORTH PHILA.		\$ 6.15		\$ 6.28
ZOO		6.20		6.31
PHILA.- 30th ST.	{ Lower Level Upper Level Lower Level	\$ 6.23		\$ 6.34
SUBURBAN STATION		\$ 6.27		\$ 6.38
		P. M.	P. M.	P. M.

# WESTWARD-SOUTHWARD

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## FIRST CLASS

#●3623 Daily Ex. Sat. & Sun. P. M.	#●1117 Daily Ex. Sat. & Sun. P. M.	●4251 P. M.	#●221 Daily Ex. Sat. P. M.	●3841 Saturday Only P. M.	C. N. J. #●5319 Daily Ex. Sat. & Sun. P. M.	◇49 Daily P. M.	#●531 Daily Ex. Sat. & Sun. P. M.
\$ 4.40	\$ 4.50	\$ 4.55	\$ 5.00	\$ 5.00	C.N.J.Yd. Harrison 5.06	T 5.05	
4.52	5.02	5.07	5.12	5.12		5.17	
\$ 4.55	\$ 5.06	\$ 5.11	\$ 5.16	\$ 5.16	\$ 5.18	T 5.21	
\$ 4.57							
4.58	5.09	5.14	5.19	5.19	5.21	5.24	
\$ 5.01				\$ 5.22			
\$ 5.04	\$ 5.16	\$ 5.20		\$ 5.25			
5.05	5.17	5.22	5.23	5.27	5.27	5.28	
\$ 5.09		\$ 5.26		\$ 5.31			
\$ 5.13		\$ 5.32		\$ 5.35			
5.14	5.24	5.34	5.27	5.36	5.33	5.33	
\$ 5.17							
\$ 5.19							
\$ 5.21		MU		MU			MU
5.26	5.31				5.41		
\$ 5.28					\$ 5.43		
\$ 5.32	\$ 5.37				\$ 5.49		
		\$ 5.39		\$ 5.40			
		\$ 5.43	5.32	\$ 5.44		5.38	
MU		\$ 5.50	K 5.36	\$ 5.51			
		\$ 5.54	5.38	5.54		5.44	
			5.45	6.02			
			K 5.50	\$ 6.08			
				\$ 6.19			
			\$ 6.00			T 6.06	\$ 6.15
							\$ 6.20
			6.09			6.14	\$ 6.24
		Will Run Sunday and May 30 July 4 Sept. 2					\$ 6.27
							\$ 6.30
							\$ 6.33
			6.19			6.24	\$ 6.38
							\$ 6.39
							\$ 6.40
							\$ 6.41
							\$ 6.46
			6.24			6.29	6.47
			D 6.28			C 6.34	\$ 6.53
			6.33			6.39	6.56
			\$ 6.38				\$ 6.59
							\$ 7.03
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

## NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS			
	#● 263 Daily Ex. Sat. & Sun.	● 5365 Saturday Only	#● 3735 Daily Ex. Sat. & Sun.	#● 5321 Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
		C. N. J. Yd. Harrison		C. N. J. Yd. Harrison
NEW YORK	\$ 5.08	5.10	\$ 5.12	5.22
HUDSON	5.20		5.24	
NEWARK	\$ 5.23	\$ 5.25	\$ 5.29	\$ 5.30
SOUTH ST. (Newark)				
HUNTER	5.26	5.28	5.32	5.33
NORTH ELIZABETH				
ELIZABETH	\$ 5.34		\$ 5.39	
SOUTH ELIZABETH	5.36	5.34	5.41	5.39
LINDEN				
NORTH RAHWAY				
RAHWAY	\$ 5.44			
UNION	5.46	5.41	5.48	5.45
AVENEL				
EDGAR	P. A. & W. Br.			
WOODBIDGE			MU	
GENASCO				
WO	N. Y. & L. B. R. R.	5.43		5.53
PERTH AMBOY		\$ 5.51		
SOUTH AMBOY		\$ 5.55		
COLONIA				
ISELIN			\$ 5.54	
METUCHEN	5.52		\$ 6.00	
EDISON			\$ 6.05	
NEW BRUNSWICK	\$ 5.58		\$ 6.10	
COUNTY	6.01			
JERSEY AVENUE			\$ 6.15	
ADAMS				
DEANS				
MONMOUTH JCT	6.08			
PRINCETON JCT.	\$ 6.15			
TRENTON	\$ 6.25			
MORRISVILLE				
LEVITTOWN-TULLYTOWN	\$ 6.32			
GRUNDY				
BRISTOL	\$ 6.36			
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.	6.48			
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.				
SHORE	6.52			
NORTH PHILA.	\$ 6.56			
ZOO	7.02			
PHILA.-	Lower Level Upper Level Lower Level	\$ 7.07		
30th ST.				
SUBURBAN STATION				
	P. M.	P. M.	P. M.	P. M.



## FIRST CLASS

#●1123 Daily Ex. Sat. & Sun. P. M.	#●3627 Daily Ex. Sat. & Sun. P. M.	#●3845 Daily Ex. Sat. & Sun. P. M.	#●223 Daily Ex. Sat. & Sun. P. M.	#●533 Daily Ex. Sat. & Sun. P. M.	#●3847 Daily Ex. Sat. & Sun. P. M.	C. N. J. Daily Ex. Sat. & Sun. P. M.	#●3737 Daily Ex. Sat. & Sun. P. M.
\$ 5.17	\$ 5.20	\$ 5.25	\$ 5.30		\$ 5.33	C. N. J. Yd. Harrison 5.43	\$ 5.37
5.29	5.32	5.37	5.42		5.46		5.49
\$ 5.33	\$ 5.36	\$ 5.40	\$ 5.46		\$ 5.49	\$ 5.52	\$ 5.53
5.36	5.39	5.43	5.49		5.51	5.56	5.56
	\$ 5.42				\$ 5.52		
	\$ 5.46	\$ 5.49			\$ 5.55		
5.41	5.48	5.51	5.53		\$ 5.58	6.01	6.02
	\$ 5.53				\$ 6.00		
	\$ 5.55				\$ 6.04		
	\$ 5.58	\$ 5.57			\$ 6.07		
					\$ 6.10		
5.47	5.59	5.58	5.57		6.12	6.07	6.07
	\$ 6.02						
	\$ 6.05						
	\$ 6.07	MU		MU	MU		MU
5.58	6.12					6.17	
	\$ 6.15					\$ 6.19	
\$ 6.04	\$ 6.19					\$ 6.24	
					\$ 6.15		
	MU	\$ 6.06	6.03		\$ 6.18		
		\$ 6.16			\$ 6.21		\$ 6.14
		6.19	6.09		\$ 6.25		\$ 6.22
					\$ 6.29		
					6.32		\$ 6.26
		F 6.22					
		\$ 6.29	6.16		6.41		
		6.34	\$ 6.24		6.47		
		\$ 6.46			\$ 6.59		
			\$ 6.35	\$ 6.45			
				\$ 6.50			
			6.43				
				\$ 6.54			
				\$ 6.57			
				\$ 7.00			
				\$ 7.03			
			6.53	\$ 7.09			
				\$ 7.10			
				\$ 7.11			
				\$ 7.12			
				\$ 7.16			
			6.58	7.17			
			D 7.03	\$ 7.22			
			7.07	7.26			
			\$ 7.13				
				\$ 7.30			
				\$ 7.34			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

## NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS				
	#● 3631	● 175	#● 1127	● 1189	#● 3741
	Daily Ex. Sat. & Sun. P. M.	Daily P. M.	Daily Ex. Sat. & Sun. P. M.	P. M.	Daily Ex. Sat. & Sun. P. M.
NEW YORK	\$ 5.40	\$ 5.25	\$ 5.48	\$ 5.50	\$ 5.51
HUDSON	5.52	5.57	6.00	6.02	6.04
NEWARK	\$ 5.55	\$ 6.01	\$ 6.04	\$ 6.05	\$ 6.07
SOUTH ST. (Newark)					
HUNTER	5.58	6.04	6.07	6.08	6.10
NORTH ELIZABETH					\$ 6.13
ELIZABETH	\$ 6.03			\$ 6.13	\$ 6.16
SOUTH ELIZABETH	6.04	6.08	6.12	6.15	\$ 6.18
LINDEN				\$ 6.19	\$ 6.22
NORTH RAHWAY					\$ 6.24
RAHWAY	\$ 6.11			\$ 6.23	\$ 6.27
UNION	6.12	6.12	6.19	6.24	6.30
AVENEL	\$ 6.15				
EDGAR	P. A. & W. Br.				
WOODBIDGE		\$ 6.19		\$ 6.29	MU
GENASCO					
WC	N. Y. &	6.24	6.28	6.34	
PERTH AMBOY	L. B.	\$ 6.26		\$ 6.36	
SOUTH AMBOY	R. R.	\$ 6.30	\$ 6.34	\$ 6.40	
COLONIA					
ISELIN					
METUCHEN	MU	6.18			\$ 6.38
EDISON					
NEW BRUNSWICK					\$ 6.47
COUNTY		6.25			
JERSEY AVENUE					\$ 6.51
ADAMS					
DEANS					
MONMOUTH JCT.		6.33			
PRINCETON JCT.		6.38			
TRENTON		Q 6.48			
MORRISVILLE					
LEVITTOWN-TULLYTOWN					
GRUNDY		6.56			
BRISTOL					
CROYDON					
EDDINGTON					
CORNWELLS HEIGHTS					
ANDALUSIA					
TORRESDALE					
HOLMESBURG JCT.		7.06			
TACONY					
WISSINOMING					
BRIDESBURG					
FRANKFORD					
UTICA AVENUE					
JERSEY					
FRANKFORD JCT.					
SHORE		7.11			
NORTH PHILA.		\$ 7.15			
ZOO		7.19			
PHILA.- 30th ST.	Lower Level				
	Upper Level				
	Lower Level	\$ 7.24			
SUBURBAN STATION					
	P. M.	P. M.	P. M.	P. M.	P. M.

## FIRST CLASS

	#225 Daily P. M.	535 Daily P. M.	#3849 Daily Ex. Sat. & Sun. P. M.	C. N. J. 5367 Saturday Only P. M.	#3635 Daily Ex. Sat. & Sun. P. M.	159 P. M.	#137 Daily Ex. Sun. P. M.
	\$ 6.00		\$ 6.08	C. N. J. Yd. Harrison 6.10	\$ 6.25	\$ 6.30	\$ 6.30
	6.15		6.20		6.37	6.42	6.42
							\$ 6.45
	\$ 6.18		\$ 6.23	\$ 6.25	\$ 6.40	\$ 6.46	# 6.51
	6.19		6.26	6.28	6.43	6.49	6.54
			\$ 6.29		\$ 6.46		
			\$ 6.32		\$ 6.49		
	6.23		6.34	6.34	6.50	6.53	6.58
			\$ 6.38		\$ 6.54		
					\$ 6.56		
			\$ 6.43		\$ 6.59		
	6.27		6.44	6.40	7.00	6.57	7.02
					\$ 7.03		
		<b>MU</b>	<b>MU</b>		\$ 7.05	Will Run Sunday and May 30	
					\$ 7.08	July 4 Sept. 2	
				6.48	7.13		
				\$ 6.51	\$ 7.15		
				\$ 6.55	\$ 7.19		
			\$ 6.47				
			\$ 6.50				
	6.32		\$ 6.53		<b>MU</b>	7.02	7.07
			\$ 6.57				
	\$ 6.42		\$ 7.01				
	6.45		7.04			7.08	7.13
	6.52		7.13			7.15	7.19
	\$ 6.58		\$ 7.19			7.20	7.24
			\$ 7.30				\$ 7.33
	\$ 7.09	\$ 7.25				\$ 7.29	# 7.38
	7.18	\$ 7.30				7.37	7.47
		\$ 7.34					
		\$ 7.37					
		\$ 7.40					
		\$ 7.43					
	7.27	\$ 7.48				7.47	7.57
		\$ 7.49					
		\$ 7.50					
		\$ 7.51					
		\$ 7.56					
	7.32	7.57				7.52	8.02
							\$ 8.05
	D 7.36	\$ 8.02				\$ 7.57	# 8.07
	7.41	8.06				8.01	8.11
	\$ 7.46						\$ 8.16
		\$ 8.09				\$ 8.07	8.26
		\$ 8.13					
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

## NEWYORK TO PHILADELPHIA

STATIONS	FIRST CLASS			
	● 3785	● 3637	3	● 3745
	P. M.	Saturday Only P. M.	Daily P. M.	Daily Ex. Sat. & Sun. P. M.
NEW YORK	\$ 6.35		T 6.45	\$ 6.55
HUDSON	6.47		6.57	7.07
NEWARK	\$ 6.50		T 7.00 # 7.05	\$ 7.10
SOUTH ST. (Newark)				
HUNTER	6.53		7.08	7.13
NORTH ELIZABETH	\$ 6.56			\$ 7.16
ELIZABETH	\$ 6.59			\$ 7.19
SOUTH ELIZABETH	7.00		7.12	7.20
LINDEN	\$ 7.04			\$ 7.24
NORTH RAHWAY				
RAHWAY	\$ 7.08	\$ 7.13		\$ 7.28
UNION	7.09	7.14	7.17	7.30
AVENEL		\$ 7.17		
EDGAR	P. A. & W. Br.			
WOODBIDGE		MU \$ 7.22		MU
GENASCO				
WO.	N. Y. & L. B. R. R.	7.27		
PERTH AMBOY		\$ 7.29		
SOUTH AMBOY		\$ 7.33		
COLONIA				\$ 7.33
ISELIN	\$ 7.14			\$ 7.36
METUCHEN	\$ 7.18	MU	7.21	\$ 7.41
EDISON	\$ 7.22			\$ 7.45
NEW BRUNSWICK	\$ 7.26			\$ 7.49
COUNTY			7.27	
JERSEY AVENUE	\$ 7.30			\$ 7.53
ADAMS				
DEANS				
MONMOUTH JCT.				
PRINCETON JCT.				
TRENTON			7.46	
MORRISVILLE				
LEVITOWN-TULLYTOWN				
GRUNDY			7.54	
BRISTOL				
OROYDON		Will Run Sat., Sun. and May 30 July 4 Sept. 2		
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.			8.03	
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.				
SHORE			8.08	
NORTH PHILA.			C 8.12 # 8.19	
ZOO			8.24	
PHILA.- 30th ST.	{ Lower Level Upper Level Lower Level			
SUBURBAN STATION				
	P. M.	P. M.	P. M.	P. M.

## FIRST CLASS

● 227 Daily P. M.	C. N. J. #● 5329 Daily Ex. Sat. & Sun. P. M. C. N. J. Yd. Harrison	#● 3749 Daily Ex. Sat. & Sun. P. M.	● 1058 P. M.	● 155 Daily P. M.	#1131 Daily Ex. Sun. P. M.	● 3753 Daily Ex. Sat. P. M.	3851 Saturday Only P. M.
\$ 7.00	6.40	\$ 7.22		\$ 7.30	\$ 7.55	\$ 8.05	\$ 8.05
7.12		7.34		7.42	8.07	8.17	8.17
\$ 7.16	\$ 6.55	\$ 7.37		\$ 7.46	\$ 8.10	\$ 8.20	\$ 8.20
7.19	6.58	7.40		7.49	8.13	8.23	8.28
		\$ 7.46			\$ 8.22	\$ 8.26	\$ 8.31
7.23	7.03	7.48		7.53	8.24	8.29	8.34
		\$ 7.52				\$ 8.34	\$ 8.39
		\$ 7.56	First Trip June 16		\$ 8.32	\$ 8.38	\$ 8.44
7.27	7.09	7.57	Last Trip Sept. 2	7.57	8.34	8.39	8.45
		MU			\$ 8.39	MU	MU
	7.17				8.43		
\$ 7.19	\$ 7.24				\$ 8.46		
					\$ 8.50		
		\$ 8.01				\$ 8.43	\$ 8.49
7.32		\$ 8.05		8.02		\$ 8.47	\$ 8.53
\$ 7.37		\$ 8.12				\$ 8.51	\$ 8.57
7.40				8.08		\$ 8.55	\$ 9.03
		\$ 8.16				\$ 8.59	9.06
7.47							9.14
\$ 7.54							\$ 9.19
\$ 8.04				\$ 8.29			\$ 9.30
8.13				8.38			
			Will Run Sunday and July 4 Sept. 2				
8.23				8.48			
			\$ 8.33				
			8.42				
8.28			D 8.49	8.53			
			8.50				
D 8.32			D 8.55	\$ 8.57			
8.37			9.00	9.02			
\$ 8.42			\$ 9.05	\$ 9.06			
				# 9.10			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

## NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS			
	C. N. J. ● 5391		● 1062 Daily Ex. Sun.	● 1038
	P. M.		P. M.	P. M.
NEW YORK	C. N. J. Yd. Harrison 8. 10			
HUDSON				
NEWARK	\$ 8. 25			
SOUTH ST. (Newark)				
HUNTER	8. 28			
NORTH ELIZABETH				
ELIZABETH				
SOUTH ELIZABETH	8. 34			
LINDEN				
NORTH RAHWAY			First Trip June 17	
RAHWAY			Last Trip Aug. 31	
UNION	8. 40			
AVENEL				
EDGAR	P. A. & W. Br.			
WOODBIDGE				
GENASCO				
WO	N. Y. & L. B. R. R.	8. 47		
PERTH AMBOY		\$ 8. 50		
SOUTH AMBOY		\$ 8. 54		
COLONIA				
ISELIN				
METUCHEN				
EDISON				
NEW BRUNSWICK				
COUNTY				
JERSEY AVENUE				
ADAMS				
DEANS				
MONMOUTH JCT.				
PRINCETON JCT.				
TRENTON				
MORRISVILLE				
LEVITTOWN-TULLYTOWN				
GRUNDY				
BRISTOL	Will Run Sunday and May 30 July 4 Sept. 2			
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.				
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
UTICA AVENUE			\$ 9. 45	\$10. 00
JERSEY			9. 54	10. 09
FRANKFORD JCT.			D10. 01	D10. 18
SHORE			10. 02	10. 17
NORTH PHILA.			D10. 07	D10. 22
ZOO			10. 12	10. 27
PHILA.- 30th ST.	Lower Level Upper Level Lower Level		\$10. 17	\$10. 32
SUBURBAN STATION				
	P. M.		P. M.	P. M.

## FIRST CLASS

	<b>‡•537</b> Daily Ex. Sat. & Sun. <b>P. M.</b>	<b>141</b> Daily <b>P. M.</b>	<b>‡•3757</b> Daily Ex. Sun. <b>P. M.</b>	<b>•3641</b> Saturday Only <b>P. M.</b>	<b>‡•3647</b> Daily Ex. Sat. & Sun. <b>P. M.</b>	<b>◇55</b> Daily <b>P. M.</b>	<b>•4239</b> <b>P. M.</b>
		\$ 9.00	\$ 9.10		\$ 9.25	T 9.30	\$ 9.45
		9.12	9.22		9.37	9.42	9.57
		\$ 9.15				T 9.45	
		# 9.21	\$ 9.25		\$ 9.40	# 9.53	\$10.00
		9.24	9.28		9.43	9.56	10.03
			\$ 9.31		\$ 9.46		
			\$ 9.34		\$ 9.49		\$10.08
		9.28	9.35		\$ 9.50	10.00	10.09
			\$ 9.39		\$ 9.54		\$10.13
			\$ 9.43	\$ 9.49	\$ 9.58		\$10.17
		9.32	9.44	9.51	9.59	10.04	10.18
				\$ 9.53	\$10.01		\$10.22
	<b>MU</b>		<b>MU</b>	\$ 9.57	\$10.05		\$10.26
				10.02	10.10		10.31
				\$10.04	\$10.12		\$10.33
				\$10.10	\$10.17		\$10.38
			\$ 9.48				
		9.37	\$ 9.52	<b>MU</b>	<b>MU</b>	10.09	<b>MU</b>
			\$ 9.56				
		9.43	\$10.00				
			\$10.04			10.16	
		9.50					
		\$ 9.55					
		\$10.04					
	\$ 9.40	#10.10				10.35	
	\$ 9.45	10.19					
	\$ 9.49						
	\$ 9.52					Bag. Serv.	Will Run
	\$ 9.55					Sat., Sun.	Sunday
	\$ 9.58					and	and
						May 30	May 30
						July 4	July 4
						Sept. 2	Sept. 2
	\$10.03	10.29				10.62	
	\$10.04						
	\$10.05						
	\$10.06						
	\$10.11						
	10.12	10.34				10.57	
		\$10.39					
	\$10.17	#10.41				11.01	
	10.21	10.45				11.05	
		\$10.51				C11.11	
	\$10.24	11.01					
	\$10.28						
	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>

## NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS			
	#● 539	◇ 161	● 3761	#● 1133
	Daily Ex. Sat. & Sun.		Daily	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
NEW YORK		\$10.00	\$10.05	\$10.10
HUDSON		10.12	10.17	10.22
NEWARK		\$10.16	\$10.20	\$10.25
SOUTH ST. (Newark)				
HUNTER		10.19	10.23	10.28
NORTH ELIZABETH			\$10.26	
ELIZABETH			\$10.29	\$10.34
SOUTH ELIZABETH		10.23	10.30	10.36
LINDEN			\$10.34	
NORTH RAHWAY			\$10.36	
RAHWAY			\$10.38	\$10.42
UNION		10.27	10.40	10.44
AVENEL				
EDGAR	P. A. & W. Br.			
WOODBIDGE		MU	MU	\$10.49
GENASCO				
WC	N. Y. & L. B. R. R.			10.54
PERTH AMBOY				\$10.56
SOUTH AMBOY				\$11.00
COLONIA				
ISELIN			\$10.44	
METUCHEN		10.32	\$10.48	
EDISON			\$10.52	
NEW BRUNSWICK		\$10.38	\$10.56	
COUNTY		10.41		
JERSEY AVENUE			\$11.00	
ADAMS				
DEANS				
MONMOUTH JCT.		10.48		
PRINCETON JCT.		\$10.54		
TRENTON		\$10.55	\$11.05	
MORRISVILLE				
LEVITTOWN-TULLYTOWN		\$11.00		
GRUNDY			11.15	
BRISTOL		\$11.04		
CROYDON		\$11.07		
EDDINGTON			Will Run Sunday and Sept. 2	
CORNWELLS HEIGHTS		\$11.10		
ANDALUSIA				
TORRESDALE		\$11.13		
HOLMESBURG JCT.		\$11.18	11.26	
TACONY		\$11.19		
WISSINOMING		\$11.20	Will Not Run Sept. 1	
BRIDENBURG		\$11.21		
FRANKFORD		\$11.23		
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.		\$11.26		
SHORE		11.27	11.31	
NORTH PHILA.		\$11.32	\$11.36	
ZOO		11.36	11.41	
PHILA.-	{ Lower Level Upper Level Lower Level			
30th ST.		\$11.39		
			\$11.46	
SUBURBAN STATION		\$11.43		
	P. M.	P. M.	P. M.	P. M.



# WESTWARD-SOUTHWARD

59

FIRST CLASS							
C. N. J.		◇231	✱3767	✱195	✱NH191	✱3649	✱3789
●5371		Daily	Daily Ex.	Daily	Daily	Daily Ex.	
Saturday			Sat. & Sun.	Ex. Sun.	Ex. Sun.	Sat. & Sun.	
Only		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
C. N. J. Yd.					\$11.30		
Harrison		\$11.00	\$11.03	\$11.10		\$11.35	\$11.40
10.10		11.12	11.16	11.21		11.47	11.52
				\$11.24			
\$10.25		\$11.16	\$11.20	#11.36		\$11.50	\$11.55
10.28		11.19	11.23	11.39		11.53	11.58
			\$11.26				\$12.01
			\$11.29			\$11.58	\$12.04
10.34		11.23	11.30	11.43		12.00	12.06
			\$11.34			\$12.04	\$12.10
			\$11.38			\$12.08	\$12.14
10.40		11.27	11.39	11.48		12.09	12.15
						\$12.12	
			MU			\$12.15	MU
10.48						12.20	
\$10.51						\$12.22	
\$10.55						\$12.26	
			\$11.43				\$12.21
		11.32	\$11.47	11.54		MU	\$12.25
							\$12.29
		\$11.38	\$11.53				\$12.34
		11.41		12.01			
			\$11.57				\$12.38
		11.48		12.08			
		\$11.55		12.14			
				\$12.23			
		\$12.05		#12.30			
		R12.09					
				12.38			
		G12.15					
							Will Run
							Sat., Sun.
							and
							May 30
							July 4
							Sept. 2
		12.24		12.48			
		12.29		12.50			
		D12.34		12.54			
		12.39		12.58			
		\$12.44		\$ 1.07			
				# 1.30			
P. M.		A. M.	P. M.	A. M.	P. M.	A. M.	A. M.

## PHILADELPHIA TO NEW YORK

STATIONS	FIRST CLASS			
	NH194	NH186	176	● 286
	Sunday Only A. M.	Daily Ex. Sun. A. M.	Daily Ex. Sun. A. M.	Sunday Only A. M.
SUBURBAN STATION				
PHILA.- 30th ST. { Lower Level Upper Level Lower Level			\$12.36	
ZOO			1.03	\$ 1.03
NORTH PHILA.			1.08	1.08
SHORE			\$ 1.13	
FRANKFORD JCT.			# 1.15	\$ 1.13
JERSEY			1.19	1.17
UTICA AVENUE				
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JCT.			1.25	1.25
TORRESDALE				
ANDALUSIA				
CORNWELLS HEIGHTS	Will Not Run Sept. 1		Will Run Daily New York to Boston	
EDDINGTON				
CROYDON				
BRISTOL				
GRUNDY			1.35	1.35
LEVITTOWN-TULLYTOWN				
MORRISVILLE				
TRENTON			\$ 1.43	\$ 1.45
PRINCETON JCT.			# 1.45	# 1.50
MONMOUTH JCT.			1.55	2.00
DEANS			2.00	2.05
ADAMS				
JERSEY AVENUE				
COUNTY			2.07	2.12
NEW BRUNSWICK				
EDISON				
METUCHEN			2.13	2.18
ISELIN				
COLONIA				
SOUTH AMBOY.	N. Y. & L. B. R. R.			
PERTH AMBOY.				
WC				
GENASCO				
WOODBIDGE	P. A. & W. Br.			MU
EDGAR				
AVENEL				
UNION			2.18	2.23
RAHWAY				
NORTH RAHWAY				
LINDEN				
SOUTH ELIZABETH			2.22	2.27
ELIZABETH				
NORTH ELIZABETH				
HUNTER			2.26	2.31
SOUTH ST. (Newark)				
NEWARK			\$ 2.29	
HUDSON			# 2.35	\$ 2.35
			2.38	2.38
NEW YORK			\$ 2.60	\$ 2.60
	\$12.35	\$ 2.25	3.15	
	A. M.	A. M.	A. M.	A. M.

## 61

## PHILADELPHIA TO NEW YORK

STATIONS		FIRST CLASS				
		C. N. J.				
		±● 3706	● 5350	● 3812	±● 3606	
		Daily Ex. Sat. & Sun.	Saturday Only	Saturday Only	Daily Ex. Sat. & Sun.	
		A. M.	A. M.	A. M.	A. M.	
SUBURBAN STATION						
PHILA.- 30th-ST.	Lower Level					
	Upper Level					
	Lower Level					
ZOO						
NORTH PHILA.						
SHORE						
FRANKFORD JCT.						
JERSEY						
UTICA AVENUE						
FRANKFORD						
BRIDESBURG						
WISSINOMING						
TACONY						
HOLMESBURG JCT						
TORRESDALE						
ANDALUSIA						
CORNWELLS HEIGHTS						
EDDINGTON						
CROYDON						
BRISTOL						
GRUNDY						
LEVITTOWN-TULLYTOWN						
MORRISVILLE						
TRENTON				\$ 5.58		
PRINCETON JCT.				\$ 6.08		
MONMOUTH JCT.				6.14		
DEANS						
ADAMS						
JERSEY AVENUE		\$ 6.07				
COUNTY				6.22		
NEW BRUNSWICK		\$ 6.11		\$ 6.26		
EDISON		\$ 6.15		\$ 6.29		
METUCHEN		\$ 6.19		\$ 6.33	MU	
ISELIN		\$ 6.23		\$ 6.37		
COLONIA		\$ 6.26		\$ 6.40		
SOUTH AMBOY.		N. Y. & L. B. R. R.	\$ 6.30		\$ 6.35	
PERTH AMBOY.			\$ 6.34		\$ 6.40	
WC			6.37		6.43	
GENASCO						
WOODBIDGE.		P. A. & W. Br.	MU		MU	\$ 6.48
EDGAR						\$ 6.50
AVENEL						\$ 6.53
UNION						
RAHWAY		6.29	6.45	6.43	6.57	
NORTH RAHWAY		\$ 6.32		\$ 6.45	\$ 6.59	
LINDEN				\$ 6.47	\$ 7.01	
SOUTH ELIZABETH		\$ 6.36		\$ 6.50	\$ 7.04	
ELIZABETH		6.39	6.51	6.54	7.08	
NORTH ELIZABETH		\$ 6.42		\$ 6.56	\$ 7.10	
HUNTER		\$ 6.45		\$ 6.59	\$ 7.13	
SOUTH ST (Newark)		6.48	6.57	7.02	7.16	
		\$ 6.49			\$ 7.17	
NEWARK			\$ 7.00			
		\$ 6.51		\$ 7.05	\$ 7.19	
HUDSON		6.54	C. N. J. Yd. Harrison	7.08	7.22	
		\$ 7.07	7.03	\$ 7.20	\$ 7.34	
NEW YORK						
		A. M.	A. M.	A. M.	A. M.	

## FIRST CLASS

22 Daily	• 502 Daily Ex. Sat. & Sun.	C. N. J. • 5380	• 1104 Daily Ex. Sat. & Sun.	• 3814 Daily Ex. Sat. & Sun.	• 1152 Saturday Only	• 3710 Daily Ex. Sat. & Sun.	• 3608 Daily Ex. Sat. & Sun.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 5.45						
	\$ 5.48						
5.43							
5.48	5.50						
5.53	\$ 5.55						
5.57	5.58						
	\$ 5.59						
	\$ 6.01						
	\$ 6.02						
	\$ 6.03						
	\$ 6.05						
6.02	\$ 6.08						
	\$ 6.12						
	\$ 6.15	Will Run Sunday and May 30 July 4 Sept. 2					
	\$ 6.18						
	\$ 6.20						
6.12							
	\$ 6.24						
\$ 6.21	\$ 6.31						
6.27				\$ 6.35			
6.37				6.46			
6.42				6.52			
						\$ 6.57	
6.49				7.01		\$ 7.02	
						\$ 7.06	
6.55				7.08		\$ 7.10	MU
						\$ 7.14	
						\$ 7.17	
		\$ 6.54	\$ 6.55		\$ 6.55		\$ 7.04
		\$ 6.58			\$ 6.59		\$ 7.09
		7.01	7.01		7.02		7.12
	MU			MU	\$ 7.07	MU	\$ 7.18
					\$ 7.10		
7.00		7.10	7.09	7.14	7.13	7.20	7.23
					\$ 7.15	\$ 7.22	\$ 7.26
					\$ 7.19		\$ 7.30
7.05		7.16	7.15	7.19	7.23	7.28	7.34
			\$ 7.17		\$ 7.25		\$ 7.36
7.09		7.22	7.21	7.24	7.30	7.33	7.39
							\$ 7.42
							\$ 7.43
DC 7.12							
7.31		\$ 7.25	\$ 7.25	7.29	\$ 7.35	\$ 7.37	\$ 7.46
7.34		C. N. J. Yd. Harrison 7.28	7.28	7.32	7.38	7.40	7.49
\$ 7.48			\$ 7.40	\$ 7.44	\$ 7.50	\$ 7.52	\$ 8.01
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

## PHILADELPHIA TO NEW YORK

STATIONS		FIRST CLASS			
		C. N. J.			
		● 118 Daily	± 5306 Daily Ex. Sat. & Sun.	± 3712 Daily Ex. Sat. & Sun.	± 3610 Daily Ex. Sat. & Sun.
		A. M.	A. M.	A. M.	A. M.
SUBURBAN STATION					
PHILA.- 30th ST.	Lower Level	DC6.12			
	Upper Level	6.15			
	Lower Level	6.20			
ZOO					
NORTH PHILA.		DC6.25			
SHORE		6.29			
FRANKFORD JCT.					
JERSEY					
UTICA AVENUE					
FRANKFORD					
BRIDESBURG					
WISSINOMING					
TACONY					
HOLMESBURG JCT.		6.35			
TORRESDALE					
ANDALUSIA					
CORNWELLS HEIGHTS					
EDDINGTON					
CROYDON					
BRISTOL					
GRUNDY		6.45			
LEVITTOWN-TULLYTOWN					
MORRISVILLE					
TRENTON		DC6.56			
PRINCETON JCT.		7.06			
MONMOUTH JCT.		7.11			
DEANS					
ADAMS					
JERSEY AVENUE				\$ 7.12	
COUNTY		7.19			
NEW BRUNSWICK				\$ 7.17	
EDISON				\$ 7.21	
METUCHEN		7.25		\$ 7.26	MU
ISELIN					
COLONIA					
SOUTH AMBOY	N. Y. &				\$ 7.20
	L. B.		\$ 7.20		\$ 7.24
	R. R.		7.23		7.27
PERTH AMBOY					
WC					
GENASCO					
WOODBIDGE	P. A. &			MU	\$ 7.32
	W. Br.				\$ 7.34
					\$ 7.36
EDGAR					
AVENEL					
UNION		7.31	7.31	7.33	7.39
RAHWAY				\$ 7.35	\$ 7.41
NORTH RAHWAY					\$ 7.43
LINDEN				\$ 7.39	\$ 7.46
SOUTH ELIZABETH		7.35	7.37	7.43	\$ 7.50
ELIZABETH				\$ 7.45	\$ 7.53
NORTH ELIZABETH				\$ 7.48	
HUNTER		7.39	7.42	7.51	7.58
SOUTH ST. (Newark)					\$ 7.59
NEWARK			\$ 7.46		
HUDSON		D 7.43		\$ 7.55	\$ 8.02
		7.46	C.N.J. Yd.	7.58	8.05
		\$ 7.58	Harrison	\$ 8.10	\$ 8.18
NEW YORK			7.49		
		A. M.	A. M.	A. M.	A. M.

## FIRST CLASS

4	C. N. J.	•●3816	•●1108	•●3904	•●1110	•●254	•●504
Daily	•5354 Saturday Only	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
							\$ 6.40
							\$ 6.43
						\$ 6.35	
						6.39	6.46
6.19							
D 6.26						\$ 6.45	\$ 6.51
6.33						6.49	6.54
6.37							\$ 6.55
							\$ 6.57
							\$ 6.58
							\$ 7.00
6.43						6.55	\$ 7.04
							\$ 7.06
							\$ 7.09
							F 7.11
							\$ 7.13
							\$ 7.16
6.53						7.06	\$ 7.20
							\$ 7.27
D 7.05		\$ 6.55				\$ 7.17	
7.15		\$ 7.05				\$ 7.29	
7.20		\$ 7.12				7.36	
7.27		7.21				7.43	
		\$ 7.24				\$ 7.47	
		G 7.28					
7.33		\$ 7.33				7.56	
		\$ 7.37					
		\$ 7.40					
	\$ 7.29				\$ 7.42		
	\$ 7.33						
	7.36		7.40		7.49		
		MU		MU			MU
7.39	7.45	7.43	7.49	7.53	7.56	8.02	
		\$ 7.45		\$ 8.02			
				\$ 8.04			
		G 7.49		\$ 8.08			
7.44	7.50	7.53	7.56	8.12	8.02	8.06	
		\$ 7.56		\$ 8.15			
		\$ 7.59		\$ 8.18			
7.48	7.56	8.02	8.01	8.21	8.07	8.10	
		\$ 8.03		\$ 8.22			
D 7.52	\$ 8.00						
8.00		\$ 8.08	\$ 8.05	\$ 8.25	\$ 8.10	\$ 8.14	
8.03	C.N.J.Yd. Harrison	8.11	8.08	8.28	8.13	8.17	
\$ 8.15	8.03	\$ 8.24	\$ 8.21	\$ 8.40	\$ 8.27	\$ 8.30	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

PHILADELPHIA TO NEW YORK

STATIONS	FIRST CLASS			
	#● 1112	#● 3716	C. N. J.	#● 3618
	Daily Ex.	Daily Ex.	Daily Ex.	Daily Ex.
	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
	A. M.	A M	A. M.	A M
SUBURBAN STATION				
PHILA.-	{ Lower Level Upper Level Lower Level			
30th ST				
ZOO				
NORTH PHILA.				
SHORE				
FRANKFORD JCT.				
JERSEY				
UTICA AVENUE				
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JCT.				
TORRESDALE				
ANDALUSIA				
CORNWELLS HEIGHTS				
EDDINGTON				
CROYDON				
BRISTOL				
GRUNDY				
LEVITTOWN-TULLYTOWN				
MORRISVILLE				
TRENTON				
PRINCETON JCT.				
MONMOUTH JCT.				
DEANS				
ADAMS				
JERSEY AVENUE		\$ 7.46		
COUNTY				
NEW BRUNSWICK		\$ 7.51		
EDISON		\$ 7.56		
METUCHEN		\$ 8.02		MU
ISELIN				
COLONIA				
SOUTH AMBOY	{ N. Y. & L. B. R. R.	\$ 7.52		\$ 7.58
PERTH AMBOY			\$ 7.59	\$ 8.02
WC		7.57	8.02	8.05
GENASCO				
WOODBIDGE	{ P. A. & W. Br.		MU	\$ 8.10
EDGAR				\$ 8.14
AVENEL				
UNION		8.04	8.10	8.12
RAHWAY				8.18
NORTH RAHWAY				\$ 8.20
LINDEN				
SOUTH ELIZABETH		8.10	8.15	8.18
ELIZABETH				8.27
NORTH ELIZABETH				
HUNTER		8.15	8.19	8.24
SOUTH ST (Newark)				8.32
NEWARK		\$ 8.19	\$ 8.23	\$ 8.27
HUDSON		8.22	8.26	C. N. J. Yd. Harrison
NEW YORK		\$ 8.35	\$ 8.38	8.30
	A. M.	A M	A. M.	A M



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## PHILADELPHIA TO NEW YORK

STATIONS	FIRST CLASS				
	±● 3820	● 3822	◇ 30	◇ 48	
	Daily Ex. Sat. & Sun.	Saturday Only	Daily	Daily	
	A. M.	A. M.	A. M.	A. M.	
SUBURBAN STATION					
PHILA.-30th ST.	{ Lower Level				
	{ Upper Level				
	{ Lower Level				
ZOO			7.47	7.56	
NORTH PHILA.			D 7.52	D 8.00	
			7.55	8.02	
SHORE			7.59	8.07	
FRANKFORD JCT.					
JERSEY					
UTICA AVENUE					
FRANKFORD					
BRIDESBURG					
WISSINOMING					
TACONY					
HOLMESBURG JCT.			8.05	8.12	
TORRESDALE					
ANDALUSIA					
CORNWELLS HEIGHTS					
EDDINGTON					
OROYDON					
BRISTOL					
GRUNDY			8.15	8.22	
LEVITTOWN-TULLYTOWN					
MORRISVILLE					
TRENTON	\$ 7.55	\$ 8.15	8.22	D 8.32	
PRINCETON JCT.	\$ 8.06	\$ 8.26		8.42	
MONMOUTH JCT.	8.12	8.33		8.46	
DEANS					
ADAMS					
JERSEY AVENUE					
COUNTY	8.21	8.41	8.42	8.52	
NEW BRUNSWICK	\$ 8.24	\$ 8.44			
EDISON					
METUCHEN	\$ 8.32	\$ 8.51	8.48	8.58	
ISELIN					
COLONIA					
SOUTH AMBOY	{ N. Y. &				
PERTH AMBOY	{ L. B.				
WC	{ R. R.				
GENASCO					
WOODBIDGE	{ P. A. &	MU	MU		
EDGAR	{ W. Br.				
AVENEL					
UNION	8.39	8.57	8.53	9.03	
RAHWAY	\$ 8.42	\$ 8.59			
NORTH RAHWAY					
LINDEN		\$ 9.04			
SOUTH ELIZABETH	8.48	9.08	8.57	9.08	
ELIZABETH	\$ 8.50	\$ 9.10			
NORTH ELIZABETH	\$ 8.53	\$ 9.13			
HUNTER	8.56	9.16	9.01	9.12	
SOUTH ST. (Newark)	\$ 8.57				
NEWARK	\$ 9.00	\$ 9.20	D 9.05	D 9.15	
HUDSON	9.03	9.23	9.08	9.18	
NEW YORK	\$ 9.16	\$ 9.35	\$ 9.20	\$ 9.30	
	A. M.	A. M.	A. M.	A. M.	

## FIRST CLASS

	#202 Daily Ex. Sat. & Sun.	#1118 Daily Ex. Sat. & Sun.	#3912 Daily Ex. Sat. & Sun.	C. N. J. 5358 Saturday Only	4202	#256 Daily Ex. Sun.	#506 Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
							\$ 8.12
							\$ 8.15
	\$ 8.00					\$ 8.05	
	8.04					8.10	8.18
	\$ 8.10					\$ 8.15	\$ 8.23
	8.14					8.19	8.26
							\$ 8.27
							\$ 8.28
							\$ 8.29
							\$ 8.30
							\$ 8.32
	8.20					8.25	\$ 8.36
							\$ 8.39
					Will Run Sunday and May 30 July 4 Sept. 2		\$ 8.42
							\$ 8.45
							\$ 8.48
	8.30					8.35	\$ 8.52
							\$ 9.00
	8.37				\$ 8.38	\$ 8.45	
					\$ 8.49	\$ 8.55	
					8.55	9.01	
	8.56				9.05	9.08	
					\$ 9.08	\$ 9.11	
	9.02				\$ 9.15	\$ 9.18	
		\$ 8.56		\$ 9.02			
		9.02		\$ 9.06			
				9.09			
			MU		MU		MU
	9.07	9.10	9.08	9.16	9.21	9.25	
			\$ 9.11		\$ 9.23		
			\$ 9.13				
			\$ 9.15		\$ 9.26		
	9.11	9.15	9.18	9.22	9.29	9.30	
		\$ 9.17	\$ 9.20		\$ 9.31		
			\$ 9.23				
	9.15	9.22	9.26	9.28	9.36	9.34	
				\$ 9.33			
	\$ 9.18	\$ 9.25	\$ 9.29		\$ 9.40	\$ 9.38	
	9.22	9.28	9.32	C.N.J. Yd.	9.43	9.42	
	\$ 9.35	\$ 9.40	\$ 9.45	Harrison 9.36	\$ 9.55	\$ 9.55	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

## PHILADELPHIA TO NEW YORK

STATIONS	FIRST CLASS			
	±●3724	●550	±●3622	114
	Daily Ex.	Saturday	Daily Ex.	Daily
	Sat. & Sun.	Only	Sat. & Sun.	
	A. M.	A. M.	A. M.	A. M.
SUBURBAN STATION.....		\$ 8.30		
PHILA.-30th ST. { Lower Level				P 8.23
{ Upper Level		\$ 8.33		# 8.35
{ Lower Level				
ZOO.....		8.36		8.40
NORTH PHILA.....		\$ 8.40		P 8.45
SHORE.....		8.43		8.49
FRANKFORD JCT.....		\$ 8.44		
JERSEY.....				
UTICA AVENUE.....				
FRANKFORD.....				
BRIDESBURG.....		\$ 8.46		
WISSINOMING.....		\$ 8.48		
TACONY.....		\$ 8.50		
HOLMESBURG JCT.....		\$ 8.53		8.54
TORRESDALE.....		\$ 8.56		
ANDALUSIA.....				
CORNWELLS HEIGHTS.....		\$ 8.59		
EDDINGTON.....				
CROYDON.....		\$ 9.03		
BRISTOL.....		\$ 9.06		
GRUNDY.....				9.03
LEVITTOWN-TULLYTOWN.....		\$ 9.11		
MORRISVILLE.....				
TRENTON.....		\$ 9.18		P 9.14
PRINCETON JOT.....				9.24
MONMOUTH JOT.....				9.29
DEANS.....				
ADAMS.....				
JERSEY AVENUE.....	\$ 9.17			
COUNTY.....				9.36
NEW BRUNSWICK.....	\$ 9.21			
EDISON.....			MU	
METUCHEN.....	\$ 9.28			9.42
ISELIN.....	\$ 9.32			
COLONIA.....				
SOUTH AMBOY.....	N. Y. & L. B. R. R.		\$ 9.23	
PERTH AMBOY.....			\$ 9.27	
WO.....			9.30	
GENASCO.....	P. A. & W. Br.			
WOODBIDGE.....		MU	\$ 9.35	
EDGAR.....			\$ 9.38	
AVENEL.....				
UNION.....		9.36	9.41	9.47
RAHWAY.....		\$ 9.38	\$ 9.43	
NORTH RAHWAY.....			\$ 9.45	
LINDEN.....			\$ 9.48	
SOUTH ELIZABETH.....		9.43	9.51	9.52
ELIZABETH.....			\$ 9.54	
NORTH ELIZABETH.....			\$ 9.57	
HUNTER.....		9.48	10.00	9.57
SOUTH ST. (Newark).....				
NEWARK.....		\$ 9.53	\$10.03	P10.00
HUDSON.....		9.56	10.06	10.03
NEW YORK.....		\$10.08	\$10.20	P10.15
	A. M.	A. M.	A. M.	A. M.

# NORTHWARD-EASTWARD

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## FIRST CLASS

	● 1001 Daily A. M.	● 3770 Saturday Only A. M.	NH182 Daily Ex. Mon. A. M.	● 204 Daily Ex. Sun. A. M.	● 280 A. M.	● 3726 Daily Ex. Sat. & Sun. A. M.	● 170 Daily A. M.
	\$ 8.40			\$ 9.00	\$ 9.00		\$ 9.15
	8.44			9.05	9.05		9.19
					\$ 9.10		
	\$ 8.50			\$ 9.10			\$ 9.25
	8.54			9.14	9.15		9.29
	C 8.55						
	9.03						
	\$ 9.12						
				9.20	9.20		9.35
					\$ 9.30		
				9.30	\$ 9.36		9.45
				\$ 9.41	\$ 9.44		\$ 9.55
				\$ 9.51	\$ 9.55		10.05
				9.57	10.00		10.10
		\$ 9.34				\$10.07	
				10.04	10.07		10.17
		\$ 9.38		\$10.07	\$10.10	\$10.12	
		\$ 9.42				\$10.15	
		\$ 9.46		10.14	\$10.17	\$10.19	10.23
		\$ 9.50				\$10.23	
						\$10.25	
					Will Run Sunday and May 30 July 4 Sept. 2		
		MU				MU	
		9.54		10.19	10.23	10.28	10.29
		\$ 9.57			\$10.26	\$10.30	
		\$10.01					
		10.04		10.23	10.32	10.36	10.33
		\$10.06			\$10.35		
		10.11		10.27	10.40	10.41	10.37
		\$10.15		\$10.32	\$10.45	\$10.44	\$10.40
		10.18		10.35	10.48	10.47	10.43
		\$10.30		\$10.47	\$11.00	\$10.59	\$10.55
			\$10.30				11.20
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

## PHILADELPHIA TO NEW YORK

STATIONS	FIRST CLASS				
	☛● 1120	☛● 3916	● 3824	100	☛● 508
	Daily Ex. Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Saturday Only A. M.	Daily A. M.	Daily Ex. Sat. & Sun. A. M.
SUBURBAN STATION					\$ 9.30
PHILA.- 30th ST. { Lower Level				P 9.25	
Upper Level					\$ 9.33
Lower Level				# 9.27	
ZOO				9.32	9.36
NORTH PHILA.				P 9.37	\$ 9.40
SHORE				9.41	9.43
FRANKFORD JCT.					\$ 9.44
JERSEY					
UTICA AVENUE					
FRANKFORD					
BRIDESBURG					\$ 9.47
WISSINOMING					\$ 9.49
TACONY					\$ 9.51
HOLMESBURG JCT.				9.46	\$ 9.54
TORRESDALE					\$ 9.57
ANDALUSIA					
CORNWELLS HEIGHTS					\$10.00
EDDINGTON					
CROYDON					\$10.04
BRISTOL					\$10.07
GRUNDY				9.55	
LEVITTOWN-TULLYTOWN					\$10.11
MORRISVILLE					
TRENTON			\$10.12	P10.05	\$10.18
PRINCETON JCT.			\$10.22	10.16	
MONMOUTH JCT.			10.28	10.21	
DEANS					
ADAMS					
JERSEY AVENUE					
COUNTY			10.36	10.27	
NEW BRUNSWICK			\$10.40		
EDISON					
METUCHEN			\$10.47	10.33	
ISELIN			\$10.51		
COLONIA					
SOUTH AMBOY.. { N. Y. &	\$10.19				
PERTH AMBOY.. { L. B.	\$10.24				
WC { R. R.	10.27				
GENASCO					
WOODBIDGE.. { P. A. &	\$10.30	MU	MU		MU
EDGAR { W. Br.					
AVENEL					
UNION	10.36	10.37	10.55	10.38	
RAHWAY	\$10.38	\$10.39	\$10.57		
NORTH RAHWAY		\$10.43	\$11.01		
LINDEN					
SOUTH ELIZABETH	10.43	10.47	11.04	10.43	
ELIZABETH	\$10.45	\$10.49	\$11.06		
NORTH ELIZABETH			\$11.09		
HUNTER	10.49	10.54	11.12	10.47	
SOUTH ST. (Newark)					
NEWARK	\$10.52	\$10.57	\$11.15	P10.50	
HUDSON	10.55	11.00	11.18	10.53	
NEW YORK	\$11.08	\$11.14	\$11.30	P11.05	
	A. M.	A. M.	A. M.	A. M.	A. M.

## NORTHWARD-EASTWARD

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FIRST CLASS							
●1057 Daily A. M.	●1182 A. M.	●●206 Daily Ex. Sun. A. M.	◇104 A. M.	●●3728 Daily Ex. Sat. & Sun. A. M.	●●3918 Daily Ex. Sat. & Sun. A. M.	●●3922 Daily Ex. Sat. & Sun. A. M.	◇126 Daily A. M.
			P 9.54				
\$ 9.35		\$10.00	#10.05				\$10.43
9.40		10.04	10.10				10.47
\$ 9.45		\$10.09	P10.15				\$10.52
9.50		10.13	10.19				10.56
C 9.51							
9.58							
\$10.07							
		10.19	10.24				11.02
First Trip June 16	Will Run Sunday and May 30 July 4 Sept. 2		Will Run Fri., Sat. and Sun. June 14 to Sept. 8 Inclusive				
Last Trip Sept. 2		10.29	10.33				11.12
		\$10.38	P10.44				\$11.20
		10.48	10.55				
		10.53	11.00				
				\$11.03			
		11.00	11.08				11.42
		\$11.03		\$11.07			
		11.10	11.14	\$11.11			11.48
				\$11.15			
				\$11.19			
	\$10.47						
	\$10.51						
	10.54						
	\$10.59			MU	MU	MU	
	11.04	11.15	11.19	11.24	11.26	11.49	11.53
	\$11.06			\$11.26	\$11.29	\$11.51	
					\$11.81		
					\$11.84	\$11.55	
	11.12	11.19	11.24	11.32	11.37	11.58	11.57
	\$11.15				\$11.39	\$12.00	
					\$11.42		
	11.19	11.23	11.28	11.37	11.45	12.05	12.01
	\$11.23	\$11.28	P11.35	\$11.40	\$11.49	\$12.10	D12.05
	11.26	11.31	11.38	11.43	11.52	12.13	12.08
	\$11.38	\$11.43	P11.50	\$11.55	\$12.04	\$12.25	\$12.20
A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.

## PHILADELPHIA TO NEW YORK

STATIONS	FIRST CLASS				
	C. N. J.	✱●3730	✱●510	✱●3924	C. N. J.
	●5362 Saturday Only A. M.	Daily Ex. Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.
SUBURBAN STATION.....			\$11.10		
PHILA.-30th ST.....	{ Lower Level Upper Level Lower Level		\$11.13		
ZOO.....			11.16		
NORTH PHILA.....			\$11.20		
SHORE.....			11.23		
FRANKFORD JCT.....			\$11.24		
JERSEY.....					
UTICA AVENUE.....					
FRANKFORD.....					
BRIDESBURG.....		Baggage Service Saturday Only	\$11.26		
WISSINOMING.....			\$11.28		
TACONY.....			\$11.30		
HOLMESBURG JCT.....			\$11.33		
TORRESDALE.....			\$11.36		
ANDALUSIA.....					
CORNWELLS HEIGHTS.....			\$11.39		
EDDINGTON.....					
CROYDON.....			\$11.44		
BRISTOL.....			\$11.47		
GRUNDY.....					
LEVITTOWN-TULLYTOWN.....			\$11.51		
MORRISVILLE.....					
TRENTON.....			\$11.58		
PRINCETON JCT.....					
MONMOUTH JCT.....					
DEANS.....					
ADAMS.....					
JERSEY AVENUE.....		\$11.44			
COUNTY.....					
NEW BRUNSWICK.....		\$11.48			
EDISON.....					
METUCHEN.....		\$11.55			
ISELIN.....					
COLONIA.....					
SOUTH AMBOY.....	{ N. Y. & L. B. R. R.	\$11.44			\$12.35
PERTHAMBOY.....		\$11.48			\$12.40
WC.....		11.51			12.43
GENASCO.....					
WOODBIDGE.....	{ P. A. & W. Br.		MU	MU	MU
EDGAR.....					
AVENEL.....					
UNION.....		11.59	12.01	12.24	12.51
RAHWAY.....			\$12.03	\$12.26	
NORTH RAHWAY.....				\$12.28	
LINDEN.....			\$12.07	\$12.31	
SOUTH ELIZABETH.....		12.05	12.10	12.34	12.57
ELIZABETH.....			\$12.12	\$12.36	
NORTH ELIZABETH.....					
HUNTER.....		12.11	12.17	12.41	1.02
SOUTH ST. (Newark).....					
NEWARK.....		\$12.15	\$12.20	\$12.44	\$ 1.05
HUDSON.....	C.N.J. Yd. Harrison	12.23		12.47	C.N.J. Yd. Harrison
NEW YORK.....	12.18	\$12.35		\$12.59	1.08
	P. M.	P. M.	A. M.	P. M.	P. M.



# NORTHWARD-EASTWARD

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## FIRST CLASS

● 552 Saturday Only		±● 3736 Daily Ex. Sat. & Sun.	● 4246	● 172	● 3626 Saturday Only	±3828 Daily Ex. Sun.	◇148
A. M.		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$11.30							
				\$12.09			D12.16
\$11.33				12.14			12.21
11.36				12.18			12.26
\$11.40				\$12.23			D12.31
11.43				12.27			12.36
\$11.44							
\$11.45							
\$11.46							
\$11.48							
\$11.50							
\$11.52				12.33			12.41
\$11.55							
\$11.58			Will Run Sunday and May 30 July 4 Sept. 2				
\$12.03							
\$12.07							
				12.43			12.51
\$12.11							
\$12.18							
				\$12.51		\$ 1.03	D 1.00
						\$ 1.14	1.10
						1.20	1.16
		\$12.32	\$12.40				
				1.12		1.29	1.22
		\$12.36	\$12.44			\$ 1.34	
						G 1.38	
		\$12.43	\$12.50	1.18	MU	\$ 1.41	1.28
		\$12.47	\$12.54			G 1.44	
					\$ 1.20		
					\$ 1.24		
					1.27		
MU		MU	MU		\$ 1.32	MU	
					\$ 1.35		
		12.51	12.58	1.23	1.40	1.47	1.33
		\$12.53	\$ 1.00		\$ 1.42	\$ 1.49	
		\$12.57	\$ 1.04			\$ 1.53	
		1.00	1.07	1.27		1.57	1.37
		\$ 1.02	\$ 1.09			\$ 1.59	
			\$ 1.12			G 2.02	
		1.07	1.15	1.31		2.05	1.41
		\$ 1.10	\$ 1.19	\$ 1.35		\$ 2.08	D 1.45
		1.13	1.22	1.38		2.11	1.48
		\$ 1.25	\$ 1.34	\$ 1.50		\$ 2.23	\$ 2.00
				2.10			
P. M.		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

## PHILADELPHIA TO NEW YORK

STATIONS	FIRST CLASS				
	#512 Daily Ex. Sun.	#3738 Daily Ex. Sat. & Sun.	50 Daily	#3926 Daily Ex. Sat. & Sun.	212 Daily
	P. M.	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION..	\$12.30				
PHILA.-30th ST. { Lower Level					
{ Upper Level	\$12.33				
{ Lower Level					\$ 1.00
ZOO.....	12.36		12.23		1.04
NORTH PHILA.....			D 12.40		
	\$12.40		12.55		\$ 1.10
SHORE.....	12.43		12.59		1.14
FRANKFORD JCT.....	\$12.44				
JERSEY.....					
UTICA AVENUE.....					
FRANKFORD.....					
BRIDESTOWN.....	\$12.47				
WISSINOMING.....	\$12.48				
TACONY.....	\$12.50				
HOLMESBURG JCT.....	\$12.53		1.05		1.20
TORRESDALE.....	\$12.56				
ANDALUSIA.....					
CORNWELLS HEIGHTS.....	\$12.59				
EDDINGTON.....					
CROYDON.....	\$ 1.03				
BRISTOL.....	\$ 1.06				
GRUNDY.....			1.15		1.30
LEVITTOWN-TULY TOWN.....	\$ 1.11				
MORRISVILLE.....					
TRENTON.....	\$ 1.18		D 1.23		
			1.27		\$ 1.39
PRINCETON JCT.....			1.37		\$ 1.50
MONMOUTH JCT.....			1.42		1.55
DEANS.....					
ADAMS.....					
JERSEY AVENUE.....	\$ 1.36				
COUNTY.....			1.49		2.03
NEW BRUNSWICK.....	\$ 1.40				\$ 2.06
EDISON.....					
METUCHEN.....	\$ 1.48		1.55		2.12
ISELIN.....	\$ 1.52				
COLONIA.....					
SOUTH AMBOY.....	N. Y. & L. B. R. R.				
PERTH AMBOY.....					
WO.....					
GENASCO.....	P. A. & W. Br.				
WOODBIDGE.....		MU	MU	MU	
EDGAR.....					
AVENEL.....					
UNION.....		1.56	2.00	2.10	2.17
RAHWAY.....		\$ 1.58		\$ 2.13	
NORTH RAHWAY.....				\$ 2.16	
LINDEN.....		\$ 2.02		\$ 2.19	
SOUTH ELIZABETH.....		2.05	2.04	2.22	2.21
ELIZABETH.....		\$ 2.07		\$ 2.24	
NORTH ELIZABETH.....					
HUNTER.....		2.12	2.08	2.29	2.25
SOUTH ST. (Newark).....					
NEWARK.....		\$ 2.15	D 2.11		
			2.25	\$ 2.32	\$ 2.28
HUDSON.....		2.18	2.28	2.35	2.31
NEW YORK.....		\$ 2.30	\$ 2.40	\$ 2.47	\$ 2.43
	P. M.	P. M.	P. M.	P. M.	P. M.

# NORTHWARD-EASTWARD

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FIRST CLASS							
C. N. J.	● 3740	±● 514	● 1164	±1124	±● 3742	● 130	±● 3928
● 5384	Daily	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 1.30				\$ 1.58	
		\$ 1.33				2.00	
		1.36				2.04	
		\$ 1.40				\$ 2.09	
		1.43				2.13	
		\$ 1.44					
		\$ 1.46					
		\$ 1.48					
		\$ 1.50					
		\$ 1.53				2.19	
		\$ 1.56					
		\$ 1.59					
		\$ 2.03					
		\$ 2.06					
						2.29	
		\$ 2.11					
		\$ 2.18					
						\$ 2.38	
	\$ 2.09				\$ 2.40		
						2.59	
	\$ 2.13				\$ 2.44		
	\$ 2.20				\$ 2.51	3.05	
	Q 2.23				\$ 2.55		
\$ 2.11			\$ 2.25	\$ 2.27			
\$ 2.16			\$ 2.30	\$ 2.32			
2.18			2.33	2.36			
	MU	MU	\$ 2.38	\$ 2.39	MU		MU
2.27	2.27		2.42	2.44	2.59	3.10	3.14
\$ 2.29			\$ 2.44	\$ 2.45	\$ 3.01		\$ 3.17
							\$ 3.19
	\$ 2.33				\$ 3.04		\$ 3.22
2.33	2.37		2.50	2.51	3.07	3.14	3.25
	\$ 2.39		\$ 2.52	\$ 2.53	\$ 3.09		\$ 3.27
R 2.41							
2.39	2.44		2.57	2.56	3.14	3.18	3.32
\$ 2.42							
	\$ 2.47		\$ 3.00	\$ 2.59	\$ 3.17	\$ 3.22	\$ 3.35
C. N. J. Yd.	2.50		3.03	3.03	3.20	3.25	3.38
Harrison							
2.45	\$ 3.03		\$ 3.15	\$ 3.15	\$ 3.33	\$ 3.37	\$ 3.60
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

## PHILADELPHIA TO NEW YORK

STATIONS	FIRST CLASS				
	● 3830 Saturday Only	±● 3744 Daily Ex. Sat. & Sun.		±● 516 Daily Ex. Sun.	● 4250
	P. M.	P. M.		P. M.	P. M.
SUBURBAN STATION.....				\$ 2.40	
PHILA.-30th ST. { Lower Level					
{ Upper Level				\$ 2.43	
{ Lower Level					
ZOO.....				2.46	
NORTH PHILA.....				\$ 2.50	
SHORE.....				2.53	
FRANKFORD JCT.....				\$ 2.54	
JERSEY.....					
UTICA AVENUE.....					
FRANKFORD.....					
BRIDESBURG.....				\$ 2.56	
WISSINOMING.....				\$ 2.58	
TACONY.....				\$ 3.00	
HOLMESBURG JOT.....				\$ 3.03	
TORRESDALE.....				\$ 3.06	
ANDALUSIA.....				\$ 3.08	
CORNWELLS HEIGHTS.....				\$ 3.10	
EDDINGTON.....					
CROYDON.....				\$ 3.15	
BRISTOL.....				\$ 3.18	
GRUNDY.....					
LEVITTOWN-TULLYTOWN.....				\$ 3.22	
MORRISVILLE.....					
TRENTON.....	\$ 2.48			\$ 3.28	
PRINCETON JCT.....	\$ 2.59				
MONMOUTH JOT.....	3.06				
DEANS.....					
ADAMS.....					
JERSEY AVENUE.....		\$ 3.11			\$ 3.29
COUNTY.....	3.14				
NEW BRUNSWICK.....	\$ 3.17	\$ 3.15			\$ 3.33
EDISON.....		\$ 3.19			\$ 3.37
METUCHEN.....	\$ 3.24	\$ 3.24			\$ 3.41
ISELIN.....		\$ 3.28			\$ 3.45
COLONIA.....					
SOUTH AMBOY.....	N. Y. & L. B. R. R.				
PERTH AMBOY.....					
WO.....					
GENASCO.....	P. A. & W. Br.	MU	MU	MU	MU
WOODBIDGE.....					
EDGAR.....					
AVENEL.....					
UNION.....					
RAHWAY.....	3.31	3.32			3.49
NORTH RAHWAY.....	\$ 3.33	\$ 3.34			\$ 3.51
LINDEN.....	\$ 3.37	\$ 3.37			
SOUTH ELIZABETH.....	3.40	3.43			3.59
ELIZABETH.....	\$ 3.42	\$ 3.45			\$ 4.01
NORTH ELIZABETH.....	\$ 3.45	\$ 3.48			\$ 4.04
HUNTER.....	3.48	3.51			4.07
SOUTH ST. (Newark).....					
NEWARK.....	\$ 3.53	\$ 3.54			\$ 4.10
HUDSON.....	3.56	3.57			4.13
NEW YORK.....	\$ 4.08	\$ 4.09			\$ 4.25
	P. M.	P. M.		P. M.	P. M.

# NORTHWARD-EASTWARD

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FIRST CLASS							
#●3746 Daily Ex. Sat. & Sun. P. M.	●218 Daily P. M.	#●1126 Daily Ex. Sat. & Sun. P. M.	#●3748 Daily Ex. Sat. & Sun. P. M.	C. N. J. ●5366 Saturday Only P. M.	●3846 Saturday Only P. M.	#●518 Daily Ex. Sat. & Sun. P. M.	●4234 P. M.
						\$ 3.20	
						\$ 3.23	
	\$ 3.00					3.26	
	3.04						
	\$ 3.09					\$ 3.30	
	3.13					3.33	
						\$ 3.34	
						\$ 3.36	
						\$ 3.37	
						\$ 3.39	
						\$ 3.41	
	3.19					\$ 3.44	
						\$ 3.47	
	Will Not Run May 30 July 4					\$ 3.52	Will Run Sunday and May 30 July 4 Sept. 2
						\$ 3.57	
	3.29					\$ 4.00	
						\$ 4.04	
						\$ 4.10	
	\$ 3.38				\$ 3.51		
	K 3.48				\$ 4.01		
	3.53				4.08		
\$ 3.34			\$ 4.05				
	4.00				4.16		
\$ 3.38			\$ 4.09		\$ 4.20		
\$ 3.42			F 4.12				
\$ 3.46	4.06		\$ 4.16		\$ 4.27		MU
\$ 3.50			\$ 4.20				
			F 4.22				
		\$ 4.04		\$ 4.14			\$ 4.20
		\$ 4.09		\$ 4.18			\$ 4.24
		4.12		4.21			4.27
MU			MU		MU	MU	\$ 4.32
							\$ 4.35
3.54	4.11	4.19	4.24	4.30	4.33		4.38
\$ 3.56		\$ 4.20	\$ 4.26				\$ 4.40
\$ 4.00			\$ 4.30				\$ 4.44
4.03	4.16	4.27	4.33	4.36	4.38		4.48
\$ 4.05		\$ 4.29	\$ 4.35		\$ 4.40		\$ 4.50
\$ 4.08							
4.11	4.19	4.34	4.40	4.42	4.45		4.55
\$ 4.14	\$ 4.22	\$ 4.37	\$ 4.43	\$ 4.45	\$ 4.49		\$ 4.59
4.17	4.25	4.41	4.46	C.N.J.Yd. Harrison 4.48	4.52		5.02
\$ 4.29	\$ 4.37	\$ 4.53	\$ 4.58		\$5.04		\$ 5.15
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

## PHILADELPHIA TO NEW YORK

STATIONS	FIRST CLASS				
	±●3832	●556	±●3750	C. N. J.	±●3630
	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat & Sun		Daily Ex. Sat & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION.....		\$ 3.30			
PHILA.-30th ST.....		\$ 3.33			
{ Lower Level					
{ Upper Level					
{ Lower Level					
ZOO.....		3.36			
NORTH PHILA.....		\$ 3.40			
SHORE.....		3.43			
FRANKFORD JCT.....		\$ 3.44			
JERSEY.....					
UTICA AVENUE.....					
FRANKFORD.....		\$ 3.45			
BRIDENBURG.....		\$ 3.46			
WISSINOMING.....		\$ 3.48			
TACONY.....		\$ 3.50			
HOLMESBURG JCT.....		\$ 3.53			
TORRESDALE.....		\$ 3.56			
ANDALUSIA.....				Will Run	
CORN WELLS HEIGHTS.....		\$ 3.59		Sunday	
EDDINGTON.....				and	
CROYDON.....		\$ 4.04		May 30	
BRISTOL.....		\$ 4.07		July 4	
GRUNDY.....				Sept. 2	
LEVITTOWN-TULLYTOWN.....		\$ 4.11			
MORRISVILLE.....					
TRENTON.....		\$ 4.18			
PRINCETON JCT.....	\$ 4.01				
MONMOUTH JCT.....	\$ 4.12				
DEANS.....	4.19				
ADAMS.....					
JERSEY AVENUE.....			\$ 4.35		
COUNTY.....	4.28				
NEW BRUNSWICK.....	\$ 4.32		\$ 4.39		
EDISON.....			\$ 4.43		
METUCHEN.....	\$ 4.39		\$ 4.47		MU
ISELIN.....					
COLONIA.....					
SOUTH AMBOY.....	N. Y. &			\$ 4.45	\$ 4.45
PERTH AMBOY.....	L. B.			\$ 4.49	\$ 4.49
WC.....	R. R.			4.52	4.52
GENASCO.....					
WOODBIDGE.....	P. A. &	MU	MU		\$ 4.58
EDGAR.....	W. Br.				
AVENEL.....					\$ 5.02
UNION.....		4.46	4.54	5.00	5.05
RAHWAY.....			\$ 4.56		\$ 5.07
NORTH RAHWAY.....			\$ 4.58		\$ 5.09
LINDEN.....			\$ 5.01		\$ 5.12
SOUTH ELIZABETH.....	4.51		5.05	5.06	5.16
ELIZABETH.....	\$ 4.53		\$ 5.07		\$ 5.18
NORTH ELIZABETH.....			\$ 5.10		\$ 5.21
HUNTER.....	4.57		5.13	5.12	5.24
SOUTH ST (Newark).....			\$ 5.14		\$ 5.25
NEWARK.....	\$ 5.00		\$ 5.17	\$ 5.16	\$ 5.27
HUDSON.....	5.03		5.20	C.N.J. Yd. Harrison	5.30
NEW YORK.....	\$ 5.16		\$ 5.32	5.19	\$ 5.43
	P. M.	P. M.	P. M.	P. M.	P. M.

# NORTHWARD-EASTWARD

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## FIRST CLASS

●174 Daily P. M.	●4252 P. M.	●3834 Daily Ex. Sat. & Sun. P. M.	●3752 Daily Ex. Sun. P. M.	●520 Daily Ex. Sat. & Sun. P. M.	●54 Daily P. M.	●1061 Daily Ex. Sat. & Sun. P. M.	●1027 Daily Ex. Sat. & Sun. P. M.
				\$ 4.15			
\$ 3.55				\$ 4.18			
4.00						\$ 4.35	\$ 4.45
4.04				4.22	4.27	4.40	4.50
					\$ 4.35		
\$ 4.10				\$ 4.28	# 4.47	\$ 4.45	\$ 4.55
4.14				4.31	4.52	4.49	4.59
				\$ 4.32		C 4.50	C 5.00
						4.58	5.08
						\$ 5.07	\$ 5.17
				\$ 4.34			
				\$ 4.36			
				\$ 4.38			
				\$ 4.41			
4.20				\$ 4.45	4.57		
				\$ 4.50			
	Will Run Sunday and May 30 July 4 Sept. 2			\$ 4.54		First Trip June 10	
				\$ 4.58		Last Trip Sept. 6	
4.30				\$ 5.02			
				\$ 5.09	5.07		
				\$ 5.12			
				\$ 5.20	D 5.16		
\$ 4.39		\$ 4.52			# 5.19	Will Not Run July 4 Sept. 2	
		\$ 5.03			5.29		
		\$ 5.10			5.34		
	\$ 5.04		\$ 5.23				
5.00		5.19			5.41		
	\$ 5.08	\$ 5.22	\$ 5.27				
	\$ 5.12		\$ 5.31				
5.06	\$ 5.16	\$ 5.29	\$ 5.35		5.47		
	\$ 5.20		\$ 5.38				
			\$ 5.40				
	MU	MU	MU	MU			
5.11	5.23	5.35	5.43		5.52		
	\$ 5.27		\$ 5.46				
			M 5.49				
	\$ 5.31		\$ 5.51				
5.15	5.35	5.40	5.54		5.57		
	\$ 5.37	\$ 5.42	\$ 5.56				
5.19	5.42	5.46	6.02		6.02		
\$ 5.24	\$ 5.45	\$ 5.49	\$ 6.05		\$ 6.05		
5.27	5.48	5.52	6.08		# 6.15		
\$ 5.40	\$ 6.00	\$ 6.04	\$ 6.20		6.18		
6.00					\$ 6.30		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

## PHILADELPHIA TO NEW YORK

STATIONS	FIRST CLASS			
	● 560	● 3634	● 522	C. N. J.
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION..	\$ 4.45		\$ 4.50	
PHILA.-30th ST. { Lower Level				
Upper Level	\$ 4.48		\$ 4.53	
Lower Level				
ZOO.....	4.51		4.57	
NORTH PHILA.....	\$ 4.55		\$ 5.01	
SHORE.....	4.58		5.05	
FRANKFORD JCT.....	\$ 4.59		\$ 5.06	
JERSEY.....				
UTICA AVENUE.....				
FRANKFORD.....				
BRIDESTOWN.....	\$ 5.01		\$ 5.09	
WISSINOMING.....	\$ 5.03		\$ 5.11	
TACONY.....	\$ 5.05		\$ 5.13	
HOLMESBURG JCT. ....	\$ 5.08		\$ 5.16	
TORRESDALE.....	\$ 5.11		\$ 5.19	
ANDALUSIA.....				
CORNWELLS HEIGHTS.....	\$ 5.14		\$ 5.22	
EDDINGTON.....				
CROYDON.....	\$ 5.18		\$ 5.27	
BRISTOL.....	\$ 5.22		\$ 5.31	
GRUNDY.....				
LEVITTOWN-TULLYTOWN.....	\$ 5.26		\$ 5.36	
MORRISVILLE.....				
TRENTON.....	\$ 5.33		\$ 5.43	
PRINCETON JCT.....				
MONMOUTH JCT.....				
DEANS.....				
ADAMS.....				
JERSEY AVENUE.....				
COUNTY.....				
NEW BRUNSWICK.....	Will Run Sat., Sun. and May 30 July 4 Sept. 2	MU		
EDISON.....				
METUCHEN.....				
ISELIN.....				
COLONIA.....				
SOUTH AMBOY.. { N. Y. &		\$ 5.39		\$ 5.48
PERTH AMBOY.. { L. B.		\$ 5.43		\$ 5.52
WO..... { R. R.		5.46		5.55
GENASCO.....				
WOODBIDGE.. { P. A. &	MU	\$ 5.50	MU	
EDGAR..... { W. Br.				
AVENEL.....		\$ 5.53		
UNION.....		5.56		6.03
RAHWAY.....		\$ 5.58		
NORTH RAHWAY.....		\$ 6.00		
LINDEN.....		\$ 6.03		
SOUTH ELIZABETH.....		6.07		6.09
ELIZABETH.....		\$ 6.09		
NORTH ELIZABETH.....		\$ 6.12		
HUNTER.....		6.15		6.14
SOUTH ST. (Newark).....				
NEWARK.....		\$ 6.17		\$ 6.18
HUDSON.....		6.20		C. N. J. Yd. Harrison 6.21
NEW YORK.....		\$ 6.33		
	P. M.	P. M.	P. M.	P. M.



## FIRST CLASS

● 220 Daily Ex. Sat. & Sun. P. M.	● 1029 Daily Ex. Sat. & Sun. P. M.	● 132 Daily P. M.	● 524 Daily Ex. Sat. & Sun. P. M.	● 1063 Daily Ex. Sat. & Sun. P. M.	● 526 Daily Ex. Sat. & Sun. P. M.	● 3838 Daily P. M.	● 528 Daily Ex. Sat. & Sun. P. M.
			\$ 5.08		\$ 5.16		\$ 5.20
					\$ 5.19		\$ 5.23
\$ 5.00	\$ 5.04	\$ 5.09		\$ 5.15			
5.04	5.09	5.13	5.16	5.20	5.23		5.27
\$ 5.09	\$ 5.14	\$ 5.18	5.20	\$ 5.25	\$ 5.27		\$ 5.31
5.13	5.18	5.22	5.23	5.29	5.31		5.35
	C 5.19			C 5.30			\$ 5.36
	5.27			5.38			
	\$ 5.40			\$ 5.50			
							\$ 5.38
							\$ 5.40
							\$ 5.42
							\$ 5.45
5.19		5.28	5.28		\$ 5.38		\$ 5.48
					\$ 5.41		\$ 5.51
			\$ 5.34				\$ 5.53
			\$ 5.38				\$ 5.59
			\$ 5.41		\$ 5.49		\$ 6.02
5.29		5.38			\$ 5.54		\$ 6.07
			\$ 5.53		\$ 6.01		\$ 6.14
\$ 5.37		\$ 5.47				\$ 5.50	
\$ 5.47		K 5.57				\$ 6.00	
5.53						6.06	
6.00		6.08				6.15	
						\$ 6.18	
6.06		6.14				N 6.21	
						\$ 6.25	
						\$ 6.29	
			MU		MU	MU	MU
6.11		6.19				6.33	
						\$ 6.35	
6.15		6.23				\$ 6.39	
						6.42	
6.19		6.27				\$ 6.44	
						6.49	
\$ 6.22		\$ 6.30				\$ 6.53	
6.25		6.33				6.56	
\$ 6.37		\$ 6.45				\$ 7.08	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

## PHILADELPHIA TO NEW YORK

STATIONS	FIRST CLASS			
	● 1168	± 3858 Daily Ex. Sat & Sun.	● 1031 Daily	± 530 Daily Ex. Sun.
	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION..				\$ 5.40
PHILA.- 30th ST. { Lower Level				
{ Upper Level				\$ 5.48
{ Lower Level			\$ 5.35	
ZOO.....			5.39	5.47
NORTH PHILA.....			\$ 5.45	\$ 5.51
SHORE.....			5.49	5.55
FRANKFORD JCT. ....			C 5.50	
JERSEY.....			5.58	
UTICA AVENUE.....			\$ 6.07	
FRANKFORD.....				
BRIDEBURG.....				\$ 5.58
WISSINOMING.....				\$ 6.00
TACONY.....				\$ 6.02
HOLMESBURG JCT. ....				\$ 6.04
TORRESDALE.....				\$ 6.07
ANDALUSIA.....				
CORNWELLS HEIGHTS				\$ 6.10
EDDINGTON.....				
CROYDON.....				\$ 6.14
BRISTOL.....				\$ 6.17
GRUNDY.....				
LEVITTOWN-TULLYTOWN				\$ 6.21
MORRISVILLE.....				
TRENTON.....				\$ 6.28
PRINCETON JCT. ....		\$ 6.15		
MONMOUTH JCT. ....		\$ 6.28		
DEANS.....		6.32		
ADAMS.....				
JERSEY AVENUE.....				
COUNTY.....		6.41		
NEW BRUNSWICK.....		\$ 6.43		
EDISON.....				
METUCHEN.....		\$ 6.50		
ISELIN.....				
COLONIA.....				
SOUTH AMBOY.. { N. Y. &	\$ 6.34			
PERTH AMBOY.. { L. B.	\$ 6.38			
WC..... { R. R.	6.41			
GENASCO.....				
WOODBIDGE.. { P. A. &	\$ 6.46	MU		MU
EDGAR..... { W. Br.				
AVENEL.....				
UNION.....	6.51	6.57		
RAHWAY.....	\$ 6.53	\$ 6.59		
NORTH RAHWAY.....				
LINDEN.....	G 6.57			
SOUTH ELIZABETH.....	7.00	7.05		
ELIZABETH.....	\$ 7.02	\$ 7.07		
NORTH ELIZABETH.....				
HUNTER.....	7.07	7.12		
SOUTH ST (Newark) ..				
NEWARK.....	\$ 7.10	\$ 7.15		
HUDSON.....	7.13	7.18		
NEW YORK.....	\$ 7.25	\$ 7.30		
	P. M.	P. M.	P. M.	P. M.

## FIRST CLASS

● 152 Daily Ex. Sat. P. M.		● 4254 P. M.	± ● 222 Daily Ex. Sat. & Sun. P. M.	± ● 532 Daily Ex. Sat. & Sun. P. M.	± ● 3758 Daily Ex. Sat. & Sun. P. M.	● 162 Saturday Only P. M.	NH168 Daily P. M.
				\$ 6.20			
\$ 6.08			\$ 6.15	\$ 6.23		\$ 6.41	
6.10			6.19	6.26		6.46	
\$ 6.14			\$ 6.25	\$ 6.30		\$ 6.49	
6.18			6.29	6.33		6.53	
				\$ 6.34			
				\$ 6.36			
				\$ 6.38			
				\$ 6.40			
6.23			6.35	\$ 6.43		6.58	
				\$ 6.46			
		Will Run Sunday and May 30 July 4 Sept. 2		\$ 6.49			
			\$ 6.45	\$ 6.53			
6.33				\$ 6.56			
				\$ 7.01		7.08	
6.40			\$ 6.55	\$ 7.08		\$ 7.16	
			\$ 7.05				
			7.12				
		\$ 7.08			\$ 7.22		
6.59			7.19			7.38	
		\$ 7.12	\$ 7.22		\$ 7.26		
7.04		\$ 7.19	7.28		\$ 7.33	7.44	
		\$ 7.23					
		MU		MU	MU		
7.09		7.27	7.33		7.39	7.49	
		\$ 7.29			\$ 7.41		
					\$ 7.43		
		\$ 7.33			\$ 7.46		
7.13		7.36	7.37		7.49	7.53	
		\$ 7.38			\$ 7.51		
7.17		7.43	7.41		\$ 7.54	7.57	
					7.57		
\$ 7.20		\$ 7.47	\$ 7.44		\$ 8.00	\$ 8.00	
7.23		7.50	7.47		8.03	8.03	
\$ 7.35		\$ 8.02	\$ 8.00		\$ 8.15	\$ 8.15	
P. M.		P. M.	P. M.	P. M.	P. M.	P. M.	\$ 8.15 P. M.

## PHILADELPHIA TO NEW YORK

STATIONS	FIRST CLASS			
	• 3638 Daily Ex. Sat. & Sun.	• 3778 Saturday Only	• 298	• 3760 Daily Ex. Sat.
	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION.....				
PHILA.-30th ST. { Lower Level				
{ Upper Level				
{ Lower Level			\$ 7.00	
ZOO.....			7.04	
NORTH PHILA.....			\$ 7.10	
SHORE.....			7.14	
FRANKFORD JCT.....				
JERSEY.....				
UTICA AVENUE.....				
FRANKFORD.....				
BRIDGESBURG.....			Will Not Run Sept. 1	
WISSINOMING.....				
TACONY.....			7.20	
HOLMESBURG JCT.....				
TORRESDALE.....			Will Run Sunday and May 30 July 4 Sept. 2	
ANDALUSIA.....				
CORNWELLS HEIGHTS.....				
EDDINGTON.....				
OROYDON.....				
BRISTOL.....			7.30	
GRUNDY.....				
LEVITTOWN-TULLYTOWN.....				
MORRISVILLE.....				
TRENTON.....			\$ 7.38	
PRINCETON JCT.....			\$ 7.48	
MONMOUTH JCT.....			7.54	
DEANS.....				
ADAMS.....				
JERSEY AVENUE.....		\$ 7.46		\$ 8.05
COUNTY.....			8.01	
NEW BRUNSWICK.....		\$ 7.50	\$ 8.04	\$ 8.09
EDISON.....				
METUCHEN.....	MU	\$ 7.57	8.10	\$ 8.16
ISELIN.....		\$ 8.01		R 8.19
COLONIA.....				
SOUTH AMBOY.....	N. Y. &	\$ 7.42		
PERTH AMBOY.....	L. B.	\$ 7.46		
WO.....	R. R.	7.49		
GENASCO.....				
WOODBIDGE.....	P. A. &	\$ 7.54	MU	MU
EDGAR.....	W. Br.			
AVENEL.....		\$ 7.57		
UNION.....		8.00	8.05	8.15
RAHWAY.....		\$ 8.02	\$ 8.07	\$ 8.25
NORTH RAHWAY.....				
LINDEN.....		\$ 8.06	\$ 8.11	\$ 8.29
SOUTH ELIZABETH.....		8.09	8.15	8.19
ELIZABETH.....		\$ 8.12	\$ 8.17	\$ 8.33
NORTH ELIZABETH.....				\$ 8.35
HUNTER.....		8.17	8.22	8.23
SOUTH ST. (Newark).....				8.40
NEWARK.....		\$ 8.20	\$ 8.25	\$ 8.27
HUDSON.....		8.23	8.28	8.30
NEW YORK.....		\$ 8.35	\$ 8.40	\$ 8.42
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS							
● 154 Daily Ex. Sat. P. M.	● 272 Saturday Only P. M.	● 3840 Daily Ex. Sat. & Sun. P. M.	● 3850 Saturday Only P. M.	● 534 Daily Ex. Sat. & Sun. P. M.	● 3762 Daily Ex. Sat. & Sun. P. M.	● 1190 P. M.	◇ 16 Daily P. M.
				\$ 7.30			
				\$ 7.33			
\$ 7.17	\$ 7.17			7.36			7.45
7.22	7.22			\$ 7.40			\$ 7.63
\$ 7.27	\$ 7.27			7.43			# 7.55
7.31	7.31			\$ 7.44			7.59
				\$ 7.45			
				\$ 7.46			
				\$ 7.48			
				\$ 7.50			
7.37	7.37			\$ 7.53			8.05
				\$ 7.56			
				\$ 7.59		Will Run Sunday and May 30 July 4 Sept. 2	
				\$ 8.03			
				\$ 8.06			
7.47	7.47			\$ 8.11			8.15
				\$ 8.18			
\$ 7.55	\$ 7.55	\$ 8.00	\$ 8.02				\$ 8.24
8.06	8.06	\$ 8.10	\$ 8.12				8.34
8.10	8.11	8.16	8.17				8.39
					\$ 8.34		
8.17	8.18	8.24	8.25				8.46
		\$ 8.27	\$ 8.28		\$ 8.38		
8.23	8.24	8.33	\$ 8.35		\$ 8.45		8.52
			\$ 8.39		\$ 8.49		
						\$ 8.39	
						\$ 8.43	
						8.46	
		MU	MU	MU	MU	\$ 8.51	
8.28	8.29	8.38	8.43		8.53	8.56	8.57
			\$ 8.45		\$ 8.55	\$ 8.58	
			\$ 8.49		\$ 8.59		
8.32	8.33	8.42	8.53		9.03	9.05	9.01
			\$ 8.55		\$ 9.05	\$ 9.07	
					\$ 9.08		
8.36	8.37	8.46	9.00		9.11	9.12	9.05
\$ 8.40	\$ 8.40	\$ 8.49	\$ 9.04		\$ 9.14	\$ 9.15	\$ 9.09
8.43	8.43	8.52	9.07		9.17	9.18	9.22
\$ 8.55	\$ 8.55	\$ 9.03	\$ 9.20		\$ 9.30	\$ 9.30	\$ 9.35
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

## PHILADELPHIA TO NEW YORK

STATIONS	FIRST CLASS			
	● 284	● 164	±● 1130 Daily Ex. Sat. & Sun.	±● 156 Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION.....				
PHILA.-30th ST.....				\$ 8.19
Lower Level				
Upper Level	\$ 8.00	\$ 8.14		# 8.29
Lower Level				
ZOO.....	8.04	8.18		8.34
NORTH PHILA.....	\$ 8.10	\$ 8.24		\$ 8.39
SHORE.....	8.14	8.28		8.44
FRANKFORD JCT.....				
JERSEY.....				
UTICA AVENUE.....				
FRANKFORD.....	Will Run			
BRIDESBURG.....	Sunday			
WISSINOMING.....	and			
TACONY.....	Sept. 2			
HOLMESBURG JCT.....	8.20	8.34		8.49
TORRESDALE.....		Will Run		
ANDALUSIA.....	Will Not	Saturday		
CORNWELLS HEIGHTS.....	Run	Sunday		
EDDINGTON.....	Sept. 1	and		
CROYDON.....		May 30		
BRISTOL.....	F 8.80	July 4		
GRUNDY.....		Sept. 2		
LEVITTOWN-TULLYTOWN.....		8.44		8.59
MORRISVILLE.....				
TRENTON.....	\$ 8.41	\$ 8.55		\$ 9.07
PRINCETON JCT.....	\$ 8.61	9.05		# 9.10
MONMOUTH JCT.....	8.58	9.10		9.20
DEANS.....				9.25
ADAMS.....				
JERSEY AVENUE.....				
COUNTY.....	9.05	9.17		9.32
NEW BRUNSWICK.....	\$ 9.09			
EDISON.....				
METUCHEN.....	9.15	9.23		9.37
ISELIN.....				
COLONIA.....				
SOUTH AMBOY.....	N. Y. &		\$ 9.12	
PERTH AMBOY.....	L. B.		\$ 9.16	
WC.....	R R		9.19	
GENASCO.....				
WOODBIDGE.....	P. A. &			
EDGAR.....	W. Br.			
AVENEL.....				
UNION.....	9.20	9.28	9.28	9.42
RAHWAY.....				
NORTH RAHWAY.....				
LINDEN.....				
SOUTH ELIZABETH.....	9.24	9.32	9.34	9.46
ELIZABETH.....			\$ 9.37	
NORTH ELIZABETH.....				
HUNTER.....	9.28	9.36	9.42	9.50
SOUTH ST (Newark).....				
NEWARK.....	\$ 9.32	\$ 9.39	\$ 9.45	\$ 9.53
HUDSON.....	9.35	9.42	9.48	#10.00
NEW YORK.....	\$ 9.47	\$ 9.55	\$10.00	10.03
	P. M.	P. M.	P. M.	P. M.

## FIRST CLASS

	● 4210	± 3842 Daily Ex. Sat. & Sun.	● 536 Daily		● 282	● 1170 Saturday Only	± 3766 Daily Ex. Sun.
	P. M.	P. M.	P. M.		P. M.	P. M.	P. M.
			\$ 8.40				
			\$ 8.43				
			8.46		\$ 9.15		
					9.20		
			\$ 8.50		\$ 9.25		
			8.53		9.29		
			\$ 8.54				
			\$ 8.56				
			\$ 8.58				
			\$ 9.00				
			\$ 9.03		9.35		
			\$ 9.06				
	Will Run Saturday Sunday and May 30 July 4 Sept. 2		\$ 9.09		Will Not Run Sept. 1		
			\$ 9.13				
			\$ 9.16		9.45		
			\$ 9.21				
			\$ 9.28				
	\$ 9.00	\$ 9.12			\$ 9.56		
	\$ 9.11	\$ 9.23			\$10.06		
	9.17	9.29			10.12		
							\$10.29
	9.26	9.38			10.19		
	\$ 9.29	\$ 9.41			\$10.22		\$10.33
							W10.37
	\$ 9.36	\$ 9.48			\$10.29		\$10.41
		\$ 9.51					W10.45
						\$10.26	
						\$10.30	
						10.33	
	MU	MU	MU	MU	Will Run Sunday and May 30 July 4 Sept. 2	\$10.38	MU
	9.43	9.55			10.38	10.42	10.50
	\$ 9.45	\$ 9.57			\$10.38	\$10.44	\$10.52
	\$ 9.49	\$10.01					\$10.55
	9.53	10.05			10.45	10.50	10.58
	\$ 9.55	\$10.07			\$10.47	\$10.52	\$11.01
		\$10.10					
	10.00	10.13			10.52	10.57	11.07
	\$10.03	\$10.16			\$10.55	\$11.00	\$11.10
	10.08	10.19			10.58	11.03	11.13
	\$10.18	\$10.31			\$11.10	\$11.15	\$11.25
	P. M.	P. M.	P. M.		P. M.	P. M.	P. M.

## PHILADELPHIA TO NEW YORK

STATIONS	FIRST CLASS			
	● 166	NH180	±● 158	±● 538
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION.....				\$ 9.50
PHILA.- 30th ST. { Lower Level				
Upper Level				\$ 9.53
Lower Level	\$ 9.43		\$ 9.43	
ZOO.....	9.47		9.48	9.56
NORTH PHILA.....	\$ 9.53		\$ 9.53	\$10.00
SHORE.....	9.57		9.68	10.03
FRANKFORD JCT.....				\$10.04
JERSEY.....				
UTICA AVENUE.....				
FRANKFORD.....				
BRIDESBURG.....	Will Not Run			\$10.06
WISSINOMING.....	Sept. 1			\$10.08
TACONY.....				\$10.10
HOLMESBURG JCT.....	10.03		10.03	\$10.13
TORRESDALE.....	Will Run			\$10.16
ANDALUSIA.....	Sunday			\$10.18
CORNWELLS HEIGHTS	and	Will Run		\$10.21
EDDINGTON.....	May 30	Sept. 1		
CROYDON.....	July 4			\$10.25
BRISTOL.....	Sept. 2			\$10.28
GRUNDY.....	10.13		10.13	
LEVITTOWN-TULLYTOWN				\$10.32
MORRISVILLE.....				
TRENTON.....	\$10.21		\$10.21	\$10.38
PRINCETON JCT.....	10.31		\$10.32	
MONMOUTH JCT.....	10.36		10.37	
DEANS.....				
ADAMS.....				
JERSEY AVENUE.....				
COUNTY.....	10.43		10.46	
NEW BRUNSWICK.....			\$10.48	
EDISON.....				
METUCHEN.....	10.49		10.54	
ISELIN.....				
COLONIA.....				
SOUTH AMBOY.. { N. Y. &				
PERTH AMBOY.. { L. B.				
WC..... { R. R.				
GENASCO.....				
WOODBIDGE.. { P. A. &				
EDGAR..... { W. Br.				
AVENEL.....				
UNION.....	10.54		10.59	MU
RAHWAY.....				
NORTH RAHWAY.....				
LINDEN.....				
SOUTH ELIZABETH.....	10.58		11.03	
ELIZABETH.....			\$11.05	
NORTH ELIZABETH.....				
HUNTER.....	11.02		11.11	
SOUTH ST. (Newark).....				
NEWARK.....	\$11.05		\$11.15	
HUDSON.....	11.08		11.18	
NEW YORK.....	\$11.20		\$11.30	
	P. M.	P. M.	P. M.	P. M.



# NORTHWARD-EASTWARD

91

## FIRST CLASS

#● 1132 Daily Ex. Sat. & Sun.	● 1192	#● 540 Daily Ex. Sat. & Sun.	● 3768 Daily	160 Daily	#● 542 Daily Ex. Sun.		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
		\$10.55			\$11.55		
				\$11.32			
		\$10.58			\$11.58		
				11.40			
		11.01		11.44	12.02		
				\$11.49			
		\$11.05		#11.52	\$12.07		
		11.08		11.56	12.11		
		\$11.09			\$12.12		
		\$11.11			\$12.15		
		\$11.13			\$12.17		
					\$12.19		
		\$11.15			\$12.21		
		\$11.18		12.02	\$12.24		
		\$11.21			\$12.29		
	Will Run Sunday and May 30 July 4 Sept. 2	\$11.24			\$12.33		
		\$11.28			\$12.37		
		\$11.31		012.11	\$12.41		
		\$11.36			\$12.47		
		\$11.43		\$12.20	\$12.55		
				#12.23			
				12.33			
				12.38			
			\$11.42				
				12.45			
			\$11.46	\$12.48			
			\$11.53	12.54			
			\$11.57				
\$10.52	\$11.02						
\$10.56	\$11.06						
10.59	11.09						
\$11.03	\$11.14	MU	MU		MU		
11.08	11.19		12.00	12.59			
\$11.10	\$11.21		\$12.02				
	\$11.25		\$12.06				
11.16	11.29		12.09	1.03			
\$11.18	\$11.32		\$12.11				
11.22	11.37		12.16	1.07			
\$11.25	\$11.40		\$12.20	\$ 1.09			
11.28	11.43		# 1.19				
\$11.40	\$11.55		12.23	1.23			
			\$12.35	\$ 1.35			
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.		

## PHILADELPHIA TO WASHINGTON

STATIONS	FIRST CLASS			
	● 939	195	191	± 405
	Daily Ex. Mon. A. M.	Daily Ex. Mon. A. M.	Daily A. M.	Daily Ex. Sat. & Sun. A. M.
SUBURBAN STATION	\$12.53			
PHILA.- 30th-ST.	{ Lower Level Upper Level Lower Level	E 1.07 # 1.30	E 2.21 # 2.45	
ARSENAL	12.59	1.33	2.48	
BRILL	1.02	1.36	2.51	
DARBY	\$ 1.04			
CURTIS PARK	\$ 1.05	Will Not Run May 31 July 5 Sept. 3		
SHARON HILL	\$ 1.06			
FOLCROFT	\$ 1.07			
GLENOLDEN	\$ 1.09			
NORWOOD	\$ 1.10			
MOORE	\$ 1.12			
RIDLEY PARK	\$ 1.14			
CRUM LYNNE	\$ 1.16			
BALDWIN	1.18	1.43	2.58	
EDDYSTONE	\$ 1.19			
CHESTER	\$ 1.22			
LAMOKIN ST.	\$ 1.24			
HIGHLAND AVE.	\$ 1.26			
TRAINER				
HOOK	1.29	1.47	3.02	
MARCUS HOOK	\$ 1.30			
NAAMAN				
CLAYMONT	\$ 1.35			
BELLEVUE				
BELL (Ches. Div.)	1.40	1.52	3.07	
EDGE MOOR				
WILMINGTON	\$ 1.48	E 1.57 # 2.04	E 3.12 # 3.17	
WEST YARD		2.07	3.20	
DAVIS	MU	2.15	3.28	MU
NEWARK				
ELKTON				
NORTH EAST		2.25	3.36	
PERRYVILLE		2.32	3.43	
HAVRE-DE-GRACE				
OAK	Will Not Run May 31 July 5 Sept. 3	2.36	3.47	
ABERDEEN				
PERRYMAN				
EDGEWOOD		2.46	3.56	
HAREWOOD PARK				
MIDDLE RIVER				
STEMMER'S RUN				
BAY		2.59	4.09	
UNION JUNCTION				
BALTIMORE		E 3.04 # 3.23	E 4.15 # 4.35	\$ 6.20
FULTON		3.28	4.40	6.25
EDMONDSON				\$ 6.27
FREDERICK ROAD				\$ 6.31
HALETHORPE				\$ 6.35
ODENTON		3.40	4.53	\$ 6.49
JERICO PARK				\$ 6.57
BOWIE		3.45	5.00	\$ 7.02
SEABROOK				\$ 7.07
LANHAM				F 7.09
LANDOVER		3.52	5.06	\$ 7.13
CHEVERLY				\$ 7.17
NEW YORK AVE. (W.T.)		4.02	5.12	7.24
WASHINGTON		E 4.05	E 5.15	\$ 7.27
	A. M.	A. M.	A. M.	A. M.

## FIRST CLASS

	◇177 Daily Ex. Sun.	✚407 Daily Ex. Sat. & Sun.	●951	✚901 Daily Ex. Sat. & Sun.	✚903 Daily Ex. Sat. & Sun.	✚401 Daily Ex. Sat. & Sun.	548 Daily
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
			\$ 6.20	\$ 6.20	\$ 7.00		
	\$ 5.09						
	# 5.19		\$ 6.23	\$ 6.23	\$ 7.03		
	5.22		6.26	6.26	7.06	\$ 7.10	
	5.25		6.29	6.29	7.09	7.13	
			\$ 6.31	\$ 6.31	\$ 7.11	7.16	
			\$ 6.32	\$ 6.33	\$ 7.13		
			\$ 6.33	\$ 6.34	\$ 7.15		
			\$ 6.34	\$ 6.35	\$ 7.17		
			\$ 6.36	\$ 6.37	\$ 7.19		
			\$ 6.37	\$ 6.39	\$ 7.21		
			\$ 6.38	\$ 6.41	\$ 7.23		
			\$ 6.40	\$ 6.42	\$ 7.25		
			\$ 6.41	\$ 6.43	\$ 7.27		
	5.32		6.42	6.44	\$ 7.28	7.23	
			\$ 6.43	\$ 6.46	\$ 7.30		
			\$ 6.45	\$ 6.49	\$ 7.32	\$ 7.26	
			\$ 6.47	\$ 6.51	\$ 7.34		
			\$ 6.49	\$ 6.53	\$ 7.36		
			\$ 6.51	\$ 6.55	\$ 7.38		
	5.36		6.52	6.56	7.39	7.30	
			\$ 6.53	\$ 6.57	\$ 7.40		
			\$ 6.57	\$ 6.59			
			\$ 6.57	\$ 7.01	\$ 7.43		
	5.41		7.00	7.07	7.47	7.34	
	\$ 5.46			\$ 7.10	\$ 7.50		
	# 5.49		\$ 7.07	\$ 7.15	\$ 7.55		
	5.52					\$ 7.40	
	6.00	MU	MU	MU	MU	7.43	
						\$ 7.51	
	6.09					8.02	
	6.16					8.10	
	6.20		Will Run			8.14	
	Y 6.24		Sat., Sun. and May 30 July 4 Sept. 2			\$ 8.17	
	6.34					8.27	
	6.47					8.42	
	\$ 6.53						\$ 9.10
	7.03	\$ 7.05				\$ 8.48	9.25
	7.08	7.10				8.53	9.30
		\$ 7.12					
		\$ 7.16					
		\$ 7.20					
	7.21	\$ 7.34				9.07	9.44
	7.28	\$ 7.42				9.12	9.49
		\$ 7.47					
	7.35	7.51				9.19	9.56
	7.42	7.59				9.27	10.07
	\$ 7.45	\$ 8.02				\$ 9.30	\$10.10
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

## PHILADELPHIA TO WASHINGTON

STATIONS	FIRST CLASS		
	● 953 Saturday Only	± 905 Daily Ex. Sat. & Sun.	± 907 Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.
SUBURBAN STATION.....	\$ 7.30	\$ 7.35	\$ 8.00
PHILA.-30th-ST. { Lower Level			
Upper Level	\$ 7.33	\$ 7.38	\$ 8.03
Lower Level			
ARSENAL.....	7.36	7.41	8.06
BRILL.....	7.39	7.44	8.09
DARBY.....	\$ 7.41	\$ 7.46	\$ 8.11
CURTIS PARK.....	\$ 7.42	\$ 7.47	\$ 8.12
SHARON HILL.....	\$ 7.43	\$ 7.49	\$ 8.14
FOLCROFT.....	\$ 7.44	\$ 7.51	\$ 8.16
GLENOLDEN.....	\$ 7.46	\$ 7.53	\$ 8.18
NORWOOD.....	\$ 7.47	\$ 7.55	\$ 8.20
MOORE.....	\$ 7.48	\$ 7.57	\$ 8.22
RIDLEY PARK.....	\$ 7.50	\$ 7.59	\$ 8.24
CRUM LYNNE.....	\$ 7.51	\$ 8.01	\$ 8.26
BALDWIN.....	\$ 7.52	\$ 8.03	\$ 8.28
EDDYSTONE.....	\$ 7.53	\$ 8.05	\$ 8.30
CHESTER.....	\$ 7.55	\$ 8.07	\$ 8.32
LAMOKIN ST.....	\$ 7.57	\$ 8.09	\$ 8.34
HIGHLAND AVE.....	\$ 7.59	\$ 8.11	\$ 8.36
TRAINER.....	\$ 8.01	\$ 8.13	
HOOK.....	8.02	8.14	8.39
MARCUS HOOK.....	\$ 8.03	\$ 8.15	\$ 8.40
NAAMAN.....		\$ 8.17	
CLAYMONT.....	\$ 8.07	\$ 8.19	\$ 8.43
BELLEVUE.....			
BELL (Ches. Div.).....	8.10	8.22	8.47
EDGE MOOR.....	\$ 8.12	\$ 8.25	
WILMINGTON.....	\$ 8.17	\$ 8.30	\$ 8.55
WEST YARD.....			
DAVIS.....	MU	MU	MU
NEWARK.....			
ELKTON.....			
NORTH EAST.....			
PERRYVILLE.....			
HAVRE-DE-GRAVE.....			
OAK.....			
ABERDEEN.....			
PERRYMAN.....			
EDGEWOOD.....			
HAREWOOD PARK.....			
MIDDLE RIVER.....			
STEMMER'S RUN.....			
BAY.....			
UNION JUNCTION.....			
BALTIMORE.....			
FULTON.....			
EDMONDSON.....			
FREDERICK ROAD.....			
HALETHORPE.....			
ODENTON.....			
JERICO PARK.....			
BOWIE.....			
SEABROOK.....			
LANHAM.....			
LANDOVER.....			
CHEVERLY.....			
NEW YORK AVE. (W.T.).....			
WASHINGTON.....			
	A. M.	A. M.	A. M.

## FIRST CLASS

#●131 Daily Ex. Sun. A. M.	●971 Saturday Only A. M.	#●909 Daily Ex. Sat. & Sun. A. M.	●111 Daily A. M.	●911 Daily A. M.	◇403 Daily Ex. Sun. & Mon. A. M.	●115 Daily A. M.	●913 Daily A. M.
	\$ 8.20	\$ 8.25		\$ 9.40			\$11.10
			\$ 9.35			\$11.05	
\$ 8.10	\$ 8.23	\$ 8.28	\$ 9.39	\$ 9.43	\$10.40	\$11.09	\$11.13
8.13	8.26	8.31	9.42	9.46	10.43	11.12	11.16
8.16	8.29	8.34	9.45	9.49	10.47	11.15	11.19
	\$ 8.31			\$ 9.51			\$11.21
	\$ 8.32			\$ 9.52			\$11.22
	\$ 8.33			\$ 9.53			\$11.23
	\$ 8.34			\$ 9.54			\$11.24
	\$ 8.36			\$ 9.56			\$11.26
	\$ 8.37			\$ 9.57			\$11.27
	\$ 8.38			\$ 9.58			\$11.28
	\$ 8.40			\$10.00			\$11.30
	\$ 8.41			\$10.01			\$11.31
8.23	8.42	\$ 8.42	9.53	\$10.02	10.54	11.22	11.32
	\$ 8.43						\$11.33
	\$ 8.45	\$ 8.45		\$10.04			\$11.35
	\$ 8.47			\$10.06			\$11.37
				\$10.08			\$11.39
8.27		8.50	9.57	10.10	10.58	11.26	11.41
				\$10.11			\$11.42
				\$10.14			\$11.45
8.32		8.53	10.02	10.18	11.02	11.31	11.48
				MM 10.20			MM 11.50
		\$ 9.00		\$10.25	\$11.08		\$11.55
\$ 8.38			\$10.08		#11.20	\$11.37	
8.41			10.11		11.23	11.40	
8.49	MU	MU	10.19	MU	11.31	11.48	MU
8.58			10.27		11.40	11.57	
9.05			10.35		11.47	12.04	
9.09			10.39		11.51	12.08	
					\$11.55		
9.19			10.49		12.05	12.18	
9.32			11.02		12.20	12.32	
\$ 9.39			\$11.09		\$12.26	\$12.38	
9.44			11.14		12.43	12.43	
					12.48		
9.58			11.28		1.02	12.57	
10.04			11.33		1.07	1.02	
10.10			11.40		1.14	1.09	
10.17			11.47		1.22	1.17	
\$10.20			\$11.50		\$ 1.25	\$ 1.20	
A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.

## PHILADELPHIA TO WASHINGTON

STATIONS	FIRST CLASS			
	±●973	●121	●915	◇171
	Daily Ex. Sun. P. M.	Daily P. M.	Daily P. M.	Daily P. M.
SUBURBAN STATION	\$12.20		\$ 1.20	
PHILA.- 30th-ST.	{ Lower Level Upper Level Lower Level	\$12.36 #12.38	\$ 1.23	\$ 2.22 # 2.25
ARSENAL	12.26	12.41	1.26	2.28
BRILL	12.29	12.44	1.29	2.31
DARBY	\$12.31		\$ 1.31	
CURTIS PARK	\$12.32		\$ 1.32	
SHARON HILL	\$12.33		\$ 1.33	
FOLCROFT	\$12.34		\$ 1.34	
GLENOLDEN	\$12.36		\$ 1.36	
NORWOOD	\$12.37		\$ 1.37	
MOORE	\$12.38		\$ 1.38	
RIDLEY PARK	\$12.40		\$ 1.40	
CRUM LYNNE	\$12.41		\$ 1.41	
BALDWIN	12.42	12.51	1.42	2.38
EDDYSTONE	\$12.43		\$ 1.43	
CHESTER	\$12.45		\$ 1.45	
LAMOKIN ST.	\$12.47		\$ 1.47	
HIGHLAND AVE.			\$ 1.49	
TRAINER				
HOOK		12.55	1.51	2.42
MARCUS HOOK			\$ 1.52	
NAAMAN				
CLAYMONT			\$ 1.55	
BELLEVUE				
BELL (Ches. Div.)		1.00	1.58	2.47
EDGE MOOR			\$ 2.00	
			\$ 2.05	
WILMINGTON		\$ 1.06		\$ 2.53
WEST YARD		1.09		2.56
DAVIS	MU	1.17	MU	3.04
NEWARK				
ELKTON				
NORTH EAST		1.26		3.13
PERRYVILLE		1.33		3.20
HAVRE-DE-GRAVE				
OAK		1.38		3.24
ABERDEEN				\$ 3.27
PERRYMAN				
EDGEWOOD		1.48		3.37
HAREWOOD PARK				
MIDDLE RIVER				
STEMMER'S RUN				
BAY		2.02		3.52
UNION JUNCTION				
BALTIMORE		\$ 2.08		\$ 3.58
FULTON		2.13		4.03
EDMONDSON				
FREDERICK ROAD				
HALETHORPE				
ODENTON		2.27		4.18
JERICHO PARK				
BOWIE		2.32		4.23
SEABROOK				
LANHAM				
LANDOVER		2.39		4.30
CHEVERLY				
NEW YORK AVE. (W.T.)		2.47		4.37
WASHINGTON		\$ 2.50		\$ 4.40
	P. M.	P. M.	P. M.	P. M.

## FIRST CLASS

	✱941 Daily Ex. Sat. & Sun.	●975 Saturday Only	✱945 Daily Ex. Sat. & Sun.	●957	◇149 Daily	✱917 Daily Ex. Sat. & Sun.	✱419 Daily Ex. Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 2.30	\$ 2.30	\$ 3.05	\$ 3.15		\$ 3.35	\$ 4.20
	\$ 2.33	\$ 2.33	\$ 3.08	\$ 3.18		\$ 3.38	\$ 4.23
	2.36	2.36	3.11	3.21	\$ 3.35		
	2.39	2.39	3.14	3.24	3.38	3.41	4.26
	\$ 2.41	\$ 2.41	\$ 3.16	\$ 3.26	3.41	3.44	4.29
	\$ 2.42	\$ 2.42	\$ 3.17	\$ 3.27	Sealed Baggage Car Daily Ex. Sun. and May 30 July 4 Sept. 2	\$ 3.46	\$ 4.31
	\$ 2.44	\$ 2.43	\$ 3.18	\$ 3.28		\$ 3.47	\$ 4.32
	\$ 2.46	\$ 2.44	\$ 3.19	\$ 3.29		\$ 3.49	\$ 4.34
	\$ 2.48	\$ 2.46	\$ 3.21	\$ 3.31		\$ 3.51	\$ 4.36
	\$ 2.50	\$ 2.47	\$ 3.22	\$ 3.32		\$ 3.53	\$ 4.38
	\$ 2.52	\$ 2.48	\$ 3.23	\$ 3.33		\$ 3.55	\$ 4.40
	\$ 2.54	\$ 2.50	\$ 3.25	\$ 3.35		\$ 3.57	\$ 4.42
	\$ 2.56	\$ 2.51	\$ 3.26	\$ 3.36		\$ 3.59	\$ 4.44
	2.58	2.52	3.27	3.37	3.48	\$ 4.01	\$ 4.46
	\$ 3.00	\$ 2.53	\$ 3.28	\$ 3.38		\$ 4.03	\$ 4.49
	\$ 3.02	\$ 2.55	\$ 3.30	\$ 3.40		\$ 4.05	\$ 4.51
	\$ 3.04	\$ 2.57	\$ 3.34	\$ 3.42		\$ 4.07	\$ 4.54
	\$ 3.06			\$ 3.44		\$ 4.09	\$ 4.56
						\$ 4.11	\$ 4.58
	3.09			3.46	3.52	4.14	5.00
	\$ 3.10			\$ 3.47		\$ 4.15	\$ 5.02
	\$ 3.13			\$ 3.50		\$ 4.19	\$ 5.05
	3.17			3.53	3.57	4.22	5.08
	\$ 3.24			\$ 4.00		\$ 4.25	\$ 5.10
					\$ 4.04	\$ 4.30	\$ 5.17
	MU	MU	MU	MU	4.07		5.25
					4.15	MU	5.28
							\$ 5.39
					4.25		
					4.32		
					4.36		
				Will Run Sat., Sun. and May 30 July 4 Sept. 2	4.45		
					4.59		
					\$ 5.05		
					5.10		
					5.24		
					5.29		
					5.36		
					5.42		
					\$ 5.45		
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

## PHILADELPHIA TO WASHINGTON

STATIONS	FIRST CLASS			
	113	● 173	±● 919	101
	Daily P. M.	Daily P. M.	Daily Ex. Sat. & Sun. P. M.	Daily P. M.
SUBURBAN STATION...			\$ 4.44	
PHILA.-30th-ST. { Lower Level Upper Level Lower Level	P 4.20	\$ 4.39	\$ 4.47	P 4.51
ARSENAL	4.23	4.42	4.50	4.54
BRILL	4.26	4.45	4.53	4.57
DARBY			\$ 4.55	
CURTIS PARK			\$ 4.57	
SHARON HILL			\$ 4.58	
FOLCROFT			\$ 5.00	
GLENOLDEN			\$ 5.02	
NORWOOD			\$ 5.04	
MOORE			\$ 5.06	
RIDLEY PARK			\$ 5.08	
CRUM LYNNE			\$ 5.10	
BALDWIN	4.33	4.52	\$ 5.12	5.04
EDDYSTONE			\$ 5.14	
CHESTER			\$ 5.17	
LAMOKIN ST.			\$ 5.19	
HIGHLAND AVE.			\$ 5.21	
TRAINER			\$ 5.23	
HOOK	4.37	4.56	5.25	5.08
MARCUS HOOK			\$ 5.29	
NAAMAN				
CLAYMONT			\$ 5.33	
BELLEVUE				
BELL (Ches. Div.)	4.43	5.02	5.36	5.13
EDGE MOOR			\$ 5.39	
			\$ 5.44	
WILMINGTON	P 4.49	\$ 5.08		P 5.19
WEST YARD	4.52	5.11		5.22
DAVIS	4.59	5.19	MU	5.29
NEWARK				
ELKTON				
NORTH EAST	5.08	5.29		5.39
PERRYVILLE	5.15	5.36		5.46
HAVRE-DE-GRAVE				
OAK	5.19	5.40		5.51
ABERDEEN				
PERRYMAN				
EDGEWOOD	5.29	5.50		6.01
HAREWOOD PARK				
MIDDLE RIVER				
STEMMER'S RUN				
BAY	5.44	6.04		6.15
UNION JUNCTION				
BALTIMORE	P 5.50	\$ 6.09		P 6.20
FULTON	5.55	6.14		6.25
EDMONDSON				
FREDERICK ROAD				
HALETHORPE				
ODENTON	6.09	6.28		6.39
JERIOHO PARK				
BOWIE	6.14	6.33		6.44
SEABROOK				
LANHAM				
LANDOVER	6.21	6.39		6.51
CHEVERLY				
NEW YORK AVE. (W.T.)	6.27	6.47		6.57
WASHINGTON	P 6.30	\$ 6.50		P 7.00
	P. M.	P. M.	P. M.	P. M.



## SOUTHWARD

99

## FIRST CLASS

±●977 Daily Ex. Sat. & Sun.	±●921 Daily Ex. Sat. & Sun.	±●923 Daily Ex. Sat. & Sun.	◇105	●959	±●925 Daily Ex. Sun.	±●927 Daily Ex. Sat. & Sun.	●153 Daily
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 5.00	\$ 5.07	\$ 5.13		\$ 5.25	\$ 5.21	\$ 5.40	
\$ 5.03	\$ 5.10	\$ 5.16		\$ 5.28	\$ 5.24	\$ 5.43	
5.06	5.13	5.20	P 5.22	5.31	5.27	5.46	\$ 5.59
5.09	5.17	5.23	5.25	5.34	5.31	5.49	6.02
\$ 5.11			5.28	\$ 5.36	\$ 5.33	\$ 5.51	6.05
\$ 5.13			Will Run Fri., Sat. and Sun. June 14 to Sept. 8 Inclusive	\$ 5.37	\$ 5.35	\$ 5.52	
\$ 5.15				\$ 5.38	\$ 5.37	\$ 5.54	
\$ 5.18		\$ 5.30		\$ 5.39	\$ 5.39	\$ 5.56	
		\$ 5.33		\$ 5.41	\$ 5.41	\$ 5.58	
\$ 5.20				\$ 5.42	\$ 5.43	\$ 6.00	
\$ 5.23		\$ 5.36		\$ 5.43	\$ 5.45	\$ 6.02	
\$ 5.25				\$ 5.45	\$ 5.47	\$ 6.05	
5.28	5.26	5.38	5.35	\$ 5.46	\$ 5.49	\$ 6.07	
\$ 5.30				5.47	5.51	6.10	6.12
\$ 5.34	\$ 5.29	\$ 5.41		\$ 5.48	\$ 5.53	\$ 6.12	
\$ 5.38				\$ 5.50	\$ 5.55	\$ 6.15	
				\$ 5.52	\$ 5.57	\$ 6.18	
				\$ 5.54	\$ 5.59	\$ 6.21	
	5.32	5.46	5.40	5.56	6.03	6.23	6.16
		\$ 5.47		\$ 5.57	\$ 6.05	\$ 6.25	
	\$ 5.35	\$ 5.49		\$ 6.00	\$ 6.08	\$ 6.28	
	5.41	5.52	5.45	6.03	6.12	6.32	6.20
\$ 5.44							
\$ 5.49	\$ 6.00			\$ 6.09	\$ 6.20	\$ 6.39	
			P 5.51				\$ 6.25
			5.54				6.28
MU	MU	MU	6.02	MU	MU	MU	6.36
			6.11				6.45
			6.18				6.52
			6.22	Will Run Sunday and May 30 July 4 Sept. 2			6.56
			6.32				7.05
			6.47				7.18
			P 6.54				\$ 7.24
			6.59				7.29
			7.13				7.43
			7.18				7.49
			7.25				7.55
			7.31				8.02
			P 7.34				\$ 8.05
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

## PHILADELPHIA TO WASHINGTON

STATIONS	FIRST CLASS				
	#929 Daily Ex. Sat. & Sun.	961	175 Daily	#931 Daily Ex. Sat.	159
	P. M.	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION.....	\$ 6.20	\$ 6.20		\$ 7.30	
PHILA.-30th-ST.....	Lower Level Upper Level Lower Level	\$ 6.23	\$ 6.23	\$ 7.33	\$ 8.07
ARSENAL.....	6.26	6.26	7.27	7.36	8.10
BRILL.....	6.29	6.29	7.30	7.39	8.13
DARBY.....	\$ 6.31	\$ 6.31		\$ 7.41	
CURTIS PARK.....	\$ 6.33	\$ 6.32		\$ 7.42	
SHARON HILL.....	\$ 6.35	\$ 6.33		\$ 7.43	
FOLCROFT.....	\$ 6.37	\$ 6.34		\$ 7.44	
GLENOLDEN.....	\$ 6.39	\$ 6.36		\$ 7.46	
NORWOOD.....	\$ 6.41	\$ 6.37		\$ 7.47	
MOORE.....	\$ 6.43	\$ 6.38		\$ 7.48	
RIDLEY PARK.....	\$ 6.45	\$ 6.40		\$ 7.50	
CRUM LYNNE.....	\$ 6.47	\$ 6.41		\$ 7.51	
BALDWIN.....	6.49	6.42	7.37	7.52	8.20
EDDYSTONE.....	\$ 6.51	\$ 6.43		\$ 7.53	
CHESTER.....	\$ 6.53	\$ 6.45		\$ 7.55	
LAMOKIN ST.....	\$ 6.55	\$ 6.47		\$ 7.57	
HIGHLAND AVE.....	\$ 6.57	\$ 6.49		\$ 7.59	
TRAINER.....					
HOOK.....	6.59	6.51	7.41	8.01	8.24
MARCUS HOOK.....	\$ 7.01	\$ 6.52		\$ 8.02	
NAAMAN.....					
CLAYMONT.....	\$ 7.05	\$ 6.55		\$ 8.05	
BELLEVUE.....					
BELL (Ches. Div.).....	7.09	6.58	7.46	8.08	8.29
EDGE MOOR.....	\$ 7.12	\$ 7.00			
WILMINGTON.....	\$ 7.17	\$ 7.05		\$ 8.14	
WEST YARD.....			7.55		8.39
DAVIS.....	MU	MU	8.03	MU	8.47
NEWARK.....					
ELKTON.....					
NORTH EAST.....			8.13		8.57
PERRYVILLE.....			R 8.20		9.04
HAVRE-DE-GRACE.....					
OAK.....		Will Run Sat., Sun. and May 30 July 4 Sept. 2	8.24		9.08
ABERDEEN.....					
PERRYMAN.....					
EDGEWOOD.....			8.34		9.18
HAREWOOD PARK.....					
MIDDLE RIVER.....					
STEMMER'S RUN.....					
BAY.....			8.47		9.32
UNION JUNCTION.....					
BALTIMORE.....			\$ 8.53		\$ 9.40
FULTON.....			8.58		9.45
EDMONDSON.....					
FREDERICK ROAD.....					
HALETHORPE.....					
ODENTON.....			9.12		9.58
JERICHO PARK.....					
BOWIE.....			9.18		10.05
SEABROOK.....					
LANHAM.....					
LANDOVER.....			9.25		10.11
CHEVERLY.....					
NEW YORK AVE. (W.T.).....			9.32		10.17
WASHINGTON.....			\$ 9.35		\$10.20
	P. M.	P. M.	P. M.	P. M.	P. M.

## FIRST CLASS

#137 Daily Ex. Sun. P. M.	#933 Daily Ex. Sun. P. M.	●155 Daily P. M.	●935 Daily Ex. Sat. P. M.	#979 Daily Ex. Sat. & Sun. P. M.	141 Daily P. M.	●937 Daily P. M.	◇161 P. M.
	\$ 8.30		\$ 9.40	\$10.20		\$11.55	
\$ 8.16		\$ 9.06			\$10.51		
8.26	\$ 8.33	# 9.10	\$ 9.43	\$10.23	11.01	\$11.58	\$11.46
8.29	8.36	9.13	9.46	10.26	11.04	12.01	11.49
8.32	8.39	9.16	9.49	10.29	11.07	12.04	11.52
	\$ 8.41		\$ 9.51	\$10.31		\$12.06	
	\$ 8.42		\$ 9.52	\$10.32		\$12.07	Will Run Sunday and Sept. 2
	\$ 8.43		\$ 9.53	\$10.33		\$12.08	
	\$ 8.45		\$ 9.55	\$10.34		\$12.09	
	\$ 8.47		\$ 9.57	\$10.36		\$12.11	Will Not Run Sept. 1
	\$ 8.49		\$ 9.59	\$10.37		\$12.12	
	\$ 8.51		\$10.01	\$10.38		\$12.13	
	\$ 8.53		\$10.03	\$10.40		\$12.15	
	\$ 8.55		\$10.05	\$10.41		\$12.16	
8.39	8.57	9.23	10.07	10.42	11.14	12.17	12.00
	\$ 8.59		\$10.09	\$10.43		\$12.18	
	\$ 9.01		\$10.11	\$10.45		\$12.20	
	\$ 9.03		\$10.13	\$10.48		\$12.22	
	\$ 9.05		\$10.15			\$12.24	
8.43	9.07	9.27	10.17		11.18	12.26	12.04
	\$ 9.09		\$10.19			\$12.27	
	\$ 9.12		\$10.22			\$12.30	
8.48	9.17	9.32	10.27		11.23	12.33	12.08
	\$ 9.20		WW 10.30			WW 12.35	
\$ 8.54	\$ 9.25		\$10.35		\$11.29	\$12.40	
8.59		\$ 9.39			#11.36		\$12.15
9.02		9.42			11.39		12.18
9.10	MU	9.50	MU	MU	11.47	MU	12.26
9.20		10.00			11.57		12.36
9.27		10.07			12.04		12.43
9.31		10.11			12.08		12.47
							\$12.51
9.41		10.21			12.18		1.01
9.54		10.34			12.31		1.16
\$10.00					\$12.37		
10.10		\$10.40			#12.47		\$ 1.26
10.15		10.45			12.52		1.31
10.28		10.59			1.06		1.44
10.35		11.04			1.12		1.54
10.41		11.10			1.19		2.01
10.47		11.17			1.32		2.07
\$10.50		\$11.20			\$ 1.35		\$ 2.10
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.

## WASHINGTON TO PHILADELPHIA

STATIONS	FIRST CLASS			
	108	● 118	✱ 900	✱ 902
	Daily	Daily	Daily Ex.	Daily Ex.
	A. M.	A. M.	Sat. & Sun.	Sat. & Sun.
WASHINGTON.....	\$ 2.00	\$ 3.50		
NEW YORK AVE. (W.T.)	2.03	3.53		
CHEVERLY.....				
LANDOVER.....	2.09	3.59		
LANHAM.....				
SEABROOK.....				
BOWIE.....	2.16	4.06		
JERIOHO PARK.....				
ODENTON.....	2.21	4.12		
HALETHORPE.....				
FREDERICK ROAD.....				
EDMONDSON.....				
FULTON.....	2.35	4.26		
BALTIMORE.....	\$ 2.40			
	# 2.55	D 4.32		
UNION JUNCTION.....				
BAY.....	3.01	4.38		
STEMMER'S RUN.....				
MIDDLE RIVER.....				
HAREWOOD PARK.....				
EDGEWOOD.....	3.14	4.52		
PERRYMAN.....				
ABERDEEN.....				
OAK.....	3.24	5.02		
HAVRE-DE-GRAVE.....				
PERRYVILLE.....	3.28	5.06		
NORTH EAST.....	3.35	5.13		
ELKTON.....				
NEWARK.....				
DAVIS.....	3.44	5.23	MU	MU
WEST YARD.....	3.52	5.31		
WILMINGTON.....	\$ 3.55			
	# 4.00	D 5.35	\$ 5.44	6.13
EDGE MOOR.....				
BELL (Ches. Div.).....	4.10	5.44	5.51	6.21
BELLEVUE.....				
CLAYMONT.....			\$ 5.54	\$ 6.25
NAAMAN.....				
MARCUS HOOK.....			\$ 5.57	\$ 6.28
HOOK.....	4.14	5.48	5.58	6.30
TRAINER.....				
HIGHLAND AVE.....			\$ 6.00	\$ 6.33
LAMOKIN ST.....			\$ 6.02	\$ 6.35
CHESTER.....			\$ 6.04	\$ 6.37
EDDYSTONE.....			\$ 6.06	\$ 6.39
BALDWIN.....	4.19	5.53	6.07	6.41
CRUM LYNNE.....			\$ 6.08	\$ 6.43
RIDLEY PARK.....			\$ 6.09	\$ 6.45
MOORE.....			\$ 6.11	\$ 6.47
NORWOOD.....			\$ 6.12	\$ 6.48
GLENOLDEN.....			\$ 6.13	\$ 6.50
FOLCROFT.....			\$ 6.15	\$ 6.51
SHARON HILL.....			\$ 6.16	\$ 6.53
CURTIS PARK.....			\$ 6.17	\$ 6.54
DARBY.....			\$ 6.18	\$ 6.56
BRILL.....	4.26	6.05	6.20	6.58
ARSENAL.....	4.29	6.08	6.23	7.01
PHILA.-30th-ST.....	{ Lower Level \$ 4.32	{ DC 6.12		
	{ Upper Level		\$ 6.26	\$ 7.06
	{ Lower Level # 4.42	6.15		
SUBURBAN STATION.....			\$ 6.30	\$ 7.10
	A. M.	A. M.	A. M.	A. M.

## 103

## WASHINGTON TO PHILADELPHIA

STATIONS	FIRST CLASS				
	● 954	± 974	114	± 912	● 956
	A. M.	Daily Ex. Sat. & Sun. A. M.	Daily A. M.	Daily Ex. Sat. & Sun. A. M.	Saturday Only A. M.
WASHINGTON			P 6.10		
NEW YORK AVE. (W.T.)			6.13		
CHEVERLY					
LANDOVER			6.19		
LANHAM					
SEABROOK					
BOWIE			6.26		
JERICO PARK			6.31		
ODENTON					
HALETHORPE					
FREDERICK ROAD					
EDMONDSON					
FULTON			6.45		
BALTIMORE			P 6.51		
UNION JUNCTION					
BAY			6.57		
STEMMER'S RUN					
MIDDLE RIVER					
HAREWOOD PARK					
EDGEWOOD	Will Run Sat., Sun. and May 30 July 4 Sept. 2		7.10		
PERRYMAN					
ABERDEEN					
OAK			7.20		
HAVRE-DE-GRAVE					
PERRYVILLE			7.24		
NORTH EAST			7.31		
ELKTON					
NEWARK					
DAVIS	MU	MU	7.41	MU	MU
WEST YARD			7.49		
WILMINGTON	\$ 7.43		P 7.52	\$ 8.15	\$ 8.27
EDGE MOOR	G 7.48				
BELL (Ches. Div.)	7.50		7.58	8.20	8.33
BELLEVUE					
CLAYMONT	\$ 7.53			\$ 8.23	\$ 8.36
NAAMAN					
MARCUS HOOK	\$ 7.56			\$ 8.26	
HOOK	7.57		8.03	8.28	8.39
TRAINER					
HIGHLAND AVE.	\$ 7.59				
LAMOKIN ST.	\$ 8.01	8.05			
CHESTER	\$ 8.03	\$ 8.08		\$ 8.33	\$ 8.44
EDDYSTONE	\$ 8.05	\$ 8.10			
BALDWIN	\$ 8.07	\$ 8.12	8.08	8.37	8.46
CRUM LYNNE	\$ 8.09	\$ 8.14			\$ 8.47
RIDLEY PARK	\$ 8.11	\$ 8.16		\$ 8.40	\$ 8.48
MOORE	\$ 8.13	\$ 8.18			\$ 8.50
NORWOOD	\$ 8.15	\$ 8.20			\$ 8.52
GLENOLDEN	\$ 8.17	\$ 8.22			\$ 8.54
FOLCROFT	\$ 8.19	\$ 8.24			\$ 8.56
SHARON HILL	\$ 8.21	\$ 8.26		\$ 8.44	\$ 8.58
CURTIS PARK	\$ 8.23	\$ 8.28			\$ 9.00
DARBY	\$ 8.25	\$ 8.30			\$ 9.02
BRILL	8.28	8.32	8.17	8.48	9.04
ARSENAL	8.31	8.35	8.20	8.51	9.07
PHILA.- 30th-ST.	Lower Level Upper Level Lower Level		P 8.23 # 8.35		
	\$ 8.34	\$ 8.39		\$ 8.55	\$ 9.10
SUBURBAN STATION	\$ 8.38	\$ 8.43		\$ 8.59	\$ 9.14
	A. M.	A. M.	A. M.	A. M.	A. M.

## FIRST CLASS

●170 Daily A. M.	●966 Daily Ex. Sat. & Sun. A. M.	●976 Saturday Only A. M.	●914 Daily Ex. Sat. A. M.	100 Daily A. M.	◇104 A. M.	◇126 Daily A. M.	●916 Daily A. M.
\$ 7.00				P 7.15	P 7.45	\$ 8.30	
7.03				7.18	7.48	8.33	
7.09				7.24	7.54	8.39	
7.16				7.31	8.01	8.46	
7.21				7.36	8.06	8.51	
7.35				7.50	8.20	9.05	
\$ 7.45				P 7.56	P 8.25	\$ 9.10	
7.51				8.02	8.31	9.16	
8.04				8.15	8.44	9.29	
8.14				8.25	8.54	\$ 9.37 9.41	
8.18				8.29	8.58	9.45	
8.25				8.36	9.05	9.52	
8.34	MU	MU	MU	8.45	9.15	10.02	MU
8.42				8.53	9.23	10.10	
\$ 8.46			\$ 9.05	P 8.57	P 9.26	\$10.14	\$10.18
8.52			9.11	9.03	9.32	10.20	10.24
			\$ 9.14				\$10.27
			\$ 9.17				\$10.30
8.57			9.18	9.08	9.37	10.25	10.31
			\$ 9.20				\$10.34
	9.05	9.22	\$ 9.22				\$10.36
	\$ 9.07	\$ 9.24	\$ 9.23				\$10.38
	\$ 9.09						\$10.39
9.01	9.10	9.27	9.26	9.12	9.41	10.29	10.39
	\$ 9.11	\$ 9.28	\$ 9.28				\$10.40
	\$ 9.12	\$ 9.29	\$ 9.30				\$10.41
	\$ 9.14	\$ 9.31	\$ 9.32				\$10.43
	\$ 9.15	\$ 9.32	\$ 9.34				\$10.44
	\$ 9.16	\$ 9.33	\$ 9.36				\$10.45
	\$ 9.18	\$ 9.35	\$ 9.38				\$10.47
	\$ 9.19	\$ 9.36	\$ 9.40				\$10.48
	\$ 9.20	\$ 9.37	\$ 9.42				\$10.49
	\$ 9.21	\$ 9.38	\$ 9.44				\$10.50
9.08	9.23	9.40	9.47	9.19	9.48	10.36	10.52
9.11	9.26	9.43	9.50	9.22	9.51	10.39	10.55
				P 9.25	P 9.54		
\$ 9.15	\$ 9.29	\$ 9.46	\$ 9.53	# 9.27	#10.05	\$10.43	\$10.58
	\$ 9.33	\$ 9.50	\$ 9.57				\$11.02
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Will Run  
Fri., Sat.  
and Sun.  
June 14  
to  
Sept. 8  
Inclusive

## WASHINGTON TO PHILADELPHIA

STATIONS	FIRST CLASS			
	±●918	●172	◇148	●920
	Daily Ex. Sun. A. M.	Daily A. M.	Daily A. M.	Daily P. M.
WASHINGTON		\$10.00	D10.05	
NEW YORK AVE. (W.T.)		10.03	10.08	
CHEVERLY				
LANDOVER		10.09	10.14	
LANHAM				
SEABROOK				
BOWIE		10.16	10.21	
JERICO PARK				
ODENTON		10.21	10.26	
HALETHORPE				
FREDERICK ROAD				
EDMONDSON				
FULTON		10.35	10.40	
BALTIMORE		\$10.40	D10.45	
UNION JUNCTION				
BAY		10.46	10.51	
STEMMER'S RUN				
MIDDLE RIVER				
HAREWOOD PARK				
EDGEWOOD		11.00	11.05	
PERRYMAN				
ABERDEEN				
OAK		11.09	11.14	
HAVRE-DE-GRAVE				
PERRYVILLE		11.13	11.18	
NORTH EAST		11.20	11.25	
ELKTON				
NEWARK				
DAVIS	MU	11.30	11.35	MU
WEST YARD		11.38	11.43	
WILMINGTON	\$11.20	\$11.41	D11.47	\$12.02
EDGE MOOR				
BELL (Ches. Div.)	11.26	11.47	11.53	12.09
BELLEVUE				
CLAYMONT	\$11.29			\$12.12
NAAMAN				
MARCUS HOOK	\$11.32			\$12.15
HOOK	11.33	11.52	11.58	12.16
TRAINER				
HIGHLAND AVE.	\$11.35			\$12.18
LAMOKIN ST.				\$12.20
CHESTER	\$11.38			\$12.22
EDDYSTONE				\$12.24
BALDWIN	11.40	11.56	12.02	12.25
CRUM LYNNE	\$11.41			\$12.26
RIDLEY PARK	\$11.42			\$12.27
MOORE	\$11.44			\$12.29
NORWOOD	\$11.45			\$12.30
GLENOLDEN	\$11.46			\$12.31
FOLCROFT	\$11.48			\$12.33
SHARON HILL	\$11.49			\$12.34
CURTIS PARK				\$12.35
DARBY	\$11.51			\$12.36
BRILL	11.53	12.03	12.09	12.38
ARSENAL	11.56	12.06	12.12	12.41
PHILA. - Lower Level		\$12.09	D12.16	
30th-ST. - Upper Level	\$11.59			\$12.44
Lower Level		12.14	12.21	
SUBURBAN STATION	\$12.03			\$12.48
	P. M.	P. M.	P. M.	P. M.



## FIRST CLASS

#922 Daily Ex. Sun. P. M.	130 Daily A. M.	#978 Daily Ex. Sun. P. M.	958 P. M.	980 Saturday Only P. M.	#924 Daily Ex. Sat. & Sun. P. M.	174 Daily P. M.	#968 Daily Ex. Sat. & Sun. P. M.
	\$11.45					\$ 1.45	
	11.48					1.48	
	11.54					1.54	
	12.01					2.01	
	12.06					2.06	
	12.20					2.20	
	\$12.26					\$ 2.26	
	12.32					2.32	
	12.45		Will Run Sunday and May 30 July 4 Sept. 2			2.45	
	12.57					2.55	
	1.01					2.59	
	1.08					3.06	
MU	1.18	MU	MU	MU	MU	3.16	MU
	1.26					3.24	
\$12.56	\$ 1.30		\$ 2.10		\$ 3.05	\$ 3.27	
\$ 1.01					\$ 3.10		
1.04	1.36		2.16		3.13	3.33	
\$ 1.07			\$ 2.19		\$ 3.15		
\$ 1.11			\$ 2.22		\$ 3.18		
1.12	1.41		2.23		3.19	3.37	
\$ 1.15			\$ 2.25		\$ 3.21		
\$ 1.17		2.22	\$ 2.27	3.12	\$ 3.23		3.50
\$ 1.19		\$ 2.24	\$ 2.29	\$ 3.14	\$ 3.25		\$ 3.52
\$ 1.21		\$ 2.26	\$ 2.31	\$ 3.16	\$ 3.27		
1.22	1.45	2.27	2.32	\$ 3.17	\$ 3.28	3.42	3.55
\$ 1.24		\$ 2.28	\$ 2.33	\$ 3.18	\$ 3.29		
\$ 1.25		\$ 2.29	\$ 2.34	\$ 3.19	\$ 3.30		\$ 3.57
\$ 1.26		\$ 2.31	\$ 2.36	\$ 3.21	\$ 3.32		
\$ 1.28		\$ 2.32	\$ 2.37	\$ 3.22	\$ 3.33		\$ 4.02
\$ 1.30		\$ 2.33	\$ 2.38	\$ 3.23	\$ 3.34		
\$ 1.32		\$ 2.35	\$ 2.40	\$ 3.25	\$ 3.36		
\$ 1.34		\$ 2.36	\$ 2.41	\$ 3.26	\$ 3.37		\$ 4.06
\$ 1.36		\$ 2.37	\$ 2.42	\$ 3.27	\$ 3.38		
\$ 1.38		\$ 2.38	\$ 2.43	\$ 3.28	\$ 3.39		
1.41	1.52	2.40	2.45	3.30	3.41	3.49	4.11
1.44	1.55	2.43	2.48	3.33	3.44	3.52	4.14
	\$ 1.58					\$ 3.55	
\$ 1.47	2.00	\$ 2.46	\$ 2.51	\$ 3.36	\$ 3.47	4.00	\$ 4.17
\$ 1.51		\$ 2.50	\$ 2.55	\$ 3.40	\$ 3.51		\$ 4.21
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

## WASHINGTON TO PHILADELPHIA

STATIONS	FIRST CLASS				
	⚡ 926	● 960	⚡ 928	● 132	⚡ 930
	Daily Ex. Sat. & Sun.		Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.
WASHINGTON				\$ 3.00	
NEW YORK AVE. (W.T.)				3.03	
CHEVERLY					
LANDOVER				3.09	
LANHAM					
SEABROOK					
BOWIE				3.16	
JERICO PARK					
ODENTON				3.21	
HALETHORPE					
FREDERICK ROAD					
EDMONDSON					
FULTON				3.35	
BALTIMORE				\$ 3.41	
UNION JUNCTION					
BAY				3.47	
STEMMER'S RUN					
MIDDLE RIVER					
HAREWOOD PARK		Will Run Sunday and May 30 July 4 Sept. 2			
EDGEWOOD				4.00	
PERRYMAN					
ABERDEEN					
OAK				4.10	
HAVRE-DE-GRAVE					
PERRYVILLE				4.14	
NORTH EAST				4.21	
ELKTON					
NEWARK					
DAVIS	MU	MU	MU	4.30	MU
WEST YARD				4.38	
WILMINGTON	\$ 3.50	\$ 4.00	\$ 4.20	\$ 4.41	\$ 4.45
EDGE MOOR	\$ 3.55				W 4.50
BELL (Ches. Div.)	3.58	4.06	4.26	4.47	4.53
BELLEVUE					
CLAYMONT	\$ 4.01	\$ 4.09	\$ 4.30		\$ 4.56
NAAMAN					
MARCUS HOOK	\$ 4.05	\$ 4.12	\$ 4.34		\$ 5.00
HOOK	4.06	4.13	4.35	4.51	5.01
TRAINER			\$ 4.37		\$ 5.03
HIGHLAND AVE.	\$ 4.09	\$ 4.15	\$ 4.39		\$ 5.05
LAMOKIN ST.	\$ 4.11	\$ 4.17	\$ 4.41		\$ 5.07
CHESTER	\$ 4.13	\$ 4.19	\$ 4.43		\$ 5.09
EDDYSTONE	\$ 4.15	\$ 4.21	\$ 4.45		
BALDWIN	\$ 4.17	4.22	\$ 4.46	4.55	\$ 5.12
CRUM LYNNE	\$ 4.19	\$ 4.23	\$ 4.48		\$ 5.14
RIDLEY PARK	\$ 4.20	\$ 4.24	\$ 4.49		\$ 5.15
MOORE	\$ 4.21	\$ 4.26	\$ 4.50		\$ 5.16
NORWOOD	\$ 4.22	\$ 4.27	\$ 4.52		\$ 5.17
GLENOLDEN	\$ 4.25	\$ 4.28	\$ 4.54		\$ 5.19
FOLCROFT	\$ 4.27	\$ 4.30	\$ 4.56		\$ 5.21
SHARON HILL	\$ 4.29	\$ 4.31	\$ 4.58		\$ 5.23
CURTIS PARK	\$ 4.31	\$ 4.32	\$ 5.00		\$ 5.25
DARBY	\$ 4.33	\$ 4.33	\$ 5.02		\$ 5.27
BRILL	4.35	4.35	5.05	5.02	5.30
ARSENAL	4.38	4.38	5.08	5.05	5.33
PHILA.- 30th-ST.	Lower Level Upper Level	\$ 4.41	\$ 4.41	\$ 5.11	\$ 5.36
	Lower Level			\$ 5.09	
SUBURBAN STATION	\$ 4.45	\$ 4.45	\$ 5.15		\$ 5.40
	P. M.	P. M.	P. M.	P. M.	P. M.

## FIRST CLASS

● 962	±● 932 Daily Ex. Sat. & Sun.	● 152 Daily Ex. Sat.	±● 982 Daily Ex. Sat. & Sun.	● 162 Saturday Only	● 964	±● 934 Daily Ex. Sun.	±400 Daily Ex. Sat. & Sun.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 4.00		\$ 4.30			\$ 4.30
		4.03		4.33			4.33
		4.09		4.39			4.40
		4.16		4.46			4.47
		4.21		4.51			\$ 4.54
							\$ 5.10
		4.35		5.05			5.13
		\$ 4.40		\$ 5.15			\$ 5.18
		4.46		5.21			5.28
		4.59		5.34			5.34
Will Run Sunday and May 30 July 4 Sept. 2		5.08		5.43	Will Run Sunday and May 30 July 4 Sept. 2		\$ 5.49
		5.12		5.47			\$ 5.58
		5.19		5.54			6.01
							6.06
	\$ 5.05	5.28		6.03			6.13
MU	MU	5.36	MU	6.11	MU	MU	6.25
	5.14						6.35
\$ 4.50	\$ 5.20	\$ 5.39		\$ 6.14	\$ 6.20	\$ 6.20	\$ 6.38
4.56	5.26	5.44		6.20	6.27	\$ 6.25	6.53
						6.27	6.59
\$ 4.59	\$ 5.29				\$ 6.30	\$ 6.30	
\$ 5.02	\$ 5.31				\$ 6.33	\$ 6.33	
5.03	5.34	5.48		6.24	6.34	6.34	7.03
\$ 5.05	\$ 5.37				\$ 6.36	\$ 6.38	
\$ 5.07			6.05		\$ 6.38	\$ 6.40	
\$ 5.09	\$ 5.41		\$ 6.07		\$ 6.40	\$ 6.42	
			\$ 6.09		\$ 6.42		
5.12	5.44	5.53	6.10	6.28	\$ 6.43	\$ 6.45	7.07
\$ 5.13	\$ 5.45		\$ 6.12		\$ 6.44	\$ 6.47	
\$ 5.14	\$ 5.47		\$ 6.13		\$ 6.45	\$ 6.49	
\$ 5.16	\$ 5.49		\$ 6.14		\$ 6.47	\$ 6.51	
\$ 5.17	\$ 5.51		\$ 6.15		\$ 6.48	\$ 6.52	
\$ 5.18	\$ 5.53		\$ 6.17		\$ 6.49	\$ 6.54	
\$ 5.20	\$ 5.55		\$ 6.18		\$ 6.51	\$ 6.56	
\$ 5.21	\$ 5.57		\$ 6.19		\$ 6.52	\$ 6.58	
\$ 5.22	\$ 5.59		\$ 6.20				
\$ 5.23	\$ 6.01		\$ 6.21		\$ 6.54	\$ 7.01	
5.25	6.04	6.00	6.24	6.35	6.56	7.04	7.14
5.28	6.07	6.03	6.27	6.38	6.59	7.07	7.17
							\$ 7.20
\$ 5.31	\$ 6.11	\$ 6.06	\$ 6.31	\$ 6.41	\$ 7.02	\$ 7.11	
\$ 5.35	\$ 6.15		\$ 6.35		\$ 7.06	\$ 7.15	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

## WASHINGTON TO PHILADELPHIA

STATIONS	FIRST CLASS				
	● 154 Daily Ex. Sat.	±● 414 Daily Ex. Sat. & Sun.	● 164	±● 156 Daily Ex. Sat. & Sun.	555 Daily
	P. M.	P. M.	P. M.	P. M.	P. M.
WASHINGTON.....	\$ 5.00	\$ 5.25	\$ 6.00	\$ 6.00	\$ 7.00
NEW YORK AVE. (W.T.).....	5.03	5.28	6.03	6.03	7.03
CHEVERLY.....		\$ 5.35			
LANDOVER.....	5.09	\$ 5.37	6.09	6.09	7.09
LANHAM.....		F 5.41			
SEABROOK.....		\$ 5.44			
BOWIE.....	5.16	\$ 5.49	6.16	6.16	7.16
JERICO PARK.....		\$ 5.52			
ODENTON.....	5.21	\$ 6.00	6.21	6.21	7.21
HALETHORPE.....		\$ 6.14			
FREDERICK ROAD.....		\$ 6.17			
EDMONDSON.....	NN 5.35	\$ 6.21		D 6.35	
FULTON.....	5.37	6.23	6.38	6.38	7.35
BALTIMORE.....		\$ 6.28		\$ 6.43	\$ 7.40
	\$ 5.45		\$ 6.44	# 6.48	7.55
UNION JUNCTION.....					
BAY.....	5.51		6.50	6.54	
STEMMER'S RUN.....					
MIDDLE RIVER.....					
HAREWOOD PARK.....					
EDGEWOOD.....	6.04		7.03	7.07	
PERRYMAN.....					
ABERDEEN.....					
OAK.....	6.14		7.12	7.16	
HAVRE-DE-GRAVE.....					
PERRYVILLE.....	6.18		7.16	7.20	
NORTH EAST.....	6.25		7.23	7.27	
ELKTON.....					
NEWARK.....					
DAVIS.....	6.35	MU	7.33	7.36	
WEST YARD.....	6.43		7.41	7.44	
WILMINGTON.....				\$ 7.47	
	\$ 6.48		\$ 7.45	# 7.51	
EDGE MOOR.....					
BELL (Ches. Div.).....	6.54		7.51	7.57	
BELLEVUE.....					
CLAYMONT.....					
NAAMAN.....					
MARCUS HOOK.....					
HOOK.....	6.59		7.55	8.01	
TRAINER.....					
HIGHLAND AVE.....					
LAMOKIN ST.....					
CHESTER.....					
EDDYSTONE.....					
BALDWIN.....	7.03		8.00	8.06	
CRUM LYNNE.....					
RIDLEY PARK.....					
MOORE.....					
NORWOOD.....					
GLENOLDEN.....			Will Run Sat., Sun. and May 30 July 4 Sept. 2		
FOLCROFT.....					
SHARON HILL.....					
CURTIS PARK.....					
DARBY.....					
BRILL.....	7.10		8.07	8.13	
ARSENAL.....	7.13		8.10	8.16	
PHILA.- 30th-ST.....	{ Lower Level Upper Level			\$ 8.19	
	{ Lower Level			# 8.29	
SUBURBAN STATION.....	\$ 7.17		\$ 8.14		
	P. M.	P. M.	P. M.	P. M.	P. M.

# NORTHWARD

111

FIRST CLASS							
● 936 Daily P. M.	± ● 158 Daily Ex. Sun. P. M.	● 166 P. M.	± ● 984 Daily Ex. Sat. & Sun. P. M.	160 Daily P. M.	● 938 Daily P. M.	◇ 176 Daily Ex. Sat. P. M.	194 Daily Ex. Sat. P. M.
	\$ 7.30	\$ 7.30		\$ 9.15		\$10.20	E11.00
	7.33	7.33		9.18		10.23	11.03
	7.39	7.39		9.24		10.29	11.09
	7.46	7.46		9.31		10.36	11.16
	7.51	7.51		9.36		10.41	11.21
	8.05	8.05		9.50		10.55	11.35
							E11.40
	\$ 8.11	\$ 8.11		\$10.00		\$11.01	#12.00
	8.17	8.17		10.06		11.07	12.06
	8.30	8.30		10.19		11.20	12.19
	8.40	8.40		10.29		11.33	12.29
	8.44	8.44		10.33		11.38	12.34
	8.51	8.51		10.40		11.45	12.41
MU	9.01	9.01	MU	10.50	MU	11.55	12.51
	9.09	9.09		10.58		12.03	12.59
							E 1.05
\$ 8.35	\$ 9.12	\$ 9.12		\$11.03	\$11.10	\$12.07	# 1.15
8.42	9.19	9.19		11.09	11.17	12.13	1.21
\$ 8.45					\$11.20		
\$ 8.48					\$11.23		
8.49	9.23	9.23		11.14	11.24	12.18	1.26
\$ 8.51					\$11.28		
\$ 8.54	\$ 9.26	\$ 9.26	11.10	\$11.30	\$11.32		
\$ 8.56			\$11.14	\$11.34			
8.57	9.30	9.30	11.15	11.18	11.35	12.23	1.31
\$ 8.58			\$11.16		\$11.37		
\$ 8.59		Will Run Sunday and May 30 July 4 Sept. 2	\$11.17		\$11.39		
\$ 9.01			\$11.19		\$11.41		
\$ 9.02			\$11.20		\$11.42		
\$ 9.03			\$11.21		\$11.44		
\$ 9.05	Will Also Run Sept. 1		\$11.23		\$11.46		
\$ 9.06		Will Not Run Sept. 1	\$11.24		\$11.48	Open Baggage Car 30th St.	Will Not Run May 29 July 3 Sept. 1
\$ 9.08			\$11.25		\$11.51		
9.10	9.37	9.37	\$11.26	11.25	11.54	12.30	1.38
9.13	9.40	9.40	11.28	11.28	11.57	12.33	1.41
				\$11.32		\$12.36	E 1.45
\$ 9.16			\$11.35		\$12.01		# 2.10
	\$ 9.43	\$ 9.43		11.40		1.03	
\$ 9.20			\$11.39		\$12.05		
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.

## PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS			
	● 369		± 601	
	Daily A. M.		Daily Ex. Sat. & Sun. A. M.	
SUBURBAN.....	\$12.50		\$ 5.40	
PHILA.- { Upper Level	\$12.53		\$ 5.43	
30th-ST. { Lower Level				
ZOO.....	12.58		5.48	
FIFTY-SECOND ST.....	12.58		\$ 5.48	
OVERBROOK.....	\$ 1.01		\$ 5.51	
MERION.....	\$ 1.03		\$ 5.52	
NARBERTH.....	\$ 1.05		\$ 5.54	
WYNNEWOOD.....	\$ 1.07		\$ 5.55	
ARDMORE.....	\$ 1.09		\$ 5.57	
HAVERFORD.....	\$ 1.11		\$ 5.59	
BRYN MAWR.....	\$ 1.13		\$ 6.01	
ROSEMONT.....	\$ 1.15		\$ 6.03	
VILLANOVA.....	\$ 1.17		\$ 6.05	
RADNOR.....	\$ 1.19		\$ 6.07	
ST. DAVIDS.....	\$ 1.21		\$ 6.09	
WAYNE.....	\$ 1.23		\$ 6.11	
STRAFFORD.....	\$ 1.25		\$ 6.13	
DEVON.....	\$ 1.27		\$ 6.15	
BERWYN.....	\$ 1.29		\$ 6.17	
DAYLESFORD.....	\$ 1.31			
PAOLI.....	\$ 1.35		\$ 6.21	
MALVERN.....				
WHITFORD.....				
DOWNINGTOWN.....			\$ 6.34	
THORN.....			6.37	
COATESVILLE.....			\$ 6.40	
PARKESBURG.....			6.45	
LANCASTER.....			\$ 7.07	
LANDIS.....				
MOUNT JOY.....			\$ 7.19	
ELIZABETHTOWN.....			\$ 7.26	
MIDDLETOWN.....			\$ 7.33	
CLY..... York Haven				
LEMO..... Line	MU		MU	
HARRISBURG.....			\$ 7.45	
ROCKVILLE.....				
BANKS.....				
	A. M.		A. M.	

## CHESTNUT HILL BRANCH

STATIONS	FIRST CLASS			
	± 801	± 803	± 805	± 807
	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sun. A. M.	Daily Ex. Sat. & Sun. A. M.
CHESTNUT HILL.....	\$ 6.20	\$ 6.48	\$ 7.10	\$ 7.28
HIGHLAND.....	\$ 6.21	\$ 6.49	\$ 7.11	\$ 7.29
ST. MARTINS.....	\$ 6.22	\$ 6.50	\$ 7.12	\$ 7.30
ALLEN LANE.....	\$ 6.24	\$ 6.52	\$ 7.14	\$ 7.32
CARPENTER.....	\$ 6.25	\$ 6.53	\$ 7.16	\$ 7.34
UPSAL.....	\$ 6.26	\$ 6.54	\$ 7.17	\$ 7.36
TULPEHOCKEN.....	\$ 6.27	\$ 6.55	\$ 7.19	\$ 7.38
CHELLEN AVENUE.....	\$ 6.28	\$ 6.56	\$ 7.21	\$ 7.40
QUEEN LANE.....	\$ 6.30	\$ 6.58	\$ 7.23	\$ 7.42
WESTMORELAND.....	\$ 6.32	\$ 7.00	\$ 7.25	\$ 7.44
NORTH PHILA.....	\$ 6.36	\$ 7.03	\$ 7.28	\$ 7.46
ZOO.....	6.40	7.08	7.32	7.50
PHILA. 30th ST. UL.....	\$ 6.44	\$ 7.11	\$ 7.35	\$ 7.53
SUBURBAN.....	\$ 6.48	\$ 7.15	\$ 7.39	\$ 7.57
	A. M.	A. M.	A. M.	A. M.

Note—All Regular Trains Will Operate With MU Equipment.

# WESTWARD

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## FIRST CLASS

✱001 Daily Ex. Sat. & Sun.	✱301 Daily Ex. Sat. & Sun.	✱371	✱003 Daily Ex. Sat. & Sun.		✱373 Saturday Only	✱303 Daily Ex. Sat. & Sun.	✱603 Daily Ex. Sun.
A. M.	A. M.	A. M.	A. M.		A. M.	A. M.	A. M.
\$ 6.30	\$ 7.10	\$ 7.15	\$ 7.25		\$ 7.42	\$ 7.42	\$ 8.00
\$ 6.33	\$ 7.13	\$ 7.18	\$ 7.28		\$ 7.45	\$ 7.45	\$ 8.03
6.36	7.16	7.21	7.31		7.48	7.48	8.06
\$ 6.38	\$ 7.19	\$ 7.23	\$ 7.34		\$ 7.50	\$ 7.51	8.08
\$ 6.42	\$ 7.22	\$ 7.26	\$ 7.37		\$ 7.53	\$ 7.54	8.10
\$ 6.44	\$ 7.24	\$ 7.27	\$ 7.39		\$ 7.54	\$ 7.56	
\$ 6.46	\$ 7.26	\$ 7.29	\$ 7.41		\$ 7.56	\$ 7.59	
\$ 6.48	\$ 7.28	\$ 7.30	\$ 7.43		\$ 7.57	\$ 8.01	
\$ 6.50	\$ 7.30	\$ 7.32	\$ 7.45		\$ 7.59	\$ 8.03	\$ 8.13
\$ 6.52	\$ 7.32	\$ 7.34	\$ 7.47		\$ 8.01	\$ 8.05	
\$ 6.55	\$ 7.34	\$ 7.37	7.51		\$ 8.04	\$ 8.08	8.16
	\$ 7.36	\$ 7.39			\$ 8.06	\$ 8.10	
	\$ 7.38	\$ 7.41			\$ 8.08	\$ 8.12	
	\$ 7.40	\$ 7.43			\$ 8.10	\$ 8.14	
	\$ 7.42	\$ 7.45			\$ 8.12	\$ 8.16	
	\$ 7.44	\$ 7.46			\$ 8.13	\$ 8.18	
	\$ 7.46	\$ 7.48			\$ 8.15	\$ 8.20	
	\$ 7.48	\$ 7.50			\$ 8.17	\$ 8.22	
	\$ 7.50	\$ 7.52			\$ 8.19	\$ 8.24	
	\$ 7.52	\$ 7.54			\$ 8.21	\$ 8.26	
	\$ 8.00	\$ 7.56			\$ 8.23	\$ 8.32	
							\$ 8.27
		Will Run Saturday Sunday and May 30 July 4 Sept. 2					\$ 8.39
							8.42
							\$ 8.45
							8.50
							\$ 9.11
							\$ 9.27
							9.35
MU	MU	MU	MU		MU	MU	MU
							\$ 9.45
A. M.	A. M.	A. M.	A. M.		A. M.	A. M.	A. M.

# WESTWARD

## FIRST CLASS

	✱873 Daily Ex. Sat. & Sun.	✱809 Daily	✱811 Daily Ex. Sat. & Sun.	✱813 Daily Ex. Sun.	✱815 Daily Ex. Sat. & Sun.	✱817 Daily Ex. Sun.	✱819 Daily Ex. Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 7.38	\$ 7.46	\$ 7.58	\$ 8.14	\$ 8.24	\$ 8.40	\$ 9.16
	\$ 7.40	\$ 7.47	\$ 7.59	\$ 8.15	\$ 8.25	\$ 8.41	\$ 9.17
	\$ 7.42	\$ 7.48	\$ 8.00	\$ 8.16	\$ 8.26	\$ 8.42	\$ 9.18
	\$ 7.44	\$ 7.50	\$ 8.02	\$ 8.18	\$ 8.28	\$ 8.44	\$ 9.20
	\$ 7.46	\$ 7.52	\$ 8.04	\$ 8.20	\$ 8.30	\$ 8.46	\$ 9.21
		\$ 7.53	\$ 8.06	\$ 8.22	\$ 8.32	\$ 8.48	\$ 9.23
		\$ 7.55	\$ 8.08	\$ 8.24	\$ 8.34	\$ 8.50	\$ 9.24
		\$ 7.57	\$ 8.10	\$ 8.26	\$ 8.36	\$ 8.52	\$ 9.26
		\$ 7.59	\$ 8.12	\$ 8.28	\$ 8.38	\$ 8.54	\$ 9.28
		\$ 8.01	\$ 8.14	\$ 8.30	\$ 8.40	\$ 8.56	
	7.52	\$ 8.03	\$ 8.16	\$ 8.33	\$ 8.44	\$ 8.58	\$ 9.31
	7.55	8.07	8.20	8.37	8.47	9.02	9.35
		\$ 8.10	\$ 8.23	\$ 8.40	\$ 8.50	\$ 9.05	\$ 9.38
	\$ 8.02	\$ 8.14	\$ 8.27	\$ 8.44	\$ 8.54	\$ 9.09	\$ 9.42
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

## PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS			
	± 005	± 305	● 375	± 007
	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Saturday Only A. M.	Daily Ex. Sat. & Sun. A. M.
SUBURBAN.....	\$ 8.07	\$ 8.20	\$ 8.30	\$ 8.30
PHILA.- 30th-ST.....	\$ 8.10	\$ 8.23	\$ 8.33	\$ 8.33
ZOO.....	8.13	8.26	8.36	8.36
FIFTY-SECOND ST.....	\$ 8.15	\$ 8.29	\$ 8.38	\$ 8.38
OVERBROOK.....	\$ 8.18	\$ 8.32	\$ 8.41	\$ 8.41
MERION.....	\$ 8.19	\$ 8.34	\$ 8.42	\$ 8.42
NARBETH.....	\$ 8.21	\$ 8.36	\$ 8.44	\$ 8.44
WYNNEWOOD.....	\$ 8.22	\$ 8.38	\$ 8.45	\$ 8.45
ARDMORE.....	\$ 8.24	\$ 8.41	\$ 8.47	\$ 8.47
HAVERFORD.....	\$ 8.26	\$ 8.43	\$ 8.49	\$ 8.49
BRYN MAWR.....	\$ 8.29	\$ 8.46	\$ 8.52	\$ 8.52
ROSEMONT.....		\$ 8.48	\$ 8.54	
VILLANOVA.....		\$ 8.50	\$ 8.56	
RADNOR.....		\$ 8.52	\$ 8.58	
ST. DAVIDS.....		\$ 8.54	\$ 9.00	
WAYNE.....		\$ 8.56	\$ 9.01	
STRAFFORD.....		\$ 8.58	\$ 9.03	
DEVON.....		\$ 9.00	\$ 9.05	
BERWYN.....		\$ 9.02	\$ 9.07	
DAYLESFORD.....		\$ 9.04	\$ 9.09	
PAOLI.....		\$ 9.10	\$ 9.11	
MALVERN.....				
WHITFORD.....				
DOWNINGTOWN.....				
THORN.....				
COATESVILLE.....				
PARKESBURG.....				
LANCASTER.....				
LANDIS.....				
MOUNT JOY.....				
ELIZABETHTOWN.....				
MIDDLETOWN.....				
CLY.....				
LEMO.....				
HARRISBURG.....				
ROCKVILLE.....				
BANKS.....				
	A. M.	A. M.	A. M.	A. M.

## CHESTNUT HILL BRANCH

STATIONS	FIRST CLASS			
	● 821	± 823	± 825	± 827
	Daily A. M.	Daily Ex. Sun. A. M.	Daily Ex. Sun. A. M.	Daily Ex. Sun. A. M.
CHESTNUT HILL.....	\$ 9.46	\$10.16	\$10.46	\$11.16
HIGHLAND.....	\$ 9.47	\$10.17	\$10.47	\$11.17
ST. MARTINS.....	\$ 9.48	\$10.18	\$10.48	\$11.18
ALLEN LANE.....	\$ 9.50	\$10.20	\$10.50	\$11.20
CARPENTER.....	\$ 9.51	\$10.21	\$10.51	\$11.21
UPSAL.....	\$ 9.53	\$10.23	\$10.52	\$11.22
TULPEHOCKEN.....	\$ 9.54	\$10.24	\$10.53	\$11.23
CHELLEN AVENUE.....	\$ 9.56	\$10.26	\$10.55	\$11.24
QUEEN LANE.....	\$ 9.58	\$10.28	\$10.57	\$11.26
WESTMORELAND.....		\$10.30		\$11.28
NORTH PHILA.....	\$10.01	\$10.32	\$11.00	\$11.32
ZOO.....	10.05	10.36	11.04	11.35
PHILA.-30th ST. UL.....	\$10.08	\$10.39	\$11.07	\$11.39
SUBURBAN.....	\$10.12	\$10.43	\$11.11	\$11.43
	A. M.	A. M.	A. M.	A. M.

Note—All Regular Trains Will Operate With MU Equipment.



# WESTWARD

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## FIRST CLASS

● 307 Daily Ex. Sat.	±● 009 Daily Ex. Sat. & Sun	571 Daily	25 Daily	±● 309 Daily Ex. Sun.	±● 011 Daily Ex. Sat. & Sun.	● 311 Daily Ex. Sat.	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
\$ 8.45	\$ 9.00			\$ 9.17	\$ 9.30	\$ 9.45	
\$ 8.48	\$ 9.03			\$ 9.20	\$ 9.33	\$ 9.48	
8.51	9.06		9.19	9.23	9.36	9.51	
\$ 8.53	\$ 9.08		9.22	\$ 9.25	9.38	9.53	
\$ 8.56	\$ 9.11		9.25	\$ 9.28	\$ 9.40	\$ 9.56	
\$ 8.57	\$ 9.12			G 9.29	\$ 9.41	\$ 9.58	
\$ 8.59	\$ 9.14			G 9.31	\$ 9.43	\$10.00	
\$ 9.00	\$ 9.15			\$ 9.32	\$ 9.44	\$10.02	
\$ 9.02	\$ 9.17			\$ 9.34	\$ 9.46	\$10.04	
\$ 9.04	\$ 9.19			G 9.36	\$ 9.48	\$10.06	
\$ 9.07	\$ 9.22		9.31	\$ 9.39	\$ 9.51	\$10.08	
\$ 9.09				\$ 9.41		\$10.10	
\$ 9.11				\$ 9.43		\$10.12	
\$ 9.13				\$ 9.45		\$10.14	
\$ 9.15				\$ 9.47		\$10.16	
\$ 9.16				\$ 9.48		\$10.18	
\$ 9.18				\$ 9.50		\$10.20	
\$ 9.20				\$ 9.52		\$10.22	
\$ 9.22				\$ 9.54		\$10.24	
\$ 9.24				\$ 9.56		K10.26	
\$ 9.26			\$ 9.40	\$ 9.58		\$10.30	
			# 9.43				
			9.57				
			\$10.02				
			10.10				
			\$10.32				
			# 10.40				
			11.00				
		10.17					
MU	MU	10.40		MU	MU	MU	
		\$10.45	\$11.15				
			11.35				
			11.45				
			11.50				
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	

# WESTWARD

## FIRST CLASS

	● 829 Daily	±● 831 Daily Ex. Sun.	±● 833 Daily Ex. Sun.	● 835 Daily	±● 837 Daily Ex. Sun.	±● 839 Daily Ex. Sun.	● 841 Daily
	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$11.46	\$12.16	\$12.46	\$ 1.16	\$ 1.46	\$ 2.16	\$ 2.46
	F11.47	\$12.17	\$12.47	F 1.17	\$ 1.47	F 2.17	F 2.47
	\$11.48	\$12.18	\$12.48	\$ 1.18	\$ 1.48	\$ 2.18	\$ 2.48
	\$11.50	\$12.20	\$12.50	\$ 1.20	\$ 1.50	\$ 2.20	\$ 2.50
	\$11.51	\$12.21	\$12.51	\$ 1.21	\$ 1.51	\$ 2.21	\$ 2.51
	\$11.52	\$12.22	\$12.52	\$ 1.22	\$ 1.53	\$ 2.22	\$ 2.52
	\$11.53	\$12.23	\$12.53	\$ 1.23	\$ 1.55	\$ 2.23	\$ 2.53
	\$11.54	\$12.24	\$12.54	\$ 1.24	\$ 1.57	\$ 2.24	\$ 2.54
	\$11.56	\$12.26	\$12.56	\$ 1.26	\$ 1.59	\$ 2.26	\$ 2.56
	\$11.58	\$12.28	\$12.58	\$ 1.28			\$ 2.58
	\$12.00	\$12.30	\$ 1.00	\$ 1.30	\$ 2.03	\$ 2.30	\$ 3.00
	12.04	12.34	1.04	1.34	2.08	2.34	3.04
	\$12.07	\$12.37	\$ 1.07	\$ 1.37	\$ 2.11	\$ 2.37	\$ 3.07
	\$12.11	\$12.41	\$ 1.11	\$ 1.41	\$ 2.15	\$ 2.41	\$ 3.11
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

## PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS				
	● 377 Saturday Only	● 013 Daily Ex. Sat. & Sun.	● 605 Daily Ex. Sat. & Sun.	● 313 Daily Ex. Sun.	397
	A. M.	A. M.	A. M.	A. M.	A. M.
SUBURBAN.....	\$10.00	\$10.00	\$10.25	\$10.30	\$10.45
PHILA.- 30th-ST.....	\$10.03	\$10.03	\$10.28	\$10.33	\$10.48
Upper Level					
Lower Level					
ZOO.....	10.06	10.06	10.31	10.36	10.51
FIFTY-SECOND ST.....	10.08	10.08	10.33	10.38	10.53
OVERBROOK.....	\$10.10	\$10.10	10.35	\$10.40	\$10.55
MERION.....	\$10.11	\$10.11		\$10.41	\$10.56
NARBERTH.....	\$10.13	\$10.13		\$10.43	\$10.58
WYNNEWOOD.....	\$10.14	\$10.14		\$10.44	\$10.59
ARDMORE.....	\$10.16	\$10.16	\$10.38	\$10.46	\$11.01
HAVERFORD.....	\$10.18	\$10.18		\$10.48	\$11.03
BRYN MAWR.....	\$10.21	\$10.21	10.41	\$10.51	\$11.06
ROSEMONT.....	\$10.23			\$10.53	\$11.08
VILLANOVA.....	\$10.25			\$10.55	\$11.10
RADNOR.....	\$10.27			\$10.57	\$11.12
ST. DAVIDS.....	\$10.29			\$10.59	\$11.14
WAYNE.....	\$10.30			\$11.00	\$11.15
STRAFFORD.....	\$10.32			\$11.02	\$11.17
DEVON.....	\$10.34			\$11.04	\$11.19
BERWYN.....	\$10.36			\$11.06	\$11.21
DAYLESFORD.....				\$11.08	\$11.23
PAOLI.....	\$10.40			\$11.10	\$11.25
MALVERN.....			\$10.51		
WHITFORD.....					Will Run
DOWNINGTOWN.....			\$11.03		Sunday
THORN.....			11.08		and
COATESVILLE.....			\$11.09		May 30
PARKESBURG.....			11.14		July 4
					Sept. 2
LANCASTER.....			\$11.35		
LANDIS.....					
MOUNT JOY.....					
ELIZABETHTOWN.....					
MIDDLETOWN.....			11.57		
CLY.....					
LEMO.....					
York Haven Line	MU	MU	MU	MU	MU
HARRISBURG.....			\$12.07		
ROCKVILLE.....					
BANKS.....					
	A. M.	A. M.	P. M.	A. M.	A. M.

## CHESTNUT HILL BRANCH

STATIONS	FIRST CLASS			
	● 843 Daily Ex. Sun.	● 845 Daily Ex. Sun.	● 847 Daily	● 849 Daily Ex. Sun.
	P. M.	P. M.	P. M.	P. M.
CHESTNUT HILL.....	\$ 3.16	\$ 3.46	\$ 4.16	\$ 4.34
HIGHLAND.....	\$ 3.17	\$ 3.47	\$ 4.17	\$ 4.35
ST. MARTINS.....	\$ 3.18	\$ 3.48	\$ 4.18	\$ 4.36
ALLEN LANE.....	\$ 3.20	\$ 3.50	\$ 4.20	\$ 4.38
CARPENTER.....	\$ 3.21	\$ 3.51	\$ 4.21	\$ 4.39
UPSAL.....	\$ 3.22	\$ 3.52	\$ 4.22	\$ 4.40
TULPEHOCKEN.....	\$ 3.23	\$ 3.53	\$ 4.23	\$ 4.41
CHELLEN AVENUE.....	\$ 3.24	\$ 3.54	\$ 4.24	\$ 4.42
QUEEN LANE.....	\$ 3.26	\$ 3.56	\$ 4.26	\$ 4.44
WESTMORELAND.....	\$ 3.28		\$ 4.28	\$ 4.46
NORTH PHILA.....	\$ 3.30	\$ 4.00	\$ 4.32	\$ 4.48
ZOO.....	3.34	4.04	4.36	4.52
PHILA. 30th ST. UL.....	\$ 3.37	\$ 4.07	\$ 4.39	\$ 4.55
SUBURBAN.....	\$ 3.41	\$ 4.11	\$ 4.43	\$ 4.59
	P. M.	P. M.	P. M.	P. M.

Note—All Regular Trains Will Operate With MU Equipment.

## FIRST CLASS

☛315 Daily Ex. Sun.	●317 Daily	☛383 Daily Ex. Sat. & Sun.	●607 Daily	●319 Daily	☛321 Daily Ex. Sun.	☛023 Daily Ex. Sat. & Sun.	●9 Daily Ex. Mon.
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$11.15	\$11.45	\$12.15	\$12.25	\$12.45	\$ 1.15	\$ 1.30	-----
\$11.18	\$11.48	\$12.18	\$12.28	\$12.48	\$ 1.18	\$ 1.33	-----
-----	-----	-----	-----	-----	-----	-----	E 1.30
11.21	11.51	12.21	12.31	12.51	1.21	1.36	1.37
11.23	11.53	12.23	12.33	12.53	1.23	1.38	1.41
\$11.25	\$11.55	\$12.25	12.35	\$12.55	\$ 1.25	\$ 1.40	1.45
\$11.26	\$11.56	\$12.26	-----	\$12.56	\$ 1.26	\$ 1.41	-----
\$11.28	\$11.58	\$12.28	-----	\$ 1.00	\$ 1.28	\$ 1.43	-----
\$11.29	\$11.59	\$12.29	-----	\$ 1.02	\$ 1.29	\$ 1.44	-----
\$11.31	\$12.01	\$12.31	\$12.38	\$ 1.04	\$ 1.31	\$ 1.46	-----
\$11.33	\$12.03	\$12.33	-----	\$ 1.06	\$ 1.33	\$ 1.48	-----
\$11.36	\$12.06	\$12.36	12.41	\$ 1.08	\$ 1.36	\$ 1.51	1.51
\$11.38	\$12.08	\$12.38	-----	\$ 1.10	\$ 1.38	-----	-----
\$11.40	\$12.10	\$12.40	-----	\$ 1.12	\$ 1.40	-----	-----
\$11.42	\$12.12	\$12.42	-----	\$ 1.14	\$ 1.42	-----	-----
\$11.44	\$12.14	\$12.44	-----	\$ 1.16	\$ 1.44	-----	-----
\$11.45	\$12.15	\$12.45	-----	\$ 1.18	\$ 1.45	-----	-----
\$11.47	\$12.17	\$12.47	-----	\$ 1.20	\$ 1.47	-----	-----
\$11.49	\$12.19	\$12.49	-----	\$ 1.22	\$ 1.49	-----	-----
\$11.51	\$12.21	\$12.51	-----	\$ 1.24	\$ 1.51	-----	-----
W11.53	Q12.23	-----	-----	\$ 1.26	\$ 1.53	-----	-----
\$11.55	\$12.25	\$12.55	-----	\$ 1.30	\$ 1.55	-----	-----
-----	-----	-----	\$12.51	-----	-----	-----	2.02
-----	-----	-----	\$12.59	-----	-----	-----	-----
-----	-----	-----	\$ 1.04	-----	-----	-----	-----
-----	-----	-----	1.07	-----	-----	-----	2.18
-----	-----	-----	\$ 1.10	-----	-----	-----	-----
-----	-----	-----	1.15	-----	-----	-----	2.32
-----	-----	-----	\$ 1.36	-----	-----	-----	2.58
-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	1.58	-----	-----	-----	3.20
-----	-----	-----	-----	-----	-----	-----	-----
MU	MU	MU	MU	MU	MU	MU	-----
-----	-----	-----	\$ 2.08	-----	-----	-----	E 3.35
-----	-----	-----	-----	-----	-----	-----	6.25
-----	-----	-----	-----	-----	-----	-----	6.35
-----	-----	-----	-----	-----	-----	-----	6.45
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

## WESTWARD

## FIRST CLASS

	☛851 Daily Ex. Sat. & Sun.	☛853 Daily Ex. Sat. & Sun.	☛855 Daily Ex. Sun.	●857 Daily Ex. Sat.	☛859 Daily Ex. Sun.	☛861 Daily Ex. Sat. & Sun.	●863 Daily
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
-----	\$ 5.00	\$ 5.23	\$ 5.41	\$ 5.55	\$ 6.22	\$ 7.04	\$ 7.35
-----	-----	\$ 5.24	\$ 5.42	\$ 5.56	\$ 6.23	\$ 7.05	\$ 7.36
-----	\$ 5.02	-----	\$ 5.43	\$ 5.57	\$ 6.24	\$ 7.06	\$ 7.37
-----	\$ 5.04	-----	\$ 5.44	\$ 5.58	\$ 6.25	\$ 7.08	\$ 7.39
-----	\$ 5.05	-----	\$ 5.45	\$ 5.59	\$ 6.26	\$ 7.09	\$ 7.40
-----	\$ 5.07	-----	\$ 5.46	\$ 6.00	\$ 6.27	\$ 7.10	\$ 7.41
-----	\$ 5.08	-----	\$ 5.47	\$ 6.01	\$ 6.28	\$ 7.11	\$ 7.42
-----	\$ 5.09	\$ 5.28	\$ 5.49	\$ 6.03	\$ 6.30	\$ 7.13	\$ 7.44
-----	\$ 5.11	\$ 5.30	\$ 5.51	\$ 6.05	\$ 6.32	\$ 7.15	\$ 7.46
-----	\$ 5.13	-----	-----	-----	-----	-----	-----
-----	\$ 5.15	\$ 5.34	\$ 5.55	\$ 6.09	\$ 6.36	\$ 7.18	\$ 7.49
-----	5.18	5.38	5.59	6.13	6.40	7.22	7.53
-----	\$ 5.21	\$ 5.41	\$ 6.02	\$ 6.16	\$ 6.43	\$ 7.25	\$ 7.56
-----	\$ 5.25	\$ 5.45	\$ 6.06	\$ 6.20	\$ 6.47	\$ 7.29	\$ 8.00
-----	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

## PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS			
	● 323	● 21	33	±● 325
	Daily P. M.	Monday Only P. M.	Daily P. M.	Daily Ex. Sun. P. M.
SUBURBAN.....	\$ 1.45			\$ 2.15
PHILA.-30th-ST.....	\$ 1.48			\$ 2.18
{ Upper Level				
{ Lower Level		E 1.58	\$ 2.05	
ZOO.....	1.51	2.03	2.10	2.21
FIFTY-SECOND ST.....	1.53	2.05	2.12	2.23
OVERBROOK.....	\$ 1.55	2.08	2.15	\$ 2.25
MERION.....	\$ 1.56			\$ 2.26
NARBERTH.....	\$ 1.58			\$ 2.28
WYNNEWOOD.....	\$ 1.59			\$ 2.29
ARDMORE.....	\$ 2.01			\$ 2.31
HAVERFORD.....	\$ 2.03			\$ 2.33
BRYN MAWR.....	\$ 2.06	2.14	2.21	\$ 2.36
ROSEMONT.....	\$ 2.08			\$ 2.38
VILLANOVA.....	\$ 2.10			\$ 2.40
RADNOR.....	\$ 2.12			\$ 2.42
ST. DAVIDS.....	\$ 2.14			\$ 2.44
WAYNE.....	\$ 2.15			\$ 2.45
STRAFFORD.....	\$ 2.17			\$ 2.47
DEVON.....	\$ 2.19			\$ 2.49
BERWYN.....	\$ 2.21			\$ 2.51
DAYLESFORD.....	\$ 2.23			\$ 2.53
PAOLI.....	\$ 2.25			\$ 2.55
		2.26	\$ 2.33	
MALVERN.....				
WHITFORD.....				
DOWNINGTOWN.....				
THORN.....		2.41	2.48	
COATESVILLE.....			\$ 2.53	
PARKESBURG.....		2.50	2.58	
LANCASTER.....		3.12	\$ 3.23	
LANDIS.....				
MOUNT JOY.....				
ELIZABETHTOWN.....				
MIDDLETOWN.....		3.32	3.43	
CLY.....				
LEMO.....				
{ York Haven				
{ Line				
	MU			MU
HARRISBURG.....		E 3.45	\$ 3.55	
		# 5.00	4.05	
ROCKVILLE.....		5.10	4.15	
BANKS.....		5.15	4.20	
	P. M.	P. M.	P. M.	P. M.

## CHESTNUT HILL BRANCH

STATIONS	FIRST CLASS			
	±● 865	● 867	±● 875	±● 869
	Daily Ex. Sun. P. M.	Daily Ex. Sat. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sun. P. M.
CHESTNUT HILL.....	\$ 8.13	\$ 9.05	\$ 9.35	\$10.19
HIGHLAND.....	\$ 8.14	\$ 9.06	\$ 9.36	\$10.20
ST. MARTINS.....	\$ 8.15	\$ 9.07	\$ 9.37	\$10.21
ALLEN LANE.....	\$ 8.16	\$ 9.08	\$ 9.38	\$10.22
CARPENTER.....	\$ 8.17	\$ 9.09	\$ 9.39	\$10.23
UPSAL.....	\$ 8.18	\$ 9.10	\$ 9.40	\$10.24
TULPEHOOKEN.....	\$ 8.19	\$ 9.11	\$ 9.41	\$10.25
CHELLEN AVENUE.....	\$ 8.21	\$ 9.13	\$ 9.43	\$10.27
QUEEN LANE.....	\$ 8.23	\$ 9.15	\$ 9.45	\$10.29
WESTMORELAND.....				
NORTH PHILA.....	\$ 8.27	\$ 9.19	\$ 9.49	\$10.33
ZOO.....	8.31	9.23	9.53	10.37
PHILA.-30th ST. UL.....	\$ 8.34	\$ 9.26	\$ 9.56	\$10.40
SUBURBAN.....	\$ 8.38	\$ 9.30	\$10.00	\$10.44
	P. M.	P. M.	P. M.	P. M.

Note—All Regular Trains Will Operate With MU Equipment.

# WESTWARD

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## FIRST CLASS

● 11 Daily Ex. Mod.	±● 027 Daily Ex. Sat. & Sun.	● 379	±● 327 Daily Ex. Sat. & Sun.	±● 029 Daily Ex. Sat. & Sun.	±● 329 Daily Ex. Sun.	23 Daily	±● 609 Daily Ex. Sat. & Sun.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 2.30	\$ 2.45	\$ 2.45	\$ 3.00	\$ 3.12		\$ 3.25
	\$ 2.33	\$ 2.48	\$ 2.48	\$ 3.03	\$ 3.15		\$ 3.28
2.26	2.36	2.51	2.51	3.06	3.18	3.22	3.31
2.28	2.38	2.53	2.53	\$ 3.08	3.20	3.25	3.33
2.31	\$ 2.40	\$ 2.55	\$ 2.56	\$ 3.11	G 3.22	3.27	3.35
	\$ 2.41	\$ 2.56	\$ 2.58	\$ 3.12	G 3.23		
	\$ 2.43	\$ 2.58	\$ 3.00	\$ 3.14	G 3.24		
	\$ 2.44	\$ 2.59	\$ 3.03	\$ 3.15	G 3.25		
	\$ 2.46	\$ 3.01	\$ 3.06	\$ 3.17	\$ 3.26		
	\$ 2.48	\$ 3.03	\$ 3.07	\$ 3.19	\$ 3.28		
2.37	\$ 2.51	\$ 3.06	\$ 3.10	\$ 3.22	\$ 3.31	3.33	3.40
		\$ 3.08	\$ 3.12		\$ 3.33		
		\$ 3.10	\$ 3.14		\$ 3.35		
		\$ 3.12	\$ 3.16		\$ 3.37		
		\$ 3.14	\$ 3.18		\$ 3.39		
		\$ 3.15	\$ 3.20		\$ 3.41		
		\$ 3.17	\$ 3.22		\$ 3.43		
		\$ 3.19	\$ 3.24		\$ 3.45		
		\$ 3.21	\$ 3.26		\$ 3.47		
		\$ 3.23	\$ 3.28		\$ 3.49		
		\$ 3.25	\$ 3.32		\$ 3.53		
2.51						\$ 3.45	\$ 3.50
		Will Run Saturday Sunday and May 30 July 4 Sept. 2					\$ 3.52
							\$ 3.59
3.07						4.00	\$ 4.04
						\$ 4.05	\$ 4.10
3.18						4.10	\$ 4.15
3.40						\$ 4.32	\$ 4.37
							\$ 4.53
4.12						4.55	5.00
	MU	MU	MU	MU	MU		MU
E 4.25						\$ 5.08	\$ 5.10
# 5.40						5.20	
5.50						5.30	
6.00						5.35	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

# WESTWARD

## FIRST CLASS

±● 871 Daily Ex. Sat. & Sun.	● 881						
P. M.	P. M.						
\$11.15	\$11.50						
F11.16	\$11.51						
\$11.17	\$11.52						
\$11.18	\$11.53						
\$11.19	\$11.54						
\$11.20	\$11.55						
\$11.21	\$11.56						
\$11.23	\$11.58						
\$11.25	\$12.00						
\$11.29	\$12.04						
11.33	12.08						
\$11.36	\$12.11						
\$11.40	\$12.15						
P. M.	A. M.						

No. 881 Will Run Saturday and Sunday and May 30, July 4, Sept. 2.

## PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS			
	#031	031	#033	#035
	Daily Ex. Sat. & Sun. P. M.	Daily P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.
SUBURBAN.....	\$ 3.30	\$ 3.45	\$ 4.00	\$ 4.15
PHILA.- {Upper Level	\$ 3.33	\$ 3.48	\$ 4.03	\$ 4.18
30th-ST. {Lower Level				
ZOO.....	3.36	3.51	4.06	4.21
FIFTY-SECOND ST.....	3.38	3.53	4.08	4.23
OVERBROOK.....	\$ 3.40	\$ 3.56	\$ 4.11	\$ 4.25
MERION.....	\$ 3.41	\$ 3.58	\$ 4.13	\$ 4.26
NARBERTH.....	\$ 3.43	\$ 4.00	\$ 4.15	\$ 4.28
WYNNEWOOD.....	\$ 3.44	\$ 4.02	\$ 4.17	\$ 4.29
ARDMORE.....	\$ 3.46	\$ 4.04	\$ 4.19	\$ 4.31
HAVERFORD.....	\$ 3.48	\$ 4.06	\$ 4.21	\$ 4.33
BRYN MAWR.....	\$ 3.51	\$ 4.08	\$ 4.25	\$ 4.36
ROSEMONT.....		\$ 4.10		
VILLANOVA.....		\$ 4.12		
RADNOR.....		\$ 4.14		
ST. DAVIDS.....		\$ 4.16		
WAYNE.....		\$ 4.18		
STRAFFORD.....		\$ 4.20		
DEVON.....		\$ 4.22		
BERWYN.....		\$ 4.24		
DAYLESFORD.....		\$ 4.26		
PAOLI.....		\$ 4.30		
MALVERN.....				
WHITFORD.....				
DOWNINGTOWN.....				
THORN.....				
COATESVILLE.....				
PARKESBURG.....				
LANCASTER.....				
LANDIS.....				
MOUNT JOY.....				
ELIZABETHTOWN.....				
MIDDLETOWN.....				
CLY..... York Haven				
LEMO..... Line	MU	MU	MU	MU
HARRISBURG.....				
ROCKVILLE.....				
BANKS.....				
	P. M.	P. M.	P. M.	P. M.

## SCHUYLKILL BRANCH

STATIONS	FIRST CLASS			
	#651	#653	#655	#657
	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sun. A. M.
SUBURBAN.....	\$ 6.05	\$ 6.59	\$ 7.30	\$ 7.55
PHILA.-30th ST. UL.....	\$ 6.08	\$ 7.02	\$ 7.33	\$ 7.58
ZOO.....	6.10	7.04	7.35	8.00
FIFTY-SECOND ST.....	6.12	7.06	7.37	8.02
WYNNEFIELD AVE.....	D 6.14	D 7.08	D 7.39	\$ 8.04
BALA.....	D 6.16	D 7.09		\$ 8.05
CYNWYD.....	D 6.18	D 7.10	D 7.41	\$ 8.06
BARMOUTH.....		D 7.12		\$ 8.08
MANAYUNK.....	\$ 6.21	\$ 7.15	\$ 7.46	\$ 8.11
	A. M.	A. M.	A. M.	A. M.

Note—All Regular Trains Will Operate With MU Equipment.

## WESTWARD

## PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS				
	• 387 Saturday Only	± 341 Daily Ex. Sat. & Sun.	± 043 Daily Ex. Sat. & Sun.	± 611 Daily Ex. Sat. & Sun.	
	P. M.	P. M.	P. M.	P. M.	
SUBURBAN.....	\$ 5.15	\$ 5.15	\$ 5.24	\$ 5.28	
PHILA.-30th-ST.....	\$ 5.18	\$ 5.18	\$ 5.27	\$ 5.31	
{ Upper Level					
{ Lower Level					
ZOO.....	5.21	5.21	5.30	5.34	
FIFTY-SECOND ST.....	5.23	5.23	5.32	5.36	
OVERBROOK.....	5.25	5.27	\$ 5.36	5.39	
MERION.....			\$ 5.38		
NARBERTH.....			\$ 5.40		
WYNNEWOOD.....			\$ 5.42		
ARDMORE.....	\$ 5.28		\$ 5.44		
HAVERFORD.....			\$ 5.46		
BRYN MAWR.....	\$ 5.31	5.34	\$ 5.50	5.46	
ROSEMONT.....	\$ 5.33	\$ 5.36			
VILLANOVA.....	\$ 5.35	\$ 5.38			
RADNOR.....	\$ 5.37	\$ 5.41			
ST. DAVIDS.....	\$ 5.39	\$ 5.43			
WAYNE.....	\$ 5.40	\$ 5.46			
STRAFFORD.....	\$ 5.42	\$ 5.48			
DEVON.....	\$ 5.44	\$ 5.50			
BERWYN.....	\$ 5.46	\$ 5.52			
DAYLESFORD.....	\$ 5.48	\$ 5.54			
PAOLI.....	\$ 5.50	\$ 5.56			
MALVERN.....				C 5.58	
WHITFORD.....				\$ 6.04	
DOWNINGTOWN.....				\$ 6.11	
THORN.....				\$ 6.16	
COATESVILLE.....				6.19	
PARKESBURG.....				\$ 6.22	
				6.27	
LANCASTER.....				\$ 6.48	
LANDIS.....					
MOUNT JOY.....					
ELIZABETHTOWN.....				\$ 7.05	
MIDDLETOWN.....				7.12	
OLY..... York Haven					
LEMO..... Line	MU	MU	MU	MU	
HARRISBURG.....				\$ 7.22	
ROCKVILLE.....					
BANKS.....					
	P. M.	P. M.	P. M.	P. M.	

## SCHUYLKILL BRANCH

STATIONS	FIRST CLASS				
	± 669 Daily Ex. Sun.	± 671 Daily Ex. Sun.	± 673 Daily Ex. Sun.	± 675 Daily Ex. Sat. & Sun.	
	P. M.	P. M.	P. M.	P. M.	
SUBURBAN.....	\$ 2.36	\$ 3.36	\$ 4.40	\$ 5.18	
PHILA.-30th ST. UL.....	\$ 2.39	\$ 3.39	\$ 4.43	\$ 5.21	
ZOO.....	2.41	3.41	4.46	5.24	
FIFTY-SECOND ST.....	2.43	3.43	4.49	5.27	
WYNNEFIELD AVE.....	\$ 2.45	\$ 3.45	\$ 4.51	\$ 5.29	
BALA.....	\$ 2.46	\$ 3.46	\$ 4.53	\$ 5.31	
CYNWYD.....	\$ 2.47	\$ 3.47	\$ 4.55	\$ 5.33	
BARMOUTH.....	\$ 2.49	\$ 3.49	\$ 4.57	\$ 5.35	
MANAYUNK.....	\$ 2.52	\$ 3.52	\$ 4.59	\$ 5.37	
	P. M.	P. M.	P. M.	P. M.	

Note—All Regular Trains Will Operate With MU Equipment.



# WESTWARD

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## FIRST CLASS

● 389 Saturday Only	● 343 Daily Ex. Sat. & Sun.	● 045 Daily Ex. Sat. & Sun.	31 Daily	● 391	● 345 Daily Ex. Sat. & Sun.	● 617	● 347 Daily Ex. Sat. & Sun.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 5.30	\$ 5.33	\$ 5.38	-----	\$ 5.48	\$ 5.52	\$ 5.55	\$ 5.57
\$ 5.33	\$ 5.36	\$ 5.41	-----	\$ 5.51	\$ 5.55	\$ 5.58	\$ 6.00
5.36	5.39	5.44	5.47	5.54	5.58	6.01	6.03
5.38	5.41	5.46	5.50	5.56	6.00	6.03	6.05
\$ 5.41	5.44	\$ 5.50	5.53	\$ 5.59	6.02	6.05	\$ 6.09
\$ 5.43	-----	\$ 5.52	-----	\$ 6.01	-----	-----	\$ 6.11
\$ 5.45	-----	\$ 5.54	-----	\$ 6.03	-----	-----	\$ 6.13
\$ 5.47	-----	\$ 5.56	-----	\$ 6.05	-----	-----	\$ 6.16
\$ 5.49	-----	\$ 5.58	-----	\$ 6.07	-----	-----	\$ 6.18
\$ 5.51	-----	\$ 6.00	-----	\$ 6.09	-----	-----	\$ 6.21
\$ 5.54	5.50	\$ 6.04	5.59	\$ 6.11	\$ 6.12	6.10	\$ 6.24
\$ 5.56	\$ 5.52	-----	-----	\$ 6.13	\$ 6.14	-----	-----
\$ 5.58	\$ 5.55	-----	-----	\$ 6.15	\$ 6.16	-----	-----
\$ 6.00	\$ 5.58	-----	-----	\$ 6.17	\$ 6.18	-----	-----
\$ 6.02	\$ 6.01	-----	-----	\$ 6.19	\$ 6.20	-----	-----
\$ 6.04	\$ 6.04	-----	-----	\$ 6.21	\$ 6.22	-----	-----
\$ 6.06	\$ 6.06	-----	-----	\$ 6.23	\$ 6.24	-----	\$ 6.32
\$ 6.08	\$ 6.08	-----	-----	\$ 6.25	\$ 6.26	-----	\$ 6.34
\$ 6.10	\$ 6.11	-----	-----	\$ 6.27	\$ 6.28	-----	\$ 6.36
\$ 6.12	\$ 6.13	-----	-----	\$ 6.29	\$ 6.30	-----	\$ 6.38
\$ 6.16	\$ 6.16	-----	-----	\$ 6.33	\$ 6.33	-----	\$ 6.41
-----	-----	-----	\$ 6.12	-----	-----	\$ 6.20	-----
-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	6.27	-----	-----	\$ 6.32	-----
-----	-----	-----	6.35	-----	-----	\$ 6.35	-----
-----	-----	-----	-----	-----	-----	\$ 6.38	-----
-----	-----	-----	\$ 6.57	-----	-----	6.43	-----
-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	\$ 7.05	-----
-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	7.17	-----	-----	\$ 7.21	-----
-----	-----	-----	-----	-----	-----	7.28	-----
<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>
-----	-----	-----	\$ 7.30	-----	-----	\$ 7.38	-----
-----	-----	-----	# 7.40	-----	-----	-----	-----
-----	-----	-----	7.50	-----	-----	-----	-----
-----	-----	-----	7.55	-----	-----	-----	-----
<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>

# WESTWARD

## FIRST CLASS

● 677 Daily Ex. Sun.	● 679 Daily Ex. Sun.	● 681 Daily Ex. Sun.	● 683 Daily Ex. Sat. & Sun.	● 685 Daily Ex. Sun.			
P. M.	P. M.	P. M.	P. M.	P. M.			
\$ 5.45	\$ 6.45	\$ 8.15	\$ 9.30	\$11.65			
\$ 5.48	\$ 6.48	\$ 8.18	\$ 9.33	\$11.68			
5.51	6.50	8.20	9.35	12.00			
5.54	6.52	8.22	9.37	12.02			
\$ 5.56	\$ 6.54	\$ 8.24	\$ 9.39	\$12.04			
\$ 5.58	\$ 6.55	\$ 8.25	\$ 9.40	\$12.05			
\$ 6.00	\$ 6.56	\$ 8.26	\$ 9.41	\$12.06			
\$ 6.02	\$ 6.58	\$ 8.28	\$ 9.43	\$12.08			
\$ 6.04	\$ 7.01	\$ 8.31	\$ 9.46	\$12.11			
<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>A. M.</b>			

## PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS				
	# 349 Daily Ex. Sat. & Sun.	# 613 Daily Ex. Sat. & Sun.	# 351 Daily Ex. Sun.	549 Daily	49 Daily
	P. M.	P. M.	P. M.	P. M.	P. M.
SUBURBAN.....	\$ 6.10	\$ 6.20	\$ 6.25		
PHILA.- { Upper Level	\$ 6.13	\$ 6.23	\$ 6.28		
30th-ST. { Lower Level					
ZOO.....	6.16	6.26	6.31		6.39
FIFTY-SECOND ST.....	6.18	6.28	6.33		6.42
OVERBROOK.....	\$ 6.21	6.30	\$ 6.36		6.45
MERION.....	\$ 6.23		\$ 6.38		
NARBERTH.....	\$ 6.25		\$ 6.40		
WYNNEWOOD.....	\$ 6.27		\$ 6.42		
ARDMORE.....	\$ 6.29		\$ 6.44		
HAVERFORD.....	\$ 6.31		\$ 6.46		
BRYN MAWR.....	\$ 6.34	6.35	\$ 6.49		6.51
ROSEMONT.....	\$ 6.36		\$ 6.51		
VILLANOVA.....	\$ 6.38		\$ 6.53		
RADNOR.....	\$ 6.40		\$ 6.55		
ST. DAVIDS.....	\$ 6.42		\$ 6.57		
WAYNE.....	\$ 6.44		\$ 6.59		
STRAFFORD.....	\$ 6.46		\$ 7.01		
DEVON.....	\$ 6.48		\$ 7.03		
BERWYN.....	\$ 6.50		\$ 7.05		
DAYLESFORD.....	\$ 6.52		\$ 7.07		
PAOLI.....	\$ 6.56		\$ 7.11		
MALVERN.....		\$ 6.45			\$ 7.03
WHITFORD.....		\$ 6.47			
DOWNINGTOWN.....		\$ 6.54			
THORN.....		\$ 6.59			
COATESVILLE.....		7.02			7.18
PARKESBURG.....		\$ 7.05			
		\$ 7.10			7.27
LANCASTER.....					
		\$ 7.32			\$ 7.50
LANDIS.....					
MOUNT JOY.....					
ELIZABETHTOWN.....		\$ 7.48			
MIDDLETOWN.....		7.55			8.10
CLY..... York Haven				7.55	
LEMO..... Line	MU	MU	MU	8.15	
HARRISBURG.....		\$ 8.05		\$ 8.20	\$ 8.21
					8.36
ROCKVILLE.....					8.46
BANKS.....					8.51
	P. M.	P. M.	P. M.	P. M.	P. M.

## FIRST CLASS

	●353 Daily Ex. Sat.	±●055 Daily Ex. Sat. & Sun.		●355 Daily	±●357 Daily Ex. Sat. & Sun.	3 Daily	±●059 Daily Ex. Sat. & Sun.
	P. M.	P. M.		P. M.	P. M.	P. M.	P. M.
	\$ 6.50	\$ 7.15		\$ 7.30	\$ 8.00		\$ 8.25
	\$ 6.53	\$ 7.18		\$ 7.33	\$ 8.03		\$ 8.28
	6.56	7.21		7.36	8.06	8.24	8.31
	6.58	7.23		7.38	8.08	8.27	8.33
	\$ 7.01	\$ 7.25		\$ 7.40	\$ 8.10	8.30	\$ 8.35
	\$ 7.03	\$ 7.26		\$ 7.41	\$ 8.11		\$ 8.36
	\$ 7.06	\$ 7.28		\$ 7.43	\$ 8.13		\$ 8.38
	\$ 7.07	\$ 7.29		\$ 7.44	\$ 8.14		\$ 8.39
	\$ 7.09	\$ 7.31		\$ 7.46	\$ 8.16		\$ 8.41
	\$ 7.11	\$ 7.33		\$ 7.48	\$ 8.18		\$ 8.43
	\$ 7.14	\$ 7.36		\$ 7.51	\$ 8.21	8.35	\$ 8.46
	\$ 7.16			\$ 7.53	\$ 8.23		
	\$ 7.18			\$ 7.55	\$ 8.25		
	\$ 7.20			\$ 7.57	\$ 8.27		
	\$ 7.22			\$ 7.59	\$ 8.29		
	\$ 7.24			\$ 8.00	\$ 8.30		
	\$ 7.26			\$ 8.02	\$ 8.32		
	\$ 7.28			\$ 8.04	\$ 8.34		
	\$ 7.30			\$ 8.06	\$ 8.36		
	\$ 7.32			\$ 8.08	\$ 8.38		
	\$ 7.36			\$ 8.10	\$ 8.40	\$ 8.46	
						# 8.51	
						9.06	
						9.14	
						\$ 9.38	
						9.58	
	MU	MU		MU	MU		MU
						\$10.15	
						10.35	
						10.45	
						10.50	
	P. M.	P. M.		P. M.	P. M.	P. M.	P. M.

## PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS				
	● 395	555	±● 359	● 361	
	Daily P. M.	Daily P. M.	Daily Ex. Sat. & Sun. P. M.	Daily P. M.	
SUBURBAN.....	\$ 8.25		\$ 8.50	\$ 9.25	
PHILA.- { Upper Level	\$ 8.28		\$ 8.53	\$ 9.28	
30th-ST. { Lower Level					
ZOO.....	8.31		8.56	9.31	
FIFTY-SECOND ST.....	8.33		8.58	9.33	
OVERBROOK.....	\$ 8.35		\$ 9.00	\$ 9.36	
MERION.....	\$ 8.36		\$ 9.01	\$ 9.38	
NARBERTH.....	\$ 8.38		\$ 9.03	\$ 9.40	
WYNNEWOOD.....	\$ 8.39		\$ 9.04	\$ 9.42	
ARDMORE.....	\$ 8.41		\$ 9.06	\$ 9.44	
HAVERFORD.....	\$ 8.43		\$ 9.08	\$ 9.46	
BRYN MAWR.....	\$ 8.46		\$ 9.11	\$ 9.48	
ROSEMONT.....	\$ 8.48		\$ 9.13	\$ 9.50	
VILLANOVA.....	\$ 8.50		\$ 9.15	\$ 9.52	
RADNOR.....	\$ 8.52		\$ 9.17	\$ 9.54	
ST. DAVIDS.....	\$ 8.54		\$ 9.19	\$ 9.56	
WAYNE.....	\$ 8.55		\$ 9.20	\$ 9.58	
STRAFFORD.....	\$ 8.57		\$ 9.22	\$10.00	
DEVON.....	\$ 8.59		\$ 9.24	\$10.02	
BERWYN.....	\$ 9.01		\$ 9.26	\$10.04	
DAYLESFORD.....	\$ 9.03		\$ 9.28	\$10.06	
PAOLI.....	\$ 9.05		\$ 9.30	\$10.10	
MALVERN.....	Will Run Saturday Sunday and May 30 July 4 Sept. 2				
WHITFORD.....					
DOWNTOWN.....					
THORN.....					
COATESVILLE.....					
PARKESBURG.....					
LANCASTER.....					
LANDIS.....					
MOUNT JOY.....					
ELIZABETHTOWN.....					
MIDDLETOWN.....					
CLY..... } York Haven		9.58			
LEMO..... } Line	MU	10.20	MU	MU	
HARRISBURG.....		\$10.25			
ROCKVILLE.....					
BANKS.....					
	P. M.	P. M.	P. M.	P. M.	

## FIRST CLASS

● 615 Daily Ex. Sat. P. M.	● 363 Daily P. M.	575 Daily P. M.		● 365 Daily P. M.	◇ 55 Daily P. M.	● 367 Daily P. M.	
\$ 9.50	\$10.10			\$11.00		\$11.59	
\$ 9.53	\$10.13			\$11.03		\$12.02	
9.56	10.16			11.06	C11.33	12.05	
9.58	10.18			11.08	11.38	12.08	
10.00	\$10.20			\$11.11	11.43	\$12.11	
	\$10.21			\$11.13		\$12.13	
	\$10.23			\$11.15		\$12.15	
	\$10.24			\$11.17		\$12.17	
	\$10.26			\$11.19		\$12.19	
	\$10.28			\$11.21		\$12.21	
10.05	\$10.31			\$11.23	11.49	\$12.23	
	\$10.33			\$11.25		\$12.25	
	\$10.35			\$11.27		\$12.27	
	\$10.37			\$11.29	Baggage Service Sat. Sun. and May 30 July 4 & Sept. 2	\$12.29	
	\$10.39			\$11.31		\$12.31	
	\$10.40			\$11.33		\$12.33	
	\$10.42			\$11.35		\$12.35	
	\$10.44			\$11.37		\$12.37	
	\$10.46			\$11.39		\$12.39	
	\$10.48					\$12.41	
	\$10.50			\$11.45	\$12.01	\$12.44	
\$10.15					#12.06		
WW10.17							
\$10.24							
\$10.29							
10.32					12.21		
\$10.35							
10.40					12.31		
\$11.01					\$12.53		
\$11.17							
11.24					1.13		
MU	MU			MU		MU	
\$11.34					\$ 1.25		
		\$11.35			1.45		
		11.46			1.55		
					2.00		
P. M.	P. M.	P. M.		P. M.	A. M.	A. M.	

## BANKS TO PHILADELPHIA

STATIONS	FIRST CLASS				
	● 12	22	±● 300	4	574
	Daily A. M.	Daily A. M.	Daily Ex. Sat. & Sun. A. M.	Daily A. M.	Daily A. M.
BANKS.....	12.28	2.55		4.14	
ROCKVILLE.....	12.32	3.00		4.19	5.29
HARRISBURG.....	\$12.43	\$ 3.10		\$ 4.29	\$ 5.40
	# 1.23	3.28		# 4.38	
LEMO..... } York Haven CLY..... } Line			MU		
MIDDLETOWN.....	1.35	3.38		4.48	
ELIZABETHTOWN.....					
MOUNT JOY.....					
LANDIS.....					
LANCASTER.....		\$ 4.01			
	1.57	# 4.06		5.09	
PARKESBURG.....	2.23	4.27		5.32	
COATESVILLE.....					
THORN.....	2.31	4.35		5.40	
DOWNINGTOWN.....					
WHITFORD.....					
MALVERN.....					
PAOLI.....		D 4.48			
	2.47	4.53	\$ 5.47	D 5.56	
DAYLESFORD.....			\$ 5.49		
BERWYN.....			\$ 5.51		
DEVON.....			\$ 5.53		
STRAFFORD.....			\$ 5.55		
WAYNE.....			\$ 5.57		
ST. DAVIDS.....			\$ 5.58		
RADNOR.....			\$ 6.00		
VILLANOVA.....			\$ 6.02		
ROSEMONT.....			\$ 6.04		
BRYN MAWR.....	2.59	5.04	\$ 6.06	6.07	
HAVERFORD.....			\$ 6.08		
ARDMORE.....			\$ 6.09		
WYNNEWOOD.....			\$ 6.11		
NARBERTH.....			\$ 6.12		
MERION.....			\$ 6.14		
OVERBROOK.....	3.05	5.09	\$ 6.15	6.13	
FIFTY-SECOND ST.....	3.08	5.11	\$ 6.18	6.16	
ZOO.....	3.11	5.15	6.20	6.19	
PHILA.- } Upper Level 30th-ST. } Lower Level		D 5.20			
			\$ 6.24		
SUBURBAN.....			\$ 6.28		
	A. M.	A. M.	A. M.	A. M.	A. M.

## CHESTNUT HILL BRANCH

STATIONS	FIRST CLASS			
	● 870	±● 800	±● 802	±● 804
	Daily A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sun. A. M.	Daily Ex. Sat. & Sun. A. M.
SUBURBAN.....	\$12.30	\$ 6.51	\$ 7.08	\$ 7.23
PHILA.-30th ST. UL.....	\$12.33	\$ 6.54	\$ 7.11	\$ 7.26
ZOO.....	12.36	6.57	7.14	7.29
NORTH PHILA.....	\$12.40	\$ 7.01	\$ 7.18	\$ 7.33
WESTMORELAND.....		\$ 7.02	\$ 7.19	\$ 7.34
QUEEN LANE.....	\$12.43	\$ 7.04	\$ 7.21	\$ 7.36
OHELTEN AVENUE.....	\$12.45	\$ 7.06	\$ 7.23	\$ 7.38
TULPEHOCKEN.....	\$12.47	\$ 7.07	\$ 7.24	\$ 7.39
UPSAL.....	\$12.48	\$ 7.08	\$ 7.25	\$ 7.40
CARPENTER.....	\$12.49	\$ 7.09	\$ 7.26	\$ 7.41
ALLEN LANE.....	\$12.50	\$ 7.10	\$ 7.27	\$ 7.42
ST. MARTINS.....	\$12.51	\$ 7.11	\$ 7.28	\$ 7.43
HIGHLAND.....	\$12.52	\$ 7.12	\$ 7.29	\$ 7.44
CHESTNUT HILL.....	\$12.55	\$ 7.16	\$ 7.33	\$ 7.50
	A. M.	A. M.	A. M.	A. M.

Note—All Regular Trains Will Operate With MU Equipment.



## BANKS TO PHILADELPHIA

STATIONS	FIRST CLASS				
	☛ 310 Daily Ex. Sat. & Sun.	☛ 312 Daily Ex. Sat. & Sun.	◊ 48 Daily	548 Daily	
	A. M.	A. M.	A. M.	A. M.	
BANKS.....			5.51		
ROCKVILLE.....			5.56		
HARRISBURG.....			\$ 6.06		
LEMO.....			# 6.16	\$ 6.40	
CLY.....				6.45	
MIDDLETOWN.....			6.26	7.06	
ELIZABETHTOWN.....					
MOUNT JOY.....					
LANDIS.....					
LANCASTER.....			\$ 6.48		
PARKESBURG.....			7.10		
COATESVILLE.....					
THORN.....			7.18		
DOWNINGTOWN.....					
WHITFORD.....					
MALVERN.....					
PAOLI.....	\$ 7.25	\$ 7.30	D 7.33		
DAYLESFORD.....		\$ 7.38			
BERWYN.....		\$ 7.41			
DEVON.....	\$ 7.36	\$ 7.43			
STRAFFORD.....		\$ 7.45			
WAYNE.....	\$ 7.40	\$ 7.47			
ST. DAVIDS.....		\$ 7.49			
RADNOR.....		\$ 7.51			
VILLANOVA.....		\$ 7.53			
ROSEMONT.....		\$ 7.56			
BRYN MAWR.....	\$ 7.48	8.01	7.44		
HAVERFORD.....	\$ 7.50				
ARDMORE.....	\$ 7.52				
WYNNEWOOD.....	\$ 7.54				
NARBERTH.....	\$ 7.56				
MERION.....	\$ 7.58				
OVERBROOK.....	\$ 8.00	8.08	7.50		
FIFTY-SECOND ST.....	8.02	8.10	7.53		
ZOO.....	8.04	8.12	7.56		
PHILA.- 30th ST.....					
Suburban.....	\$ 8.08	\$ 8.16			
	\$ 8.12	\$ 8.20			
	A. M.	A. M.	A. M.	A. M.	

## CHESTNUT HILL BRANCH

STATIONS	FIRST CLASS				
	● 820 Daily	☛ 822 Daily Ex. Sun.	☛ 824 Daily Ex. Sun.	☛ 826 Daily Ex. Sun.	
	A. M.	A. M.	A. M.	P. M.	
SUBURBAN.....	\$10.34	\$11.04	\$11.34	\$12.04	
PHILA.-30th ST. UL.....	\$10.37	\$11.07	\$11.37	\$12.07	
ZOO.....	10.40	11.10	11.40	12.10	
NORTH PHILA.....	\$10.44	\$11.14	\$11.44	\$12.14	
WESTMORELAND.....		\$11.15			
QUEEN LANE.....	\$10.47	\$11.17	\$11.47	\$12.17	
CHELTON AVENUE.....	\$10.49	\$11.19	\$11.49	\$12.19	
TULPEHOCKEN.....	\$10.50	\$11.20	\$11.50	\$12.20	
UPSAL.....	\$10.51	\$11.21	\$11.51	\$12.21	
CARPENTER.....	\$10.52	\$11.22	\$11.52	\$12.22	
ALLEN LANE.....	\$10.53	\$11.23	\$11.53	\$12.23	
ST. MARTINS.....	\$10.54	\$11.24	\$11.54	\$12.24	
HIGHLAND.....	\$10.55	\$11.25	\$11.55	\$12.25	
CHESTNUT HILL.....	\$10.59	\$11.29	\$11.59	\$12.29	
	A. M.	A. M.	A. M.	P. M.	

Note—All Regular Trains Will Operate With MU Equipment.



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## BANKS TO PHILADELPHIA

STATIONS	FIRST CLASS			
	☛ 602 Daily Ex. Sun.	☛ 018 Daily Ex. Sat. & Sun.	☛ 320 Daily Ex. Sun.	
	A. M.	A. M.	A. M.	
BANKS.....				
ROCKVILLE.....				
HARRISBURG.....	\$ 6.50			
LEMO.....	MU	MU	MU	
CLY.....				
MIDDLETOWN.....	7.00			
ELIZABETHTOWN.....				
MOUNT JOY.....				
LANDIS.....				
LANCASTER.....	\$ 7.22			
PARKESBURG.....	\$ 7.43			
COATESVILLE.....	\$ 7.49			
THORN.....	7.52			
DOWNINGTOWN.....	\$ 7.55			
WHITFORD.....	\$ 8.00			
MALVERN.....	\$ 8.06			
PAOLI.....	\$ 8.09		\$ 8.15	
DAYLESFORD.....			\$ 8.17	
BERWYN.....			\$ 8.19	
DEVON.....			\$ 8.21	
STRAFFORD.....			\$ 8.23	
WAYNE.....			\$ 8.25	
ST. DAVIDS.....			\$ 8.27	
RADNOR.....			\$ 8.29	
VILLANOVA.....			\$ 8.31	
ROSEMONT.....			\$ 8.33	
BRYN MAWR.....	8.19	\$ 8.26	\$ 8.36	
HAVERFORD.....		\$ 8.29	\$ 8.37	
ARDMORE.....		\$ 8.31	\$ 8.38	
WYNNEWOOD.....		\$ 8.32	\$ 8.39	
NARBERTH.....		\$ 8.33	\$ 8.40	
MERION.....		\$ 8.36	\$ 8.42	
OVERBROOK.....	8.26	\$ 8.38	\$ 8.43	
FIFTY-SECOND ST.....	8.28	8.40	8.45	
ZOO.....	8.30	8.42	8.47	
PHILA.-30th ST.....				
Lower Level	\$ 8.34	\$ 8.46	\$ 8.51	
Upper Level				
SUBURBAN.....	\$ 8.38	\$ 8.50	\$ 8.55	
	A. M.	A. M.	A. M.	

## CHESTNUT HILL BRANCH

STATIONS	FIRST CLASS			
	☛ 842 Daily Ex. Sun.	☛ 844 Daily Ex. Sun.	☛ 846 Daily Ex. Sat. & Sun.	☛ 848 Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
SUBURBAN.....	\$ 4.00	\$ 4.23	\$ 4.46	\$ 5.05
PHILA.-30th ST. UL.....	\$ 4.03	\$ 4.26	\$ 4.49	
ZOO.....	4.06	4.30	4.53	5.11
NORTH PHILA.....	4.10	\$ 4.34	\$ 4.67	5.15
WESTMORELAND.....		\$ 4.36	\$ 4.59	\$ 5.16
QUEEN LANE.....	\$ 4.13	\$ 4.38	\$ 5.01	\$ 5.18
CHELTON AVENUE.....	\$ 4.15	\$ 4.40	\$ 5.03	\$ 5.20
TULPEHOCKEN.....	\$ 4.16	\$ 4.42	\$ 5.05	\$ 5.22
UPSAL.....	\$ 4.17	\$ 4.43	\$ 5.07	\$ 5.24
CARPENTER.....	\$ 4.19	\$ 4.45	\$ 5.09	\$ 5.26
ALLEN LANE.....	\$ 4.20	\$ 4.46	\$ 5.11	\$ 5.28
ST. MARTINS.....	\$ 4.21	\$ 4.47	\$ 5.13	\$ 5.30
HIGHLAND.....	\$ 4.22	\$ 4.48	\$ 5.15	\$ 5.32
CHESTNUT HILL.....	\$ 4.26	\$ 4.52	\$ 5.17	\$ 5.34
	P. M.	P. M.	P. M.	P. M.

Note—All Regular Trains Will Operate With MU Equipment.

FIRST CLASS						
#020 Daily Ex. Sat. & Sun.	●322 Daily	#022 Daily Ex. Sat. & Sun.	●382 Saturday Only	#324 Daily Ex. Sun.	●604 Daily	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
					\$ 8.00	
MU	MU	MU	MU	MU	MU	
					8.10	
					\$ 8.16	
					\$ 8.33	
					8.64	
					\$ 8.59	
					9.02	
					\$ 9.05	
					W 9.10	
					W 9.16	
	\$ 8.30		\$ 8.45	\$ 9.00	\$ 9.19	
	\$ 8.32		\$ 8.47	\$ 9.02		
	\$ 8.34		\$ 8.49	\$ 9.04		
	\$ 8.36		\$ 8.51	\$ 9.06		
	\$ 8.38		\$ 8.53	\$ 9.08		
	\$ 8.40		\$ 8.55	\$ 9.10		
	\$ 8.42		\$ 8.56	\$ 9.12		
	\$ 8.44		\$ 8.58	\$ 9.14		
	\$ 8.46		\$ 9.00	\$ 9.16		
	\$ 8.48		\$ 9.02	\$ 9.18		
\$ 8.40	\$ 8.50	\$ 9.00	\$ 9.04	\$ 9.20	9.29	
\$ 8.43	\$ 8.52	\$ 9.02	\$ 9.06	\$ 9.22		
\$ 8.45	\$ 8.54	\$ 9.03	\$ 9.07	\$ 9.23		
\$ 8.47	\$ 8.56	\$ 9.05		\$ 9.25		
\$ 8.49	\$ 8.57	\$ 9.06		\$ 9.26		
\$ 8.51	\$ 8.58	\$ 9.08		\$ 9.28		
\$ 8.53	\$ 8.59	\$ 9.09	9.11	\$ 9.30	9.36	
8.55	9.01	9.11	9.13	9.32	9.38	
8.57	9.03	9.13	9.15	9.34	9.40	
\$ 9.01	\$ 9.07	\$ 9.17	\$ 9.19	\$ 9.38	\$ 9.44	
\$ 9.05	\$ 9.11	\$ 9.21	\$ 9.23	\$ 9.42	\$ 9.48	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	

## EASTWARD

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## BANKS TO PHILADELPHIA

STATIONS	FIRST CLASS			
	⚡ 024	⚡ 326	⚡ 026	● 328
	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily A. M.
BANKS.....				
ROCKVILLE.....				
HARRISBURG.....				
LEMO..... York Haven	MU	MU	MU	MU
CLY..... Line				
MIDDLETOWN.....				
ELIZABETHTOWN.....				
MOUNT JOY.....				
LANDIS.....				
LANCASTER.....				
PARKESBURG.....				
COATESVILLE.....				
THORN.....				
DOWNTOWN.....				
WHITFORD.....				
MALVERN.....				
PAOLI.....		\$ 9.30		\$10.00
DAYLESFORD.....		\$ 9.32		
BERWYN.....		\$ 9.34		\$10.04
DEVON.....		\$ 9.36		\$10.06
STRAFFORD.....		\$ 9.38		\$10.08
WAYNE.....		\$ 9.40		\$10.10
ST. DAVIDS.....		\$ 9.42		\$10.11
RADNOR.....		\$ 9.44		\$10.13
VILLANOVA.....		\$ 9.46		\$10.15
ROSEMONT.....		\$ 9.48		\$10.17
BRYN MAWR.....	\$ 9.30	\$ 9.50	\$10.00	\$10.19
HAVERFORD.....	\$ 9.32	\$ 9.52	\$10.02	\$10.21
ARDMORE.....	\$ 9.33	\$ 9.54	\$10.03	\$10.22
WYNNEWOOD.....	\$ 9.35	\$ 9.56	\$10.05	\$10.24
NARBERTH.....	\$ 9.36	\$ 9.57	\$10.06	\$10.25
MERION.....	\$ 9.38	\$ 9.58	\$10.08	\$10.27
OVERBROOK.....	\$ 9.39	\$10.01	\$10.09	\$10.28
FIFTY-SECOND ST. ....	9.41	10.03	10.11	10.30
ZOO.....	9.43	10.05	10.13	10.32
PHILA.- { Upper Level				
30th-ST. { Lower Level	\$ 9.47	\$10.09	\$10.17	\$10.36
SUBURBAN.....	\$ 9.51	\$10.13	\$10.21	\$10.40
	A. M.	A. M.	A. M.	A. M.

## CHESTNUT HILL BRANCH

STATIONS	FIRST CLASS			
	● 862	⚡ 872	⚡ 864	⚡ 866
	Daily Ex. Sat. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sun. P. M.	Daily Ex. Sat. & Sun. P. M.
SUBURBAN.....	\$ 8.30	\$ 9.00	\$ 9.40	\$10.35
PHILA.-30th ST. UL.....	\$ 8.33	\$ 9.03	\$ 9.43	\$10.38
ZOO.....	8.36	9.06	9.46	10.41
NORTH PHILA.....	\$ 8.40	\$ 9.10	\$ 9.50	\$10.45
WESTMORELAND.....				
QUEEN LANE.....	\$ 8.43	\$ 9.13	\$ 9.53	\$10.48
CHELTON AVENUE.....	\$ 8.45	\$ 9.15	\$ 9.55	\$10.50
TULPEHOCKEN.....	\$ 8.47	\$ 9.17	\$ 9.57	\$10.52
UPSAL.....	\$ 8.48	\$ 9.18	\$ 9.58	\$10.53
CARPENTER.....	\$ 8.49	\$ 9.19	\$ 9.59	\$10.54
ALLEN LANE.....	\$ 8.50	\$ 9.20	\$10.00	\$10.55
ST. MARTINS.....	\$ 8.51	\$ 9.21	\$10.01	\$10.56
HIGHLAND.....	\$ 8.52	\$ 9.22	\$10.02	\$10.57
CHESTNUT HILL.....	\$ 8.55	\$ 9.25	\$10.05	\$11.00
	P. M.	P. M.	P. M.	P. M.

Note—All Regular Trains Will Operate With MU Equipment.

## FIRST CLASS

## BANKS TO PHILADELPHIA

STATIONS	FIRST CLASS			
	● 338	● 340		±● 370
	Daily P. M.	Daily P. M.		Daily Ex. Sun. P. M.
BANKS.....				
ROCKVILLE.....				
HARRISBURG.....				
LEMO.....	MU	MU		MU
CLY.....				
MIDDLETOWN.....				
ELIZABETHTOWN.....				
MOUNT JOY.....				
LANDIS.....				
LANCASTER.....				
PARKESBURG.....				
COATESVILLE.....				
THORN.....				
DOWNINGTOWN.....				
WHITFORD.....				
MALVERN.....				
PAOLI.....	\$12.30	\$ 1.00		\$ 1.30
DAYLESFORD.....	\$12.32	\$ 1.02		\$ 1.32
BERWYN.....	\$12.34	\$ 1.04		\$ 1.34
DEVON.....	\$12.36	\$ 1.06		\$ 1.36
STRAFFORD.....	\$12.38	\$ 1.08		\$ 1.38
WAYNE.....	\$12.40	\$ 1.10		\$ 1.40
ST. DAVIDS.....	\$12.42	\$ 1.11		\$ 1.41
RADNOR.....	\$12.44	\$ 1.13		\$ 1.43
VILLANOVA.....	\$12.46	\$ 1.15		\$ 1.45
ROSEMONT.....	\$12.48	\$ 1.17		\$ 1.47
BRYN MAWR.....	\$12.50	\$ 1.19		\$ 1.49
HAVERFORD.....	\$12.52	\$ 1.21		\$ 1.51
ARDMORE.....	\$12.54	\$ 1.22		\$ 1.52
WYNNEWOOD.....	\$12.56	\$ 1.24		\$ 1.54
NARBERTH.....	\$12.58	\$ 1.25		\$ 1.55
MERION.....	\$ 1.00	\$ 1.27		\$ 1.57
OVERBROOK.....	\$ 1.02	\$ 1.28		\$ 1.58
FIFTY-SECOND ST.....	1.05	1.30		2.00
ZOO.....	1.07	1.32		2.02
PHILA.-30th ST.....	\$ 1.11	\$ 1.36		\$ 2.06
Lower Level				
Upper Level				
SUBURBAN.....	\$ 1.15	\$ 1.40		\$ 2.10
	P. M.	P. M.		P. M.

## SCHUYLKILL BRANCH

STATIONS	FIRST CLASS			
	● 684	±● 650	±● 652	±● 654
	Daily Ex. Mon. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sun. A. M.	Daily Ex. Sat. & Sun. A. M.
MANAYUNK.....	\$12.17	\$ 6.30	\$ 7.26	\$ 7.54
BARMOUTH.....	\$12.19	\$ 6.32	\$ 7.28	\$ 7.56
CYNWYD.....	\$12.21	\$ 6.34	\$ 7.30	\$ 7.58
BALA.....	\$12.22	\$ 6.36	\$ 7.32	\$ 8.00
WYNNEFIELD AVE.....	\$12.23	\$ 6.38	\$ 7.34	\$ 8.02
FIFTY-SECOND ST.....	12.25	6.41	7.37	8.05
ZOO.....	12.26	6.43	7.39	8.08
PHILA.-30th ST. UL.....	\$12.29	\$ 6.46	\$ 7.42	\$ 8.11
SUBURBAN.....	\$12.33	\$ 6.50	\$ 7.46	\$ 8.15
	A. M.	A. M.	A. M.	A. M.

Note—All Regular Trains Will Operate With MU Equipment.  
No. 684 will not run May 31, July 5 and Sept. 3.

## FIRST CLASS

	±● 608 Daily Ex. Sun.	±● 042 Daily Ex. Sat. & Sun.	● 342 Daily	±● 344 Daily Ex. Sun.	±● 044 Daily Ex. Sat. & Sun.	● 346 Daily	±● 046 Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$12.35						
	MU	MU	MU	MU	MU	MU	MU
	12.45						
	\$ 1.07						
	1.28						
	\$ 1.33						
	1.36						
	\$ 1.39						
	\$ 1.51		\$ 2.00	\$ 2.30		\$ 3.00	
				\$ 2.32		\$ 3.02	
			\$ 2.04	\$ 2.34		\$ 3.04	
			\$ 2.06	\$ 2.36		\$ 3.06	
			\$ 2.08	\$ 2.38		\$ 3.08	
			\$ 2.10	\$ 2.40		\$ 3.10	
			\$ 2.11	\$ 2.41		\$ 3.12	
			\$ 2.13	\$ 2.43		\$ 3.14	
			\$ 2.15	\$ 2.45		\$ 3.16	
			\$ 2.17	\$ 2.47		\$ 3.18	
	\$ 2.02	\$ 2.05	\$ 2.19	\$ 2.49	\$ 3.00	\$ 3.20	\$ 3.40
		\$ 2.07	\$ 2.21	\$ 2.50	\$ 3.02	\$ 3.22	\$ 3.42
		\$ 2.08	\$ 2.22	\$ 2.51	\$ 3.03	\$ 3.24	\$ 3.43
		\$ 2.10	\$ 2.24	\$ 2.53	\$ 3.05	\$ 3.26	\$ 3.45
		\$ 2.11	\$ 2.25	\$ 2.54	\$ 3.06	\$ 3.28	\$ 3.46
		\$ 2.13	\$ 2.27	\$ 2.55	\$ 3.08	\$ 3.30	\$ 3.48
	2.10	\$ 2.14	\$ 2.28	\$ 2.56	\$ 3.09	\$ 3.32	\$ 3.49
	2.12	2.16	2.30	2.58	3.11	\$ 3.35	3.51
	2.14	2.18	2.32	3.00	3.13	3.37	3.53
	\$ 2.18	\$ 2.22	\$ 2.36	\$ 3.04	\$ 3.17	\$ 3.41	\$ 3.57
	\$ 2.22	\$ 2.26	\$ 2.40	\$ 3.08	\$ 3.21	\$ 3.45	\$ 4.01
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

## EASTWARD

## FIRST CLASS

	±● 656 Daily Ex. Sun.	±● 658 Daily Ex. Sat. & Sun.	● 686 Saturday Only	±● 660 Daily Ex. Sat. & Sun.	● 688 Saturday Only	±● 662 Daily Ex. Sun.	±● 664 Daily Ex. Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
	\$ 8.27	\$ 9.05	\$ 9.25	\$10.08	\$10.33	\$11.42	\$12.42
	\$ 8.28	\$ 9.07	\$ 9.27	\$10.10	\$10.35	\$11.44	\$12.44
	\$ 8.30	\$ 9.09	\$ 9.29	\$10.12	\$10.37	\$11.46	\$12.46
	\$ 8.32	\$ 9.11	\$ 9.31	\$10.13	\$10.38	\$11.47	\$12.47
	\$ 8.34	\$ 9.13	\$ 9.32	\$10.14	\$10.39	\$11.48	\$12.48
	8.36	9.15	9.34	10.16	10.41	11.50	12.50
	8.38	9.17	9.35	10.17	10.42	11.51	12.51
	\$ 8.43	\$ 9.20	\$ 9.38	\$10.20	\$10.45	\$11.54	\$12.54
	\$ 8.47	\$ 9.24	\$ 9.42	\$10.24	\$10.49	\$11.58	\$12.58
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.

## BANKS TO PHILADELPHIA

STATIONS	FIRST CLASS			
	# 348		# 54	# 048
	Daily Ex. Sun. P. M.		Daily P. M.	Daily Ex. Sat. & Sun. P. M.
BANKS.....			2.06	
ROCKVILLE.....			2.11	
HARRISBURG.....			\$ 2.21	
			# 2.35	
LEMO..... York Haven	MU			MU
CLY..... Line				
MIDDLETOWN.....			2.45	
ELIZABETHTOWN.....				
MOUNT JOY.....				
LANDIS.....				
LANCASTER.....			\$ 3.10	
PARKESBURG.....			3.33	
COATESVILLE.....			Q 3.39	
THORN.....			3.43	
DOWNINGTOWN.....				
WHITFORD.....				
MALVERN.....				
PAOLI.....	\$ 3.30		\$ 4.02	
			# 4.04	
DAYLESFORD.....	\$ 3.32			
BERWYN.....	\$ 3.34			
DEVON.....	\$ 3.36			
STRAFFORD.....	\$ 3.38			
WAYNE.....	\$ 3.40			
ST. DAVIDS.....	\$ 3.41			
RADNOR.....	\$ 3.43			
VILLANOVA.....	\$ 3.45			
ROSEMONT.....	\$ 3.47			
BRYN MAWR.....	\$ 3.49		4.15	\$ 4.00
HAVERFORD.....	\$ 3.50			\$ 4.02
ARDMORE.....	\$ 3.51			\$ 4.03
WYNNEWOOD.....	\$ 3.53			\$ 4.05
NARBERTH.....	\$ 3.54			\$ 4.06
MERION.....	\$ 3.55			\$ 4.08
OVERBROOK.....	\$ 3.56		4.21	\$ 4.09
FIFTY-SECOND ST.....	3.58		4.23	\$ 4.12
ZOO.....	4.00		4.27	4.14
PHILA.- Lower Level				
30th-ST. Upper Level	\$ 4.04			\$ 4.18
SUBURBAN.....	\$ 4.08			\$ 4.22
	P. M.		P. M.	P. M.

## SCHUYLKILL BRANCH

STATIONS	FIRST CLASS			
	# 666	# 668	# 670	# 672
	Daily Ex. Sun. P. M.	Daily Ex. Sun. P. M.	Daily Ex. Sun. P. M.	Daily Ex. Sun. P. M.
MANAYUNK.....	\$ 1.42	\$ 3.12	\$ 4.15	\$ 5.10
BARMOUTH.....	\$ 1.44	\$ 3.14	\$ 4.17	\$ 5.12
CYNWYD.....	\$ 1.46	\$ 3.16	\$ 4.19	\$ 5.14
BALA.....	\$ 1.47	\$ 3.17	\$ 4.20	\$ 5.15
WYNNEFIELD AVE.....	\$ 1.48	\$ 3.18	\$ 4.21	\$ 5.16
FIFTY-SECOND ST.....	1.50	3.20	4.23	5.18
ZOO.....	1.51	3.21	4.24	5.19
PHILA.-30th ST. UL.....	\$ 1.54	\$ 3.24	\$ 4.27	\$ 5.22
SUBURBAN.....	\$ 1.58	\$ 3.28	\$ 4.31	\$ 5.26
	P. M.	P. M.	P. M.	P. M.

Note—All Regular Trains Will Operate With MU Equipment.



## 139

## EASTWARD

FIRST CLASS					
	<b>☛ 674</b> Daily Ex. Sat. & Sun.	<b>☛ 676</b> Daily Ex. Ex. Sun.	<b>☛ 678</b> Daily Ex. Ex. Sun.	<b>☛ 680</b> Daily Ex. Ex. Sun.	<b>☛ 682</b> Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 5.49	\$ 6.18	\$ 7.07	\$ 8.47	\$ 9.56
	\$ 5.51	\$ 6.20	\$ 7.09	\$ 8.49	\$ 9.58
	\$ 5.53	\$ 6.22	\$ 7.11	\$ 8.51	\$10.00
	\$ 5.54	\$ 6.23	\$ 7.12	\$ 8.52	\$10.01
	\$ 5.55	\$ 6.24	\$ 7.13	\$ 8.53	\$10.02
	5.57	6.26	7.15	8.55	10.04
	5.58	6.27	7.16	8.56	10.05
	\$ 6.01	\$ 6.30	\$ 7.19	\$ 8.59	\$10.08
	\$ 6.05	\$ 6.34	\$ 7.23	\$ 9.03	\$10.12
	P. M.	P. M.	P. M.	P. M.	P. M.

## BANKS TO PHILADELPHIA

STATIONS	FIRST CLASS			
	±● 354	● 610	±● 356	±● 058
	Daily Ex. Sun. P. M.	Daily Ex. Sat. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.
BANKS.....				
ROCKVILLE.....				
HARRISBURG.....				
LEMO.....	York Haven Line	\$ 4.25		
CLY.....				
MIDDLETOWN.....		4.35		
ELIZABETHTOWN.....		\$ 4.41		
MOUNT JOY.....				
LANDIS.....				
LANCASTER.....		\$ 4.58		
PARKESBURG.....		5.19		
COATESVILLE.....		\$ 5.24		
THORN.....		5.27		
DOWNINGTOWN.....		\$ 5.30		
WHITFORD.....				
MALVERN.....				
PAOLI.....	\$ 5.10	\$ 5.42	\$ 5.50	
DAYLESFORD.....	\$ 5.12		\$ 5.52	
BERWYN.....	\$ 5.14		\$ 5.54	
DEVON.....	\$ 5.16		\$ 5.56	
STRAFFORD.....	\$ 5.18		\$ 5.58	
WAYNE.....	\$ 5.20		\$ 6.00	
ST. DAVIDS.....	\$ 5.22		\$ 6.02	
RADNOR.....	\$ 5.24		\$ 6.04	
VILLANOVA.....	\$ 5.26		\$ 6.06	
ROSEMONT.....	\$ 5.28		\$ 6.08	
BRYN MAWR.....	\$ 5.30	5.52	\$ 6.10	\$ 6.17
HAVERFORD.....	\$ 5.32			\$ 6.19
ARDMORE.....	\$ 5.34	\$ 5.55		\$ 6.21
WYNNEWOOD.....	\$ 5.36			\$ 6.23
NARBERTH.....	\$ 5.38			\$ 6.25
MERION.....	\$ 5.40			\$ 6.27
OVERBROOK.....	\$ 5.42	5.58	6.16	\$ 6.29
FIFTY-SECOND ST.....	\$ 5.44	6.00	\$ 6.19	\$ 6.32
ZOO.....	5.47	6.02	6.22	6.35
PHILA.-	{ Lower Level 30th-ST..... { Upper Level			
		\$ 5.51	\$ 6.06	\$ 6.26
SUBURBAN.....		\$ 5.55	\$ 6.10	\$ 6.30
		P. M.	P. M.	P. M.

## FIRST CLASS

	● 398		±● 358 Daily Ex. Sun.	±● 612 Daily Ex. Sun.	◇ 570 Daily	● 360 Daily	◇ 16 Daily
	P. M.		P. M.	P. M.	P. M.	P. M.	P. M.
							5.40
							5.45
							\$ 6.55
				\$ 5.25	\$ 6.00		# 6.03
	MU		MU	MU	6.05 6.25	MU	
				W 5.38			6.13
				\$ 5.46			
				W 5.53			
				\$ 6.06			\$ 6.36
				6.27			6.57
				\$ 6.32			R 7.02
				6.35			7.07
				\$ 6.38			
	Will Run Sunday and May 30 July 4 Sept. 2						
	\$ 6.00		\$ 6.20	\$ 6.50		\$ 7.00	\$ 7.22
	\$ 6.02		\$ 6.22			\$ 7.02	
	\$ 6.04		\$ 6.24			\$ 7.04	
	\$ 6.06		\$ 6.26			\$ 7.06	
	\$ 6.08		\$ 6.28			\$ 7.08	
	\$ 6.10		\$ 6.30			\$ 7.10	
	\$ 6.11		\$ 6.32			\$ 7.12	
	\$ 6.13		\$ 6.34			\$ 7.14	
	\$ 6.15		\$ 6.36			\$ 7.16	
	\$ 6.17		\$ 6.38			\$ 7.18	
	\$ 6.19		\$ 6.40	7.00		\$ 7.20	7.33
	\$ 6.21		\$ 6.42			\$ 7.22	
	\$ 6.22		\$ 6.44	\$ 7.03		\$ 7.24	
	\$ 6.24		\$ 6.46			\$ 7.26	
	\$ 6.25		\$ 6.48			\$ 7.28	
	\$ 6.27		\$ 6.50			\$ 7.30	
	\$ 6.28		\$ 6.52	7.06		\$ 7.32	7.39
	6.30		6.54	7.08		W 7.35	7.42
	6.32		6.56	7.10		7.38	7.45
	\$ 6.36		\$ 7.00	\$ 7.14		\$ 7.42	
	\$ 6.40		\$ 7.04	\$ 7.18		\$ 7.46	
	P. M.		P. M.	P. M.	P. M.	P. M.	P. M.

## BANKS TO PHILADELPHIA

STATIONS	FIRST CLASS				
	#060 Daily Ex. Sat. & Sun. P. M.		#362 Daily P. M.		
BANKS					
ROCKVILLE					
HARRISBURG					
LEMO	York Haven Line	MU	MU		
CLY					
MIDDLETOWN					
ELIZABETHTOWN					
MOUNT JOY					
LANDIS					
LANCASTER					
PARKESBURG					
COATESVILLE					
THORN					
DOWNINGTOWN					
WHITFORD					
MALVERN					
PAOLI			\$ 7.55		
DAYLESFORD			\$ 7.57		
BERWYN			\$ 7.59		
DEVON			\$ 8.01		
STRAFFORD			\$ 8.03		
WAYNE			\$ 8.05		
ST. DAVIDS			\$ 8.07		
RADNOR			\$ 8.09		
VILLANOVA			\$ 8.11		
ROSEMONT			\$ 8.13		
BRYN MAWR	\$ 7.45		\$ 8.15		
HAVERFORD	\$ 7.47		\$ 8.17		
ARDMORE	\$ 7.48		\$ 8.19		
WYNNEWOOD	\$ 7.50		\$ 8.21		
NARBERTH	\$ 7.51		\$ 8.23		
MERION	\$ 7.53		\$ 8.25		
OVERBROOK	\$ 7.54		\$ 8.27		
FIFTY-SECOND ST.	7.56		8.29		
ZOO	7.58		8.31		
PHILA.-	{ Lower Level 30th-ST. { Upper Level	\$ 8.02	\$ 8.35		
SUBURBAN					
	P. M.		P. M.		

## PEMBERTON BRANCH—NORTHWARD

STATIONS	FIRST CLASS				
	#988 Daily Ex. Sat. & Sun. A. M.		#990 Daily Ex. Sat. & Sun. A. M.	#986 Daily Ex. Sat. & Sun. P. M.	#984 Daily Ex. Sat. & Sun. P. M.
PEMBERTON	\$ 6.37				\$ 6.33
BIRMINGHAM	\$ 6.40				
MT. HOLLY	\$ 6.47				
MASONVILLE	\$ 6.54				
STANWICK AVE.	\$ 6.59				
MOORESTOWN	\$ 7.01		\$ 8.04	\$ 5.14	
WEST MOORESTOWN	\$ 7.03		\$ 8.06		
LENOLA	\$ 7.06				
MAPLE SHADE	\$ 7.09		\$ 8.10		
PENNSAUKEN	\$ 7.12		\$ 8.13		
MERCHANTVILLE	\$ 7.17		\$ 8.16		
W. MERCHANTVILLE	\$ 7.19		\$ 8.18		
COOPER	7.24		8.23	5.35	7.31
12TH STREET	\$ 7.26		\$ 8.25	\$ 5.37	
	A. M.		A. M.	P. M.	P. M.

FIRST CLASS						
	±●064 Daily Ex. Sat. & Sun. P. M.	●614 Daily Ex. Sat. P. M.	●364 Daily P. M.	●366 Daily P. M.	24 Daily Ex. Sat. P. M.	●368 Daily P. M.
					9.16	
					9.21	
					\$ 9.31	
					9.45	
	MU	MU	MU	MU		MU
		8.05			9.55	
					\$10.17	
		\$ 8.27			#10.22	
		8.48			10.42	
		\$ 8.53				
		8.56			10.50	
		\$ 8.59				
					\$11.03	
		\$ 9.11	\$ 9.15	\$10.30	#11.07	\$11.30
			\$ 9.17	\$10.32		
			\$ 9.19	\$10.34		\$11.34
			\$ 9.21	\$10.36		\$11.36
			\$ 9.23	\$10.38		\$11.38
			\$ 9.25	\$10.40		\$11.40
			\$ 9.26	\$10.41		\$11.42
			\$ 9.28	\$10.43		\$11.44
			\$ 9.30	\$10.45		\$11.46
			\$ 9.32	\$10.47		\$11.48
	\$ 8.55	9.21	\$ 9.34	\$10.49	11.18	\$11.50
	\$ 8.57		\$ 9.36	\$10.51		\$11.52
	\$ 8.58		\$ 9.37	\$10.52		\$11.54
	\$ 9.00		\$ 9.39	\$10.54		\$11.56
	\$ 9.01		\$ 9.40	\$10.55		\$11.58
	\$ 9.03		\$ 9.42	\$10.57		\$12.00
	\$ 9.04	9.26	\$ 9.43	\$10.58	11.24	\$12.02
	9.06	9.28	9.45	11.00	11.26	12.04
	9.08	9.30	9.47	11.02	11.28	12.06
					\$11.35	
	\$ 9.12	\$ 9.34	\$ 9.51	\$11.06		\$12.10
	\$ 9.16	\$ 9.38	\$ 9.55	\$11.10		\$12.14
	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.

## PEMBERTON BRANCH—SOUTHWARD

STATIONS	FIRST CLASS			
	±●989 Daily Ex. Sat. & Sun. A. M.	±●985 Daily Ex. Sat. & Sun. A. M.	±●983 Daily Ex. Sat. & Sun. P. M.	±●987 Daily Ex. Sat. & Sun. P. M.
12TH STREET		\$ 7.27	\$ 4.54	\$ 5.44
COOPER	5.30	7.29	4.56	5.46
W. MERCHANTVILLE				\$ 5.48
MERCHANTVILLE			\$ 5.00	\$ 5.50
PENNSAUKEN				\$ 5.52
MAPLE SHADE			\$ 5.05	\$ 5.58
LENOLA				\$ 5.59
WEST MOORESTOWN				\$ 6.02
MOORESTOWN		\$ 7.58	\$ 5.12	\$ 6.04
STANWICK AVE.				\$ 6.06
MASONVILLE				\$ 6.13
MT. HOLLY				\$ 6.19
BIRMINGHAM				\$ 6.27
PEMBERTON	\$ 6.30			\$ 6.31
	A. M.	A. M.	P. M.	P. M.

## PRINCETON BRANCH—SOUTHWARD

## FIRST CLASS

STATIONS	#4133	#4135	#4137	4103	4261	#4139	#4141	4143	4105	4265	4147	#4149	4151	#4153	4107
	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sun. A. M.	Daily Ex. Sun. A. M.	Saturday Only A. M.	A. M.	Daily Ex. Sun. A. M.	Daily Ex. Sun. A. M.	Daily A. M.	Saturday Only A. M.	A. M.	Daily A. M.	Daily Ex. Sun. P. M.	Daily P. M.	Daily Ex. Sun. P. M.	Saturday Only P. M.
PRINCETON	\$ 7.20	\$ 7.42	\$ 7.59	\$ 8.19	\$ 8.41	\$ 8.46	\$ 8.59	\$ 9.39	\$10.12	\$10.45	\$12.32	\$12.55	\$ 1.40	\$ 2.04	\$ 2.47
PENNS NECK	\$ 7.25	\$ 7.47	\$ 8.04	\$ 8.24	\$ 8.46	\$ 8.52	\$ 9.04	\$ 9.44	\$10.17	\$10.50	\$12.37	\$ 1.00	\$ 1.45	\$ 2.09	\$ 2.52
PRINCETON JCT.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

## FIRST CLASS

STATIONS	#4155	4109	#4157	4267	#4159	#4161	4111	#4163	4113	#4165	#4169	#4171	#4173	#4175	#4177	4269
	Daily Ex. Sat. & Sun. P. M.	P. M.	Daily Ex. Sat. & Sun. P. M.	P. M.	Daily P. M.	Daily Ex. Sat. & Sun. P. M.	Saturday Only P. M.	Daily Ex. Sat. P. M.	P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily P. M.	Daily Ex. Sat. & Sun. P. M.	Daily P. M.	Daily Ex. Sun. P. M.	P. M.
PRINCETON	\$ 3.05	\$ 3.38	\$ 4.01	\$ 4.33	\$ 4.40	\$ 5.01	\$ 5.24	\$ 5.37	\$ 5.54	\$ 6.05	\$ 6.22	\$ 6.53	\$ 7.12	\$ 7.40	\$ 8.02	\$ 8.42
PENNS NECK	\$ 3.10	\$ 3.43	\$ 4.06	\$ 4.38	\$ 4.45	\$ 5.06	\$ 5.29	\$ 5.42	\$ 5.59	\$ 6.10	\$ 6.27	\$ 6.58	\$ 7.17	\$ 7.45	\$ 8.07	\$ 8.47
PRINCETON JCT.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

## FIRST CLASS

STATIONS	4115	#4179	4181	4271	#4183	4275	4185
	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily P. M.	P. M.	Daily Ex. Sun. P. M.	P. M.	Daily P. M.
PRINCETON	\$ 9.00	\$ 9.15	\$ 9.45	\$10.01	\$10.25	\$10.45	\$11.48
PENNS NECK	\$ 9.05	\$ 9.20	\$ 9.50	\$10.06	\$10.30	\$10.50	\$11.53
PRINCETON JCT.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Regular trains on Princeton Branch operate with MU equipment and will not carry baggage.

Trains Nos. 4133, 4135, 4137, 4139, 4141, 4143, 4149, 4153, 4155, 4157, 4161, 4165, 4169, 4171, 4173, 4177, 4183 will not run May 30, July 4, Sept. 2.

Trains Nos. 4271, 4275 will not run Sept. 1.

Train No. 4159 will not run May 30, July 4.

Trains Nos. 4261, 4263, 4265, 4269, 4271 will run Sunday and May 30, July 4, Sept. 2.

Train No. 4183 will run Sept. 1.

Trains Nos. 4109, 4113, 4115 will run Saturday, Sunday and May 30, July 4, Sept. 2.

Train No. 4267 will run May 30, July 4.

Train No. 4275 will run Sunday and Sept. 2.

## PRINCETON BRANCH—NORTHWARD

## FIRST CLASS

STATIONS	#4134	#4136	#4138	4104	4140	#4142	4144	4106	4266	4148	#4150	4152	#4154	4108
	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Saturday Only	Daily	Daily Ex. Sun.	Daily	Saturday Only	A. M.	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Saturday Only
PRINCETON JOT.....	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
PENNS NECK.....	\$ 7.32	\$ 7.53	\$ 8.09	\$ 8.30	\$ 8.53	\$ 9.09	\$ 9.56	\$10.23	\$10.55	\$12.49	\$ 1.15	\$ 1.53	\$ 2.14	\$ 3.04
PRINCETON.....	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 7.37	\$ 7.58	\$ 8.14	\$ 8.35	\$ 8.58	\$ 9.14	\$10.01	\$10.28	\$11.00	\$12.54	\$ 1.20	\$ 1.58	\$ 2.19	\$ 3.09

## FIRST CLASS

STATIONS	#4156	4110	#4158	4268	#4160	#4162	4112	#4164	4114	#4166	#4168	#4172	#4174	#4176	4270
	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat.	P. M.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sun.
PRINCETON JOT.....	\$ 3.14	\$ 3.50	\$ 4.30	\$ 4.43	\$ 4.55	\$ 5.10	\$ 5.37	\$ 5.48	\$ 6.08	\$ 6.18	\$ 6.28	\$ 7.05	\$ 7.20	\$ 7.55	\$ 8.54
PENNS NECK.....	\$ 3.19	\$ 3.55	\$ 4.35	\$ 4.48	\$ 5.00	\$ 5.15	\$ 5.42	\$ 5.53	\$ 6.13	\$ 6.21	\$ 6.33	\$ 7.10	\$ 7.25	\$ 8.00	\$ 8.59
PRINCETON.....	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

## FIRST CLASS

STATIONS	4116	#4180	4182	4272	#4184	4276	4186
	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily	P. M.	Daily Ex. Sun.	P. M.	Daily
PRINCETON JOT.....	\$ 9.21	\$ 9.25	\$ 9.55	\$10.10	\$10.38	\$10.55	\$11.56
PENNS NECK.....	\$ 9.26	\$ 9.30	\$10.00	\$10.15	\$10.43	\$11.00	\$12.02
PRINCETON.....	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.

Trains Nos. 4134, 4136, 4138, 4142, 4144, 4150, 4154, 4156, 4158, 4162, 4168, 4172, 4174, 4178, 4184 will not run May 30, July 4, Sept. 2.

Train No. 4160 will not run May 30, July 4.

Trains Nos. 4272, 4276 will not run Sept. 1.

Trains Nos. 4264, 4266, 4270, 4272 will run Sunday and May 30, July 4, Sept. 2.

Train No. 4268 will run May 30, July 4.

Train No. 4184 will run Sept. 1.

Trains Nos. 4110, 4114, 4116 will run Saturday, Sunday and May 30, July 4, Sept. 2.

Train No. 4276 will run Sunday and Sept. 2.

Regular trains on Princeton Branch operate with MU equipment and will not carry baggage.

# HARRISON C. N. J. YARD TO NK-L.V.R.R.—WESTWARD

## FIRST CLASS

STATIONS	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.
	#● 5401	● 5501	● 5551	● 5553	● 5503	#● 5403	#● 5903	#● 5445	● 5505	● 5555	#● 5405	● 5507	#● 5407	● 5557
HARRISON O.N.J. YD.	Daily Ex. Sat. & Sun.	Saturday Only	A. M.	A. M.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	A. M.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
NEWARK	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
HUNTER	\$12.68	\$12.68	\$12.68	\$6.30	\$6.40	\$6.40	\$7.06	\$7.33	\$7.40	\$7.60	\$8.13	\$8.30	\$8.58	\$9.05
NK-L.V.R.R.	1.01	1.01	1.01	6.33	6.43	6.44	7.10	7.36	7.43	7.53	8.17	8.33	9.02	9.08
	1.04	1.04	1.04	6.36	6.46	6.47	7.13	7.39	7.46	7.56	8.20	8.36	9.06	9.11
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

## FIRST CLASS

STATIONS	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.
	● 5509	● 5559	#● 5411	● 5511	● 5513	#● 5413	● 5561	#● 5415	● 5515	● 5563	#● 5417	● 5517	#● 5419	● 5519
HARRISON O.N.J. YD.	Saturday Only	A. M.	Daily Ex. Sat. & Sun.	Saturday Only	Saturday Only	Daily Ex. Sat. & Sun.		Daily Ex. Sat. & Sun.	Saturday Only		Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Saturday Only
NEWARK	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
HUNTER	9.37	9.52	\$10.45	\$10.45	\$11.40	\$11.45	\$12.05	\$12.45	\$1.10	\$1.35	\$1.55	\$2.22	\$3.23	\$3.24
NK-L.V.R.R.	9.52	10.10	10.48	10.48	11.43	11.48	12.08	12.48	1.13	1.38	1.58	2.25	3.26	3.27
	9.58	10.13	10.51	10.51	11.46	11.51	12.11	12.51	1.16	1.41	2.01	2.28	3.29	3.30
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.



# HARRISON C. N. J. YARD TO NK-L.V.R.R.—WESTWARD

STATIONS	FIRST CLASS													
	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.
HARRISON C.N.J. YD.	● 5565	● 5521	● 5421	● 5619	● 5921	● 5923	● 5523	● 5567	● 5703	● 5425	● 5621	● 5427	● 5707	● 5429
NEWARK	P. M.	P. M.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	P. M.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
HUNTER	4.00	4.26	4.31	4.57	5.03	5.21	5.26	5.28	5.31	5.38	5.49	5.58	6.04	6.27
NK-L.V.R.R.	4.03	4.28	4.34	5.00	5.07	5.25	5.28	5.31	5.34	5.42	5.52	6.04	6.07	6.31
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

STATIONS	FIRST CLASS													
	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.
HARRISON C.N.J. YD.	● 5525	● 5431	● 5433	● 5527	● 5435	● 5571	● 5529	● 5531	● 5437	● 5573	● 5533	● 5575	● 5439	● 5535
NEWARK	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only
HUNTER	6.10	6.50	7.20	7.22	8.26	8.28	8.27	9.22	9.45	10.22	10.26	11.22	11.25	11.59
NK-L.V.R.R.	6.25	6.54	7.24	7.25	8.29	8.32	8.30	9.25	9.48	10.25	10.29	11.25	11.28	12.02
	6.28	6.58	7.27	7.28	8.32	8.32	8.33	9.28	9.51	10.28	10.32	11.28	11.31	12.05
	6.31	6.58	7.27	7.28	8.32	8.32	8.33	9.28	9.51	10.28	10.32	11.28	11.31	12.05
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.

Trains Nos. 5551, 5553, 5555, 5557, 5559, 5561, 5563, 5565, 5567, 5569, 5571, 5573, 5575 will run Sunday and May 30, July 4, Sept. 2.

## NK-L.V.R.R. TO HARRISON C. N. J. YARD—EASTWARD

## FIRST CLASS

STATIONS	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.
	#5440	#5536	#5576	#5402	#5502	#5552	#5504	#5404	#5406	#5554	#5708	#5448	#5408	#5506	#5410
NK-L.V.R.R.	Daily Ex. Sun. & Mon.	Sunday Only	Monday Only	Daily Ex. Sat. & Sun.	Saturday Only	Saturday Only	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.		Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	12.04	12.07	12.04	6.07	6.09	6.09	6.54	6.51	7.20	7.22	7.43	7.47	7.52	7.57	8.03
HUNTER	12.07	12.11	12.07	6.10	6.12	6.12	6.57	6.54	7.23	7.25	7.47	7.51	7.56	8.00	8.06
NEWARK	\$12.10	\$12.15	\$12.10	\$ 6.14	\$ 6.15	\$ 6.15	\$ 7.00	\$ 6.58	\$ 7.27	\$ 7.28	\$ 7.50	\$ 7.55	\$ 8.00	\$ 8.03	\$ 8.10
HARRISON C.N.J. YD.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

## FIRST CLASS

STATIONS	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.
	#5910	#5600	#5712	#5412	#5556	#5508	#5602	#5414	#5558	#5510	#5416	#5560	#5512	#5418	#5514
NK-L.V.R.R.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.		Saturday Only	Daily Ex. Sat. & Sun.		Saturday Only	Daily Ex. Sat. & Sun.	Saturday Only
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
	8.09	8.13	8.26	8.40	8.37	9.06	9.15	9.18	9.29	10.06	10.18	11.07	11.08	11.14	12.05
HUNTER	8.12	8.16	8.29	8.43	8.40	9.09	9.18	9.21	9.32	10.09	10.21	11.10	11.11	11.17	12.08
NEWARK	\$ 8.16	\$ 8.19	\$ 8.33	\$ 8.47	\$ 8.43	\$ 9.12	\$ 9.21	\$ 9.25	\$ 9.35	\$10.12	\$10.25	\$11.13	\$11.14	\$11.20	\$12.11
HARRISON C.N.J. YD.	8.19	8.22	8.36	8.52		9.15	9.24	9.28	9.38					11.23	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.

# NK-L.V.R.R. TO HARRISON C. N. J. YARD—EASTWARD

FIRST CLASS													
STATIONS	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.
	#● 5420 Daily Ex. Sat. & Sun.	#● 5422 Daily Ex. Sat. & Sun.	#● 5424 Daily Ex. Sat. & Sun.	#● 5426 Daily Ex. Sat. & Sun.	#● 5428 Daily Ex. Sat. & Sun.	#● 5430 Daily Ex. Sat. & Sun.	#● 5432 Daily Ex. Sat. & Sun.	#● 5434 Daily Ex. Sat. & Sun.	#● 5436 Daily Ex. Sat. & Sun.	#● 5438 Daily Ex. Sat. & Sun.	#● 5440 Daily Ex. Sat. & Sun.	#● 5442 Daily Ex. Sat. & Sun.	#● 5444 Daily Ex. Sat. & Sun.
NK-L.V.R.R.	12.09	1.04	1.23	1.24	1.27	1.28	1.30	1.31	1.32	1.33	1.34	1.35	1.36
HUNTER	12.12	1.07	1.26	1.27	1.28	1.29	1.30	1.31	1.32	1.33	1.34	1.35	1.36
NEWARK	\$12.15	\$ 1.10	\$ 1.29	\$ 1.30	\$ 1.31	\$ 1.32	\$ 1.33	\$ 1.34	\$ 1.35	\$ 1.36	\$ 1.37	\$ 1.38	\$ 1.39
HARRISON C.N.J. YD.	12.18	1.13											
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

FIRST CLASS													
STATIONS	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.
	#● 5930 Daily Ex. Sat. & Sun.	#● 5932 Daily Ex. Sat. & Sun.	#● 5934 Daily Ex. Sat. & Sun.	#● 5936 Daily Ex. Sat. & Sun.	#● 5938 Daily Ex. Sat. & Sun.	#● 5940 Daily Ex. Sat. & Sun.	#● 5942 Daily Ex. Sat. & Sun.	#● 5944 Daily Ex. Sat. & Sun.	#● 5946 Daily Ex. Sat. & Sun.	#● 5948 Daily Ex. Sat. & Sun.	#● 5950 Daily Ex. Sat. & Sun.	#● 5952 Daily Ex. Sat. & Sun.	#● 5954 Daily Ex. Sat. & Sun.
NK-L.V.R.R.	6.08	6.33	6.39	6.40	6.41	6.42	6.43	6.44	6.45	6.46	6.47	6.48	6.49
HUNTER	6.11	6.37	6.42	6.43	6.44	6.45	6.46	6.47	6.48	6.49	6.50	6.51	6.52
NEWARK	\$ 6.15	\$ 6.41	\$ 6.45	\$ 6.46	\$ 6.47	\$ 6.48	\$ 6.49	\$ 6.50	\$ 6.51	\$ 6.52	\$ 6.53	\$ 6.54	\$ 6.55
HARRISON C.N.J. YD.													
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Trains Nos. 5552, 5554, 5556, 5558, 5560, 5562, 5564, 5566, 5568, 5570, 5572, 5574, 5576 will run Sunday and May 30, July 4, Sept. 2.



# WEST CHESTER BRANCH—SOUTHWARD

## FIRST CLASS

STATIONS	#717	#781	#0797	#721	#723	#725	#727	#729	#731	#733	#735	#0735	#737
	Daily Ex. Sun. A. M.	Saturday Only A. M.	Daily Ex. Sat. & Sun. A. M.	Daily A. M.	Daily Ex. Sun. P. M.	Daily P. M.	Daily Ex. Sun. P. M.	Daily Ex. Sun. P. M.	Daily Ex. Sun. P. M.	Daily P. M.	Daily Ex. Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sun. P. M.
SUBURBAN	\$10.26	\$10.55	\$11.26	\$11.55	\$12.26	\$12.55	\$1.26	\$1.55	\$2.26	\$2.55	\$3.26		\$3.55
PHILA.-30th ST. UL	\$10.28	\$10.58	\$11.28	\$11.58	\$12.28	\$12.58	\$1.28	\$1.58	\$2.28	\$2.58	\$3.28		\$3.58
ARSENAL	10.30	11.00	11.30	12.00	12.30	1.00	1.30	2.00	2.30	3.00	3.30		4.00
FORTY-NINTH ST.	\$10.32	\$11.02	\$11.32	\$12.02		\$1.02	\$1.32	\$2.02	\$2.32	\$3.02	\$3.32		\$4.02
ANGORA	\$10.34	\$11.04	\$11.34	\$12.04	\$12.34	\$1.04	\$1.34	\$2.04	\$2.34	\$3.04	\$3.34		\$4.04
FERNWOOD-YEADON	\$10.36	\$11.06	\$11.36	\$12.06	\$12.36	\$1.06	\$1.36	\$2.06	\$2.36	\$3.06	\$3.36		\$4.06
LANSDOWNE	\$10.38	\$11.08	\$11.38	\$12.08	\$12.38	\$1.08	\$1.38	\$2.08	\$2.38	\$3.08	\$3.38		\$4.08
GLADSTONE	\$10.39	\$11.09	\$11.39	\$12.09	\$12.39	\$1.09	\$1.39	\$2.09	\$2.39	\$3.09	\$3.39		\$4.09
CLIFTON-ALDAN	\$10.41	\$11.11	\$11.41	\$12.11	\$12.41	\$1.11	\$1.41	\$2.11	\$2.41	\$3.11	\$3.41		\$4.11
PRIMOS	\$10.43	\$11.13	\$11.43	\$12.13	\$12.43	\$1.13	\$1.43	\$2.13	\$2.43	\$3.13	\$3.43		\$4.13
SECANE	\$10.45	\$11.15	\$11.45	\$12.15	\$12.45	\$1.15	\$1.45	\$2.15	\$2.45	\$3.15	\$3.45		\$4.15
MORTON-RUTLEDGE	\$10.47	\$11.17	\$11.47	\$12.17	\$12.47	\$1.17	\$1.47	\$2.17	\$2.47	\$3.17	\$3.47		\$4.17
SWARTHMORE	\$10.49	\$11.19	\$11.49	\$12.19	\$12.49	\$1.19	\$1.49	\$2.19	\$2.49	\$3.19	\$3.49		\$4.19
WALLINGFORD	\$10.51	\$11.21	\$11.51	\$12.21	\$12.51	\$1.21	\$1.51	\$2.21	\$2.51	\$3.21	\$3.51		\$4.21
MOYLAN-ROSE VALLEY	\$10.53	\$11.23	\$11.53	\$12.23	\$12.53	\$1.23	\$1.53	\$2.23	\$2.53	\$3.23	\$3.53		\$4.23
MEDIA	\$10.57	\$11.27	\$11.57	\$12.27	\$12.57	\$1.27	\$1.57	\$2.27	\$2.57	\$3.27	\$3.57	\$4.04	\$4.30
ELWYN												\$4.08	
WILLIAMSON SCHOOL												\$4.10	
GLEN RIDDLE			\$12.06									\$4.12	
LENNI			\$12.09									\$4.14	
WAWA												\$4.16	
DARLINGTON			\$12.14									\$4.19	
GLEN MILLS												\$4.21	
LOCKESLEY			\$12.19									\$4.22	
CHEYNEY			\$12.21									\$4.25	
WESTTOWN			\$12.26									\$4.30	
NIELDS ST.			\$12.28									\$4.33	
WEST CHESTER													
	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Note—All Regular Trains Will Operate With MU Equipment.

## WEST CHESTER BRANCH—SOUTHWARD

STATIONS	FIRST CLASS												
	● 739 Daily P. M.	● 783 Saturday Only P. M.	● 741 Daily Ex. Sat. & Sun. P. M.	● 0741 Daily Ex. Sat. & Sun. P. M.	● 743 Daily Ex. Sat. & Sun. P. M.	● 745 Daily Ex. Sat. & Sun. P. M.	● 747 Daily Ex. Sun. P. M.	● 749 Daily Ex. Sat. & Sun. P. M.	● 0749 Daily Ex. Sat. & Sun. P. M.	● 751 Daily Ex. Sun. P. M.	● 753 Daily Ex. Sun. P. M.	● 755 Daily Ex. Sat. P. M.	● 757 Daily Ex. Sat. & Sun. P. M.
SUBURBAN	\$ 4.25	\$ 4.45	\$ 4.55		\$ 5.03	\$ 5.10	\$ 5.18	\$ 5.35		\$ 5.45	\$ 5.10	\$ 5.25	\$ 5.45
PHILA.-30th ST. UL.	\$ 4.28	\$ 4.48	\$ 4.58		\$ 5.06	\$ 5.13	\$ 5.21	\$ 5.38		\$ 5.48	\$ 5.13	\$ 5.28	\$ 5.48
ARSENAL	4.31	4.50	5.01		5.09	5.16	5.25	5.41		5.51	5.16	5.31	5.51
FORTY-NINTH ST.	\$ 4.33	\$ 4.52					\$ 5.27			\$ 5.55	\$ 5.18		\$ 5.53
ANGORA	\$ 4.35	\$ 4.54			\$ 5.15		\$ 5.29			\$ 5.57	\$ 5.21	\$ 5.36	\$ 5.55
PERNWOOD-YEADON	\$ 4.37	\$ 4.56	\$ 5.08			\$ 5.24	\$ 5.31			\$ 5.59	\$ 5.23	\$ 5.38	\$ 5.57
LANDSTONE	\$ 4.39	\$ 4.58	\$ 5.10		\$ 5.19	\$ 5.26	\$ 5.33	\$ 5.47		\$ 5.61	\$ 5.25	\$ 5.40	\$ 5.59
GLADSTONE	\$ 4.40	\$ 4.59				\$ 5.28	\$ 5.35			\$ 5.63	\$ 5.27	\$ 5.42	\$ 5.60
CLIFTON-ALDAN	\$ 4.42	\$ 5.01			\$ 5.23	\$ 5.30	\$ 5.37	\$ 5.50		\$ 5.65	\$ 5.29	\$ 5.44	\$ 5.62
PRIMOS	\$ 4.44	\$ 5.03	\$ 5.14			\$ 5.32	\$ 5.39			\$ 5.67	\$ 5.31	\$ 5.46	\$ 5.64
ECANE	\$ 4.46	\$ 5.05			\$ 5.26	\$ 5.34	\$ 5.41			\$ 5.69	\$ 5.33	\$ 5.48	\$ 5.66
MORTON-RUTLEDGE	\$ 4.48	\$ 5.07	\$ 5.17		\$ 5.28	\$ 5.36	\$ 5.43	\$ 5.54		\$ 5.69	\$ 5.35	\$ 5.50	\$ 5.68
SWARTHMORE	\$ 4.50	\$ 5.09	\$ 5.19		\$ 5.30	\$ 5.38	\$ 5.45	\$ 5.57		\$ 5.69	\$ 5.36	\$ 5.51	\$ 5.70
WALLINGFORD	\$ 4.52	\$ 5.11	\$ 5.21		\$ 5.32	\$ 5.41	\$ 5.47	\$ 5.59		\$ 5.69	\$ 5.41	\$ 5.54	\$ 5.72
WOYLAN-ROSE VALLEY	\$ 4.54	\$ 5.13	\$ 5.23		\$ 5.34	\$ 5.43	\$ 5.49	\$ 5.61		\$ 5.69	\$ 5.43	\$ 5.56	\$ 5.74
MEDIA	\$ 5.00	\$ 5.20	\$ 5.28	\$ 5.29	\$ 5.40	\$ 5.49	\$ 5.58	\$ 5.65	\$ 5.68	\$ 5.65	\$ 5.49	\$ 5.64	\$ 5.72
ELWYN		\$ 5.03		\$ 5.31					\$ 5.68				\$ 5.70
WILLIAMSON SCHOOL				\$ 5.33					\$ 5.70				\$ 5.72
GLEN RIDDLE		\$ 5.06		\$ 5.35					\$ 5.72				\$ 5.74
LENNI		\$ 5.08		\$ 5.37					\$ 5.74				\$ 5.76
WAWA				\$ 5.39					\$ 5.76				\$ 5.78
DARLINGTON		\$ 5.11		\$ 5.41					\$ 5.78				\$ 5.80
GLEN MILLS		\$ 5.14		\$ 5.44					\$ 5.80				\$ 5.82
LOCKLEY				\$ 5.47					\$ 5.82				\$ 5.84
CHEYNEY		\$ 5.17		\$ 5.48					\$ 5.84				\$ 5.86
WESTTOWN		\$ 5.19		\$ 5.51					\$ 5.86				\$ 5.88
NIELDS ST.		\$ 5.24		\$ 5.56					\$ 5.88				\$ 5.90
WEST CHESTER		\$ 5.30		\$ 5.58					\$ 5.90				\$ 5.92

Note—All Regular Trains Will Operate With MU Equipment.

Note—All Regular Trains Will Operate With MU Equipment.

# WEST CHESTER BRANCH—SOUTHWARD

## FIRST CLASS

STATIONS	#785 Saturday Only	#759 Daily Ex. Sat. & Sun.	#0799 Daily Ex. Sat. & Sun.	#761 P. M.	#763 Daily Ex. Sun.	#765 Daily P. M.	#767 Daily Ex. Sat. & Sun.	#789 P. M.	#769 Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
SUBURBAN	\$ 7.00	\$ 7.25	\$ 8.00	\$ 8.00	\$ 9.00	\$10.00	\$11.00	\$11.20	\$11.50
PHILA. 30th ST. UL	\$ 7.05	\$ 7.30	\$ 8.05	\$ 8.05	\$ 9.05	\$10.05	\$11.05	\$11.25	\$11.55
ARSENAL									
FORTY-NINTH ST.	\$ 7.07	\$ 7.32	\$ 8.07	\$ 8.07	\$ 9.07	\$10.07	\$11.07	\$11.27	
ANGORA	\$ 7.09	\$ 7.34	\$ 8.09	\$ 8.09	\$ 9.09	\$10.09	\$11.09	\$11.29	\$11.59
FERNWOOD-YEADON	\$ 7.11	\$ 7.36	\$ 8.11	\$ 8.11	\$ 9.11	\$10.11	\$11.11	\$11.31	\$12.01
LANSOWNE	\$ 7.13	\$ 7.38	\$ 8.13	\$ 8.13	\$ 9.13	\$10.13	\$11.13	\$11.33	\$12.03
GLADSTONE	\$ 7.14	\$ 7.39	\$ 8.14	\$ 8.14	\$ 9.14	\$10.14	\$11.14	\$11.34	\$12.04
CLIFTON-ALDAN	\$ 7.16	\$ 7.41	\$ 8.16	\$ 8.16	\$ 9.16	\$10.16	\$11.16	\$11.36	\$12.06
PRIMOS	\$ 7.18	\$ 7.43	\$ 8.18	\$ 8.18	\$ 9.18	\$10.18	\$11.18	\$11.38	\$12.08
SECANE	\$ 7.20	\$ 7.45	\$ 8.20	\$ 8.20	\$ 9.20	\$10.20	\$11.20	\$11.40	\$12.10
MORTON-RUTLEDGE	\$ 7.22	\$ 7.47	\$ 8.22	\$ 8.22	\$ 9.22	\$10.22	\$11.22	\$11.42	\$12.12
SWARTHMORE	\$ 7.24	\$ 7.49	\$ 8.24	\$ 8.24	\$ 9.24	\$10.24	\$11.24	\$11.44	\$12.14
WALLINGFORD	\$ 7.26	\$ 7.51	\$ 8.26	\$ 8.26	\$ 9.26	\$10.26	\$11.26	\$11.46	\$12.16
MOYLAN-ROSE VALLEY	\$ 7.28	\$ 7.53	\$ 8.28	\$ 8.28	\$ 9.28	\$10.28	\$11.28	\$11.48	\$12.18
MEDIA	\$ 7.32	\$ 8.00	\$ 8.35	\$ 8.35	\$ 9.35	\$10.35	\$11.35	\$11.52	\$12.22
ELWYN									
WILLIAMSON SCHOOL									
GLEN RIDDLE			F 8.39						
LENNI									
WAWA			F 8.42						
DARLINGTON			F 8.44					Will Run	
GLEN MILLS			F 8.47	Will Run			Saturday	Saturday	
LOCKSLEY				and			Sunday	Sunday	
CHEYNEY			F 8.50	May 30				and	
WENTTOWN			F 8.53	July 4				May 30	
NIELDS ST.			F 8.58	Sept. 2				July 4	
WEST CHESTER			\$ 9.05	Sept. 2				Sept. 2	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.

Note—All Regular Trains Will Operate With MU Equipment.

## WEST CHESTER BRANCH—NORTHWARD

## FIRST CLASS

STATIONS	● 768 Daily A. M.	● 700 Daily Ex. Sun. & Mon. A. M.	● 702 Daily Ex. Sun. A. M.	● 0796 Daily Ex. Sat. & Sun. A. M.	● 778 Saturday Only A. M.	● 704 Daily Ex. Sat. & Sun. A. M.	● 706 Daily Ex. Sat. & Sun. A. M.	● 780 A. M.	● 708 Daily Ex. Sat. & Sun. A. M.	● 0798 Daily Ex. Sat. & Sun. A. M.	● 710 Daily Ex. Sat. & Sun. A. M.	● 782 Saturday Only A. M.	● 712 Daily Ex. Sat. & Sun. A. M.	● 714 Daily Ex. Sat. & Sun. A. M.	● 716 Daily Ex. Sat. & Sun. A. M.	● 0718 Daily Ex. Sat. & Sun. A. M.
WEST CHESTER				● 6 06 F 6 07						● 7 11 S 7 12						● 7 49 F 7 50
NIELDS ST.		Will Not Run		● 6 13 F 6 14				Will Run. Sat., Sun. and May 30 July 4 Sept. 2		● 7 16 S 7 17						● 7 56 F 7 57
WESTTOWN		May 31		● 6 16 F 6 17						● 7 20 S 7 21						● 7 58 F 7 59
CHEYNEY		July 5		● 6 20 F 6 21						● 7 25 S 7 26						● 8 02 F 8 03
LOCKESLEY		Sept. 3								● 7 27 S 7 28						● 8 06 F 8 07
GLEN MILLS										● 7 30 S 7 31						● 8 08 F 8 09
DARLINGTON										● 7 33 S 7 34						● 8 10 F 8 11
WAWA				● 6 25 F 6 26						● 7 36 S 7 37						● 8 14 F 8 15
LENNI				● 6 28 F 6 29						● 7 39 S 7 40						● 8 18 F 8 19
GLEN RIDDLE																● 8 21 F 8 22
WILLIAMSON SCHOOL																● 8 23 F 8 24
ELWYN																● 8 26 F 8 27
MEDIA	● 12 00 \$12 02	● 12 35 \$12 37	● 5 55 \$5 57	● 6 35 \$6 37	● 6 45 \$6 47	● 7 03 \$7 05	● 7 18 \$7 20	● 7 16 \$7 18	● 7 34 \$7 36	● 7 40 \$7 42	● 7 46 \$7 48	● 7 45 \$7 47	● 7 50 \$7 52	● 7 55 \$7 57	● 8 07 \$8 09	● 8 18 \$8 20
MOYLAN-ROSE VALLEY	● 12 04 \$12 06	● 12 39 \$12 41	● 5 59 \$6 01	● 6 44 \$6 46	● 6 49 \$6 51	● 7 07 \$7 09	● 7 22 \$7 24	● 7 20 \$7 22	● 7 38 \$7 40	● 7 44 \$7 46	● 7 50 \$7 52	● 7 49 \$7 51	● 7 54 \$7 56	● 8 01 \$8 03	● 8 13 \$8 15	● 8 24 \$8 26
WALLINGFORD																● 8 28 F 8 29
SWARTHMORE	● 12 08 \$12 10	● 12 43 \$12 45	● 6 01 \$6 03	● 6 48 \$6 50	● 6 53 \$6 55	● 7 11 \$7 13	● 7 26 \$7 28	● 7 24 \$7 26	● 7 42 \$7 44	● 7 48 \$7 50	● 7 54 \$7 56	● 7 53 \$7 55	● 7 58 \$7 60	● 8 05 \$8 07	● 8 17 \$8 19	● 8 28 \$8 30
MORTON-RUTLEDGE	● 12 10 \$12 12	● 12 45 \$12 47	● 6 05 \$6 07	● 6 50 \$6 52	● 6 55 \$6 57	● 7 13 \$7 15	● 7 28 \$7 30	● 7 26 \$7 28	● 7 44 \$7 46	● 7 50 \$7 52	● 7 56 \$7 58	● 7 55 \$7 57	● 8 02 \$8 04	● 8 09 \$8 11	● 8 21 \$8 23	● 8 32 \$8 34
SECANE	● 12 12 \$12 14	● 12 47 \$12 49	● 6 07 \$6 09	● 6 52 \$6 54	● 6 57 \$6 59	● 7 15 \$7 17	● 7 30 \$7 32	● 7 28 \$7 30	● 7 46 \$7 48	● 7 52 \$7 54	● 7 58 \$7 60	● 7 57 \$7 59	● 8 04 \$8 06	● 8 11 \$8 13	● 8 23 \$8 25	● 8 34 \$8 36
PRIMOS	● 12 14 \$12 16	● 12 49 \$12 51	● 6 09 \$6 11	● 6 54 \$6 56	● 6 59 \$6 61	● 7 17 \$7 19	● 7 32 \$7 34	● 7 30 \$7 32	● 7 48 \$7 50	● 7 54 \$7 56	● 7 60 \$7 62	● 7 59 \$7 61	● 8 06 \$8 08	● 8 13 \$8 15	● 8 25 \$8 27	● 8 36 \$8 38
CLIFTON-ALDAN	● 12 16 \$12 18	● 12 51 \$12 53	● 6 11 \$6 13	● 6 56 \$6 58	● 7 01 \$7 03	● 7 19 \$7 21	● 7 34 \$7 36	● 7 32 \$7 34	● 7 50 \$7 52	● 7 56 \$7 58	● 8 02 \$8 04	● 8 01 \$8 03	● 8 08 \$8 10	● 8 15 \$8 17	● 8 27 \$8 29	● 8 38 \$8 40
GLADSTONE	● 12 17 \$12 19	● 12 52 \$12 54	● 6 13 \$6 15	● 6 58 \$6 60	● 7 03 \$7 05	● 7 20 \$7 22	● 7 35 \$7 37	● 7 33 \$7 35	● 7 51 \$7 53	● 7 57 \$7 59	● 8 03 \$8 05	● 8 02 \$8 04	● 8 09 \$8 11	● 8 16 \$8 18	● 8 28 \$8 30	● 8 39 \$8 41
LANDSDOWNE	● 12 19 \$12 21	● 12 54 \$12 56	● 6 15 \$6 17	● 7 00 \$7 02	● 7 05 \$7 07	● 7 22 \$7 24	● 7 37 \$7 39	● 7 35 \$7 37	● 7 53 \$7 55	● 7 59 \$7 61	● 8 05 \$8 07	● 8 04 \$8 06	● 8 11 \$8 13	● 8 18 \$8 20	● 8 30 \$8 32	● 8 41 \$8 43
FERNWOOD-YEADON	● 12 21 \$12 23	● 12 56 \$12 58	● 6 17 \$6 19	● 7 02 \$7 04	● 7 07 \$7 09	● 7 24 \$7 26	● 7 39 \$7 41	● 7 37 \$7 39	● 7 55 \$7 57	● 8 01 \$8 03	● 8 07 \$8 09	● 8 06 \$8 08	● 8 13 \$8 15	● 8 20 \$8 22	● 8 32 \$8 34	● 8 43 \$8 45
ANGORA	● 12 23 \$12 25	● 12 58 \$12 60	● 6 19 \$6 21	● 7 04 \$7 06	● 7 09 \$7 11	● 7 26 \$7 28	● 7 41 \$7 43	● 7 39 \$7 41	● 7 57 \$7 59	● 8 03 \$8 05	● 8 09 \$8 11	● 8 08 \$8 10	● 8 15 \$8 17	● 8 22 \$8 24	● 8 34 \$8 36	● 8 45 \$8 47
FORTY-NINTH ST	● 12 24 \$12 26	● 1 00 \$1 02	● 6 22 \$6 24	● 7 07 \$7 09	● 7 12 \$7 14	● 7 31 \$7 33	● 7 46 \$7 48	● 7 43 \$7 45	● 7 61 \$7 63	● 8 07 \$8 09	● 8 13 \$8 15	● 8 12 \$8 14	● 8 19 \$8 21	● 8 26 \$8 28	● 8 38 \$8 40	● 8 49 \$8 51
ARSENAL	● 12 26 \$12 28	● 1 02 \$1 04	● 6 24 \$6 26	● 7 09 \$7 11	● 7 14 \$7 16	● 7 33 \$7 35	● 7 48 \$7 50	● 7 45 \$7 47	● 7 63 \$7 65	● 8 09 \$8 11	● 8 15 \$8 17	● 8 14 \$8 16	● 8 21 \$8 23	● 8 28 \$8 30	● 8 40 \$8 42	● 8 51 \$8 53
PHILA. 30th ST. UL.	● 12 30 \$12 32	● 1 07 \$1 09	● 6 30 \$6 32	● 7 15 \$7 17	● 7 20 \$7 22	● 7 38 \$7 40	● 7 53 \$7 55	● 7 50 \$7 52	● 7 65 \$7 67	● 8 11 \$8 13	● 8 17 \$8 19	● 8 16 \$8 18	● 8 23 \$8 25	● 8 30 \$8 32	● 8 42 \$8 44	● 8 53 \$8 55
SUBURBAN	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Note—All Regular Trains Will Operate With MU Equipment.



# WEST CHESTER BRANCH—NORTHWARD

## FIRST CLASS

STATIONS	#718 Daily Ex. Sat. & Sun.	#784 Saturday Only	#720 Daily Ex. Sat. & Sun.	#786 Saturday Only	#722 Daily Ex. Sat.	#724 Daily Ex. Sun.	#726 Daily Ex. Sun.	#728 Daily Ex. Sun.	#730 Daily	#0770 Daily Ex. Sun.	#734 Daily	#788 Saturday Only	#736 Daily
WEST CHESTER	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
NIELDS ST.				\$ 8.18		\$ 8.50				\$10.45			
WESTTOWN				\$ 8.19		\$ 8.51				\$10.46			
CHRYNEY				\$ 8.24		\$ 8.57				\$10.51			
LOCKESLEY				\$ 8.27		\$ 8.00				\$10.54			
GLEN MILLS				\$ 8.30		\$ 9.05				\$10.55			
DARLINGTON				\$ 8.32		\$ 9.07				\$11.02			
WAWA													
LENNI				\$ 8.34		\$ 9.09				\$11.03			
GLEN RIDDLE				\$ 8.36		\$ 9.13				\$11.04			
WILLIAMSON SCHOOL				\$ 8.38		\$ 9.14				\$11.06			
ELWYN						\$ 9.15				\$11.08			
MEDIA	\$ 8.19	\$ 8.19	\$ 8.30	\$ 8.47	\$ 8.55	\$ 9.19	\$ 9.45	\$10.15	\$10.45	\$11.15	\$11.45	\$12.20	\$12.45
MOYLAN-ROSE VALLEY	\$ 8.21	\$ 8.21	\$ 8.32		\$ 8.57		\$ 9.47	\$10.17	\$10.47	\$11.17	\$11.47	\$12.22	\$12.47
WALLINGFORD	\$ 8.23	\$ 8.23	\$ 8.34		\$ 8.59		\$ 9.49	\$10.19	\$10.49	\$11.19	\$11.49	\$12.24	\$12.49
SWARTHMORE	\$ 8.25	\$ 8.25	\$ 8.36		\$ 9.01		\$ 9.51	\$10.21	\$10.51	\$11.21	\$11.51	\$12.26	\$12.51
MORTON-RUTLEDGE	\$ 8.28	\$ 8.28	\$ 8.38		\$ 9.03		\$ 9.53	\$10.23	\$10.53	\$11.23	\$11.53	\$12.28	\$12.53
SECONA			\$ 8.40		\$ 9.05		\$ 9.55	\$10.25	\$10.55	\$11.25	\$11.55	\$12.30	\$12.55
PRIMOS			\$ 8.42		\$ 9.07		\$ 9.57	\$10.27	\$10.57	\$11.27	\$11.57	\$12.32	\$12.57
CLIFTON-ALDAN			\$ 8.44		\$ 9.09		\$ 9.59	\$10.29	\$10.59	\$11.29	\$11.59	\$12.34	\$12.59
GLADSTONE			\$ 8.46		\$ 9.11		\$10.00	\$10.30	\$11.00	\$11.30	\$12.00	\$12.35	\$ 1.00
LANDSDOWNE	\$ 8.35	\$ 8.37	\$ 8.48		\$ 9.13		\$10.02	\$10.32	\$11.02	\$11.32	\$12.02	\$12.37	\$ 1.02
FERNWOOD-YEADON			\$ 8.50		\$ 9.15		\$10.04	\$10.34	\$11.04	\$11.34	\$12.04	\$12.39	\$ 1.04
ANGORA			\$ 8.52		\$ 9.17		\$10.06	\$10.36	\$11.06	\$11.36	\$12.06	\$12.41	\$ 1.06
FORTY-NINTH ST.			\$ 8.54		\$ 9.19		\$10.08	\$10.38	\$11.08		\$12.08	\$12.43	\$ 1.08
ARSENAL			\$ 8.56		\$ 9.21		\$10.10	\$10.40	\$11.10	\$11.40	\$12.10	\$12.45	\$ 1.10
PHILA.-30th ST. UL.	\$ 8.42	\$ 8.45	\$ 8.56		\$ 9.26		\$10.13	\$10.43	\$11.13	\$11.43	\$12.13	\$12.48	\$ 1.13
SUBURBAN	\$ 8.49	\$ 8.51	\$ 8.56		\$ 9.30		\$10.17	\$10.47	\$11.17	\$11.47	\$12.17	\$12.52	\$ 1.17
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.

Note—All Regular Trains Will Operate With MU Equipment.

## WEST CHESTER BRANCH—NORTHWARD

STATIONS	FIRST CLASS											
	#0772	738	740	742	744	746	748	750	752	754	756	790
	Daily Ex. Sat. & Sun. P. M.	Saturday Only P. M.	Daily P. M.	Daily Ex. Sun. P. M.	Daily Ex. Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sun. P. M.	Daily P. M.	Daily Ex. Sat. & Sun. P. M.	Saturday Only P. M.
WEST CHESTER	\$12.46											
NIELDS ST	F12.46											
WESTTOWN	F12.53											
CHEYNEY	F12.56											
LOCKSLEY												
GLEN MILLS	F 1.01											
DARLINGTON												
WAWA												
LENNI	F 1.06											
GLEN RIDDLE	F 1.07											
WILLIAMSON SCHOOL												
ELWYN												
MEDIA	\$ 1.15	\$ 1.15	\$ 1.46	\$ 2.15	\$ 2.45	\$ 3.15	\$ 3.45	\$ 4.15	\$ 4.45	\$ 5.15	\$ 5.35	\$ 6.05
MOYLAN-ROSE VALLEY	\$ 1.17	\$ 1.17	\$ 1.47	\$ 2.17	\$ 2.47	\$ 3.17	\$ 3.47	\$ 4.17	\$ 4.47	\$ 5.17	\$ 5.37	\$ 6.07
WALLINGFORD	\$ 1.19	\$ 1.19	\$ 1.49	\$ 2.19	\$ 2.49	\$ 3.19	\$ 3.49	\$ 4.19	\$ 4.49	\$ 5.19	\$ 5.39	\$ 6.09
SWARTHMORE	\$ 1.21	\$ 1.21	\$ 1.51	\$ 2.21	\$ 2.51	\$ 3.21	\$ 3.51	\$ 4.21	\$ 4.51	\$ 5.21	\$ 5.41	\$ 6.11
MORTON-RUTLEDGE	\$ 1.23	\$ 1.23	\$ 1.53	\$ 2.23	\$ 2.53	\$ 3.23	\$ 3.53	\$ 4.23	\$ 4.53	\$ 5.23	\$ 5.43	\$ 6.13
SECANE	\$ 1.25	\$ 1.25	\$ 1.55	\$ 2.25	\$ 2.55	\$ 3.25	\$ 3.55	\$ 4.25	\$ 4.55	\$ 5.25	\$ 5.45	\$ 6.15
PRIMOS	\$ 1.27	\$ 1.27	\$ 1.57	\$ 2.27	\$ 2.57	\$ 3.27	\$ 3.57	\$ 4.27	\$ 4.57	\$ 5.27	\$ 5.47	\$ 6.17
CLIFTON-ALDAN	\$ 1.29	\$ 1.29	\$ 1.59	\$ 2.29	\$ 2.59	\$ 3.29	\$ 3.59	\$ 4.29	\$ 4.59	\$ 5.29	\$ 5.49	\$ 6.19
GLADSTONE	\$ 1.30	\$ 1.30	\$ 2.00	\$ 2.30	\$ 3.00	\$ 3.30	\$ 4.00	\$ 4.30	\$ 5.00	\$ 5.30	\$ 5.60	\$ 6.30
LANSDOWNE	\$ 1.32	\$ 1.32	\$ 2.02	\$ 2.32	\$ 3.02	\$ 3.32	\$ 4.02	\$ 4.32	\$ 5.02	\$ 5.32	\$ 5.62	\$ 6.32
FERNWOOD-YEADON	\$ 1.34	\$ 1.34	\$ 2.04	\$ 2.34	\$ 3.04	\$ 3.34	\$ 4.04	\$ 4.34	\$ 5.04	\$ 5.34	\$ 5.64	\$ 6.34
ANGORA	\$ 1.36	\$ 1.36	\$ 2.06	\$ 2.36	\$ 3.06	\$ 3.36	\$ 4.06	\$ 4.36	\$ 5.06	\$ 5.36	\$ 5.66	\$ 6.36
FORTY-NINTH ST	\$ 1.38	\$ 1.38	\$ 2.08	\$ 2.38	\$ 3.08	\$ 3.38	\$ 4.08	\$ 4.38	\$ 5.08	\$ 5.38	\$ 5.68	\$ 6.38
ARSENAL	\$ 1.40	\$ 1.40	\$ 2.10	\$ 2.40	\$ 3.10	\$ 3.40	\$ 4.10	\$ 4.40	\$ 5.10	\$ 5.40	\$ 5.70	\$ 6.40
PHILA.-30th ST. UL.	\$ 1.43	\$ 1.43	\$ 2.13	\$ 2.43	\$ 3.13	\$ 3.43	\$ 4.13	\$ 4.43	\$ 5.13	\$ 5.43	\$ 5.73	\$ 6.43
SUBURBAN	\$ 1.47	\$ 1.47	\$ 2.17	\$ 2.47	\$ 3.17	\$ 3.47	\$ 4.17	\$ 4.50	\$ 5.20	\$ 5.50	\$ 5.80	\$ 6.50
+	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Note—All Regular Trains Will Operate With MU Equipment.

# WEST CHESTER BRANCH—NORTHWARD

## FIRST CLASS

STATIONS	#0760 Daily Ex. Sat. & Sun. P. M.	#0762 Daily Ex. Sat. & Sun. P. M.	#0764 Daily Ex. Sat. & Sun. P. M.	#0774 Daily Ex. Sat. & Sun. P. M.	#766 Saturday Only P. M.	#794 P. M.
WEST CHESTER	\$ 6.38					
NIELDS ST.		\$ 7.45		\$ 9.45		Will Run
WESTTOWN		F 7.46		F 9.46		Sunday
CHEYNEY		F 7.51		P 9.51		and
LOCKESLEY		F 7.54		P 9.54		May 30
GLEN MILLS		F 7.57		P 9.55		July 4
DARLINGTON		F 7.59		F 9.57		Sept. 2
WAWA		F 8.00		F 9.59		
LENNI		F 8.01		F 10.00		
GLEN RIDDLE		F 8.02		F 10.01		
WILLIAMSON SCHOOL		F 8.05		F 10.02		
ELWYN		F 8.05		F 10.04		
MEDIA				F 10.05		
MOYLAN-ROSE VALLEY	\$ 6.58	\$ 8.14	\$ 8.15	\$ 10.15	\$ 10.16	\$ 10.40
WALLINGFORD		\$ 7.12	\$ 8.17	\$ 10.17	\$ 10.17	\$ 10.42
		\$ 7.14	\$ 8.54	\$ 10.19	\$ 10.19	\$ 10.44
SWARTHMORE		\$ 7.16	\$ 8.56	\$ 10.21	\$ 10.21	\$ 10.46
MORTON-ROUTLEDGE		\$ 7.18	\$ 8.58	\$ 10.23	\$ 10.23	\$ 10.48
9FCANE		\$ 7.20	\$ 8.58	\$ 10.25	\$ 10.25	\$ 10.50
PRIMOS		\$ 7.22	\$ 8.58	\$ 10.27	\$ 10.27	\$ 10.52
CLIFTON-ALDAN		\$ 7.24	\$ 8.58	\$ 10.29	\$ 10.29	\$ 10.54
GLADSTONE		\$ 7.25	\$ 8.58	\$ 10.30	\$ 10.30	\$ 10.55
LANSDOWNE		\$ 7.27	\$ 8.58	\$ 10.32	\$ 10.32	\$ 10.57
FERNWOOD-YEADON		\$ 7.29	\$ 8.58	\$ 10.34	\$ 10.34	\$ 10.59
ANGORA		\$ 7.31	\$ 8.58	\$ 10.36	\$ 10.36	\$ 11.01
FORTY NINTH ST		\$ 7.33	\$ 8.58	\$ 10.38	\$ 10.38	\$ 11.03
ARSENAL		\$ 7.35	\$ 8.40	\$ 10.40	\$ 10.40	\$ 11.04
PHILA.-30th ST. UL		\$ 7.38	\$ 8.43	\$ 10.43	\$ 10.43	\$ 11.06
SUBURBAN		\$ 7.42	\$ 8.47	\$ 10.47	\$ 10.47	\$ 11.10
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Note—All Regular Trains Will Operate With MU Equipment.

FIRST CLASS									
STATIONS	R.F. & P.	R.F. & P.	R.F. & P.	SOU.		R.F. & P.	R.F. & P.	SOU.	
75	Daily	3	85	221		21	33	217	
A.M.	A.M.	A.M.	A.M.	P.M.		P.M.	P.M.	P.M.	
WASHINGTON	2.10	9.15	10.45	12.45		1.50	3.20	4.20	
VIRGINIA	2.15	9.20	10.50	12.50		1.55	3.25	4.25	
SOUTH END	2.21	9.26	10.56	12.56		2.01	3.31	4.31	
A.M.	A.M.	A.M.	A.M.	P.M.		P.M.	P.M.	P.M.	

FIRST CLASS									
STATIONS	C. & O.	SOU.	R.F. & P.		R.F. & P.	R.F. & P.	C & O.	SOU.	
201	Daily	247	57		91	2/91	15	241	
P.M.	P.M.	P.M.	P.M.		P.M.	Fri., Sat. and Sun. June 14 to Sept. 8	Daily	Daily	
4.35	6.10	7.05			7.30	8.00	10.15	11.25	
4.40	6.15	7.10			7.35	8.05	10.20	11.30	
4.46	6.21	7.16			7.41	8.11	10.26	11.36	
P.M.	P.M.	P.M.	P.M.		P.M.	P.M.	P.M.	P.M.	

# SOUTH END TO WASHINGTON—NORTHWARD

FIRST CLASS										
STATIONS	R.F. & P.	C. & O.	R.F. & P.	SOU.	R.F. & P.	R.F. & P.	R.F. & P.	R.F. & P.	C. & O.	
	76 Daily A. M.	Mon & Thu Only Last Trip June 10 A. M.	10 Daily A. M.	242 Daily A. M.	58 Daily A. M.	92 Daily A. M.	2/92 Fri., Sat. and Sun. June 14 to Sept. 8 A. M.	202 Daily A. M.		
SOUTH END	12.25	1.05	2.45	2.55	5.25	6.30	7.00	8.25		
VIRGINIA	12.32	1.12	2.51	3.01	5.32	6.37	7.07	8.32		
WASHINGTON	12.40	1.20	3.00	3.10	5.40	6.45	7.15	8.40		
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.		

FIRST CLASS										
STATIONS	SOU.	R.F. & P.	R.F. & P.	SOU.	R.F. & P.	C. & O.	SOU.	R.F. & P.		
	248 Daily A. M.	34 Daily A. M.	8 Daily P. M.	222 Daily A. M.	22 Daily A. M.	204 Daily P. M.	218 Daily P. M.	86 Daily P. M.		
SOUTH END	9.00	9.05	10.55	11.05	12.01	4.00	4.11	7.00		
VIRGINIA	9.08	9.13	11.02	11.13	12.10	4.07	4.32	7.07		
WASHINGTON	9.15	9.20	11.10	11.20	12.20	4.15	4.40	7.15		
	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.		

# NORTHERN CENTRAL BRANCH

160

WESTWARD										EASTWARD			
FIRST CLASS										FIRST CLASS			
STATIONS	◇571	◇549	555	STATIONS						548	◇554	◇570	
	Daily A. M.	Daily P. M.	Daily P. M.							Daily A. M.	Daily P. M.	Daily P. M.	
BALTIMORE.....	\$ 8.15	\$ 6.00	\$ 7.55	HARRISBURG.....						\$ 6.40	\$ 2.40	\$ 6.00	
MT. VERNON.....	8.19	6.04	7.59	CLY.....						7.05	3.08	6.25	
TIMONIUM.....	8.33	6.18	8.15	MT. WOLF.....						7.13	3.18	6.38	
COCKEYSVILLE.....	<b>8.38</b>	6.21	<b>8.18</b>	LOUCKS.....						7.17	3.22	6.43	
PARKTON.....	8.55	6.43	8.40	YORK.....						\$ 7.30	3.26	\$ 6.55	
NEW FREEDOM (Hbg. Div.).....	\$ 9.10	7.00	8.53	HYDE.....						7.36	3.32	7.01	
GLEN ROCK.....	\$ 9.21			SMYSER.....						7.48	3.44	<b>7.11</b>	
SMYSER.....	9.37	<b>7.11</b>	9.07	GLEN ROCK.....								<b>F 7.22</b>	
HYDE.....	9.48	7.28	9.19	NEW FREEDOM (Hbg. Div.).....						8.00	3.59	<b>F 7.30</b>	
YORK.....	\$ 9.56	\$ 7.35	9.33	PARKTON.....						8.17	4.16	7.45	
LOUCKS.....	10.01	7.38	9.36	COCKEYSVILLE.....						<b>8.38</b>	4.37	<b>8.18</b>	
MT. WOLF.....	10.05	7.42	9.41	TIMONIUM.....						8.42	4.41	8.26	
CLY.....	10.17	7.55	9.58	MT. VERNON.....						9.06	5.01	8.40	
HARRISBURG.....	\$10.45	\$ 8.20	\$10.25	BALTIMORE.....						\$ 9.10	\$ 5.05	\$ 8.45	
	A. M.	P. M.	P. M.							A. M.	P. M.	P. M.	

# **TRAINS WAIT FOR CONNECTIONS** **NEW YORK DIVISION**

## **Rahway**

Train No.	Due to Leave	Will Wait 5 Minutes for Train No.	Due	Train No.	Due to Leave	Will Wait 5 Minutes for Train No.	Due
3704	A.M. 6.01	3602	A.M. 5.55	3617	P.M. 2.30	3831	P.M. 2.27
3611	8.32	3821	8.28	3621	5.00	3839	4.55
	P.M.		P.M.	3637	7.13	3785	7.08
3828	1.49	3626	1.42	3641	9.49	3757	9.43

## **Trenton**

561	A.M. 1.15	235	A.M. 1.10	3814	A.M. 6.35	502	A.M. 6.31
511	8.05	201	8.01		P.M.		P.M.
	P.M.		P.M.	3828	1.03	172	12.51
519	12.10	121	12.00	3830	2.48	130	2.38
557	2.45	23	2.36	3834	4.52	174	4.39
523	3.10	149	2.59	3838	5.50	132	5.47
559	5.50	3839	5.46	3839	5.46	559	5.50
533	6.45	223	6.35	3840	8.00	154	7.55
535	7.25	225	7.09	3850	8.02	272	7.55
				4210	9.00	164	8.55
				3842	9.12	156	9.07

## **Princeton Junction**

254	A.M. 7.29	4133	A.M. 7.25	4134	A.M. 7.32	254	A.M. 7.29
200	7.52	4135	7.47	4136	7.53	200	7.52
234	7.50	4135	7.47	4136	7.53	234	7.50
201	7.51	4135	7.47	4138	8.09	3817	7.55
3817	7.55	4135	7.47	4138	8.09	3820	8.06
3820	8.06	4137	8.04	4104	8.30	3822	8.26
3822	8.26	4103	8.24	4140	8.53	4202	8.50
4202	8.49	4261	8.46	4142	9.09	256	8.55
256	8.55	4139	8.52	4142	9.09	3819	9.08
3821	9.05	4141	9.04	4142	9.09	3821	9.04
3819	9.08	4141	9.04	4144	9.56	280	9.55
280	9.55	4143	9.44	4144	9.56	3823	9.46
3823	9.46	4143	9.44	4144	9.56	204	9.51
204	9.51	4143	9.44	4106	10.23	3824	10.20
3824	10.22	4105	10.17	4266	10.55	4203	10.54
4203	10.54	4265	10.50		P.M.		P.M.
	P.M.		P.M.	4148	12.49	211	12.42
211	12.42	4147	12.37	4150	1.15	3825	1.06
3825	1.06	4149	1.00	4150	1.15	3828	1.14
3828	1.14	4149	1.00	4152	1.53	212	1.50
212	1.50	4151	1.45	4154	2.14	3827	2.11
3827	2.11	4153	2.09	4108	3.04	3830	2.55
3830	2.59	4107	2.52	4108	3.04	3831	3.01
3831	3.01	4107	2.52	4156	3.14	3829	3.13
3829	3.12	4155	3.10	4110	3.50	218	3.48
218	3.48	4109	3.43	4158	4.30	3832	4.12
3846	4.01	4109	3.43	4268	4.43	4205	4.41
3832	4.12	4157	4.06	4160	4.55	4205	4.41
4205	4.41	4267	4.38	4162	5.10	3834	5.03
219	4.50	4159	4.45	4112	5.37	3839	5.35
3834	5.03	4159	4.45	4164	5.50	220	5.47
3837	5.09	4161	5.06	4164	5.50	221	5.50
3839	5.35	4111	5.29	4166	6.16	3841	6.08
220	5.47	4163	5.42	4168	6.28	223	6.24
221	5.50	4163	5.42	4172	7.05	225	7.00
3838	6.00	4163	5.42	4174	7.20	3849	7.19
3841	6.08	4113	5.59	4176	7.55	298	7.48
223	6.24	4165	6.10	4178	8.14	3850	8.10
225	7.00	4171	6.58	4178	8.14	3840	8.10
222	7.05	4171	6.58	4270	8.54	284	8.51
298	7.48	4175	7.45	4116	9.21	4210	9.10
227	7.54	4175	7.45	4180	9.25	3851	9.20
3840	8.10	4177	8.07	4180	9.25	3842	9.23
3850	8.12	4177	8.07	4182	9.56	141	9.55
284	8.51	4269	8.47	4272	10.10	282	10.06
4210	9.11	4115	9.05	4184	10.38	158	10.32
3851	9.19	4115	9.05	4276	10.55	161	10.54
3842	9.23	4179	9.20	4186	11.56	231	11.55
141	9.55	4181	9.50				
282	10.06	4271	10.04				
158	10.32	4183	10.30				
161	10.54	4275	10.50				
231	11.55	4185	11.53				

### PHILADELPHIA DIVISION AT 30th STREET STA.-Phila.

Train No.	Due to Leave	Mins. Wait	Train No.	Due	For Page.
234	7.00 AM	5	372	6.53 AM	
907	8.03 AM	3	306	7.50 AM	
757	6.48 PM	5	221	6.38 PM	
353	6.53 PM		227	8.42 PM	
359	8.53 PM	5	141	10.51 PM	
365	11.03 PM	5	24	11.35 PM	
160	11.40 PM	5	231	12.44 AM	
369	12.53 AM	5			

### AT NORTH PHILADELPHIA

852	5.41 PM	3	219	5.30 PM	
854	6.06 PM	3	153	5.50 PM	
856	6.36 PM	3	221	6.28 PM	
858	7.10 PM	3	223	7.03 PM	
860	7.50 PM	3	225	7.36 PM	
862	8.40 PM	3	227	8.32 PM	
866	10.45 PM	3	141	10.39 PM	

### AT MEDIA

Train No.	Wait for	Train No.	Wait for
0705	705	715	0718
0707	707	786	0786
0735	735	*724	0724
0739	739	754	0754
0741	741	790	0790
0749	749	762	0762
0755	755		

Unless otherwise instructed by train dispatcher.

\*No. 724 will wait a maximum of 5 minutes for No. 0724.

NOTE—Conductors of trains running late with passengers for Atlantic City and South Jersey Seashore points must notify Train Dispatcher the number of passengers and their destinations who desire to connect with PRSL trains. Eastward trains should notify Train Dispatcher from Lancaster when possible but must report the PRSL travel from Paoli. Trains from the south must notify Stationmaster at Wilmington who in turn will contact Movement Desk "S" office. Trains from New York will advise from Trenton.

P.R.S.L. trains will wait at North Philadelphia station for connections as directed by movement director or station master.

Trains to Washington and Harrisburg will wait at North Philadelphia for connection from P.R.S.L. trains, as directed by movement director or station master.

Conductors of trains for which connections are held must notify the Superintendent whether or not they have passengers for such connections.

When trains are running late and have passengers for suburban points and cannot connect at 30th St. Sta., Phila. with the last local train, the conductor must notify the Superintendent as to the number of passengers and their destinations.

### HARRISBURG DIVISION PASSENGER HIGHWAY BUS SERVICE

#### LANCASTER TO YORK

#### YORK TO LANCASTER

Stations	0553 Daily	0557 Daily	0559 Daily		0552 Daily	0558 Daily	0560 Daily	0572 Daily Ex. Sat.
	A. M.	P. M.	P. M.		A. M.	P. M.	P. M.	P. M.
Lancaster .....	10.40	3.35	8.00	.....	8.17	2.40	6.20	10.05
Mountville.....		3.50		.....		2.20		
Columbia.....	11.02	3.57	8.22	.....	7.50	2.13	5.53	9.38
Wrightsville.....	11.07	4.02	8.27	.....	7.45	2.08	5.48	9.33
Strickler.....	11.11	4.06	8.31	.....	7.41	2.04	5.44	9.29
Hellam.....	11.15	4.10	8.35	.....	7.37	2.00	5.40	9.25
York.....	11.35	4.25	8.55	.....	7.22	1.45	5.25	9.10
	A. M.	P. M.	P. M.		A. M.	P. M.	P. M.	P. M.
Conn. train .....	25	33	49	.....	604	54	16	24
Due Lancaster.....	10.32	3.23	7.50	.....	8.33	3.10	6.38	10.17
	A. M.	P. M.	P. M.		A. M.	P. M.	P. M.	P. M.



### EXTRA STOPS—PASSENGER TRAINS New York Division

Train No.	Stop At	For
3812	Portal Block Station.....	Employees.
3706	Portal Block Station.....	Employees.
4241	Portal Block Station.....	Employees.
3740	Portal Block Station.....	Employees.
3767	Portal Block Station.....	Employees.
3789	Portal Block Station.....	Employees.
3606 3723	Switch Leading to Engine Track, Meadows, East End Hudson Interlocking.....	Employees.
3807	Waverly Freight Station, Haynes Ave.....	Employees.
3731	Waverly Freight Station, Haynes Ave.....	Employees.
4210	County Block Station.....	Employees.
3815	County Block Station.....	Employees.

### Philadelphia Division

18	Paoli.....	Employees.
601	Paoli.....	Employees.
806	Upsal.....	Employees.

### Chesapeake Division

†951		
953		
901		
903		
904		
905		
910		
▲915	Wilmington Shop Overhead Bridge.....	Employees.
917		
924		
928		
930		
935		
950		
938		
▲937		
414	Ivy City Enginehouse, on Signal.....	Employees.

†Saturday Only.

▲Daily Except Saturday and Sunday.

## TICKET OFFICES OPEN FOR SALE OF TICKETS NEW YORK DIVISION

Station	Monday to Friday	Saturday	Sunday and Holidays
New York	12.00 Mid. to 1.30 AM 6.00 AM to 12.00 Mid.	12.00 Mid. to 1.30 AM 6.00 AM to 12.00 Mid.	12.00 Mid. to 1.30 AM 6.00 AM to 12.00 Mid.
Newark, N. J.	12.00 Mid. to 12.30 AM 6.00 AM to 12.00 Mid.	12.00 Mid. to 12.30 AM 6.00 AM to 12.00 Mid.	12.00 Mid. to 12.30 AM 6.00 AM to 12.00 Mid.
N. Elizabeth	6.30 AM to 8.45 AM	Closed	Closed
Elizabeth	6.00 AM to 5.00 PM	9.00 AM to 5.00 PM	Closed
Linden	6.50 AM to 2.35 PM	Closed	Closed
Rahway	6.30 AM to 2.30 PM	8.30 AM to 4.00 PM	Closed
Woodbridge	6.30 AM to 8.15 AM	Closed	Closed
Iselin	6.30 AM to 8.15 AM	Closed	Closed
Metuchen	6.30 AM to 2.30 PM	Closed	Closed
New Brunswick	6.00 AM to 8.00 PM	6.00 AM to 8.00 PM	11.30 AM to 8.00 PM
Jersey Avenue	6.45 AM to 10.45 AM	Closed	Closed
Monmouth Jct.	8.00 AM to 10.00 AM	Closed	Closed
Princeton Jct.	7.15 AM to 10.00 AM	Closed	Closed
Princeton	7.00 AM to 5.00 PM	7.00 AM to 4.00 PM	Closed
Trenton	6.00 AM to 11.00 PM	6.00 AM to 11.00 PM	6.00 AM to 11.00 PM
Levittown-Tullytown	6.00 AM to 9.30 AM	Closed	Closed
Bristol	6.45 AM to 3.15 PM	Closed	Closed
Cornwells Hgts.	9.45 AM to 10.45 AM	Closed	Closed
Torresdale	7.00 AM to 8.45 AM	Closed	Closed

## PHILADELPHIA DIVISION

Frankford Jct. (See Note 1)	4.15 PM to 5.15 PM	Closed (See Note 1)	Closed
North Phila.	6.00 AM to 11.45 PM	6.00 AM to 11.45 PM	6.00 AM to 11.45 PM
Phila.-30th St.	6.00 AM to 1.00 AM	6.00 AM to 1.00 AM	6.00 AM to 1.00 AM
*Suburban	6.00 AM to 12.45 AM	6.00 AM to 11.00 PM	10.00 AM to 7.30 PM
Darby	6.20 AM to 8.40 AM	Closed	Closed
Sharon Hill	6.45 AM to 11.45 AM 12.45 PM to 3.45 PM	Closed	Closed
Folcroft	6.45 AM to 11.00 AM 12.00 Noon to 3.45 PM	Closed	Closed
Glenolden	6.25 AM to 8.55 AM	Closed	Closed
Norwood	6.40 AM to 11.40 AM 12.40 PM to 3.40 PM	Closed	Closed
Moore	6.30 AM to 11.00 AM 12.00 Noon to 3.30 PM	Closed	Closed

\*Holiday hours same as Monday to Friday.

Station	Monday to Friday	Saturday	Sunday and Holidays
Ridley Park	6.15 AM to 11.15 AM 12.15 PM to 3.15 PM	Closed	Closed
*Chester	6.15 AM to 10.40 AM 11.10 AM to 6.55 PM 7.45 PM to 9.30 PM	7.00 AM to 10.40 AM 11.10 AM to 2.25 PM	1.30 PM to 6.55 PM 7.45 PM to 9.30 PM
Marcus Hook	7.45 AM to 9.30 AM	Closed	Closed
Claymont	7.00 AM to 4.00 PM	Closed	Closed
Overbrook	7.00 AM to 12.30 PM 1.30 PM to 3.30 PM	Closed	Closed
Merion	7.00 AM to 11.55 AM 12.55 PM to 3.30 PM	Closed	Closed
Narberth	6.50 AM to 12.15 PM 1.30 PM to 3.50 PM	Closed	Closed
Wynnewood	6.45 AM to 11.30 AM 12.45 PM to 3.45 PM	Closed	Closed
Ardmore	6.45 AM to 12.00 Noon 1.01 PM to 4.00 PM	Closed	Closed
Haverford	6.45 AM to 12.00 Noon 1.05 PM to 3.45 PM	Closed	Closed
Bryn Mawr	7.00 AM to 4.00 PM	Closed	Closed
Rosemont	7.10 AM to 10.55 AM	Closed	Closed
Villanova	6.45 AM to 11.15 AM 1.15 PM to 3.45 PM	Closed	Closed
Radnor	6.50 AM to 11.55 AM 1.15 PM to 3.50 PM	Closed	Closed
St. Davids	6.30 AM to 12.35 PM 2.10 PM to 4.05 PM	Closed	Closed
Wayne	6.40 AM to 11.59 AM 1.10 PM to 3.40 PM	Closed	Closed
Strafford	6.30 AM to 11.30 AM 1.01 PM to 3.30 PM	Closed	Closed
Devon	7.00 AM to 11.59 AM 1.01 PM to 4.00 PM	Closed	Closed
Berwyn	6.45 AM to 11.59 AM 12.30 PM to 3.15 PM	Closed	Closed
Paoli	6.30 AM to 9.15 PM	6.30 AM to 9.15 PM	6.30 AM to 9.15 PM
Malvern	7.30 AM to 11.59 AM 12.45 PM to 4.30 PM	Closed	Closed
Coatesville	(Monday) 6.30 AM to 5.00 PM (Tuesday to Friday) (8.00 AM to 5.00 PM)	Closed	Closed
Queen Lane	6.30 AM to 11.59 AM 1.15 PM to 3.30 PM	Closed	Closed
Cheltenham Ave.	6.45 AM to 11.30 AM 1.01 PM to 3.45 PM	Closed	Closed
Carpenter	6.50 AM to 11.50 AM 12.30 PM to 2.30 PM	Closed	Closed
Chestnut Hill	6.15 AM to 11.40 PM	6.15 AM to 11.40 PM	6.15 AM to 11.40 PM

\*Closed Holidays.

Station	Monday to Friday	Saturday	Sunday and Holidays
Angora	7.15 AM to 10.35 AM	Closed	Closed
Fernwood-Yeadon	7.00 AM to 8.40 AM	Closed	Closed
Lansdowne	6.45 AM to 11.00 AM 12.01 PM to 4.30 PM	Closed	Closed
Clifton-Aldan	6.50 AM to 10.00 AM	Closed	Closed
Primos	6.45 AM to 8.45 AM	Closed	Closed
Secane	6.45 AM to 9.45 AM	Closed	Closed
Morton-Rutledge	6.45 AM to 11.59 AM 12.45 PM to 3.30 PM	Closed	Closed
Swarthmore	6.45 AM to 12.00 Noon 12.30 PM to 3.15 PM	Closed	Closed
Wallingford	6.40 AM to 11.50 AM 12.30 PM to 3.10 PM	Closed	Closed
Meylan-Rose Valley	6.00 AM to 8.30 AM	Closed	Closed
Media	7.15 AM to 11.00 AM 1.01 PM to 3.30 PM	Closed	Closed
Glen Mills	11.30 AM to 12.00 Noon	Closed	Closed
West Chester	7.30 AM to 9.00 AM	Closed	Closed
12th Street	7.30 AM to 8.30 AM 4.30 PM to 5.30 PM	Closed	Closed
Moorestown	7.00 AM to 12.00 Noon 1.01 PM to 4.00 PM	Closed	Closed
Mt. Holly	6.45 AM to 12.00 Noon 1.01 PM to 3.45 PM	Closed	Closed
Birmingham	8.00 AM to 5.00 PM	Closed	Closed
Utica Avenue	6.35 AM to 11.45 AM 12.45 PM to 3.45 PM	Closed	Closed
Wynnefield Ave.	7.45 AM to 11.15 AM	Closed	Closed
Bala	7.45 AM to 9.10 AM	Closed	Closed
Cynwyd	7.45 AM to 11.15 AM	Closed	Closed

**CHESAPEAKE DIVISION**

Station	Monday to Friday	Saturday	Sunday and Holidays
Wilmington	6.10 AM to 12.10 AM	6.10 AM to 12.10 AM	6.10 AM to 12.10 AM
Newark, Del.	7.00 AM to 5.00 PM	Closed	Closed
Perryville	8.00 AM to 5.00 PM	Closed	Closed
Aberdeen	8.00 AM to 5.00 PM	Closed	Closed
Edgewood	10.00 AM to 12.00 Noon	Closed	Closed
Baltimore	Continuously	Continuously	Continuously
Odenton	6.30 AM to 5.00 PM	Closed	Closed
Bowie	8.00 AM to 11.30 AM	Closed	Closed
Washington	Continuously	Continuously	Continuously

**HARRISBURG DIVISION**

Lancaster	6.00 AM to 8.00 PM	6.00 AM to 8.00 PM	6.00 AM to 8.00 PM
Elisabethtown	6.45 AM to 4.00 PM	Closed	Closed
Harrisburg	Continuously	Continuously	Continuously
York	7.00 AM to 4.00 PM	Closed	Closed

NOTE 1—When Atlantic City race train operates, will open one hour in advance of arrival time of race train including Saturday.

HOLIDAYS: Thanksgiving Day, Christmas Day, New Year's Day, Washington's Birthday, Memorial Day, Independence Day and Labor Day.

**U. S. MAIL WORK**

STATIONS	Westward					Eastward		
	25					22		
Paoli						E		
Coatesville	E							
Lancaster								

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

E—Train stops; mail received or delivered; or both.

G—Reduce speed to 50 miles per hour.

H—Reduce speed to 30 miles per hour.

J—Reduce speed to 25 miles per hour.

K—Reduce speed to 20 miles per hour.

L—Reduce speed to 10 miles per hour.

M—Daily except Holidays.

N—Daily except Sundays and Holidays.

P—Daily except Sunday.

R—Daily except Sunday and Monday.

S—Daily except Sunday, Monday and Holidays.

T—Monday only.

NOTE—Letters and characters as used on this page have no reference to their application as provided for in Special Instruction 1004-A or 1004-B1.

# NEW YORK DIVISION--ARRANGED FREIGHT TRAIN SERVICE--WESTWARD

The time shown conveys no timetable authority

STATIONS	Note	P-3A (1)	TT-1 (2-X)	N-15 (4)	A-1 (2)	TT-1A (9)	A-31 (3)	EM-1 (1)	BL-5 (3)	P-3 (1)	TTX Spe. (6)	BL-1 (1)	MD-13A (1)	SWC-1 (1)	NWC-1 (1)	TTX Spe. (8)	MD-13 (1)	CB-1 (1)
Harsimus Cove		A. M.																
Meadows			12.30			2.00					1.00		2.00	3.00		6.00		
Greenville		12.01								10.00			3.15		5.00		6.30	
Waverly		2.30		12.30						11.30					6.30		7.30	
County				2.15														
South Amboy					12.30													
Phillipsburg									8.00			1.30						6.30
Fair					2.15				11.00			4.30	5.00	8.30	8.45			8.30
Morrisville					3.00		3.00	5.00				6.00						
Bordentown							7.30	5.20										
Copper		5.25	2.10			3.25				2.55	2.30		5.50	8.40	9.30	7.45	9.30	
Holmes		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

## NOTE:

- 1--Daily.
- 2--Daily Except Sunday.
- 3--Daily Except Monday.

4--Daily Except Saturday.

5--Daily Except Sunday and Monday.

6--Tuesday and Wednesday Only.

8--Saturday Only.

9--As Required.

10--Daily Except Saturday and Sunday.

11--Tuesday, Thursday and Sunday.

X--PR 7-9, P-5, TT-3-23, will not operate on seven recognised Holidays.

TT-1 will not operate day following seven recognised Holidays.

# NEW YORK DIVISION--ARRANGED FREIGHT TRAIN SERVICE--WESTWARD

The time shown conveys no timetable authority

STATIONS	Note	NJC-1 (11)	PR-9 (2-X)	NE-1 (1)	TT-3 (2-X)	PR-7 (2-X)	TT-23 (2)	EA-1 (1)	N-13 (2)	N-3 (4)	P-5 (2-X)								
Harsimus Cove.....		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.								
Meadows.....			8.30		9.45	10.45	11.00				11.59								
Greenville.....					10.45				11.30	11.30	1.00								
Waverly.....		8.00	9.30						1.00	1.00	1.30								
County.....																			
South Amboy.....		8.45		9.30				11.15											
Phillipsburg.....																			
Fair.....			11.10				12.30			3.30									
Morriaville.....									2.30										
Bordentown.....																			
Coppert.....			11.25		12.40	12.40		3.10			4.40								
Holmes.....				1.00			1.05												
		P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.								

## NOTE:

- 1--Daily.
- 2--Daily Except Sunday.
- 3--Daily Except Monday.

- 4--Daily Except Saturday.

- 5--Daily Except Sunday and Monday.

- 6--Tuesday and Wednesday Only.

- 8--Saturday Only.

- 9--As Required.

- 10--Daily Except Saturday and Sunday.

- 11--Tuesday, Thursday and Sunday.

- X--PR-7-9, P-5, TT-3-23, will not operate on seven recognised Holidays.

- TT-1 will not operate day following seven recognised Holidays.

# NEW YORK DIVISION—ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no timetable authority

STATIONS	Note	CG-2 (1)	CB-2 (3)	TT-2 (5-X)	BNY-16 (1)	TT-4 (5-X)	NJC-2 (6)	CG-2A (1)	N-12 (3)	N-14 (4)	BL-6 (5)	TT-6 (5-X)	A-2 (2)	N-28 (3)	NE-2 (1)	CNY-4 (1)
Harimus Cove.....			A. M.	A. M.	A. M.				A. M.	A. M.						P. M.
Meadows.....				2.45		4.25						8.40				1.00
Greenville.....		3.30			5.10			8.30	6.15					10.30		11.30
Waverly.....		2.30		2.20	4.10		4.00	7.30	5.00	6.15		6.25		9.15		10.30
Linden.....					3.25			6.15								9.00
Metuchen.....					2.25			5.00								
County.....		1.35								5.00			7.00			
South Amboy.....			2.50				3.15				10.30				10.30	
Phillipsburg.....										3.45		5.25				
Millham.....									3.30		5.00		5.00	6.15	6.45	
Morrisville.....			12.30													
Bordentown.....																
MA.....		12.05				2.40		3.25								8.00
Holmes.....		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	4.00	4.45	A. M.	5.45	6.00	A. M.

NOTE:

4—Daily Except Saturday.  
 5—Daily Except Tuesday.  
 6—Tuesday, Thursday, and Sunday.  
 7—As required.

X—TT-2-4-6 will not operate second day following seven recognized Holidays.  
 G—Operates two hours later on Tuesday.



# NEW YORK DIVISION—ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no timetable authority

STATIONS	Note	MD-6 (1) A. M.	TTX Spe. (8) P. M.	EM-2 (1) A. M.	CS-8 (1) P. M.	TTX Spe. (10) P. M.	BL-2 (3-★) P. M.	TT-24 (12) A. M.	MD-18 (1) A. M.	AST-4 (1) A. M.	A-30 (3) A. M.	BL-34 (7) A. M.						
Harsimus Cove.....						3.00												
Meadows.....			12.01					12.45	12.15	1.45								
Greenville.....		11.45			4.30				11.15	1.00								
Waverly.....		10.30																
Linden.....									10.10	11.59								
Metuchen.....																		
County.....																		
South Amboy.....												2.00						
Phillipsburg.....							11.59											
Millham.....								9.30										
Morrisville.....										10.20	3.30	12.15						
Bordentown.....											10.30							
MA.....				11.30	12.59					10.15		11.50						
Holmes.....		9.15	10.10			1.15		8.30	8.30									
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

NOTE:

1—Daily.

2—Daily Except Sunday.

3—Daily Except Monday.

4—Daily Except Saturday.

5—Daily Except Tuesday.

6—Monday, Wednesday, and Friday.

7—Wednesday and Friday.

8—Tuesday and Wednesday.

9—Monday Only and days following seven recognised Holidays.

10—Sunday Only.

11—As Required.

12—Daily except Monday and Tuesday.

X—TT-24-8 will not operate second day following seven recognised Holidays.

★—BL-2 will not operate days following seven recognised Holidays.

# PHILADELPHIA AND HARRISBURG DIVISIONS — ARRANGED FREIGHT TRAIN SERVICE — WESTWARD - SOUTHWARD

The time shown conveys no timetable authority

Stations	B-1 (1)	TT-3 (7)	PR-7 (7)	E-3 (1)	P-7 (1)	CB-9 (6)	NE-1 (1)	TT-23 (2)	TH-1 (1)	TT-5 (7)	TT-1 (7)	EC-7 (3)	YE-3 (1)	S-15 (6)	EA-1 (1)	ED-3 (23)	N-3 (10)
Holmes.....	A.M.			A.M.	A.M.		1.00	1.05	Thurlow 1.30		2.10	A.M.	A.M.	A.M.	A.M.		A.M.
Pavonia.....																3.30	4.15
Jersey.....																3.45	
Frankford Jct.								1.55			2.55					5.00	5.30
Stadium.....					1.00			2.50	1.50								8.00
Bell.....							2.15										
52nd St.....					4.00												
Jeff.....																	
Copper.....		12.40	12.40												3.10		
Nest.....													York 2.35	3.00			
Norris.....														3.45			
Reading.....														6.15			
Thorn.....					5.00												
Park.....		2.30	2.30		5.15					York 1.45	5.05				5.45	8.30	
Cork.....					5.45												
Cres.....	12.30			1.00		1.00											
Cola.....	12.40								7.50								
Cly.....										2.15			3.20				
State.....		4.00	4.00							3.00	6.40						
Harrisburg..																	
Day.....	2.45			2.15	8.00	3.00			9.15						8.15	11.30	
Enola.....																	
Rockville.....																	
Banks.....		5.15	5.00			5.30	A.M.	A.M.	A.M.	A.M.	7.40	2.30	A.M.	A.M.	A.M.	1.30	A.M.

Frequency Notes are shown on page 175.

# PHILADELPHIA AND HARRISBURG DIVISIONS — ARRANGED FREIGHT TRAIN SERVICE — WESTWARD - SOUTHWARD

The time shown conveys no timetable authority

Stations	P-5 (7)	EB-3 (1)	EM-1 (1)	P-3A (1)	CV-61 (2)	EC-5 (1)	S-80 (1)	CV-85 (1)	S-3 (2)	BL-5 (6)	PMC-3 (1)	PG-5 (1)	YE-1 (1)	TT PL (1)	P-3 (1)	P-9 (1)
Holmes .....	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Pavonia .....																3.00
Jersey .....																3.15
Frankford Jet.																4.30
Stadium .....																
Bell .....																
62nd St. ....									12.00	1.40						
Jeff .....																
Copper .....	4.40		5.20	5.25											2.55	
Nest .....	5.25		7.00													
Norris .....									3.00							
Reading .....									8.30							
Thorn .....			7.55													7.15
Park .....	7.15		8.40	8.00									York 1.06	4.45	5.15	7.45
Cork .....			9.30													8.15
Ores .....						8.00										
Cola .....																
City .....													1.50	6.10		
State .....																
Harrisburg ...																
Day .....	8.45		12.45	10.30	6.00	9.15		10.15							7.00	10.45
Enola .....		5.00					8.00									
Rockville .....		5.30			Hager 1.00		8.30	Hager 2.30					3.05			
Banks .....	A.M.	A.M.	P.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	12.30	1.00	P.M.	7.10	P.M.	P.M.

Frequency Notes are shown on page 175.

# PHILADELPHIA AND HARRISBURG DIVISIONS — ARRANGED FREIGHT TRAIN SERVICE — WESTWARD - SOUTHWARD

The time shown conveys no timetable authority

Stations	EB-5 (1) P.M.	CV-63 (2) P.M.	EC-3 (1) P.M.	PG-3 (1) P.M.	HC-1 (1) P.M.	HD-1 (2) P.M.	MD-13A (1) P.M.	S-82 (1) P.M.	EC-9 (1) P.M.	PR-3 (4) P.M.	TT-SPL (17) P.M.	ED-1 (6) P.M.	SWC-1 (1) P.M.	MD-13 (1) P.M.	NWC-1 (1) P.M.	EB-7 (1) P.M.	TH-3 (2) P.M.
Holmes.....							5.50			7.30	7.45			9.30			Thurflow 10.00
Pavonia.....										7.45							
Jersey.....							6.10			9.30	8.30						
Frankford Jct.																	
Stadium.....							7.00			10.40				10.45			10.20
Bell.....																	
62nd St.....																	
Jeff.....																	
Copper.....													8.40		9.35		
Neet.....																	
Norris.....																	
Reading.....																	
Thorn.....																	
Park.....		C. Burg 3.50								12.05	9.55		10.45		11.35		
Cork.....																	
Cres.....						5.30											3.30
Cola.....																	
Cly.....																	
State.....										2.00	11.30						
Harrisburg..						7.30							1.15		2.15		5.30
Day.....																	
Enola.....	3.45		4.30					6.00								9.45	
Rockville....	4.15	Hager 8.00	5.00					6.30								10.15	
Banks.....				5.00					7.00	3.00	12.30	8.00	2.45		4.45		8.00
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.

Frequency Notes are shown on page 175.

# PHILADELPHIA AND HARRISBURG DIVISIONS — ARRANGED FREIGHT TRAIN SERVICE — WESTWARD - SOUTHWARD

The time shown conveys no timetable authority

Stations	PT-85 (6) P.M.	TP-1 (1) P.M.	PR-9 (4) P.M.	MD-117 (1) P.M.	PR-1 (6) P.M.
Holmes .....					
Pavonia .....	10.00			11.59	
Jersey .....	10.15			12.14	
Frankford Jct.	11.15			1.30	
Stadium .....	2.00	11.00			
Bell .....		2.45		5.00	
52nd St. ....					
Jeff .....					
Copper .....			11.25		
Neet .....					
Norris .....					
Reading .....					
Thorn .....					
Park .....			1.10		
Cork .....					
Cres .....					
Cola .....					
Cly .....					
State .....			2.45		
Harrisburg ..					
Day .....					
Enola .....					
Rockville .....					
Banks .....			3.45		11.59
	A.M.	A.M.	A.M.	A.M.	P.M.

## NORTHWARD AND WESTWARD

Stations	A-31 (6) A.M.	CB-21 (21) P.M.	A-33 (2) P.M.	A-39 (2) P.M.
PAVONIA .....				
BEVERLY .....	10.00	5.30	9.15	10.15
BURLINGTON ..			8.45	7.15
FLORENCE .....				
BORDENTOWN ..	7.30		4.00	
MT. HOLLY .....		4.15		
FORT DIX .....		3.30		
MEDFORD .....		3.00		
	A.M.	P.M.	P.M.	P.M.

1. Daily.
2. Daily except Sunday.
3. Daily except Sunday and Monday.
4. Daily except Sunday and Holidays.
5. As required.
6. Daily except Monday
7. Daily except Monday and days after Holidays.
8. Daily except Tuesday.
9. Daily except Wednesday.
10. Daily except Saturday
11. Will run Tuesday, Thursday and Saturday.
12. Will run Tuesday and Thursday.
13. Will run Tuesday and Wednesday.
14. Will run Wednesday, Friday and Sunday.
15. Will run Thursday only.
16. Will run Thursday and Sunday.
17. Will run Saturday only
18. Will run Sunday and Wednesday.
19. Will run Monday, Wednesday and Thursday.
20. Will run Sunday only
21. Monday, Wednesday, Friday—Fort Dix, Tuesday, Thursday, Saturday—Mt. Holly, Lewis, Medford, Toms River—as required.
22. Daily except Tuesday and second day following Holidays.
23. Daily except Monday and Tuesday.
24. Daily except Friday and Saturday.

y—Will not operate on days following seven recognized holidays.

# PHILADELPHIA AND HARRISBURG DIVISIONS — ARRANGED FREIGHT TRAIN SERVICE — EASTWARD-NORTHWARD

The time shown conveys no timetable authority

Stations	CNY-4 (1)	TT-6 (22)	CG-8 (1)	N-28 (4)	M-10 (1)	BL-6 (8)	WPB-4 (1)	EM-2 (1)	BF-14 (1)	TH-4 (1)	MD-116 (1)	NE-2 (1)	EC-6 (1)	PT-34 (6)	TT-SPL (13)	CS-8 (1)	FJ-2 (1)	HD-2 (10)
Banks.....	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
Rockville.....	12.01		1.00		1.30		2.40		4.00				5.00					
Enola.....									4.30	4.00			5.30			8.15	6.00	
Day.....								3.40										
Harrisburg...															6.35			
State.....	3.00	12.15																
City.....																		
Cola.....										5.30								8.30
Cres.....							6.15										7.45	
Cork.....		1.00						6.00							8.00	10.30	8.20	
Park.....	5.00	2.05						7.30									11.00	
Thorn.....																		
Reading.....																		
Norris.....																		
Nest.....	6.30							10.30										
MA.....	8.00							11.30								1.00		
Jeff.....																		
52nd St.....																		
Bell.....						2.15				10.15	4.45	4.45					2.00	
Stadium.....				1.15										5.00				
Frankford Jct.		4.15		5.30					Thurlow 12.15		7.35			7.30	9.30		5.30	
Jersey.....											8.35			7.45			6.45	
Pavonia.....											8.50			8.00			7.00	
Helmes.....	A.M.	4.55	A.M.	5.45	A.M.	4.00	A.M.	A.M.	A.M.	P.M.	A.M.	6.00	A.M.	A.M.	10.10	P.M.	P.M.	A.M.

Frequency/Notes are shown on page 175.

# PHILADELPHIA AND HARRISBURG DIVISIONS — ARRANGED FREIGHT TRAIN SERVICE — EASTWARD - NORTHWARD

The time shown conveys no timetable authority

Stations	S-81 (1)	CG-2B (1)	MD-4 (1)	YE-4 (1)	TT-SPL (20)	AC-10 (1)	BL-34 (6)	CH-2 (1)	S-4 (2)	CG-2 (1)	CV-60 (1)	B-4 (1)	SW-6 (1)	CV-62 (2)	BF-4 (1)	PG-4 (5)	TT-10 (2)
Banks.....	A.M.	A.M.	A.M.	A.M.	8.55	9.30	11.05	11.15		11.40	Hager 12.01		12.45	Hager 1.00	3.00	4.30	5.00
Rockville.....	6.10														3.30		
Enola.....	6.40														10.00	10.30	
Day.....		6.45		8.30			5.00				7.00	12.30					
Harrisburg...														C. Burg 3.10			
State.....					9.55	2.00											
Cly.....				9.50													
Cola.....				York 10.15		4.00						1.55			11.25		
Cres.....																	
Cork.....																3.30	
Park.....		9.00			11.10		8.00										
Thorn.....																	
Reading.....									11.30								
Norris.....									4.00								
Nest.....																	
MA.....		12.05					11.50										
Jeff.....																	
52nd St.....									4.45								
Bell.....			8.00														
Stadium.....									6.15							6.30	
Frankford Jct.					12.50												
Jersey.....																	
Pavonia.....																	
Holmes.....	A.M.	P.M.	9.15	A.M.	1.15	P.M.	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.

Frequency Notes are shown on page 175.

# PHILADELPHIA AND HARRISBURG DIVISIONS — ARRANGED FREIGHT TRAIN SERVICE — EASTWARD - NORTHWARD

The time shown conveys no timetable authority

Stations	TT-10 (6)	B-6 (1)	BNY-16 (1)	CV-88 (1)	TT-8 (7)	MD-18 (1)	TT-24 (23)	SP-2 (1)	TT-2 (1-y)	S-83 (1)	ACE-4	TP-2 (1)	TT-4 (1-y)	YE-2 (1)
Banks.....	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Rockville.....	5.00		6.25	Hager 6.30	6.45				7.55	8.15	9.00		9.40	
Enola.....										8.45	11.00			10.00
Day.....		5.30		10.45				7.30						
Harrisburg.....														
State.....			8.25		12.30				8.55				11.00	
Cly.....					1.50									10.50
Cola.....														
Cres.....		7.00									12.30			
Cork.....														
Park.....			10.15					10.00	10.30				12.15	York 11.35
Thorn.....					York 2.30			10.45						
Reading.....														
Norris.....														
Nest.....														
MA.....														
Jeff.....														
52nd St.....			12.10											
Bell.....						7.15	7.20				5.15	9.15		
Stadium.....								1.30			Thur. 6.30	1.00	2.05	
Frankford Jct.....							7.50							
Jersey.....														
Pavonia.....														
Holmes.....			1.10			8.30	8.30		1.00				2.40	P.M.
	P.M.	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	P.M.



# PHILADELPHIA AND HARRISBURG DIVISIONS — ARRANGED FREIGHT TRAIN SERVICE — EASTWARD - NORTHWARD

The time shown conveys no timetable authority

Stations	S-14 (2) P.M.	EA-2 (1) P.M.											EASTWARD AND SOUTHWARD			
													Stations	A-30 (6) P.M.	A-38 (2) P.M.	A-34 (2) A.M.
Banks .....													PAVONIA .....	10.30	12.15	11.30
Rockville.....													BEVERLY .....		4.15	3.30
Ends .....		11.45											BURLINGTON...			
Day .....													FLORENCE.....			
Harrisburg ..													BORDENTOWN ..	8.45		
State .....													MT. HOLLY ....			
Cly .....													FORT DIX .....			
Cola .....													MEDFORD .....			
Ctes .....														A.M.	P.M.	P.M.
Cork .....																
Park .....		1.15														
Thorn .....																
Reading .....	11.00															
Norris .....	1.30															
Nest .....	2.00															
MA .....		4.40														
Jeff .....																
52nd St .....																
Bell .....																
Stadium .....																
Frankford Jct.																
Jersey .....																
Pavonia .....																
Holmes .....	A.M.	A.M.														

Frequency Notes are shown on page 175.

**CHESAPEAKE DIVISION—ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD AND EASTWARD**

**The time shown conveys no timetable authority**

Stations	TH-1 (1)	NE-1 (1)	TP-1 (1)	TT-23 (2)†	MD-117 (1)	WPB-4 (1)	HD-2 (3)	BL-5 (4)	B-4 (1)	AC-10 (1)	BP-125 (1)	B-6 (1)	MD-13A (1)	TH-3 (2)	MD-13 (1)	BF-4 (1)
Bell.....	1.50	A.M.	A.M.	2.50	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Edge Moor.....	2.30	2.15	2.45	5.00	5.00	A.M.	A.M.	1.40								
Edge Moor.....	3.00	2.30	3.00	5.15	5.15			1.55								
Perryville.....		4.00		6.00	6.00			8.00						11.30		
Cres.....	7.50															
Perryville.....						6.15	8.30		1.55	4.00		7.00		3.30		11.25
Bay View.....	4.30	5.30	Newark		8.00	8.30	10.00							Newark	12.30	2.00
Bay View.....		6.15			8.45	11.50		10.30	4.45	8.00	6.15	9.15	9.00	12.15	1.00	
Gwynns Run.....									5.15							
Washington.....								11.15	6.45		9.30	11.15	11.00		2.25	
Potomac Yard.....		8.30		6.15	11.00			2.15	7.35		10.45	12.30	11.15		3.15	
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.	A.M.	A.M.

Stations	TT-8 (5) y				Stations	HD-2 (3)	D-3 (3)		
	A. M.					P. M.	P. M.		
Baltimore (Canton Jet.)	5.15				Edge Moor.....	Porter	2.45		
York.....Lv.	3.00				Tasker.....	12.15	3.15		
York.....Ar.	2.30				Mt. Pleasant.....				
Cly (Harrisburg Div.)	1.50				Clayton.....				
State.....	12.30				Dover.....				
.....					Harrington.....				
.....					Bridgeville.....				
.....					Seaford.....				
.....					Delmar.....Ar.	3.15	5.00		
.....					Delmar.....		9.15		
.....					Salisbury.....				
.....					Cape Charles.....		1.30		
.....						P. M.	A. M.		
.....	A. M.								

**†Will not operate on seven recognized holidays.**  
**xWill not operate on days following seven recognized holidays.**  
**yWill not operate on second day, following seven recognized holidays.**

(1) Daily. (2) Daily Ex. Sun. (3) Daily Ex. Sat. (4) Daily Ex. Mon. (5) Daily Ex. Tues. (6) Daily Ex. Wed. (7) Daily Ex. Thurs. (8) Operates on Sun.  
(9) Sat., Sun. and Mon. (10) Tues., Wed., Thur. and Fri. (11) Fri., Sat., and Sun. (12) Mon., Tues., Wed. and Thur. (13) Daily except Friday and Saturday.

# CHESAPEAKE DIVISION--ARRANGED FREIGHT TRAIN SERVICE--NORTHWARD AND WESTWARD

The time shown conveys no timetable authority

Stations	BP-106 (1)	MD-6 (1)	EC-3 (1)	TH-4 (1)	CE-4 (4)	MD-18 (1)	TT-24 (13)	BL-6 (5)	HD-1 (2)	CB-9 (1)	PE-3 (1)	B-1 (1)	TP-2 (1)	NE-2 (1)	MD-116 (1)
Bell	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.
Edge Moor	8.00	8.00	8.00	10.00	8.30	7.15	7.20	2.15					9.15	4.45	4.45
Edge Moor	7.45	7.45		9.00	7.30			2.00					9.00	4.30	4.30
Perryville	6.45	6.45		6.10	7.00			8.45						2.15	2.55
Cres			8.00	5.30	12.30				5.30	1.00	1.00	12.30			
Perryville					Newark				4.00	10.00	10.00	10.20			
Bay View		5.15	6.00		6.30	5.00		6.15				9.00		12.15	1.10
Bay View	5.00							5.45						11.45	12.10
Gwynns Run										7.15	8.45				
Washington		2.45	3.30					3.45		6.00	7.30				
Potomac Yard	1.30	A. M.	A. M.	A. M.	A. M.	2.45	3.15		P. M.	P. M.	P. M.	P. M.	P. M.	9.30	10.30
	A. M.					P. M.	P. M.							P. M.	P. M.

Stations	TT-5 (2)†	Stations	D-2 (2)	HD-1 (2)
Baltimore (Canton Jct.)	P. M.	Edge Moor	P. M.	P. M.
York	11.00	Tasker	3.50	
York	1.15	Mt. Pleasant	3.25	
Cly (Harrisburg Div.)	1.45	Clayton	1.45	Porter
Enola	2.15	Dover	1.00	12.30
Harrisburg	3.00	Harrington		
		Bridgeville		
		Seaford		
		Delmar	11.00	9.00
		Delmar	7.25	
		Salisbury		
		Cape Charles	3.45	
	A. M.		A. M.	A. M.

†Will not operate on seven reorganized holidays.

(1) Daily. (2) Daily Ex. Sun. (3) Daily Ex. Sat. (4) Daily Ex. Mon. (5) Daily Ex. Tues. (6) Daily Ex. Wed. (7) Daily Ex. Thurs. (8) Operates on Sun.  
(9) Sat., Sun. and Mon. (10) Tues., Wed., Thurs. and Fri. (11) Mon., Wed., Fri. (12) As Required. (13) Daily Ex. Mon. and Tue.

# SPECIAL INSTRUCTIONS

## GENERAL RULES

**100C-1A.** Employees are required to have dates of their last Book of Rules, Timetable, Physical and Air Brake Examination listed in the proper place on the Qualified For Service page of their Timetable.

### Uniforms—(All Divisions)

**100J-1A.** Designated uniformed employees must wear the standard uniform November 1 to April 30, inclusive.

The uniform designated for summer use only may be worn May 1 to October 31, inclusive.

Coats must be buttoned except when trainmen are actually engaged in lifting transportation.

A black four-in-hand or black clip-on bow tie of dacron-wool material with square ends,  $4\frac{1}{2}$  inches long and  $1\frac{3}{4}$  inches wide may be worn.

Passenger trainmen in suburban commuter service and on Race trains may perform their duties without uniform coats and vests during the period May 1 to October 31, inclusive, or at any time when outside temperature exceeds 80 degrees. They must wear a clean, plain white broadcloth shirt with long or short elbow-length sleeves (trainmen who have objectionable markings on the forearm, tattoos, etc., must not wear short elbow length sleeves), black belt, black hose and black shoes.

Paraphernalia must be carried in such manner as to assure a neat appearance at all times.

### Tunnel Alarm System—(New York Division)

**100L-1A.** Tunnel alarm system consists of alarm boxes, indicated by blue light, located not more than 800 feet apart on opposite bench walls to signals which govern movements with current of traffic, and are connected to indicators in offices of Power Director as well as Sub-Stations and Interlocking Stations controlling operation of trains in respective tunnels, where each series of alarm boxes is located.

Each box is numbered and contains two levers, one BLUE and one RED. Blue lever is marked POWER and when pulled trips circuit breakers controlling Third Rail Section adjacent to box, thus cutting off power, and at same time sending in two alarms to connected indicators. Red lever is marked FIRE and when pulled performs same function as power lever, but sends in two additional alarms.

Appliances belonging to this system must not be tampered with, and must be used only in an emergency which makes it necessary for preservation of life or property to remove energy from Third Rail.

Person who pulls lever must at once telephone circumstances to Train Director at A.

Employees charged with movement of trains, maintenance of or repair to track or signals, or engaged in any kind of work in tunnels, must familiarize themselves with location and use of tunnel alarm boxes.

When Power Director, New York, receives indication from box of tunnel alarm system, he must notify Train Director at A, who will arrange for holding all trains out of tunnel involved.

Tunnel alarm bells, located at various automatic signals which govern movement with current of traffic in East River Tunnels, are so connected that when power leaves Third Rail of section in advance of signal, signal will display its most restrictive indication and alarm bell will ring until power is restored. Train must not pass signal while alarm bell is ringing without authority from Train Director at A.

### Tunnel Flood Gates—(New York Division)

**100L-1B.** Gates have been installed at the Tenth Avenue Portals of the North River Tunnels and at the Sixth Avenue Portals of the East River Tunnels. These gates can be closed to confine water to each individual tunnel in case of breakage or damage to the tunnel.

The Train Director at A must be notified immediately of any damage or water in tunnels that would interfere with the safe passage of trains, and will arrange for the closing of gate or gates when necessary.

### Fire in Tunnels—(New York Division)

**100L-1C.** In event of fire or serious flashing on trains in East or North River Tunnels every effort must be made to get train out of tunnel as quickly as possible. Engineman must be notified at once but train must not be stopped unless there is reason to believe that derailment or personal injury may otherwise result.

Trainmen must close all doors, windows and ventilators as quickly as possible.

If fire should occur in interior of any car or threaten to communicate to it, passengers must be removed from this car to an adjacent car as quickly as possible but no more doors must be opened than necessary to make expeditious transfer.

After this is done, fire extinguishers may be used to put out fire; but employees are cautioned to use only sufficient liquid necessary to extinguish fire, to reduce to greatest possible extent fumes given off when this liquid comes in contact with fire, thus insuring least amount of inconvenience and discomfort to passengers.

In event of electrical trouble, Engineman must be at once advised and his instructions carried out.

In case Engineman discovers fire of any magnitude on roadway in East or North River Tunnels, he must attempt to stop train within reasonable distance before reaching fire in order that smoke or fumes may not reach train. If it is found to be impossible to stop train before reaching fire, train should proceed until it has passed beyond fire, provided that condition of track is such that it is safe to proceed. Should train be stopped by an emergency application close to or over fire, train must be started as quickly as possible and moved to a safe distance beyond fire.

### Tunnel Emergency Exits—(New York Division)

**100L-1D.** Emergency exits are provided in East and North River Tunnels at following locations:

#### East River Tunnels

Track	Location	Bench Wall	
1	1st Ave.	South	400 feet west of signal 1-E-12
1	L. I. City (Shaft)	South	810 feet west of signal 1-E-22
1	L. I. City (Portal)	South	30 feet east of signal 1-E-28
2	L. I. City (Portal)	Both	500 feet west of home signal for F
2	L. I. City (Shaft)	Both	945 feet west of signal 2-E-21
2	1st Ave.	Both	515 feet east of signal 2-E-11
3	1st Ave.	South	1080 feet west of signal 3-E-14
3	L. I. City (Shaft)	South	810 feet west of signal 3-E-18
3	L. I. City (Portal)	North	420 feet west of signal E-28
4	L. I. City (Portal)	Both	1280 feet east of signal 4-E-25
4	L. I. City (Shaft)	Both	25 feet west of signal 4-E-19
4	1st Ave.	Both	570 feet east of signal 4-E-11

#### North River Tunnels

1	Weehawken (Shaft)	North	860 feet east of signal W-18
1	11th Ave. (Shaft)	Both	700 feet east of signal W-06
1	10th Ave. (Portal)	South Side of Gate	Ladder only
2	10th Ave. (Portal)	North Side of Gate	Ladder only
2	11th Ave. (Shaft)	Both	80 feet west of signal W-05
2	Weehawken (Shaft)	South	580 feet west of signal W-17

In the event of accident or irregularity occurring to tunnel or train which would endanger safety of passengers or train, immediate action must be taken to get passengers to place of safety. If train cannot be moved, passengers should be escorted to an exit.

### **B.&P. Tunnel—(Chesapeake Division)**

**100L-1E.** In the event of an accident or irregularity occurring to a train in the B.&P. Tunnel which endangers the safety of passengers or train, immediate action must be taken to get passengers to a place of safety. If it can be safely done, trains should be moved out of the tunnel. If this is not practicable, trains should proceed to the first tunnel exit.

When necessary to remove passengers from trains at tunnel exits, trainmen will exercise the greatest care for their protection.

When necessary to transfer passengers from one train to another, trainmen will endeavor to spot the platforms on the opposite track to facilitate transfer of passengers.

It is of the utmost importance that conductors should report promptly from the first available telephone any detentions or troubles to their trains in the tunnel, and when air brakes become inoperative, comply with Air Brake Rules.

Telephone locations are indicated by blue lights.

### **Snow Melting Oil—Use of—(All Divisions)**

**100L-4A.** Oil for melting snow is used on switches of interlockings.

Unauthorized employees are prohibited from handling hydrocarbon (snow melting oil) or containers, regardless of whether they are loaded or empty.

Smoking or using open flame (including oil hand lanterns) where this oil is stored is prohibited.

### **Safety Rule Book S-7-A—(Rev.)—(All Divisions)**

**100M-1A.** Train, Engine and other Transportation Employees (except station employees) are required to know the Safety Rule of the day, which is printed on page 378. They are also required to know the meaning, intent and application of the Rule.

Conductors and Enginemen will assure themselves that members of their crew also know and fully understand the Rule.

### **Employees Permitted to Ride on Engines, etc.—(All Divisions)**

**100 O-1A.** Referring to Rule O, the following designated employees will be permitted to ride on engines, freight trains and front and rear ends of passenger trains.

Staff Officers and Assistants.

Movement Directors.

Asst. Movement Directors.

Asst. Supervisors Movement.

Train Dispatchers.

Yardmasters and Assistants, in their districts.

Supervisors C. and S. and Assistants, C. and S. Inspectors, C. and S. Foremen and Assistants, Power Directors and Assistants, E. T. Gang Foremen, Linemen and Maintainers in their districts.

Supervisors of Track, Assistants and Foremen in their districts.

Air-Brake Instructor.

Rules Examiners.

Supervisor of Structures and Assistants.

Railroad Police Officers in discharge of their duties.

Transportation Supervisors.

Persons holding Proper Transportation issued by System Pass Bureau or General Manager.

Other persons must hold proper transportation issued by the Superintendent.

It is desired that not more than three men ride in the cab of an engine hauling a passenger train.

Under no circumstances are more than four men to be allowed to ride in the cab of an engine hauling a passenger train, two men in addition to the engine crew.

**Personal Injuries—(Philadelphia Division)**

**100R-1A. Medical Center, Room 474, 30th Street Station, Philadelphia, Pa.,** is open from 8.00 a.m. to 5.00 p.m., Daily except Saturday, Sunday and Holidays, telephone 594-3322.

**100R-2A. Medical Officers and Surgeons—(All Divisions)**

All examinations in the Medical Department are performed by appointment only, except in case of emergency.

Location	Name and Address	Telephone Number
Baltimore, Md.	§A. J. Cerny, M.D. Divisional Medical Officer Room 318 Penna. Station H. B. McElwain, M.D. 1800 N. Charles St. 221 W. 29th Street Wm. C. Dunnigan, M.D. 1800 N. Charles St.	{ 685-4800—Ext. 279 539-0660 (Day) 235-3257 (after 9.00 P.M.) 539-0660
Bayonne, N. J.	Salvatore J. La Pilusa, M.D. 858 Avenue "C"	339-2283
Bristol, Pa.	Thomas F. Fannin 725 Radcliffe Street	788-3837
Bryn Mawr, Pa.	Alan P. Parker, M.D. Office: Bryn Mawr Medical Building Residence: Radnor and Fishers Roads	Lawrence 5-2037 Lawrence 5-3123
Cambridge, Md.	John Mace, Jr., M.D. Office:	228-4545
Camden, N. J.	§F. H. Ehmann, M.D. 22 Federal Street Paul M. Mecray, M.D. (Surgeon) 405 Cooper Street	WO 3-2300 Ext. 307 964-1125
Cape Charles, Va.	T. B. Hardman, M.D. Office: §J. B. Freeman, M.D. Office:	331-1422 331-1422
Carlisle, Pa.	T. S. Armstrong, M.D. 64 South West Street	243-6757
Chambersburg, Pa.	Robert N. Richards, M.D. Professional Arts Building §D. M. Rahauser, M.D. 634 Lincoln Way East (By Appointment)	264-6211 263-3419 264-6185
Chester, Pa.	W. G. Crothers, M.D. 407 E. 9th Street	TR 2-3113
Coatesville, Pa.	C. H. Stone, III, M.D. (Surgeon) 500 E. Chestnut Street	DU 4-5480
Delmar, Del.	E. M. Larmore, M.D. 100 Grove Street	846-8521
Easton, Md.	H. F. Kinnamon, M.D. 6 Glenwood Avenue	822-1616
Easton, Pa.	Robert S. Stein 22nd and Lehigh Streets	258-2921
Hagerstown, Md.	§E. W. Ditto, III, M.D. 217 W. Washington Street Hagerstown, Md. (By Appointment)	733-3361
Harrisburg, Pa.	Divisional Medical Office Passenger Station G. A. Berkheimer, M.D. 325 N. Front Street J. E. Romig, M.D. (oculist) 209 State Street Edwin O. Daue, M.D. 2800 Green Street Champe C. Pool, M.D. 2800 Green Street William K. McBride, M.D. 1919 N. Front Street C. B. Fager, M.D. (oculist) 126 Walnut Street Lee Weinstein, M.D. (oculist) 1104 N. 2nd Street Gordon D. Myers Harrisburg Hospital	232-4141 Ext. 327 or 328 238-4759 236-7542 234-6749 232-1335 233-8085 232-1924 232-7102 236-7011

Location	Name and Address	Telephone Number
Havre de Grace, Md.	§Wallace H. Sadowsky, M.D. 504 Lewis Street	939-0700
	Maheer W. Ishak, M.D. 504 Lewis Street	939-5552
Hoboken, N. J.	Charles E. Woltmann 805 Garden Street	659-6532
Jersey City, N. J.	Geo. J. Brick 43 Cottage Street	653-4138
	R. G. Rhoner Christ Hospital	653-1220
Lambertville, Pa.	Lloyd A. Hamilton 46 York Street	397-0125
Lancaster, Pa.	S. G. Pontius, M.D. (Surgeon) 320 N. Lime Street	392-1023
	J. L. Farmer, M.D. (Surgeon) 571 West Lemon Street	397-6257
	§R. M. Landis, M.D. 653 W. Chestnut Street	394-8263
Lebanon, Pa.	§Charles G. Menges, M.D. 508 Chestnut Street	272-4081
Levittown-Tullytown, Pa.	Frederick E. Stiepan 44 Sweetbriar Lane	946-1333
Lewes, Del.	James Beebe, M.D.	Office: 645-6218 Res.: Rehoboth 2051
	James Beebe, Jr., M.D.	Office: 645-6218 Res.: 8587
Long Island City, N. Y.	James Morrissey 28-19 Dittmars Boulevard Astoria, Long Island	AStoria 4-8855 AStoria 8-2149
Martinsburg, W. Va.	§E. W. Ditto, III, M.D. 217 W. Washington Street Hagerstown, Md. (By Appointment)	733-3361
Morrisville, Pa.	V. B. Ellin 100 Union Street	295-7682
Neptune City, N. J.	Wm. D'Elia, M.D. 2100 Corlies Avenue	755-5811
Newark, Del.	Wallace M. Johnson, M.D. 257 E. Main Street	737-5445
Newark, N. J.	Henry Reich 89 Lincoln Park	623-3568
	Hossein Eslami, M.D. 62 Jefferson Street	643-2332
	R. G. Rohoner St. James Hospital	643-1300
New Brunswick, N. J.	Wm. George Kuhn 251 Powers Street	249-1300
New York, N. Y.	§A. R. Copely, M.D. Divisional Medical Officer Pennsylvania Station	484-2451 Extension 2451
Norfolk, Va.	§Southgate Leigh, Jr., M.D. Office: 300 Colonial Avenue Res.: 622-6924	622-6924
	§Richard D. Bowles, M.D. Mathews Court House Office: Mathews, Va. Res.: 725-2044	725-2055
Norristown, Pa.	Robert A. Buyers, M.D. 1308 DeKalb Street	279-8686
North East, Md.	Harry A. Cantwell, M.D. (Surgeon) Cecil Avenue	287-5660
Ocean Grove, N. J.	Theo. Schlossbach 94 S. Main Street	775-7657
Oxford, Pa.	G. T. Holcombe, M.D. N. 4th Street	932-8141
Paoli, Pa.	Andrew J. Lotz, M.D. 147 W. Lancaster Avenue	NI 4-2525
	Joseph S. Bennett, M.D. 74 State Road	NI 4-6116
Perth Amboy, N. J.	Albert A. Schwartz, M.D. (Surgeon) 280 Hobart Street	826-7676



Location	Name and Address	Telephone Number
Philadelphia, Pa.	§L. W. Dibert, M.D. Regional Medical Officer Medical Center—Room 474 30th St. Sta., Phila. L. W. Stevens, M.D. (Surgeon) 133 S. 36th Street, or Presbyterian Hospital Van M. Ellis, M.D. (oculist) 1528 Spruce Street W. Emory Burnett, M.D. Temple University Hospital 3401 N. Broad Street Office: R. A. Ellis, M.D. (oculist) 255 S. 17th Street	594-3322  EVergreen 2-2211 EVergreen 2-4200 PEnnypacker 5-1392  Baldwin 3-8000 Baldwin 3-6693  KI 5-5900
Phoenixville, Pa.	Vasilios A. Viachos, M.D. 286 Griffin Street	933-7978
Pt. Pleasant, N. J.	H. Irving Dunn 720 Main Avenue Bayhead, N. J.	892-2255
Pottsville, Pa.	§Gabriel M. Lizak, M.D. 415 W. Market Street	622-7803
Rahway, N. J.	Richard Newman 104 W. Milton Avenue	388-6484
Reading, Pa.	§Edward A. Agnew, M.D. 730 North Second Street M. B. DeWire, M.D. 225 North Sixth Street	374-7083  372-5426
Seaford, Del.	Bruce Barnes, M.D. 340 Pine Street Office:	629-7037
Spring Lake, N. J.	Wm. J. D'Elia 57 Pitney Road	449-5881
Trenton, N. J.	§David D. Feinberg, M.D. Trenton Pass. Sta. R. B. Ernest 834 Riverside Avenue John A. Flood, M.D. (Surgeon) 2512 Nottingham Way	392-4161 Extension 266  393-4009  JU 7-1082
Washington, D. C.	Walter Atkinson, M.D. (Surgeon) 1835 Eye Street, N.W. Office: 4801 Connecticut Ave., N.W. Home: Emergency Room Washington Hospital Center 110 Irving St., N.W., Wash., D. C. Joseph R. Young, M.D. 201 8th Street, N.E. 611 E. Thornapple Street Chevy Chase, Md. Home: James W. Braden, M.D. 201 8th Street, N.E. 708 Mass. Avenue, N.E. Home: §E. B. Kelly, M.D. Wash. Term'l Medical Office, Union Station  Arthur J. Mourot, M.D. 811 Prince St., Alexandria, Va.	REpublic 7-4600  EMerson 2-3721  541-0500  LIncoln 4-3747  OLiver 4-4481  LIncoln 4-3747 269-7537  EXecutive 3-4300 Extension 514  683-1852
West Chester, Pa.	W. F. Beyer, M.D. 19 S. Church Street Chester County Hospital	696-3524 696-7700
Willingboro, N. J.	M. L. Abrams, M.D. K. M. Blanc, M.D. Jack Rosenberg, M.D. Rancocas Valley Hospital Sunset Road	877-6000 877-6000 877-6000
Wilmington, Del.	Joseph A. Arminio, M.D. (Surgeon) 201 West 12th Street §P. H. Ulrich, M.D. Pennsylvania Station	654-6245  654-4141-Extension 288
York, Pa.	Earl K. Bernstine, M.D. (Surgeon) 800 S. George Street, York, Pa. §H. R. Knoch, M.D. 423 W. Market Street	854-7460  848-2700

NOTE—Medical Officers will not have office hours on Saturdays and Sundays, New Year's, Washington's Birthday, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

§Available to employees for periodic or other physical examinations, or to secure completed Form MD40 or MD3 (Return to Duty Form) during their office hours or by appointment.

**100R-2B. (All Divisions).** Medical Officers will make pre-employment, periodic, special and return to duty from furlough examinations. Each employe notified to report for Medical examination will contact conveniently located Medical Officer direct for appointment, unless otherwise instructed.

**100R-3A. Locations of Hospitals. (All Divisions)**

Location	Name and Address	Telephone Number
Baltimore, Md.	Mercy Hospital 301 St. Paul Place	727-5400
Bristol, Pa.	Lower Bucks County Bath Road, Bristol Township	STillwell 8-7801
Bryn Mawr, Pa.	Bryn Mawr Hospital Bryn Mawr Avenue	527-0600
Cambridge, Md.	Cambridge Hospital	228-5511
Camden, N. J.	Cooper 6th and Stevens Streets West Jersey Mt. Ephraim and Atlantic Aves. Our Lady of Lourdes 1600 Haddon Avenue	WO 4-6600 WO 3-8830 WO 3-4300
Camp Hill, Pa.	Holy Spirit Hospital North 21st Street	761-0202
Carlisle, Pa.	Carlisle Hospital 224 Parker Street	249-1212
Chambersburg, Pa.	Chambersburg Hospital Lincoln Way East	264-5171
Chester, Pa.	Crozer-Chester Hospital 15th Street and Upland Avenue	TR 4-8611
Chestnut Hill, Pa.	Chestnut Hill Hospital 8835 Germantown Avenue	CHestnut Hill 7-4600
Coatesville, Pa.	Coatesville*Hospital 300 Strode Avenue	DU 4-9000
Columbia, Pa.	Columbia Hospital Seventh and Popular Streets	684-2841
Crisfield, Md.	Edw. W. McCready Memorial Hospital	75
Dover, Del.	Kent General Hospital	REdfield 4-4701
Easton, Md.	Memorial Hospital	TAibert 2-1000
Elizabeth, N. J.	Elizabeth General 925 East Jersey Street	289-8600
Elkton, Md.	Union Hospital	EXport 8-4000
Frederick, Md.	Frederick Memorial Hospital Park and Trail Avenues	662-5111
Hagerstown, Md.	Washington County Hospital King Street	733-3000
Harrisburg, Pa.	Harrisburg Hospital Front and Mulberry Streets Harrisburg Polyclinic Hospital 3rd and Polyclinic Avenue	236-7011 236-3031
Havre de Grace, Md.	Harford Memorial Hospital	WEstmore 9-2400
Jersey City, N. J.	Medical Center Baldwin Avenue St. Francis East Hamilton Place Christ Hospital 176 Palisade Avenue	HE 4-1058 OLdfield 3-1050 OLdfield 3-1220
Lakewood, N. J.	Paul Kimball River Avenue	LA 6-1600
Lancaster, Pa.	General Hospital 528 N. Lime Street	393-5801
Lebanon, Pa.	Good Samaritan Hospital Fourth and Walnut Streets	272-7611
Lewes, Del.	Beebe Hospital	645-6211

Location	Name and Address	Telephone Number
Long Island City, N. Y.	St. Johns 90-02 Queens Boulevard Elmhurst, L. I.	ILlinois 7-1300
Martinsburg, W. Va.	Kings Daughters Hospital East King Street	267-8981
Milford, Del.	Milford Memorial Hospital	GArden 2-4561
Mount Holly, N. J.	Burlington County Madison Avenue	AM 7-0700
Nassawadox, Va.	Northampton-Accomac Memorial Hospital	GIlbert 2-2021
Newark, N. J.	Beth-Israel 201 Lyons Avenue St. James 142 Jefferson Avenue	923-6000 643-1300
New Brunswick, N. J.	Middlesex General Somerset Street St. Peters Easton Avenue	KIilmer 5-8200 KIilmer 5-8000
New York, N. Y.	Beekman Downtown Hospital 170 William Street New York Hospital 525 E. 68th Street French 324 W. 30th Street St. Lukes 113th St. and Morningside Dr. University 20th Street and 2nd Avenue	BEekman 3-5300 TRafalgar 9-9000 LAcawanna 4-3060 870-6000 OR 9-3200
Norfolk, Va.	Norfolk General Hospital De Paul Hospital	MAdison 5-1481 MAdison 5-3251
Norristown, Pa.	Montgomery Hospital Powell and Fornance Streets	275-6000
Perth Amboy, N. J.	Perth Amboy General 530 New Brunswick Avenue	Hillcrest 2-3700
Philadelphia, Pa.	Hahnemann Hospital Broad above Race Streets Presbyterian Hospital 39th and Filbert Streets University Hospital 34th and Spruce Streets St. Agnes' Hospital Broad and Mifflin Streets Methodist Episcopal Hospital Broad and Wolf Streets Albert Einstein Medical Center Southern Division 1429 South 5th Street Jefferson Hospital 10th and Sansom Streets Graduate Hospital (U. of P.) 19th and Lombard Streets Temple University Hospital Broad and Ontario Streets St. Luke's Hospital Thompson and Franklin Streets Episcopal Hospital Front Street and Lehigh Avenue Northeastern Hospital Allegheny Ave. and Tulip St. Frankford Hospital Frankford Ave. and Wakeling St. Wills Eye Hospital 1601 Spring Garden Street	LOcust 4-5000 EVErgreen 2-4200 EVErgreen 2-4600 HOward 5-2500 DEwey 6-3300  HOward 5-1100 WAlnut 3-1100 KIngaley 6-4500 787-5581 POplar 9-2100 GARfield 6-8000 GARfield 5-7600 JEfferson 3-9400 LOcust 7-3850
Phillipsburg, N. J.	Warren Roseberry Street Easton 20th and Lehigh Streets (Easton, Pa.)	GLencourt 4-8551 BLackburn 8-6221
Phoenixville, Pa.	Phoenixville Hospital Nutt Road	933-5821
Pottstown, Pa.	Pottstown Hospital 724 North Charlotte Street	323-5000
Pottsville, Pa.	Pottsville Hospital Mauch Chunk and Jackson Sts.	622-6120
Rahway, N. J.	Rahway—Jefferson Avenue	FULTon 1-4200

Location	Name and Address	Telephone Number
Reading, Pa.	Community General 135 North Sixth Street Reading Hospital Sixth Avenue and Spruce Streets West Reading St. Joseph's Hospital Walnut and Birch Streets	376-4881  376-6868  376-4901
Riverside, N. J.	Zurbrugg Memorial Franklin Street	HO 1-0510
Roxborough, Pa.	Memorial Hospital Ridge Avenue and Rector Street	IVyridge 3-4550
Salisbury, Md.	Peninsula General Hospital	PIoneer 9-3161
Seaford, Del.	Nanticoke Memorial Hospital	NAtional 9-9103
South Amboy, N. J.	South Amboy Bordentown Avenue	SO. Amboy 1-1000
Trenton, N. J.	St. Francis Hamilton Ave. and Chambers St. Helene Fuld Memorial Brunswick Avenue	396-7676  396-6575
Washington, D. C.	Casualty Hospital 8th & Massachusetts Ave., N.E.	LIncoln 4-7000
Waynesboro, Pa.	Waynesboro Hospital East Main Street	762-3131
West Chester, Pa.	Chester County Hospital Boot Road	OWen 6-7700
West Grove, Pa.	Community Memorial Hospital	UNderhill 9-2431
Willingboro, N. J.	Rancocas Valley Hospital Sunset Road	877-6000
Wilmington, Del.	Delaware Division Hospital Memorial Division Hospital	OLympia 4-5111 OLympia 6-3351
Winchester, Va.	Winchester Memorial Hospital Stewart and Cork Streets	662-4121
York, Pa.	York Hospital S. George Street & Rathton Road	854-1511

#### **100R-4A. First-Aid Boxes and Stretchers, Location of (All Divisions)**

##### **First-Aid Boxes:**

Passenger, baggage, mail and cabin cars.  
 Passenger and freight stations.  
 Yard offices and car inspectors' offices.  
 Suitable places in larger yards.  
 Engine houses and M. of E. shops.  
 Power plants and substations.  
 Block and interlocking stations.  
 Tool houses and camp cars.  
 Wreck trains, wire trains, wreck trucks, wire trucks and track cars.  
 Where prescribed by state law.

##### **Stretchers:**

Baggage and combined cars.  
 All Passenger trains except MU trains.  
 Passenger stations and block stations in electrified territory.  
 Engine houses and M. of E. shops.  
 Yard offices.  
 Wreck trains, wire trains and wire trucks.

#### **100R-5A. Gas Masks—(New York and Chesapeake Divs.)**

Gas masks for emergency use in tunnels are located as follows:

##### **New York Division:**

2 at "A" Block and Interlocking Station.  
 2 at "JO" Block and Interlocking Station.  
 2 at "Q" Interlocking Station (Sunnyside Yard).  
 2 at Sub-Station #3 (West end of North River Tubes).

##### **Chesapeake Division:**

2 at Station Master's Office—Baltimore.  
 5 at C. & S. Headquarters—Platform Level—Baltimore Station.  
 3 at Wire Train Enclosure—Baltimore.  
 3 at Virginia Block Station—Washington.  
 2 at Yard Master's Office—Benning.

# OPERATING RULES—STANDARD TIME

**1001-A1.** Eastern Standard Time applies on this region.

## TIMETABLES

### Letters and Characters. (All Divisions)

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

- S**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail or newspapers.
- G**—Regular stop, Saturday only.
- H**—Regular stop, Saturday only, to receive passengers.
- J**—Regular stop, Saturday only, to discharge passengers.
- K**—Regular stop, Sunday only.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- M**—Regular stop daily except Saturday and Sunday.
- N**—Regular stop daily except Sunday.
- No baggage service.
- ⊕**—No baggage service Sunday.
- †**—Passenger train—rail motor cars.
- \***—Passenger train—with passenger and freight equipment.
- ◇**—Passenger train—No train baggageman.
- ‡**—Will not run on May 30, July 4 and Sept. 2.
- #**—Train may leave at scheduled arriving time when station work is completed.

### 1004-B1. (All Divisions)

- Regular stop Monday.
- P**—Regular stop to receive or discharge passengers to or from south of Washington.
- Q**—Regular stop Saturday, Sunday, and May 30, July 4 and Sept. 2.
- R**—Regular stop Sunday and May 30, July 4 and Sept. 2.
- T**—Regular stop to receive or discharge passengers to or from south or west of Philadelphia.
- U**—Regular stop to receive passengers for west of Pittsburgh.
- V**—Regular stop Sunday only for express, mail or newspapers.
- W**—Regular stop Monday to Friday, inclusive.
- Y**—Regular stop except Saturdays, May 30, July 4 and Sept. 2.
- Z**—Regular stop to change engines.
- DC**—Regular stop to discharge passengers daily except Sunday and May 30, July 4 and Sept. 2 and regular stop to receive and discharge passengers Sunday and May 30, July 4 and Sept. 2.
- EE**—Regular stop daily except Saturday and Sunday for express, mail or newspapers.
- EM**—Regular stop daily except Monday for express, mail or newspapers.
- ES**—Regular stop daily except Sunday for express, mail or newspapers.
- EX**—Regular stop daily except Sunday and Monday for express, mail or newspapers.
- MM**—Regular stop daily except Saturday, Sunday, May 30, July 4 and Sept. 2.
- MU**—Multiple Unit operation.
- NN**—Regular stop to discharge passengers except Sunday and May 30, July 4 and Sept. 2.
- WW**—Regular stop daily except Sunday and May 30, July 4 and Sept. 2.
- X**—Regular stop Saturday and Sunday only.
- Schedule based on a maximum speed of 100 M.P.H.
- Schedule based on a maximum speed of 110 M.P.H.

**1004-C1. (New York Division).** Timetable and Book of Rules of the Long Island Railroad will apply and be the authority for movement of Long Island Railroad trains between Harold and New York.

**1004-C2. (New York Division).** Timetable of New York, New Haven and Hartford Railroad is authority for movement of their regular trains, subject to rules of Penn Central and Special Instructions of New York Division, between Harold and New York.

## SIGNALS

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

## EMERGENCY SIGNALS AT INTERLOCKING AND OTHER DESIGNATED POINTS

**1013-A1. (All Divisions).** Emergency Signals—whistle or horn in service as follows:

### **New York Division**

All attended interlocking station except Frenchtown and MG.

### **Philadelphia Division**

All attended interlocking station except Norris, Creek, Brooke, Pay and Chadd.

### **Harrisburg Division**

All attended interlocking station except Landis, Pennroad and Hager.

### **Chesapeake Division**

All attended interlocking station except Iron Hill, North East, Magnolia, Read, Clayton, Seaford, Cassatt and All Interlockings on C. & P. D. Branch.

**1013-A2. (Phila. and Harrisburg Divs.). Sound: o o—**

INDICATION: Call for car inspector.

**1013-A3. (Chesapeake Div.).** Air Whistle (steamboat type) is located on the first catenary pole north of Charles Street Overhead Bridge, adjacent to F track, Baltimore Station territory. This whistle is to be used for the exclusive purpose of calling car inspection forces when emergencies occur in B. & P. Tunnel.

A push button controlling this whistle is located on operator's desk at B. & P. Junction.

Three (3) blasts of the whistle will be used to call certain designated car inspection employees. When this whistle is sounded these employees will immediately report to the operator at B. & P. Junction by telephone for instructions.

## ENGINE WHISTLE OR HORN SIGNALS

**(All Divisions)**

**1014(d)-A2. Rule 14(d) (— — — —) will apply:**

Track	Between	And
No 0	Edison	Lincoln
No. 2	Hunter	Hudson
No. 3	C	Harold
A	Union	Elmora
No. 1 Chestnut Hill Branch	North Phila.	Westmoreland
No. 1 Schuylkill Branch	Jeff	Valley
No. 1 West Chester Branch	49th Street	Arsenal
No. 1 D.R.R.R. & B. Co. Branch	Shore	Jersey
No. 2	Virginia	Landover
No. 1 Shellpot Branch	Ragan	Bridge

**1014(e)-A3. Rule 14(e) (— — — — —) will apply:**

Track	Between	And
No. 2	Harold	JO
No. 3	Hudson	Hunter
B	Elmora	Union
No. 2 Chestnut Hill Branch	Westmoreland	North Phila.
No. 2 Schuylkill Branch	Valley	Jeff
No. 2 West Chester Branch	Arsenal	49th Street
No. 2 D.R.R.R. & B. Co. Branch	Jersey	Shore
No. 3	Landover	Virginia
No. 2 Shellpot Branch	Bridge	Ragan

**1014(1)A5. (Phila. Div.). (— — o —)** will not be prolonged or repeated on Schuylkill Secondary Track between:

Brooke and Mile Post 50. Reading and Grounds. Siding switches, Hamburg. Carbon and Pottsville.	} Account local ordinances.
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**1014(1)-A6. (All Divisions).** Portable whistle post (yellow disc with black letter W) will be placed to the right side of the track approximately 1250 feet in advance of the point where trackmen are working in the territory shown: Rules 14(l) and 14(q) will apply when portable whistle post is displayed.

Running Tracks between Millham and Coalport Jamesburg Branch Amboy Secondary Track Hightstown Secondary Track Robbinsville Secondary Track Passaic and Harsimus Branch Greenville Branch Belvidere Delaware Branch Running Track Coalport-Hamilton Ave. Arsenal Track Enterprise Track Flemington Track Millstone Track	Rocky Hill Track Freehold Secondary Track Trenton Branch Philadelphia and Thorndale Branch Bordentown Branch and Secondary Track between Pavonia and Division Post (N. Y. Div.) Pimberton Branch Dix Running track Kinkora Running track Medford Running Track Landover—South End Rederwood—Wago Jct. Shellpot Branch Columbia and Port Deposit Branch
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**1014(1)-B1. (Harrisburg Div.)**

Referring to Rule 14(l); engine whistle will not be used to sound crossing alarm within the limits of the following Borough:

Borough	Alarm to be sounded by
Hanover	Engine bell

**TRAIN SIGNALS**

**1019-A. (All Divisions).** Night signals will be displayed on rear of trains while passing through tunnels.

**1019-A1. (All Divisions).** Trains of foreign Railroads may display train signals as required by the operating Rules of their respective Railroads when on this Region.

**1019-A3. (All Divisions).** In the application of Rule 19, authorized reflector discs may be used as markers in territory listed below:

Landover—New York Ave.	Bordentown Branch.
Landover—South End.	Bordentown Secondary Track.
Winchester Secondary Track.	Pemberton Branch.
Jersey to Division Post (P.R.S.L.)	Robbinsville Secondary Track.

**1019-B1. (New York Div.).** Night signals must be displayed by day as well as by night in New York Pennsylvania Station area.

**1026-A1. (Chesapeake Div.).** In the application of Rule 26:

Passenger trains picking up, setting off, or being worked on by Car Inspectors on Nos. 4 and 5 tracks at Baltimore Station, will be governed by blue and amber electric lights located on north and south ends of station shelter shed between Nos. 4 and 5 tracks.

Standing trains or engines must not accept a signal for movement until amber light is lit.

Standing trains or engines must not accept a signal for movement when rotating blue light is lit.

Trains or engines entering these tracks must comply with Rule 26 when rotating blue light is lit.

Engines engaged in shifting movements using these tracks must not couple to cars on these tracks unless amber light is lit.

In the event of a light failure, Car Inspectors must personally approve movements on Nos. 4 and 5 tracks.

### USE OF SIGNALS

**1027-A1. (New York Division). Belvidere-Delaware Branch—Frenchtown:**

During hours block station is scheduled to be open Clear Block Indication (Rule 280) must not be accepted when marker light is out unless verbally instructed to do so by the Operator Frenchtown.

**1030-A1. (All Divisions).** Enginemen of MU engines will use whistle in complying with Rule 30.

**1030-A2. (All Divisions).** Enginemen of MU engines are relieved of sounding engine bell or whistle when engine is about to move from a station stop, except when required in an emergency.

**1030-A3. (New York Div.).** Ringing of engine bell may be omitted when running through tunnels.

### Fusees and Torpedoes

**1035-B1. (All Divisions).** On account of fire hazard lighted fusees must not be displayed on open deck bridges or trestles, nor in the following territory unless necessary to prevent an accident:

Between East Portals of East River Tunnels and West Portals of North River Tunnels.

Between Suburban Sta. and Zoo interlocking.

Between Fulton and Biddle Street.

Between Union Junction and Calvert.

Between Grantley and York.

**1035-B2. (New York Div.).** Torpedoes must not be used between east portals of East River Tunnels and west portals of North River Tunnels or on movable bridges.

**1035-C1. (All Divisions).** Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

	Fusees	Torpedoes
Passenger Service	10	10
Freight Service	12	12
Engines	8	6
Engine Helper Service	6	6
Track Cars	4	8
Crossing Watchmen	8	None
Detector Cars and Burro Cranes	6	12

NOTE—In event that the supply becomes depleted during the trip, proper advance information must be given in order that the supply may be replaced at convenient points.



## SUPERIORITY OF TRAINS

**1072-A1. (New York Div.).** Eastward and Northward trains are superior by direction to trains of the same class in the opposite direction, unless provided by train order.

**1072-A2. (Phila. Div.).** Southward trains are superior by direction to trains of the same class in the opposite direction, unless provided by train order.

**1072-A3. (New York & Phila. Divs.).** A delayed regular train is superior by direction to an opposing regular train that is to be run by the same crew and equipment.

**1072-A4. (Chesapeake Div.).** Northward and Westward trains are superior by direction to trains of the same class in the opposite direction, unless provided by train order.

**1072-A5. (Hbg. Div.).** Westward and Southward trains are superior by direction to trains of the same class in the opposite direction, unless provided by train order.

## GENERAL ORDERS—BULLETIN ORDERS

**1075-A1.** Location of Bulletin Boards where applicable General Orders and Bulletin Orders are posted and General Orders are delivered.

Bulletin Board	Employees' Register	Standard Clock	Locations	Other Regions Divisions and Railroads
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### NEW YORK DIVISION

X	X	X	Sunnyside—Crew Dispatcher's Office	N.Y. & L.B.R.R. Washington Terminal.
X	X	X	New York—Crew Dispatcher's Office	N.Y. & L.B.R.R. Washington Terminal. N.Y., N.H. & H. R.R.
X	X	X	New York—37th St. Freight Station	.....
X	X	X	Jersey City—Henderson St. Yard Office	N.Y. & L.B.R.R.
X	X	X	Jersey City—Green St. Yard Office	Washington Terminal.
X	X	X	Newark—Crew Dispatcher's Office	.....
X	.....	X	Harrison Yard—Newark, N. J.	Reading Co. C.R.R. of N.J.
X	X	X	Newark, N. J.—Station Master's Office	.....
X	X	X	Meadows—No. 1 Yard Office	N.Y. & L.B.R.R.
X	X	X	Meadows—Enginehouse	Washington Terminal.
X	X	X	Meadows—TrucTrain Terminal Yard Office	.....
X	X	X	Waverly—Yard Office—WA-4	N.Y. & L.B.R.R.
X	X	X	Waverly—WA-5	.....
X	X	X	Greenville—Yard Master's Office	N.Y. & L.B.R.R. Washington Terminal.
X	X	X	Linden—Stiles St. Yard Office	.....
X	X	X	South Amboy—Yard Office	C.R.R. of N.J. N.Y. & L.B.R.R.
X	X	X	Metuchen—Yard Office, Ford Yard	.....
X	X	X	County—Yard Office	N.Y. & L.B.R.R.
X	X	.....	Princeton—Conductor's Room	.....
X	X	X	Trenton—Yard Office	N.Y. & L.B.R.R.
X	X	X	Barracks Yard	.....
X	X	X	Trenton—Yard Master's Office, Coalport	Washington Terminal.
X	X	X	Trenton—Crew Dispatcher's Office, Passenger Station	.....
X	X	X	Morrisville—Hump Office	N.Y. & L.B.R.R.
X	X	X	Morrisville—Yard Office, East end "A" Yard	.....
X	X	X	Morrisville—Engine House	Washington Terminal.
X	X	X	Phillipsburg—Yard Office	.....

Bulletin Board	Employees' Register	Standard Clock	Locations	Other Regions Divisions and Railroads
<b>New York Division (Continued)</b>				
X	X		New York & Long Branch R. R. Bay Head Jct.—Yard Office South Amboy Passenger Station	
X			Central Railroad of N. J. Enginehouse Foreman's Office— Phillipsburg	
X			PU Tower—Phillipsburg	
X			Enginehouse Foreman's Office— Bethlehem	
X			Terminal Train Master's Office— Allentown	
X			New York, New Haven & Hartford R. R. Grand Central Terminal—Assistant Superintendent's Office and Motor Shop	
X			Oak Point, New York—Motor Shop	
X			Stamford, Conn.—Enginehouse	
X			Hartford, Conn.—Conductor's Room	
X			New Haven, Conn.—Crew Dispatcher's Office and Motor Shop Yard	
X			Springfield, Mass.—Conductor's Room	
X			Boston, Mass.—Conductor's Room	
X			Lehigh & Hudson River Ry. Warwick, N. Y. Train Dispatcher's Office Engine House	
X				
<b>PHILADELPHIA DIVISION</b>				
X	X		Tacony	
X	X	X	Frankford Junction—Yardmaster's Office	
X	X	X	Reading Company Port Richmond	
X	X		C Street	
X	X		Margie Street Yard	
X	X		Midvale	
X	X	X	Chestnut Hill Passenger Station	
X	X		Engleide Freight Station	
X	X		Trainmaster's Office 38th and Wyalusing Ave.	
X	X	X	Pennsylvania Coach Yard	
X	X	X	30th St. Station, Philadelphia (Crew Dispatchers Office)	P.R.S.L. N.Y. & L.B.R.R. Washington Terminal.
X	X	X	Suburban Station	
X	X		Tioga Street—Freight Agent's Office	
X	X		Shackamaxon—Yard Office	
X	X		D-16—Yard Office	
X	X		Tidewater Yard	
X	X		Pennsylvania Produce Terminal Yard—Yard Office	
X	X	X	Yard Office—South Philadelphia Ore Yard	
X	X		Greenwich Yard	
X	X		Penrose Yard	

Bulletin Board	Employees' Register	Standard Clock	Locations	Other Regions Divisions and Railroads
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### Philadelphia Division (Continued)

X	X	.....	Gray's Ferry	.....
X	X	X	Eddystone—Yard Office	.....
X	X	X	Thurlow Yard—Yard Office	.....
X	X	X	Stony Creek—Yard Office	.....
X	X	X	Media—Passenger Station	.....
X	X	X	44th Street—Yard Office	.....
X	X	X	Phoenixville—Agent's Office	.....
X	X	X	Pottstown—Yard Office	.....
X	X	X	Reading—Yard Office	.....
X	X	X	Paoli—Trainman's Room	.....
X	X	X	Earnest—Yard Office	.....
X	X	X	Thorndale—Yard Office	.....
X	X	X	Pavonia—Yardmaster's Office, 27th St.	P.R.S.L.
X	X	X	Pavonia—Enginehouse	P.R.S.L.
X	X	X	Delair	.....
X	X	X	Pemberton—Trainman's Room	.....

### HARRISBURG DIVISION

X	X	X	Lancaster—Engine House	.....
X	X	X	Lebanon	.....
X	X	X	Enola—East End Yard Office	.....
X	X	X	Enola—Brick Office	Central Region Reading Co.
X	X	X	Enola—West Hump Yard Office	.....
X	X	X	Enola—West End Yard Office	Central Region
X	X	X	Harrisburg—Crew Dispatcher's Office, Passenger Station	Central Region Washington Terminal. Reading Co.
X	X	X	Harrisburg—Reilly Yard Office	Reading Co. Central Region
X	X	X	Lemoyne—Camp Hill Yard Office	.....
X	X	X	Chambersburg	.....
X	X	X	Hagerstown—Engine House, Shomo Yard Office	Reading Co.
X	X	X	Cumbo	Reading Co.
X	X	X	York—Enginehouse Foreman's Office	.....
X	X	X	York—Yard Master's Office	.....
X	X	X	Reading Co., Rutherford—Hump Office, Engine House, West End	.....

Bulletin Board	Employees' Register	Standard Clock	Locations	Other Regions Divisions and Railroads
<b>CHESAPEAKE DIVISION</b>				
X	X	X	Landlith—Crew Dispatcher's Office	Wash. Term. Co. Potomac Yard
X	X		Edge Moor—North End Yard Office	
X	X		Edge Moor—South End Yard Office	
X	X		Edge Moor—Northbound Hump	
X	X		Edge Moor—Southbound Hump	
X	X	X	Wilmington—Station Master's Office	Wash. Term. Co. Potomac Yard
X	X		West Yard—Yard Office	Wash. Term. Co. Potomac Yard
X	X		Perryville—Engine House	
X	X		Baltimore—Wise Ave. Yard Office	
X	X		Baltimore—Canton Yard Master's Office	
X	X	X	Baltimore—Orangeville Crew Dispatcher's Office	Wash. Term. Co. Potomac Yard
X	X		Baltimore—Bay View Hump	
X	X		Baltimore—Bay View, South End Yard Office	
X	X		Baltimore—Jackson's Wharf Agent's Yard Office	
X	X	X	Baltimore—Station Station Master's Office	Wash. Term. Co. Potomac Yard
X	X		Baltimore—Mt. Vernon, Yard Master's Office	
X	X		Baltimore—Gwynns Run, Yard Master's Office	
X	X	X	Benning—Yard Office	Wash. Term. Co. Potomac Yard
X			Washington Terminal R. R. P.R.R. Crew Dispatcher's Office, Second Floor, Sta. Bldg. Enginehouse	
X	X		Washington—Ivy City Team Track	Wash. Term. Co. Potomac Yard
X	X	X	Washington—Union Station Station Master's Office Crew Dispatcher's Office	Wash. Term. Co. Potomac Yard
X	X	X	Potomac Yard—R.F. & P.R.R. Crew Dispatcher's Office	Wash. Term. Co. Potomac Yard
X	X	X	Dover Freight Station	
X	X	X	Delmar—Yard Master's Office	
X	X	X	Clayton—Station	
X	X	X	Harrington—Station	
X	X	X	Cape Charles—Yard Master's Office	
X	X	X	Norfolk Yard—Yard Master's Office	
			W. M. Ry— Port Covington—Yardmaster's Office Union Bridge—Station Hagerstown—Caller's Office	
<b>ALL DIVISIONS</b>				
		X	All Block & Interlocking Stations	
X		X	Train Dispatcher's Offices	
NOTE—X indicates in service.				

**Qualification of Conductor or Engineman—(New York & Phila. Divs.)**

**1075-A5a.** An engineman who has not made a trip in Road Service, as such, within a period of six (6) months over the portion of railroad on which he is expected to operate within the State of New Jersey must not be used on such portion of the road until he has been re-examined and qualified by the proper officer.

A fireman must not operate an engine in the State of New Jersey unless he is a promoted engineman and has qualified on the physical characteristics of the portion of the road to be used in the same manner as prescribed for an engineman. (This paragraph will not apply to engine crews assigned to yard engines while working within confines of yards).

**1075-A5b.** If absent from all railroad duty for thirty (30) days or more conductors, enginemen, firemen and trainmen reporting to operate a train in road service in or through the State of New Jersey must notify the bulletin board supervisor of such absence. The bulletin board supervisor will examine the employee so reporting to ascertain the employee's knowledge and understanding of any General Orders or changes in the operating rules which may have been issued during his absence. The result of this examination will be shown on C.T. 1515 which will also show the signature of both the employee and the examiner and will be forwarded to the Superintendent.

If the employee does not qualify or reports at a point where a bulletin board supervisor is not on duty, the employee must communicate with the Superintendent (Train Dispatcher) for further instructions. If qualified by the Train Dispatcher the C.T. 1515 will be prepared and signed by the latter.

# **Passenger Crews Reporting and Registering for Duty**

**1075-A6. (All Divisions).** Passenger crews, unless otherwise instructed, must report ready for duty and register not later than the number of minutes prior to scheduled leaving time of assigned train as shown at following points:

Number of minutes required to report prior to leaving time

Location	Service	Note	Passenger Engine Crews		
			Passenger Trainmen	Diesel or Electric Engines	MU Trains
Sunnyside Yard	Trains from Sunnyside Yard.....	1	30	90	75
	Trains from P. X. T.....		30	90	
	Trains from New York.....	1		90	
	Penn Cental.....		30		20
New York	L. I. R. R.....		20		15
	N. Y., N. H. & H. R. R.....	2	10	40	
			10		
			10		
Rahway			30		35
			30		30
			15		20
			30	50	30
New Brunswick County				90	
Princeton					
Trenton					
South Amboy					
South Amboy					
Bay Head					
Junction					
Suburban Station					
30th St. Station, Philadelphia					
Paoli					
Chestnut Hill					
Media					
West Chester					
Pavonia					
Pemberton					
Reilly Street, Harrisburg					
Harrisburg Passenger Station					
Wash.					
Balto.—					
Orangeville					
Penna. Sta.					
Wilm.—					
Penna. Sta.					
West Yd.					

Passenger trainmen deadheading must sign employee register 10 minutes prior to leaving time of train on which deadheading.

## **NOTES:**

1—Prior to schedule departure.

2—Prior to scheduled arriving time of train at New York for Trainmen.

3—Prior to reporting at Potomac Yard.

## **Crews Relieved. No Register**

**1075-A7. (All Divisions).** Conductor of crew relieving a crew at point where there is no employees' register will be responsible for the engine and train crew when starting work, but all employees must personally register at the first opportunity after going on duty.

## **Deadheading**

**1075-A8. (All Divisions).** When deadheading is necessary in connection with all classes of service, it will be combined with service (4-E-1), unless otherwise notified.

**1075-A9. (New York Division).** Passenger Trainmen terminating duty at Sunnyside Yard, and New York must personally sign crew register.

**1075-A10. (All Divisions).** Referring to eighth paragraph of Rule 75, trainmen assigned to yard service and their assignment does not contemplate entering or using Main or Secondary tracks, will not be required to carry their timetables with them while in such service provided that they have them on their person when reporting for duty, so they can be posted, and keep them within easy access.

**1075-A11. (Chesapeake Division).** Crews of all Chesapeake Division trains will be governed by the following instructions before leaving Washington:

Conductors of departing trains, when registering at Station Master's Office, Union Station, Washington, will inquire of Station Master for instructions for their trains.

If instructions are received, conductors must personally deliver them to enginemen and see that enginemen properly understand them.

When there are no instructions, the conductor will personally notify the engineman before the train departs.

## OBSERVATION OF TRAINS FOR DEFECTS

### Dragging Equipment Detector.

**1078-A1. (New York Division).** When device is actuated for eastward movements at the following locations:

HUNTER	{	Track No. 1—1200 feet west of Signal 122.
	{	Tracks Nos. 2 and 3 at Westward Home Signal Bridge, Lane.
MILLHAM	{	Tracks Nos. 1, 2, and 3—1500 feet west of Signal 558.

Cab signals will indicate Restricting and most favorable indication on fixed signals between location of device and interlocking (including interlocking home signal) will be Approach.

Trains receiving Restricting indication on cab signals in conjunction with Approach indication on fixed signals between point where device is located and interlocking must stop as soon as proper handling of train will permit, report to Operator and be governed by his instructions.

Non-equipped trains receiving Approach indication on fixed signals between point where device is located and interlocking (including interlocking home signals) must not exceed speed of 20 miles per hour.

**1078-A2. (Harrisburg, Phila. and Chesapeake Divisions).** When Landis Interlocking Station, Bryn Mawr and Bowie Block and Interlocking Stations are not in service and letter E is illuminated a member of the crew of trains or engines actuating dragging equipment detector must report promptly to the Operator at the next open Block Station in the rear that their train has actuated Dragging Equipment Detector. This must be done at once and prior to examination of train:

After complying with Rule 4078-A, a member of the crew must advise the Block Station in the rear.

### Laurel Movable Bridge

**1078-A4. (Chesapeake Division).** Telephone boxes located at each fixed signal are equipped with a small light and push button in a sealed case to be used in connection with dragging equipment detectors.

When dragging equipment detector has been actuated, fixed signal will display stop indication and small light will be illuminated.

Trains stopped at signal and finding small light illuminated, engine or train crew must notify train dispatcher.

After correction of defects in train, permission must be obtained from train dispatcher to break seal and operate pushbutton, which will restore signal to proceed indication.

## MOVEMENT OF TRAINS

**1083-A1. (All Divisions).** Except on portions of the railroad where Rules 251 or 261 are in effect the information as to the arrival or departure of superior trains will be furnished on form C.T. 1246 or by message, by the operator at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

Except: (Harrisburg Div.). At York Block and Interlocking Station a proceed signal displayed for eastward movement of yard engines to single track will indicate that all trains due which are superior, have arrived or left.

Except: (Phila. Division). At Cooper (Pemberton Branch) and Pennsauken a proceed signal displayed for southward train will indicate that all trains due which are superior have arrived or left.

### **Train Ready Indicators (Phila. Division)**

**1084-A1. 30th St. Station, Phila., Upper Level.** When occupied passenger trains enroute to Suburban Station are ready to leave, conductor will push button on post adjacent to track on which train is standing to notify Broad that train is ready to proceed. Receipt of signal by Broad will be indicated by light near push-button. Before conductor gives starting signal to engineman, he must know that indication of the fixed signal governing eastward movement of his train at east end of platform is less restricting than Stop, unless the head end of the train is east of signal involved when station stop is made.

**1084-A2. 30th St. Station, Phila., Lower Level.** Train Ready Indicators located overhead, applying to trains on each track, made up of two (2) lights—Green and Yellow, and push buttons at convenient locations marked conductor, Penn and cancel.

When train is ready to proceed insofar as each individual member of train crew and station force is concerned, they will be governed as follows:

When travel has descended from main concourse to platform at about fifteen (15) seconds before time of departure, when possible, the station attendant will press key in receptacle in stairhead in concourse, illuminating amber light on platform columns above button locations.

Upon receipt of station attendant's amber light and travel has boarded in his vicinity, flagman will press button marked flagman, illuminating yellow light on indicator. Conductor, or other member of his crew at his direction, will press button marked conductor, illuminating green light on indicator.

The conductor will observe indicator and when the green and yellow lights are illuminated and the amber light above the button locations is illuminated, will tap out to Penn and give proper communicating signal to proceed.

After train has departed, station attendants will press button marked cancel, which will extinguish all lights on indicators and columns.

**1084-A3. North Phila. Station.** On eastward platform, when passenger trains are ready to leave, conductor will push button on post adjacent to track on which train is standing. Receipt of signal by operator North Philadelphia will be indicated by light near push-button. If light is not received, conductor will call operator North Philadelphia on telephone.

After train has started, operator at North Philadelphia will extinguish light.

On westward platform, train ready indicators located overhead for each track consisting of one green light and one yellow light with push buttons at convenient locations marked conductor and cancel. Conductor (or other member of his crew at his direction) will press button marked conductor which will illuminate green light on indicator and light panel on operator's table in Block



Station. Conductor will observe indicator and when both lights are showing, will give proper signal to start train. After train has departed, station attendant will press button marked cancel which will extinguish lights on indicator.

#### **Train Ready Indicators—(Chesapeake Division)**

**1084-A4. Wilmington Station.** Conductors of trains using the Middle Track at Wilmington Passenger Station will, prior to leaving time, or when ready to proceed, Tap Out, by displaying the red light in the Train Starting Tap Signal System, located at the head of the north stairway adjacent to the Middle Track. Light to be extinguished by the operator after train has departed.

**1084-A5. Baltimore Station.** Train-starting indicator, consisting of a yellow and green light suspended from shelter shed 20 feet south of Charles Street Bridge, governing departure of southward and westward trains on Station Tracks No. 2, No. 3, No. 4 and No. 5. Push buttons located at convenient points on shelter posts on island platforms, No. 1 and No. 2, marked "Start" and "Track Number."

Train crews, station forces, and operator B.&P. Junction block station must be governed as follows:

When passenger trains are ready to leave, conductor must push button on post adjacent to track on which train is standing, which will display yellow light on train-starting indicator and yellow light on indicator in B.&P. Junction block station.

Yellow light on indicator in B.&P. Junction block station will show track from which train is ready to leave. When ready to start train, operator will push button marked S, which will display green light on starting indicator.

Conductor must observe train-starting indicator, and when green light is displayed, give proper communicating signal to engineman to proceed unless otherwise instructed.

Lights to be extinguished by the operator after train has departed.

#### **Train Ready Indicators—(Harrisburg Division)**

**1084-A6. Harrisburg Station.** Train starting indicator consisting of a yellow and green light suspended from stanchions of building structure of train sheds, and are located at each elevator, adjacent to track on which train is standing. Push buttons are located on shelter post near elevator on island platforms, also west end of shelter sheds, additional push buttons for Track No. 9 are located on island platform on east end of shelter shed.

Train crews, station forces and block operators at State and Harris block stations must be governed as follows:

When passenger trains are ready to leave, conductor must push button on post adjacent to track on which train is standing, which will display yellow light on train starting indicator, a yellow light at the east and west gate in station overhead concourse, and a white light on indicator in State or Harris Block Station.

Yellow light on indicator in overhead concourse, at east or west gate, indicates train is ready to start, Usher will push button located at yellow light which will display green light on train starting indicator and a green light at the east and west gate, and yellow light will be extinguished at both locations.

White light on indicator in State or Harris Block Station will show track from which train is ready to leave. Operator will then display signal governing movement for track, as indicated, on train ready indicator.

Conductors must observe train starting indicator and when green light is displayed, give proper communicating signal to engineman to proceed unless otherwise instructed.

Lights to be extinguished by operators at State or Harris after train has departed.

#### **1091-A1. (New York Div.). In the application of Rule 91:**

**Rule 91** will not apply to all movements on the Greenville Branch and Passaic and Harsimus Branch.

**Yard Limits (All Divisions)****1093-A1.** Yard Limits indicated by yard limit signs as follows:**NEW YORK DIVISION**

Track	Between	And
Princeton Branch	Nassau Princeton	2195 feet north of Princeton Jct. 5459 feet south of Princeton
Amboy Secondary Track	OB 7795 feet east of JG	3775 feet west of OB JG
Hightstown Secondary	Conn. Amboy Secondary Track	5300 feet west of Conn. Amboy Secondary Track
Belvidere- Delaware Branch	13610 feet north of Phillipsburg 4785 feet north of Frenchtown 20300 feet north of Lambertville 13620 feet north of Warren St.	1800 feet north of Carpenterville 9290 feet south of Frenchtown 8540 feet south of Lambertville MG

**PHILADELPHIA DIVISION**

West Chester Branch	Media 2785 feet south of M.P. 26	Darlington End of Block Sign West Chester
Schuylkill Secondary Track	2500 feet east of M.P. 15 1000 feet east of M.P. 28 M.P. 36 5050 feet west of M.P. 55	4220 feet west of M.P. 18 890 feet west of M.P. 33 1300 feet west of M.P. 42 Orchard Block Limit Station
Bordentown Secondary	M.P. 16 Minson	M.P. 25 3693 feet east of M.P. 6
Pemberton Br.	Cooper Block Station 846 feet north of M.P. 18 60 feet south of M.P. 23	2061 feet north of M.P. 3 1524 feet north of M.P. 20 End of Main Track at Pemberton

**HARRISBURG DIVISION**

Cumberland Valley Branch	Lemo 600 feet north of M.P. 17 1600 feet north of M.P. 40 2500 feet south of M.P. 49 3000 feet north of M.P. 72 2110 feet south of M.P. 89 M.P. 98 M.P. 108	M.P. 6 3500 feet south of M.P. 19 Home Signal Pennroad 3500 feet south of M.P. 64 2840 feet south of M.P. 75 M.P. 95 1784 feet south of M.P. 102 Winchester (end of track)
Frederick Secondary	3093 feet north of M.P. 14 3000 feet north of M.P. 23 1500 feet north of M.P. 31	3305 feet south of M.P. 16 M.P. 24 1300 feet south of M.P. 33
Northern Central Branch	1729 feet east of M.P. 60	2439 feet east of M.P. 55

**CHESAPEAKE DIVISION**

Porter Branch	Northward Home Signal Bank	End of Block—Porter
Delmarva Branch	2900 feet north of M.P. 6 Townsend—1130 feet north of M.P. 29 Dover—2000 feet north of M.P. 44 Harrington—M.P. 62	M.P. 15 2600 feet north of M.P. 38 2700 feet south of M.P. 51 1620 feet south of M.P. 66
Seaford Secondary	290 feet north of M.P. 95	Hearn
Pocomoke Secondary	Patton	1000 feet south of Patton
Oxford Secondary	Main Line Junction Clayton	3452 feet south of Clayton
D.M. & V. Secondary	Main Line Junction Harrington	228 feet south of M.P. 1
Cambridge Secondary	Main Line Junction Seaford	1300 feet south of M.P. 2
Pope's Creek Secondary	Main Line Junction Bowie	975 feet north of M.P. 1

**1093-A2. (Harrisburg Division).** Engines of the Western Maryland Ry., when using Frederick Secondary Track, within York yard limits, must not move north of Gas Company track, nor south of north end West York siding.

Permission for use of Frederick Secondary Track must be secured from operator at York block and interlocking station. After clearing the Penn Central tracks, report clear to operator at York block and interlocking station.

Engines of the Penn Central, when using main track of Western Maryland Ry., within York yard must not move beyond Gas Co. track east, nor west of Market Street.

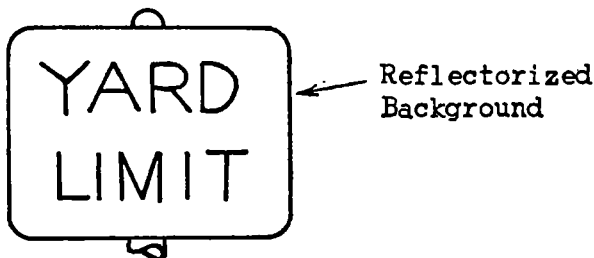
Crews will operate at restricted speed.

Permission for use of the Western Maryland Ry. tracks must be secured from Western Maryland Ry. operator at York, 6.30 A.M. to 12.00 Noon, and from 1.00 P.M. to 3.30 P.M., daily, except Sunday. On Sundays, and at all other times, permission must be secured from train dispatcher at Hagerstown. After clearing the Western Maryland Ry. track, report clear to operator or train dispatcher as indicated above.

**1093-A3. (Phila. Div.).** Except where otherwise provided, engines of regular trains with permission of operator may occupy main track within yard limits on the time of trains to be run by same engine, for the purpose of switching train or turning engine.

#### **Yard Limits—Application of Rule S-93— State of New Jersey**

**1093-A4. (New York and Phila. Divs.).**



**INDICATION—**Proceed in accordance with Rule S-93.  
**NAME—**Yard Limit Sign.

#### **Authority to Proceed as an Extra**

**1097-A1. (All Divisions).** Referring to the Note to Rules S-97 and D-97 when a train is to run as a Passenger Extra it will be notified by the operator except:

At New York or Newark by the Station Master or his representative.

At Suburban Station, 30th Street Station, Philadelphia, North Philadelphia Station or Harrisburg Station—by the Station Master or his representative.

At Penn Coach Yard—by the Yard Master or his representative.

At Wilmington, Baltimore and Washington Passenger Stations, station masters are authorized to verbally instruct conductor to operate train as a Passenger Extra. Conductor must instruct engineman.

At initial terminals by Station Master, Agent, or their Representative.

### Non-Interlocked Railroad Crossings at Grade

**1098-A1. (All Divisions).** Movements of trains or engines on tracks of this region over non-interlocked railroad crossings at grade will be governed as follows:

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Newark N. J.: Crossing with L.V.R.R. Interchange Track, Frelinghuysen Ave.	None	None	Before movement is made over L.V.R.R. interchange track derails must be operated to non-derailing position, and upon completion of each movement both derails must be returned to the derailing position and secured with padlocks provided on switch stand.	
Morrisville—M B Reading Co. Crossing with lead from No. 1 Track to Coal Storage Yard.	None	None	It must be known the crossing is clear before using.	
Morrisville—M B Reading Co. Crossing with lead from out-bound Fairless Spur Track to Warner Co.	None	None	It must be known the crossing is clear before using.	
MA—Reading Co. Crossing with lead from No. 1 Track to Strick Trailer Co.	None	None	It must be known the crossing is clear before using.	
Phillipsburg: Freight House tracks, Crossing with lead to L. & H. R. R. Bridge.	None	None	It must be known the crossing is clear before using.	
PC-B. & O. R.R.: Delaware Ave. and Vandalia St.	None	None	All Penn Central movements must stop and provide flag protection against B.&O.R.R. movements. All switches are hand operated.	3
PC-Reading Co.: 60th St. Track	Stop Sign	Stop	See Notes	1-2
PC-Red Arrow R.R.: West Chester Pike at Llanerch, Pa.	Stop Sign	Stop	See Notes	2-3
PC-Reading Co.: East of Downs Cornog Track	Stop Sign	Stop	See Notes	2-4
PC-Reading Co.: Bradford Hills Quarry Track, 600 feet east of Main Track Switch	Stop Sign	Stop	See Note	6
PC-Reading Co.: Lebanon	Stop Signs	Stop	See Note	5
PC-Reading Co.: Cornwall	Stop Signs	Stop	See Note	11
Berlin	Stop Sign	Stop	Trains and engines on D.M. & V. Secondary track must approach stop sign prepared to stop and stop unless track is seen or known to be clear.	
Berlin	Stop Sign	Stop	Trains and engines on Ocean City track must stop clear of stop sign and secure permission before fouling and report clear upon completion of movement over D.M. & V. Secondary track, to operator at Harrington	
West Yard: PC yard track with Reading Co. track and B.&O. track.	Fixed Signal Low Home Type	Stop or Restricting	Penn Central trains and engines must stop before fouling crossing and crew must be positive no conflicting moves are being made before changing route and signals.	10

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Hasel Dell: New Castle Secondary track with Reading Co. track.	By Day: Gate Target By Night: Red Light	Stop	Must approach crossing prepared to stop and stop, unless crossing is seen, or known, to be clear and gate in proper position.	7
Mill Creek Jct. PC Yard track with Reading Co. track.	Stop Signs	Stop	All Trains using this crossing must stop clear of stop signs at clearance point and then proceed over crossing under flag protection.	
Pigeon Point Crossing: New Castle Secondary track with Reading Co. track.	Semaphore	Clear	Will be operated by train or engine crews from ground level platform located adjacent to the crossing in accordance with instructions posted.	8
New Castle Battery track with New Castle Secondary track.	Stop Signs	Stop	All movements must be made under flag protection.	
Union Crossing: President Street Yard track and Bear Creek track and Canton R.R.	Stop Sign with Red Light	Stop	All trains using this crossing must stop clear of stop signs at clearance point and then proceed over crossing under flag protection. In the event trains of the Canton R.R. and PC arrive at the crossing at approximately the same time, trains of the PC will have prior right to crossing.	
Madison Yard: W. M. Ry. with PC at Monument Street.	None	None	Stop clear of crossing and then proceed over grade crossing under flag protection.	
Canton: Canton R. R. with PC South of 16th Street.	Stop Signs with Red Lights	Stop	All trains using this crossing must stop clear of stop signs at clearance points and then proceed over crossing under flag protection. In the event trains of the Canton R.R. and the PC arrive at the crossing at approximately the same time, trains of the PC will have prior right to crossing.	
Canton: PC with B. & O. R.R. and Canton R.R.	Stop boards with Red Lights on Canton R. R. Semaphore signals on B. & O. R.R., PC	Stop (Signals north and south of crossing)	Fixed signals protecting PC and B.&O.R.R. trains at this crossing will display aspects <b>Rule 292</b> , Figure C and <b>Rule 281</b> , Figure C; and will govern movements over the crossing only. The normal indications displayed on these signals will be clear for the movement of PC trains and stop against the movements of B. & O. R.R. trains. B. & O. R.R. and Canton R.R. crews will contact Yardmaster, Head of the Yard, Canton, for permission to use crossing, then manipulate levers as indicated on instructions posted at this location. When movement is completed, restore levers to normal and report movement clear to Yardmaster, Head of Yard, Canton. Northward PC trains approaching this point and finding the signals in stop position will stop clear of Boston Street grade crossing.	
Canton: PC crossing to Ore Pier and across Canton R.R. on Newgate Ave.	Stop Signs with Red Lights	Horizontal	It must be known that crossing is clear before using.	9
Hanover W. M. Ry. with PC 3450 feet south of Mile Post 31.	Stop Signs	Stop	Stop before crossing and then proceed under flag protection.	

**NOTES:**

1. Movements must stop at Stop Signs and shall not proceed over Reading Railroad until crossing is clear.
2. Each railroad movement will approach this crossing at grade prepared to stop and before moving over this crossing a member of train crew equipped with a red flag by day and a red light by night must precede each movement.
3. Cars must not be left standing within confines of crossing.
4. PC movements must stop at Stop sign governing their movement and provide flag protection against Reading Company movements before proceeding over crossing.  
Reading Company movements will stop at Stop sign governing their movement (255 feet on either side of crossing) then proceed over crossing if crossing is clear.  
In the event PC and Reading Company movements arrive at Stop signs governing their particular movements at approximately the same time, the Reading Company will have prior right to the crossing.
5. Stop signs located 35 feet west of and 25 feet east of crossing at Lebanon governing PC eastward and westward movements over crossing. PC and Reading Company movements must stop at stop signs and will proceed over crossing only after it is known crossings are clear. In event PC and Reading Company movements arrive at stop signs at Lebanon at approximately the same time, Reading Company movements will have prior right to the crossing.
6. Reading Company movements must stop at stop sign and if crossing is clear, proceed over crossing.  
PC movements must stop at stop sign and if crossing is clear proceed over crossing under flag protection.  
Reading Company movements have preference over PRR movements that arrive at the crossing simultaneously.
7. Normally set for Penn Central Trains.
8. Signals will normally be set for movements on Penn Central tracks. Ground level platform with levers equipped with Penn Central and Reading Co. switch locks. Levers must be kept locked, when not in use.
9. Normal position is for Penn Central movements. When movement is to be made by Canton R.R., member of Canton R.R. crew must place signal in stop position if crossing is not occupied by a Penn Central train, or a Penn Central train is not approaching close. When movement of Canton R.R. train is completed, member of Canton R.R. crew must restore signal to normal position.
10. If from failure of apparatus signal cannot be changed from its most restrictive indication and no conflicting movement of either railroad is in sight, conductor or engineer will, after protecting crossing, pass signal in stop position and report to Superintendent from first point of communication where the report can be made without delay.
11. Stop signs located 200 feet west of and 370 feet east of crossing at Cornwall governing PC eastward and westward movements over crossing.  
PC and Reading Company movements must stop at stop signs and will proceed over crossing only after it is known crossings are clear. In event PC and Reading Company movements arrive at stop signs at Cornwall at approximately the same time, PC movements will have prior right to the crossing.

**1098-B2. (New York Div.). Martins Creek Yard—All trains and yard engines must move in vicinity of junction with L.&N.E.R.R. and Erie-Lackawanna prepared to stop unless track is seen or known to be clear.**

Attention is called to Special Instruction of current timetable of L.&N.E.R.R. reading "Within yard limits the main track may be used, protecting against first-class and second-class trains. Third-class, extra trains and yard engines must move within yard limits prepared to stop unless the track is seen or known to be clear." Also Erie-Lackawanna General Instruction of current time table reading—"The movement in either direction of trains or engines between division post at end of Martins Creek Branch and the east end of the Delaware River bridge must be under protection of a member of the crew against opposing trains or engines."

### **Movable Bridge—Not Part of an Interlocking**

**1098-B3. (Phila. and Chesapeake Divisions).** To authorize an engine with or without cars to pass a stop signal governing movements over Grays Ferry movable bridge, the following instructions will apply:

1. The bridge tender must personally examine or have knowledge from an authorized maintainer or M W representative that the movable bridge is in place, with rails lining up properly, locked and safe for the movement and that smash boards are secured in vertical position.
2. This information must then be given to the yard master or his representative who will, in writing, authorize the engine to proceed as though restricting signal were displayed.

At the following movable bridges:

Potomac River (0.94 mile south of Fourteenth Street Interlocking).

Canal (1.9 miles south of Kirkwood).

Laurel (0.2 mile north of Laurel).

Lewes. Located in Lewes Beach track, 3085 feet east of Lewes station. (Normal position is movable bridge open for water traffic.)

Denton—1870 feet west of Denton Station on Denton Running track (no smash boards). (Note—Normal position is movable bridge open for water traffic, May 30 through Sept. 30.)

Darby Creek (0.95 mile south of Essington Freight Station)

In case of signal failure a train will be permitted to pass the stop signal after receiving a hand signal given under the direction of or by the bridge tender or trainman, stationed on the track on which the movement is to be made, after ascertaining that the movable bridge is in place with rails lining up properly and smash boards are in position for movement. A speed of four miles per hour must not be exceeded over the movable bridge with any part of train.

### **Delanco Movable Bridge**

**1098-B4. (Phila. Div.).** April 1 to November 30 inclusive: Bridge Watchman on duty 7.00 A.M. to 11.00 P.M., Daily except Sunday. 3.00 P.M. to 11.00 P.M. Sunday. Bridge will be locked up for train movements when watchman is not on duty except that bridge will be open for water traffic 7.00 A.M. to 3.00 P.M. Sunday.

December 1 to March 31 inclusive: Bridge Watchman off duty continuously. Bridge will be locked up for train movements. Signals will be displayed in proceed position.

In case of signal failure, operator at Jersey will, after conferring with the train dispatcher, issue Clearance Card Form C. In such cases a member of the crew must precede the train across the bridge.

**1098-B5. (Chesapeake Division).** Royal Oak. Located in McDaniel track, 6.4 miles west of Easton Junction. Normal position is movable bridge open for water traffic.

### **Calling Rear Trainman, Overbrook and Paoli**

**1099-A1. (Phila. Div.).** At Overbrook, engineman or conductor of eastward trains will call the rear trainman with push-button located in telephone box at eastward home signal bridge or on signal relay case 1300 feet eastward from Overbrook interlocking station, operating call bells approximately 800 feet apart between Merion and Narberth.

At Paoli, engineman or conductor of eastward trains will call the rear trainman with push-button located in telephone box at eastward home signal bridge, operating call bells approximately 800 feet apart, between Mile Posts 20 and 21.

Standard code will be used.

The engine whistle must not be used for calling rear trainman of eastward trains unless push-button is out of order.

**Movement of Trains****Application of Rule 99—State of Pennsylvania**

**1099-A2. (All Divisions).** On November 22, 1965, the Pennsylvania Public Utility Commission adopted in their Railroad Regulations Rule 16 requiring:

"That flag protection be provided against following trains occupying the same track, by a properly qualified flagman or trainman using standard flagging equipment, for trains moving on main or secondary tracks, under circumstances in which such trains may be overtaken by following trains and for trains stopped under circumstances in which they may be overtaken by following trains, in manual block signal, automatic block signal, centralized traffic control or locomotive cab signal territories, except within the limits of interlocking plants, at stations where passenger trains are making normal station stops, within the limits of a classification or storage yard and manual block territory protected by an absolute block.

NOTE: When trains are operating under automatic block signal system rules (locomotive cab signal or centralized traffic control signal rule), the requirements of flagging, insofar as protecting against following trains is concerned, will have been complied with when full protection is afforded against trains moving at restricted speed."

Except as modified by this instruction, all Rules and Special Instructions regarding flag protection remain in effect.

**Movement of Trains****Application of Rule 99—State of New Jersey**

**1099-A3. (New York and Philadelphia Divs.).** In accordance with New Jersey Board of Public Utility Commissioners Order of January 12, 1966; in the application of Rule 152 and the Notes to Rule 99, in regard to flag protection, the following instructions are in effect in the State of New Jersey:

When trains are operating under Manual Block Signal System Rules the requirements of Rule 99 for following movements will apply when Rule 316 is in effect, and when operating under Automatic Block Signal System Rules the requirements of Rule 99, in so far as protecting against following trains is concerned, will have been complied with when full protection is afforded against trains moving at Restricted speed.

**Movement of Trains****Application of Rule 99—State of Maryland**

**1099-A4. (Phila., Chesapeake and Hbg. Divs.).** In accordance with Court Order and Directive of the Public Service Commission of Maryland, the following instructions are in effect in the State of Maryland:

"The two revisions to Rule 99, placed in effect October 18, 1964, shall not apply where the visibility for following movements on the same track is restricted by terrain or weather conditions."

In the event of these circumstances the Notes to Rule 99 do not apply and the following Note, as in effect prior to October 18, 1964, governs:

NOTE—Where trains are operating under automatic block signal system rules, the requirements of Rule 99, in so far as protecting against following trains is concerned, will have been complied with when full protection is afforded against trains moving at restricted speed.

**Referring to First Paragraph Rule 103**

**1103-A1. (Phila. Division).** In the movement of MU equipment, the engineman must operate from the first practical operable car in the direction of movement, except when switching.

At Paoli, in the movement of MU equipment from yard to station via the Duck-under or Hill track, where the back-up hose is not used, the requirements of Instruction 30 of the 99-D-1 will have been complied with when the conductor is stationed in the vestibule of the leading car, in the direction of the movement and in view of a member of his crew who must be in a position within the car to operate the conductors valve if necessary.



**1103a-A2. (All Divisions) Public Crossings at Grade.**

Wherever crossing protection is operated manually, it must be restored to normal after movement is completed and control boxes must be locked.

Tubular train—When tubular equipment is stopped on grade crossing protected by automatic apparatus, protection must be provided by crews against highway traffic.

**Column Table for Public Crossings at Grade**

**X**—Indicates Method of Operation

**COLUMN 1**—Trains or engines must stop before passing over highway crossing and a member of crew must protect the crossing in advance of each movement.

**COLUMN 2**—Automatic highway crossing protection provided on sidings, yard or other tracks, indicates the approach of a train.

**COLUMN 3**—Apparatus provided to interrupt operation of automatic highway crossing protection automatically.

**COLUMN 4**—Apparatus provided to interrupt operation of automatic highway crossing protection manually.

**COLUMN 5**—Trains or engines must stop within limit marked by yellow stripe on side of rail (approximately 70 feet each side of crossing) but clear of highway until crossing protection is operating and highway is clear. If automatic protection fails to function, member of crew must protect the crossing in advance of each movement.

**COLUMN 6**—Highway crossing protection must be operated manually to protect train movement.

**New York Division**

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
<b>MAIN LINE:</b> Linden	Lower road to Rahway	Industrial	X						
Rahway	New Brunswick Ave.	Fertl-Soil Co.	X						
Millham, East of	Bear Swamp Rd.	W. & J. Sloane Co.	X						
	East State St.	Fair Ground	X						
		General Electric Co.	X						
Millham	Ward Ave.	East State St. Extension	X						
		U. S. Plywood Co.	X						
Lawrence Township	White Rd.	Enterprise	X						
	Hutchinson Mills Rd.		X						
Trenton	Connecting road between Route 26 Extension and New York Ave.		X						
Morrisville	Pennsylvania Ave.	Old Line Tracks	X						2
	Washington St.		X						2
	All Crossings	Delmorr Ave. Industrial	X						11
Tullytown	Philadelphia and Bristol Turnpike	Naught Track Warner Company	X						2
Edgely	North Radcliffe St.	Patterson Parchment Paper Co.	X						2
Grundy	Beaver Dam Rd.	M. & M. Co. Inc.		X					1
	Route 13		X						12

## New York Division (Continued)

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
Bristol	All street crossings	Old Line Tracks	X	.....	.....	.....	.....	.....	2
Cornwells Heights	State Rd.	Penn-Salt Chemical Co.	X	.....	.....	.....	.....	.....	2
Andalusia		Edgcomb Steel Co.	X	.....	.....	.....	.....	.....	2
Torresdale		Filtration	X	.....	.....	.....	.....	X	3
PERTH AMBOY AND WOODBIDGE BRANCH: Woodbridge	Green St.	Industrial	X	.....	.....	.....	.....	.....	
	Pollion St.		X	.....	.....	.....	.....	.....	
	Main St.		X	.....	.....	.....	.....	.....	
	Factory Lane (Berry's Crossing)		X	.....	.....	.....	.....	.....	
Genasco	Amboy Ave.	Hampton Cutter	X	.....	.....	.....	.....	.....	
AMBOY SECONDARY TRACK: Old Bridge—1800 feet east of	Tile Works Crossing	Industrial	.....	.....	.....	.....	.....	.....	13
OB—3500 feet east of	Deep Run Rd.	No. 1 Running	.....	X	.....	.....	.....	.....	
Helmetta	Maple Ave.	G. W. Helme Co.	.....	.....	.....	.....	.....	.....	13
Jamesburg	Sherman St.	Wye	X	.....	.....	.....	.....	.....	
JAMESBURG BRANCH: Dayton	New Brunswick Turnpike	Industrial	X	.....	.....	.....	.....	.....	
	Friendship Rd.	Industrial	X	.....	.....	.....	.....	.....	
Dayton—2970 feet west of	Culver Rd.	I B M	.....	X	.....	.....	X	.....	
PRINCETON BRANCH: Princeton—2080 feet south of	Private	Yard	.....	X	.....	.....	X	.....	4
BELVIDERE DELAWARE BRANCH: Trenton	All crossings	All Tracks	.....	.....	.....	.....	.....	.....	8
WB	Wilburtha Rd.	Siding	.....	.....	.....	.....	X	.....	1
	Upper Ferry Rd.		.....	.....	.....	.....	X	.....	1
Moore	River Rd.	Quarry	X	.....	.....	.....	.....	.....	
Lambertville	Bridge St.	Main	.....	.....	X	.....	.....	.....	
	Coryell St.		.....	.....	X	.....	.....	.....	
	Public Rd. Crossing	Lambertville	X	.....	.....	.....	.....	.....	
Flemington	N. J. Route No. 12	Flemington	X	.....	.....	.....	.....	.....	
Phillipsburg	Union Square	All Tracks	.....	.....	.....	.....	.....	.....	14
Martins Creek	Broad St.	Siding and Yard	.....	X	.....	.....	.....	X	
PASSAIC AND HARSIMUS BRANCH: Waldo—3300 feet west of	Newark Ave.	Main	X	.....	.....	.....	.....	.....	2
HIGHTSTOWN SECONDARY TRACK: Hightstown Secondary with automatic protection	All crossings with automatic protection	All Tracks	.....	.....	.....	.....	.....	.....	5

**New York Division (Continued)**

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
<b>FREEHOLD SECONDARY TRACK:</b> Freehold Secondary with automatic protection	All crossings with automatic protection	Freehold Secondary							5
Jamesburg	Gatzmer Ave.	Main	X						
	Church St.		X						
Freehold	Bowne Ave.	Main	X						
	Monmouth Ave.		X						
	Broad St.		X						
	Hudson St.		X						
Farmingdale	Southard Ave.	Farmers Cooperative Association	X						
<b>BORDENTOWN SECONDARY TRACK:</b> Trenton	Hamilton Ave.	Industrial					X		8
	South Broad St.	Industrial					X		8
		Connecting						X	3-8
		Lead						X	3-8
	Cass St.	Industrial	X				X		8-9
	Lalor St.						X		8
<b>ROBINSVILLE SECONDARY TRACK:</b> Windsor	Edinburg Rd.	Robinsville Secondary	X						
Bordentown	Park St.	Wye	X						
Yardville	Trenton Rd.	Storage		X					
Robbinsville Secondary with automatic protection	All crossings with automatic protection	All Tracks							5
<b>COALPORT—HAMILTON AVE. RUNNING TRACK:</b> Trenton	East State St.	Running							8-10
<b>OTHER TRACKS:</b> Jersey City	Washington St.	Track leading to Washington St. Yard	X						
Harrison	Fourth St.	Center St. Running		X				X	
		Public Service Elec. & Gas Co.	X						6
	First St.	Center St. Running	X						
	Second St.		X						
	First & Essex Sts.		X						
Newark	Alpine St. and Clinton Ave.	Hunter—18th Ave.		X			X		3
	Elizabeth Ave. and Peddie St.			X					3-7
	Waverly Ave.			X			X		3
	Bigelow Ave.			X			X		3
	Avon Ave.			X			X		3
	Frelinghuysen Ave.			X			X		3
	All street crossings not protected by crossing watchmen		X						

New York Division (Continued)

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
Edison Township	U.S. Route 1	Arsenal Running	....	X	....	....	X	....	3
	Vineyard Rd.		X	....	....	....	....	....	.....
County—6300 feet west of	N. J. Route 27	Millstone Running	....	....	....	....	X	X	1
County—1840 feet west of	Jersey Ave.		X	....	....	....	....	....	.....
Middlebush	Millstone—New Brunswick Turnpike		X	....	....	....	....	....	.....
East Millstone			X	....	....	....	....	....	.....
Kingston	U.S. Route 1	Rocky Hill Running	....	....	....	....	X	....	3
Monmouth Junction	Ridge Rd.		X	....	....	....	....	....	.....
	New Rd.		X	....	....	....	....	....	.....
Rocky Hill	Franklin-Georgetown Pike	Conrad Sebolt	X	....	....	....	....	....	.....
Trenton	Mulberry St.	Industrial	....	X	....	....	X	....	8
	New York Ave.	Enterprise	....	....	....	....	X	....	8
East End	Browns Hill Rd.	No. 1 Running	....	X	....	....	....	....	.....
Industrial	C.R.R. of N.J. Private Crossing	400 feet west of Rigid Frog Crossing with PATH	....	....	....	....	X	....	.....

NOTES:

1. An apparatus is provided for manual operation of the highway crossing signals should they fail to operate automatically.
2. The member of the crew assigned to protect a crossing as required by this instruction, must use a red flag by day and a red light by night to properly warn travelling public of the approach of an engine, car or train.
3. A member of the train crew must station himself on the crossing to insure full protection until the movement is completed.
4. In the event crossing protection fails to operate for movements on yard track a member of the crew must protect the crossing in advance of each movement over the crossing.
5. All trains and engines operating on Freehold Secondary Track, Hightstown Secondary Track and Robbinsville Secondary Track must approach all highway crossings protected by automatic flashing lights or bells prepared to stop, unless it is known that automatic crossing protection has been operating a minimum of 30 seconds prior to occupying the crossing. In the event crossing protection fails to operate, a member of the crew must protect the crossing in advance of each movement over the crossing.
6. Track can only be used between the hours of 3.00 A.M. and 6.00 A.M.
7. Train must stop clear of crossing and movement must not be made until traffic light for Elizabeth Avenue indicates stop.
8. Trenton—Trains stopping over highway crossings and obstructing traffic must be cut except where less delay to traffic will result by not cutting trains. When traffic has been obstructed by train on crossing, such traffic must be allowed to proceed, if possible, before crossing is again obstructed by a train in either direction. Shifting crews must not leave any portion of their train standing so as to obstruct crossings.
9. Trains or engines using Columbian Carbon Industrial Track must stop before passing over Cass Street Grade Crossing and the crossing protection in advance of each movement by one member of the crew in day time and two members of the crew at night.
10. Rail movements, except light engines, using running track between Hamilton Ave. and Coalport, restricted from passing over East State Street Crossing, between the hours of 8.15 A.M. and 9.15 A.M. and 4.30 P.M. and 5.30 P.M. daily, except Sunday.
11. Morrisville—Train and engine movements using Delmorr Avenue Industrial Track over South Delmorr Avenue, at Chambers Street and on South Delmorr Ave. between Green Street and E. Phila. Ave., shall be preceded by a member of the train crew to protect highway traffic.
12. Grundy—Each engine, car or train passing over Highway Route No. 13 on track leading to and serving M. & M. Co., Inc. located 1,500 feet north of Main Line Tracks, must be preceded by a member of the train crew, equipped with a red flag during daylight hours and a red and white light and a lighted fusee during the hours of darkness to protect highway traffic.
13. Cars must not be placed on industrial tracks between clearance posts located as follows:  
150 feet east and west of Tile Works Crossing 1,800 feet east of Old Bridge.  
50 feet east and west of Maple Avenue on G. W. Helme Co. Track, Helmetta.
14. Trains and engines in either direction must approach crossing prepared to stop.

## Philadelphia Division

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
<b>PHILADELPHIA:</b>	All public crossings	Commerce St.	X						
		Westmoreland St.	X						
	All public crossings (Aramingo Ave., at Tioga St.)		X						20
Tacony St. 140 feet west of Tacony Freight Station	State Rd.	Kensington and Tacony		X					1
543 feet west of Tacony Freight Station	Wissinoming St.			X					1
Tacony	Tacony St.			X					1
	Aramingo Ave. between Castor Ave. and Butler St.	Frankford St.	X						20
	At Roxborough St.		X						20
	At Church St.		X						20
	At Orthodox St.		X						20
	Margaret St.		X						
	Bermuda St.		X						
	Butler St.		X						
	Wheatsheaf La.		X						
	State Rd.	Frankford Arsenal	X						13
	All public crossings (State Rd., see Note 13)	Tacony	X						
		Bleigh St.	X						
	All public crossings	Bustleton	X						
	West of 30th St.	Gray's Ferry Ave.	X						
	West of 35th St.		X						
	Gray's Ferry Ave. and 34th St.	Industrial	X						20
	49th St. Crossings	Gray's Ferry Yard	X						
	All public crossings	60th St.	X						13
	All public crossings between 24th St. and Delaware Ave.	Washington Ave. (All tracks)	X						14-16
	Private Rd.	Girard Point	X						16
	All public crossings	Swanson St.	X						
		Delaware Ave.	X						
	Darien St. Greenwich Yard	Merchants Warehouse Co.	X						
	Pattison Ave. Greenwich Yard		X						15
		U.S. Cold Storage Co.	X						15
1350 feet from connection with Industrial Track		Food Distribution Center		X					1
<b>D.R. R.R. &amp; B. CO. BRANCH:</b> Divide—Jordan (First grade crossing south of Divide)	Burlington Pike	Industrial		X					
		Main		X					29
Utica Ave.	Utica Ave.	Main				X			1
Delair	DeRousse Ave.	Connecting		X					
	Curtis Ave.			X					

## Philadelphia Division (Continued)

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
<b>WEST CHESTER BRANCH: Lansdowne</b>	Union Ave.	No. 1 and No. 2	.....	.....	X	.....	.....	.....	3-33
	Wycombe Ave.		.....	.....	X	.....	.....	.....	33
	Oak Lane		.....	.....	X	.....	.....	.....	33
Primos	Oak Lane		.....	.....	X	.....	.....	.....	33
Lenni	Lenni Station Rd.	Naught and Yard	X	.....	.....	.....	.....	.....	.....
West Chester	Worthington St.	Farm	X	.....	.....	.....	.....	.....	16
	Union St.	Station	X	.....	.....	.....	.....	.....	.....
<b>SCHUYLKILL SECONDARY TRACK: Spring Mill</b>	Righter St.	Storage	.....	X	.....	.....	.....	.....	.....
Conshohocken	Cherry St.	Secondary	.....	X	X	.....	.....	.....	33-34
	Harry St.		.....	.....	X	.....	.....	.....	7-33
Earnest	Conshohocken Hgwy.	Norris	X	.....	.....	.....	.....	.....	13
Norristown	Ford St.	Secondary	X	.....	.....	.....	.....	.....	16
		No. 1 Running	X	.....	.....	.....	.....	.....	16
	Mill St.	Freight House	X	.....	.....	.....	.....	.....	.....
Oaks	Synthane Corp. Rd.	Siding	.....	X	.....	.....	X	.....	.....
		Synthane Corp.	.....	X	.....	.....	X	.....	.....
Spring City	Bridge St.	Storage	.....	X	X	.....	.....	.....	26
Fricks Lock	Fricks Lock Rd.	Eastern Warehouse Track No. 2	X	.....	.....	.....	.....	.....	.....
Pottstown	Keim St.	Yard	.....	X	.....	.....	.....	.....	.....
		Lock Siding	.....	X	.....	.....	X	.....	.....
	Water St.	Siding	.....	X	.....	.....	.....	.....	2
	Hanover St.	Secondary	.....	.....	X	.....	.....	.....	.....
Stowe	Grosstown Rd.	Pottstown Metal Products Co.	X	.....	.....	.....	.....	.....	16
189 feet west of M.P. 42	Old Reading Pike	Doehler Jaris Co.	X	.....	.....	.....	.....	.....	.....
West of Monocacy	State Hwy. Rt. 724	Hoppell Ind.	.....	X	.....	X	.....	.....	1
Reading	Pump House Rd., Exeter St. and all Carpenter Steel Co. pedestrian crossings	East Reading, North Reading, Carpenter Steel and Team	X	.....	.....	.....	.....	.....	.....
	Bern St.	North Reading and Carpenter Steel	X	.....	.....	.....	.....	.....	.....
	Penn, Chestnut and Spruce Sts.	Court St.	X	.....	.....	.....	.....	.....	.....
Tracks leading to Prizer-Painter and Orr & Sembower Companies east of Reading	U.S. Route No. 10	Industrial	X	.....	.....	.....	.....	.....	.....
3679 feet west of junction with Secondary track	U.S. Route No. 61	North Reading	X	.....	.....	.....	.....	.....	.....
Temple	Tuckerton Rd.	Storage and Freight House	X	.....	.....	.....	.....	.....	.....
Leesport	Water St.	Storage	X	.....	.....	.....	.....	.....	.....
Shoemakersville	U.S. Route No. 61	Glen Gery Shale Brick Corp.	X	.....	.....	.....	.....	.....	16

## Philadelphia Division (Continued)

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
<b>SCHUYLKILL SECONDARY TRACK (CONTINUED)</b> Hamburg	Grand St.	Siding	X						
	Walnut St.	Siding, Coal and Warehouse	X						
		Secondary			X				
	Pine St.	Siding	X						
		Secondary			X				
	Washington St.	Siding	X						
		Secondary			X				
	State St.	Siding		X			X		
		Secondary			X				
Schuylkill Haven	Route 61	Detroit Mobile Homes Co.						X	
Pottsville	Norwegian St.	Secondary			X				25
	Arch St.	Yard				X			1
		Secondary			X				25
<b>TRENTON BRANCH:</b> Plymouth Meeting	Gravers Rd.	Industrial		X			X		
		No. 1			X				33
TB-22	Henderson Rd.	No. 1 and No. 2			X				33
<b>OCTORARO SECONDARY TRACK:</b> Kennett Square	Broad St.	Secondary	X						
	Route 41 and State St.	Secondary			X	X			11
Avondale	State St.				X				33
First crossing north of West Grove	Oakland Ave.	Industrial	X						
West Grove	Prospect Ave.	Secondary	X						
	Guernsey Ave.		X						
Elkview	Hodgson Rd.		X						
Lincoln University	Elkdale Rd.		X						
Oxford	Market St.		X						
	Chase and Hodgson Sts.		X						
3000 feet south of M. P. 50	Route 131		X						
M. P. 51	Dunlap Rd.		X						
3000 feet south of M. P. 54	Route 131		X						
Rising Sun	Wards Road		X						
	Queen St.		X						
500 feet south of M. P. 53	State Hwy. Rt. 276		X						
Colora	Browns Road		X						

## Philadelphia Division (Continued)

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
<b>BORDENTOWN BRANCH:</b> Pavonia	Federal St.	R. M. Hollingshead	X						
	Mickle and 16th Sts.		X						
	Carmen St.	Iowa Soap	X						
	River Rd.	Pool Trucking Co.	X						
Pennsauken Park	Ford Motor Co.	Industrial	X						17
	Suckle Hwy.		X						
<b>BORDENTOWN SECONDARY TRACK:</b> Palmyra	Crossing west of Arch St. Station	Industrial							30
Riverton	Thomas Ave.	Industrial		X			X		
		Secondary			X				
	Main St.				X				
	Cedar St.	Industrial			X				
	Bannard St.	Whitsell, Inc.	X						16
Cambridge	Front St.	Gadley, Inc.	X						
Riverside	Chester Ave.	Secondary and Ind.			X				
		Secondary			X				5
	Fairview Ave.	Secondary and Ind.			X				
	Pavilion				X				
		Secondary			X				8
Delanco	Coopertown Rd.	Industrial					X		
2900 feet east of M. P. 13	Burlington Ave.	Kaiser Gypsum Co.						X	
Beverly	Broad St.	Industrial		X			X		
		Secondary and Industrial 1			X				
	Cooper St.	Secondary, Industrial, Yard and Delivery		X	X		X		
	First crossing west of station	Industrial							30
Burlington	Sluice Rd.	Siding		X		X	X		
		Secondary, Industrial, Yard and Delivery			X				
	Keim St.	Secondary			X				
E. Burlington	Jones St.	Yard, Industrial Delivery		X			X		
		Secondary, Industrial Yard and Delivery			X				
	Stevens Rd.	Yard		X			X		
Florence	Columbus Rd.	Industrial		X			X		
4178 feet from Florence	Olive St.	Florence Delivery	X						
5940 feet from Florence	Pine St.		X						
8333 feet from Florence	Broad St.		X						



## Philadelphia Division (Continued)

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
<b>PEMBERTON BRANCH:</b> Merchantville	Morris St.	Main				X			6
	Center St.					X			6
	Park Ave.	Industrial		X			X		
		Main				X			6
	Cove Rd.	Industrial		X			X		
		Main				X			6
West Moorestown	New Albany Rd.	International Pulverizing	X						
	Flynn Ave.	Main			X				
	Mill St.	Industrial	X						
	Locust St.	Industrial	X						
	Chester Ave.	Main			X				9
South of Moorestown	Chestnut St.				X				10
Mt. Holly	Madison Ave.				X				12
	Pine St.	Industrial	X						1
	Maple Ave.		X						
	N. J. Route 38	Medford	X						19
	East Landing St. and Eyrestown Rd. (Bella Bridge Rd.) (4th and 6th grade crossings south of Mt. Holly)		X						
Lumberton	Main St.		X						
Medford	N. J. Route 70		X						19
	Pointville Rd.		X						
<b>DIX RUNNING TRACK:</b> Lewis	Pemberton— Wrightstown Rd.	Running	X						
<b>KINKORA RUNNING TRACK:</b> Jobstown	Monmouth Rd.	Running	X						
Juliustown	Main St.	Kinkora Running		X					
Columbus	U.S. Route No. 206			X		X			
<b>OTHER TRACKS:</b> West of Northeast Airport	Grant Ave.	Industrial						X	
Upper Darby	Garrett Rd.	Newtown Square		X					
Eddystone	Market St.	Chester and Phila.		X					

## Philadelphia Division (Continued)

LOCATION	CROSSING	TRACK	See Column Table					Notes
			1	2	3	4	5	6
<b>OTHER TRACKS (CONTINUED)</b>								
Essington	Wanamaker Ave. and Island Rd.	Chester and Phila.	X					
Eddystone	Philadelphia Electric	Yard		X			X	
Eddystone	Philadelphia Electric	Chester and Philadelphia						31
Between Thurlow and Lamokin	All highway crossings	Valley	X					
Chester	Morton Ave.	Chester and Phila.	X					
	Second, Third and Tilghman Sts.	Lamokin Run	X					
	Ninth St.	Chester Creek Secondary	X					
	Flower St.	South Chester	X					
Marcus Hook	U.S. Route 13	Southward				X		
		Linwood Yard		X				
		General Chemical	X					
		Sun Oil Co.	X					
Petty Island	Petty Island Br.	Industrial		X				32
E. Downingtown	Lancaster Ave.	Cornog	X					
	Washington Ave.		X					
	To Reading Co. Sta.		X					
	Creek Rd.		X					
5th grade crossing west of Downs	Ludwig Rd.		X					
West of Whitford	Route 104	Bradford Hills Quarry, Inc.	X					
1st grade crossing south of Main track switch	Church Rd.	Henderson Ind.	X					
2nd grade crossing south of Main track switch	Shoemaker Rd.		X					
1st grade crossing south of Main track switch	Church Rd.	Swedeland Industrial	X					
Pembroke	Pembroke Ave.	Newtown Square	X					
	Pembroke Yard		X					
Arlington	State Rd.		X					
	Cedar La.		X					
North of Llanerch	Township Line Rd.		X					
Llanerch	West Chester Pike		X					20
Graseland	Eagle Rd.		X					
Delaware Co., Pa.	All public crossings	Cardington	X					
West Chester	Market St.	Fraser Running	X					
	Biddle St.		X					
Wilmer	Bridge and Pothouse Rds.	Devault Running	X					
	Charlestown		X					17
Roebling	Knickerbocker Rd.	All Yard		X			X	

Trains on siding blocking private road crossings must be patrolled by trainmen and train cut if anyone desires to use private crossing. This does not relieve trainmen of cutting train for public road crossings immediately.

## NOTES:

1. An apparatus is provided for manual operation of the highway crossing signals should they fail to operate automatically.
2. A member of the train crew must station himself on the crossing to insure full protection until movement is completed.
3. To avoid unnecessary operation of automatic highway crossing protection signals at Union Ave., Lansdowne, by movements of southward trains from No. 2 Track to the Newtown Square Track, such trains must stop and not pass fixed signal B-55, located 355 feet south of Fernwood Passenger Station, until switch is lined for movement to Newtown Square Track.  
Northward passenger trains on No. 1 Track must platform first MU car or engine.
5. Riverside—Eastward trains delayed or working between Main Street 1,008 feet west of Mile Post 11 and Chester Ave. 905 feet east of Mile Post 11 for a period of two minutes and ten seconds or longer must approach Chester Ave. prepared to stop unless full protection is afforded.
6. Manually controlled electric push buttons to cut out and cut in flashing light signals in service as follows: At Cove Road in cabinet on north end of instrument case when cars are standing between Park Avenue and Cove Road clear of insulated joint south side of Park Avenue and north side of Cove Road the flashing light signals may be cancelled by pushing button marked "CUT OUT". To start flashing light signals after being cancelled, push button marked "CUT IN".  
Cars left standing between Park Avenue and Cove Road while train is shifting south of that point when returning to cars north of Cove Road crew must know that automatic highway crossing protection is operating properly before making movement over Cove Road. If automatic protection is not operating properly before making movement over crossing a member of the crew must be stationed on the crossing to give warning to persons using the highway.  
At Center Street in cabinet on south end of instrument case when cars are standing between Morris Street and Center Street and clear of insulated joints south side of Morris Street and north side of Center Street the flashing light signals at Center Street may be cancelled by pushing button marked "CUT OUT". To start flashing light signals after being cancelled, push button marked "CUT IN".  
Trains leaving cars standing between Morris Street and Center Street and then proceeding south of Cove Road with balance of train to deliver and shift cars, must know when returning to cars north of Center Street that flashing light signals are operating properly at Cove Road, Park Avenue and Center Street before crossing. If automatic highway crossing protection is not operating properly a member of the crew must be stationed on the crossing to give warning to persons using the highway. Cabinets must be locked when not open for immediate use.
7. To avoid unnecessary operation of automatic highway crossing protection, eastward trains when necessary will leave part of their train west of "CC" sign, west of Harry Street and westward trains, when necessary will leave part of their train east of "CC" sign, east of Cherry Street, when required to perform shifting movements at Conshohocken or Reading Co. interchange tracks.
8. Riverside—Pavilion Ave. (first highway crossing east of station).  
Eastward trains stopped longer than one minute on Secondary Track more than 40 feet west of Pavilion Ave. will automatically release track circuit to automatic highway protection permitting crossing gates and flashing lights to clear for highway traffic. The gates and flashing lights will again operate for the protection of highway traffic when the rail movement passes a point 40 feet west of this crossing. Rail movements so operated must not foul Pavilion Ave. until full protection is afforded highway traffic.
9. Moorestown—At Chester Ave., 114 feet north of Moorestown, crossing is protected by flashing light highway crossing signals, operating automatically for northward and southward through movements. To operate crossing signals, for a northward movement after a southward movement has been made, it will be necessary for a member of the crew to operate push button located on relay case, south side of Chester Ave., 30 seconds before departure of train.
10. Southward trains consuming more than 2 minutes between Chester Ave. and Chestnut St., 856 feet south of Moorestown, must approach Chestnut St., prepared to stop unless flashing light signals are operating properly. If flashing light highway crossing signals are not operating properly, a member of the crew must protect crossing in advance of each movement over the crossing.
12. Automatic flashing light signals will operate when a train or engine is approximately 1800 feet north of Madison Ave. Crossing, but will cease to operate 1 minute and 30 seconds after train stops between latter point and "CC" sign, located 470 feet north of Madison Ave. Crossing. If movement stops between these points it must be assured that proper protection is provided before movement is continued over the crossing.
13. In addition, before movement is made, or when a train is standing on this crossing between sunset and sunrise, a burning fusee must be placed on crossing, on both sides of train. After train clears crossing fusees must be extinguished and removed from crossing.
14. Broad and Washington Ave. highway crossing standard highway traffic signals in service.  
When a movement is to be made across Broad St., the following will govern: All movements must stop clear of sidewalks.  
Movement must not be made across Broad St. when traffic lights for Broad St. indicate green or proceed.  
Before making movement across Broad St., conductor, engineman, or his representative, must go to signal control box on traffic light post, located at southwest corner of South Broad St. and Washington Ave., open door of small iron box, secured by standard switch lock, and push button marked "To Cross Street" which will cause the traffic signals to display green for traffic on Washington Ave. Switch key must then be placed in slot marked PC, turn key clockwise and hold pressure on key in that position. This will hold traffic signal green until pressure is released on the switch key after

## NOTES (Continued)

which traffic signal will resume normal operation. A member of crew must precede such movement to warn the public of approaching engine or cars. Movement may then proceed across Broad St.

15. Traffic lights governing movement of highway traffic, in service. Rail movements before obstructing highway traffic will be governed as follows:  
Stop before obstructing crossing. Crossing must not be obstructed while traffic lights indicate green for highway traffic to proceed. Conductor, engine-man, or his representative must go to one of the signal control boxes located on each side of the crossing, insert switch key in the slot, turn key clockwise and hold pressure on key; this will cause traffic light signals to indicate **Red** for highway traffic until pressure is released on switch keys. Highway traffic signals must remain **Red** for highway traffic while any part of train or engine is obstructing crossing.  
In addition, a member of the crew must precede each rail movement over the crossing to warn public of approaching rail movement.  
In the event traffic light signals governing highway traffic fail to indicate **Red** for highway traffic a member of the crew must be stationed on the crossing and provide protection to pedestrian and vehicular traffic.
16. A member of the train crew, equipped with a red flag during daylight hours and with a red lantern and a white lantern during the hours of darkness, precede each and every movement of each engine, car or train across the crossing at grade, and properly warn the traveling public of the approach of such engine, car or train.
17. Prior to and during the passage of trains a member of the crew equipped with a red flag during daylight hours, and with a red and a white lantern during hours of darkness, must be stationed on each side of the crossing to provide protection to traffic.
19. At night, or when weather conditions require, a member of the crew shall be stationed on each side of track with a red light while train or engine is crossing over or blocking the crossing to give warning to persons using the highway.
20. Traffic light signals governing movement of highway and other traffic, in service.  
Before obstructing highway or other crossings, rail movements will be governed as follows:  
Stop before obstructing crossing. Crossing must not be obstructed while traffic light signals indicate **Proceed** for highway or other traffic to proceed. Conductor, engineman or a member of the crew must operate switch located in control box on either side of crossings, which will cause traffic light signals to indicate **Red** for highway traffic.  
Highway or other traffic signals must remain **Red** for highway or other traffic while any part of rail movement is obstructing crossing.  
In addition, a member of the crew must precede each rail movement over the crossing to warn public of approaching rail movement.  
In the event traffic light signals governing highway or other traffic fail to indicate **Red** for highway or other traffic a member of the crew must be stationed on the crossing and provide protection to pedestrian and vehicular traffic.  
When rail movement is clear of crossing, conductor, engineman or a member of the crew must operate switch in control box to release traffic light signals for normal operation.  
Control boxes must be locked after being used.
25. Trains and engines on all tracks must stop before passing over highway crossing at grade and a member of the crew must protect crossing in advance of each movement over the crossing.
26. Trains or engines must approach the crossing prepared to stop unless it is known that the automatic highway crossing protection is operating. If the automatic highway protection is not operating, the movement must not be made over the crossing until protection has been provided as prescribed by **Rule 103**.
29. Shifting movements on Main Track in vicinity of Burlington Pike (Westfield Ave) north of Jordan must be prepared to stop before passing over crossing and may move over crossing only after automatic protection has been re-established or proper protection has been provided by a member of the crew.
30. Cars must not be placed on Industrial Tracks between clearance posts located as follows: 100 feet east and west of first crossing west of Beverly; 100 feet east and west of crossing west of Arch St. Station, Palmyra.
31. Operating circuits extend 440 feet from crossing.
32. On track leading to Cities Service Company on Petty Island, train and engine movements must stop on track circuit marked with "CC" sign 115 feet east of westward movable bridge signal and after an interval of five minutes the westward movable bridge signal will clear.  
Westward movements must clear "CC" sign located 85 feet west of eastward movable bridge signal releasing crossing protection for highway traffic.  
When shifting movements are made east of "CC" sign, located 85 feet west of eastward movable bridge signal, push button located on instrument case must be operated after movement is west of "CC" sign.  
Train or engine movements Petty Island to Pavonia must stop between a point 85 feet west of eastward movable bridge signal and eastward movable bridge signal. After an interval of five minutes the eastward movable bridge signal will clear.  
Eastward movements must clear "CC" sign located 115 feet east of westward movable bridge signal, releasing crossing protection for highway traffic.  
Trains or engines must not exceed a speed of ten miles per hour between movable bridge signals, prepared to stop, looking for highway vehicles that may be on the bridge.
33. Attention is directed to second paragraph **Rule 4103-A**.
34. To avoid unnecessary operation of automatic highway crossing protection, switches must not be left open, unlocked nor cars left standing longer than necessary within operating limits of such protection.

## Chesapeake Division

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
<b>MAIN LINE:</b>									
Iron Hill	Iron Hill Rd.	No. 2	...	...	X	...	...	...	2
Newark	So. Chapel St.	No. 1 Extension	...	X	...	...	X	...	...
		No. 2 and No. 3	...	...	X	...	...	...	2
Perryman	Michaelville and Bush River Neck Rds.	No. 4	...	...	X	X	...	...	3
Chase	Ebenezer Rd.	No. 1	...	...	X	...	...	...	26
River	Patapsco Ave.	No. 1 and No. 3	...	...	X	...	...	...	4
Mile Post 101—2175 feet south of	Knecht Ave.	Industrial	...	X	...	...	X	...	...
		No. 4	...	...	X	...	...	...	25
Seabrook	Seabrook Rd.	Industrial	...	X	...	...	X	...	...
<b>NORTHERN CENTRAL BRANCH:</b>									
Calvert Station	Monument St.	All Tracks	...	...	...	...	...	...	34
	Madison St.		...	...	...	...	...	...	34
Woodberry	Union Ave.	Main	...	...	X	...	...	...	5
Lutherville	Seminary Ave.	Lutherville Freight House	...	X	...	...	X	...	...
		Main	...	...	X	...	...	...	6
Timonium	Timonium Rd.		...	...	X	...	...	...	7
Texas	Church La.	Texas Ind. Track	...	X	...	...	X	...	...
		Main	...	...	X	...	...	...	8
Cockeysville	Beaver Dam Rd.	Public Delivery	...	X	...	...	X	...	35
		Main and Siding	...	...	X	...	...	...	9
Monkton	Manor Rd.	Public Delivery	...	X	...	...	X	...	...
White Hall	Parkers and McCulloughs Rd.	Main	...	...	X	...	...	...	10
<b>PORTER BRANCH:</b>									
New Castle	9th St.	Main	X	...	...	...	...	...	...
Porter	County Rd. 383	Running	...	X	...	...	X	...	...
		Main	...	...	X	...	...	...	12
<b>DELMARVA BRANCH:</b>									
Glasgow	U.S. Route 40	Main	...	X	...	...	...	...	36
Chestnut Hill Road	2345 feet south of Mile Post 1	Main	...	...	X	...	...	...	...
Middletown	Main St.	Station	...	X	...	...	X	...	...
		Main	...	...	X	...	...	...	13
Townsend			...	...	X	...	...	...	11
Clayton		Switching and Siding	...	X	...	...	X	...	41
	Smyrna Ave.		...	X	...	...	X	...	41
	Jimtown Rd.		...	X	...	...	X	...	...
		Main	...	...	X	...	...	...	14

Chesapeake Division (Continued)

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
Dover	Division St.	Switching		X			X		
		Main			X				15
	Forest St.	Switching		X			X		
		Main			X				15
	North St.	Switching		X			X		
		Main			X				15
Felton	Main St.				X				11
Harrington	Center St.	Main and Siding		X	X				16
	Liberty St.			X	X				16
	Clark St.	Main and Siding			X				16
Greenwood	Market St.	Main			X				17
Bridgeville					X				18
SEAFORD SECONDARY TRACK: Seaford	County Rd. 543	Siding		X					36
		Storage		X			X		
	River Rd.	Secondary			X				13
Laurel	Market St.	Secondary			X				19
		Switching to Secondary		X			X		19-38
	Sixth St.	Secondary			X				19
		Switching		X			X		19-36
	Seventh St.	Secondary							19
		Switching		X			X		19-37
	Eighth St.	Secondary			X				19
		Switching		X			X		19-36
	Tenth St.	Secondary			X				19
		Switching		X			X		19-36
	State Rd.	Siding and Switching		X			X		
Delmar	State St.	Siding		X			X		
	Chestnut St.	Siding		X			X		
		Secondary			X				
POCOMOKE SECONDARY TRACK: Salisbury	Naylor St.	Switching		X			X		
	Kendall St.			X			X		
		Secondary				X			
	College Ave.	Switching		X			X		
	Bateman St.			X			X		
Fruitland	Main St.	Secondary			X				11-13
Princess Anne	Academy St.	Switching		X			X		
	Antioch St.			X			X		
	Hampden St.			X			X		
Pocomoke	Clark St.	Switching		X			X		
	Second St.			X			X		

## Chesapeake Division (Continued)

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
Parkley	Adelaide St.	Siding		X			X		
		Secondary and Siding			X				21
	Bennett St.	Siding		X			X		
		Secondary and Siding			X				21
<b>NEW CASTLE SECONDARY TRACK:</b>									
Wilmington	Christina St.	Main	X						32
New Castle	South St.					X			
<b>CENTREVILLE SECONDARY TRACK:</b>									
Millington	Route 291	Main	X						
Barclay	Routes 302-313		X						
Mile Post 32—1130 feet south of	Route 301		X						29
<b>CHESTERTOWN SECONDARY TRACK:</b>									
Kennedyville	Route 213	Main	X						
Chestertown	High and Queen Sts.		X						
Mile Post 1—2275 feet south of	Route U.S. 301		X						29
Lynch	Route 561		X						
Worton	Route 297		X						
<b>OXFORD SECONDARY TRACK:</b>									
Clayton	Smyrna Ave.	Switching		X			X		41
	Main St.			X			X		41
Marydel	Route 454	Main	X						30
Queen Anne	State Route 309	Main and Connecting		X			X		40
Easton	Brookletts Ave.	Main	X						
<b>D. M. &amp; V. SECONDARY TRACK:</b>									
Harrington	U.S. Route 13	Main		X			X		39
Milford	Lake Ave.	Station		X			X		
		Main				X			
	Walnut St.				X				23
Dagsboro	Main St.	Station		X			X		1
		Main				X			
Frankford		Station		X			X		1
		Main				X			
	Carey St.					X			
<b>CAMBRIDGE SECONDARY TRACK:</b>									
Seaford	Dupont	Siding		X			X		1
Mile Post 9—207 feet south of			X						
Mile Post 10—3870 feet south of	State Route 318	Main	X						
Hurlock	Main St.		X						
Feddersburg	State Route 313				X				24

## Chesapeake Division (Continued)

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
<b>CRISFIELD SECONDARY TRACK:</b> Mile Post 2—637 feet west of	Route 13	Main	X						
Marion	Route 357		X						
<b>POPE'S CREEK SECONDARY TRACK:</b> Hall	State Route 214	Main			X				17
<b>N. &amp; D. C. TRACK:</b> Corbit—north of	State Road 70	Main	X						
Corbit	U.S. Route 13		X						31
Reybold	State Route 9			X			X		
<b>DENTON RUNNING TRACK:</b> Queenstown—12,480 feet east of	Bloomington	Main	X						
Willoughby	Route 404			X			X		
Hillsboro				X			X		
Denton	Route 313		X						
<b>REHOBOTH TRACK:</b> Lewes	Route 18	Main	X						
	Freeman Hwy.		X						29
	King's Hwy.		X						
<b>OTHER TRACKS:</b> Wilmington	Claymont St., Gov. Prints Blvd., Jessup, Market and Van Buren Sts.	Brandywine	X						
	Vandever Ave.		X						
	Hay Rd.	Ludlow Mfg. Co.	X						
		Delaware Power and Light Co.	X						
	4th St. Freight	Freight House Lead	X						33
	Church St.	Team Track Lead	X						33
Newark Center	Delaware and Cleveland Aves.	Industrial	X						
	Main and Chapel Sts.		X						
Newark	South Chapel St.	Davis Wye	X						



## Chesapeake Division (Continued)

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
Elkton	All Highway Crossings	Industrial	X						
Perryville	Post Rd.	Minnick-Perryville	X						
Carroll Island	Carroll Island Rd.	Balto. Gas and Elec. Co.	X						
Baltimore	Bletzer Rd.	Sparrows Point		X			X		
	Fisher Rd.	Spur		X			X		
	Boston and Clinton Sts.	President	X						28
Canton	Newkirk St.	Bear Creek	X						
Catonsville	Beechfield Ave., 150 feet west of Shady Nook La.	Catonsville	X						
Brandywine	Route 38	South Ave.	X						
1220 feet south of Main Track Switch	New York Ave.	United Clay Products Co.	X						29
Washington	16th, "V" and 31st Sts., N.E., Adams Pl., N.E.	Industrial	X						
	Virginia Ave., S.E.	U.S. Capitol Power Plant	X						
	All crossings between Jersey Yard and End of Track	Bussard Point	X						
Clayton	Bassett St.	Clayton Ind. Devl. Corp.	X						
	Main St., State Route 6	Wheatley, Inc.	X						
Dover	North St.	East Coast Sdg., East Coal Bins	X						
Millsboro	Route 331	Dela. Power and Light Co.	X						29
Berlin	U.S. Route 113	Ocean City	X						30
Nassau	Route 14	Side	X						29
Hurlock	State Road No. 392	Vienna	X						
Cambridge	Washington St.	Cambridge	X						
	Maryland Ave.		X						
Salisbury	Naylor St.	West No. 1 and 2 Terminal Warehouse	X						
	North Division St.	Mardella	X						
	West Main St.		X						
	Route 13		X						
	Isabella St.		X						
	Chestnut St.		X						
	Truit St.	Willard	X						
Salisbury—4.3 miles east of	Route 50		X						
Salisbury—8.2 miles east of			X						
Pocomoke	Clark St.	Exchange 1, 2, 3 and 4	X						
	Second St.	Lead to Team Track	X						

## Chesapeake Division (Continued)

LOCATION	CROSSING	TRACK	See Column Table					Notes
			1	2	3	4	5	6
Capes—4553 feet south of	New U.S. Route 13	Kiptopeke	X					
<b>CAPE TRACK:</b> End of Block	State Route 636			X				36
Cheriton	State Route 639			X				36
Bayview	State Route 186			X				36
Bayview—south of	U.S. Route 13			X	X			36-22
Cape Charles—north of	Fertiliser Rd.			X				36

## NOTES:

1. An apparatus is provided for manual operation of the highway crossing signals should they fail to operate automatically.
2. Southward trains on No. 2 and No. 3 tracks receiving stop signal at Davis and northward trains receiving stop signal at Iron Hill must stop 85 feet from the crossing.
3. Automatic crossing protection is interrupted when switch leading to Lock Joint Pipe Co. track is reversed. Cars must not be left standing between Bush River Neck Road and signal 695.
4. Cars must not be left standing on No. 1 track between crossing and insulated joints 950 feet south thereof, or on No. 3 track between crossing and insulated joints 660 feet north thereof.
5. Automatic crossing protection is interrupted when switch leading to public delivery track is reversed.
6. Cars must not be left standing between crossing and insulated joints 600 feet west thereof.
7. Cars must not be left standing between crossing and insulated joints 700 feet east thereof unless switch leading to Timonium Yard, switch leading to Massey Ferguson Company track, or switch leading to Phillips Petroleum Company is reversed.
8. Cars must not be left standing between crossing and switch leading to Texas Industrial track 2275 feet west thereof.
9. Cars must not be left standing between crossing and insulated joints 800 feet east thereof.
10. Cars must not be left standing between crossing and insulated joints 300 feet east thereof.
11. Cars must not be left standing between crossing and insulated joints 800 feet south thereof.
12. Cars must not be left standing between crossing and insulated joints 600 feet north thereof, crossing and insulated joints 735 feet south thereof, insulated joints 2030 feet south of crossing and switch leading to Newark and Delaware City running track unless switch is reversed.
13. Cars must not be left standing between crossing and insulated joints 800 feet north thereof.
14. Northward trains on main track with more than 33 cars, performing work, must detach engine before passing "CC" sign 600 feet south of crossing. Southward block signal will not display proceed indication for trains performing work until engine whistle is sounded.
15. Cars must not be left standing between "CC" signs 2200 feet south of and 1260 feet north of Dover Freight Station.
16. Northward trains with more than 11 cars performing work must stop south of home signals. Northward home signals at Liberty St. and southward home signals at Clark St. on main track will display stop indication for train making station stop, until engine bell is sounded. Southward trains on main track with more than 12 cars performing work must stop north of "CC" sign 840 feet north of Center Street.
17. Cars must not be left standing between crossing and insulated joints 400 feet south thereof.
18. Cars must not be left standing between crossing and insulated joints 800 feet from the crossing. Northward movement from freight station track will approach crossing prepared to stop and not move over crossing until automatic protection is operating.

19. Cars must not be left standing on main track between Sixth St. and Tenth St. Cars must not be left standing on switching track between Sixth St. and insulated joints 660 feet south of Tenth St. Movements on switching track consuming more than 45 seconds between Tenth and Eighth Sts. will cause gates to raise. Movements must then occupy short track circuit south of Eighth St. before gates will lower. Movements on switching track consuming more than 45 seconds between Market and Sixth Sts. will cause gates to raise. Movements must then occupy track circuits extending 70 feet from the crossing before gates will lower.
21. Cars must not be left standing on secondary track or siding between Adelaide St. and CC sign 600 feet north thereof.
22. Northward trains having stopped on track circuit extending 660 feet south from crossing must approach crossing prepared to stop and occupy track circuit 70 feet south of the crossing to operate automatic protection.
23. Cars must not be left standing between crossing and insulated joints 300 feet from the crossing.
24. Cars must not be left standing between crossing and switch leading to Zaffere Bakery track. Southward movements leaving cars north of this switch must upon returning to pick up cars clear switch and not exceed a speed of 10 m.p.h. southward to crossing. Cars must not be left standing between crossing and insulated joints 1030 feet south thereof.
25. Cars must not be left standing between crossing and "CC" sign located 800 feet north of Knecht Avenue crossing.
26. Cars must not be left standing between crossing and "CC" sign located 800 feet south of Ebenezer Road crossing.
28. Before making a movement over crossing, trains must stop and member of crew must unlock traffic signal control box located north or south of crossing; wait until amber light is displayed for either street then turn snap switch which will place highway traffic signals in stop position for both streets. Train movement may then proceed over crossing. After train has cleared crossing highway traffic signals must be restored to normal operation by use of snap switch.
29. Before making a movement over the public crossing, trains must stop and member of crew must open signal control box located on highway crossing signal masts or instrument cases north or south of crossing, and push "start" button, which will start highway flashing signals. After highway traffic is stopped, train movement may then proceed over crossing. After train has cleared crossing highway flashing signals must be restored to normal operation by pushing stop button.
30. Before making a movement over crossing, trains must stop and member of crew must unlock signal control box mounted on poles located north or south of crossing with switch key, then turn snap switch which will place highway traffic signals in red or stop position. Train movement may then proceed over crossing. After train has cleared crossing, highway traffic signals must be restored to normal operation by use of snap switch.
31. Automatic protection operates when trains occupy track circuit extending 70 feet from crossing.  
Before movement over crossing, crew must know that automatic protection is operating to protect highway traffic.
32. These instructions do not apply to Trains D-2, D-3 and Harrington, Clayton and Dover turnaround extras.
33. Before making movement over crossing, trains must stop and member of crew must unlock signal control box mounted on poles located north or south of the crossing, then push control button, which after 1-2 minutes, will place highway traffic signals in red or stop position. (This condition will be indicated by red light on control box located northwest of street's intersection). Train movement may then proceed over crossing. After train has cleared crossing, highway traffic signals must be restored to normal operation by pushing control button on opposite side of crossing.
34. Trains or engines must not proceed over Monument Street highway crossing and Madison Street highway crossing at grade unless the crossing is seen or known to be clear.
35. Operating circuits extend about 800 feet east and about 60 feet west from crossing.
36. Operating circuits extend about 660 feet from crossing.
37. Operating circuits extend about 1000 feet north and about 1150 feet south from crossing.
38. Operating circuits extend about 709 feet south from crossing.
39. Operating circuits extend about 1300 feet south of crossing.
40. Operating circuits extend about 335 feet west and about 660 feet east of crossing.
41. Operating circuits extend about 130 feet south and north from crossing.

## Harrisburg Division

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
NORTHERN CENTRAL BRANCH New Freedom	High Street	Industrial		X			X		
		Main			X				4
	Main Street	Industrial		X			X		
		Main			X				4
	Franklin Street	Industrial		X			X		
		Main			X				3
Glen Rock	Valley Street	Industrial		X			X		
		Main			X				7
	Main Street	Industrial		X			X		
		Main			X				7
	Water Street	Industrial		X			X		
		Main			X				7
York	Grantley Road	Industrial		X			X		
		Main & Industrial			X				8
	King Mill Road	Industrial		X					
		Main & Industrial			X				8
	W. Princess Street	Industrial		X					
		Main & Industrial			X				8
	W. King Street	Industrial		X					
		Main & Industrial			X				8
	W. Market Street	Industrial		X					
		Main & Industrial			X				8
	W. Philadelphia St.	Industrial		X					
		Main & Industrial			X				8
	No. Beaver Street	Industrial		X					
		Shed		X			X		
		Main			X				9
		Industrial			X				
	North Street	Industrial		X			X		
		Shed		X					
		Main & Industrial			X				
	No. George Street	Industrial		X					
		Shed		X			X		
		Main & Industrial			X				9
	No. Queen Street	Industrial		X					1
		M & P Interchange		X			X		
	Windsor Street	Main							
		York Siding		X	X				13
		Industrial		X	X				
		Agway		X	X				
		Yard		X	X				
Mt. Wolf	Maple Street	Siding & Ind.		X			X		

## Harrisburg Division (Continued)

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
<b>NEW HOLLAND SECONDARY TRACK</b>									
Honey Brook	Routes 10 & 322	Main	X						
New Holland	Custer Avenue		X						
	Railroad Avenue		X						
	Brimmer Avenue		X						
West of Leola	Newport Road		X						
Mile Post 33— 4610 feet west of Mile Post 33	Skyline Homes		X						
Mile Post 34— 4500 feet west of	Horseshoe Road Route 148	Main	X						
<b>COLUMBIA BRANCH</b>									
Rohrerstown	E. Petersburg Road	Main			X				5
Mountville	Manor Street	Main & Industrial				X			2
<b>YORK HAVEN LINE</b> 2900 feet west of Mile Post 67	State Highway	York Haven Line Penna. Power & Light (Brunner Island Station)				X			2
York Haven	York Haven Road	Station		X			X		
		Industrial				X			2
<b>CUMBERLAND VALLEY BRANCH</b> 1st road crossing north of Mile Post 5	St. Johns Church Rd.	Industrial & Yard		X			X		
	Railroad Avenue			X			X		
Mechanicsburg	All Streets	Camp Running		X			X		
	Walnut Street	Main			X				
	Arch Street				X				
	Market Street				X				
	Frederick Street				X				
	High Street				X				
	York Street				X				
	Washington Street				X				
Carlisle	At Passenger Station				X				6
Shippensburg	King Street								13
	Fayette Street								13
		Industrial		X					
So. of Greencastle	U. S. Route 11	Greencastle Old Line		X		X			2
Greencastle Old Line— South of Green- castle		Main							13
<b>WINCHESTER SECONDARY TRACK</b>									
Martinsburg	King Street	Main	X						
	John Street								13
		Industrial		X			X		2

## Harrisburg Division (Continued)

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
<b>WINCHESTER SECONDARY TRACK (CONTINUED)</b> 580 ft. south of Mile Post 95	Route 45	Main	.....	.....	.....	.....	.....	.....	13
	South of Bunkerhill		.....	.....	.....	.....	.....	.....	13
	Clear Brook		.....	.....	.....	.....	.....	.....	13
	Route 672	Industrial	.....	X	.....	.....	X	.....	.....
		Lead to W. S. Frey Co. tracks	X	.....	.....	.....	.....	.....	.....
M. P. 113 north of Winchester	Wellstown Road	Industrial	.....	X	.....	.....	X	.....	2
Winchester	Fairmount Avenue	Main	.....	.....	.....	.....	.....	.....	13
	Amherst and Water Streets	Industrial	X	.....	.....	.....	.....	.....	.....
<b>DILLSBURG SECONDARY TRACK</b> Between Dillsburg Jct. and Dillsburg	All	Main	X	.....	.....	.....	.....	.....	.....
	Dillsburg		.....	X	.....	.....	X	.....	1
<b>WAYNESBORO SECONDARY TRACK</b> Fayetteville	Route 30	Main	.....	.....	.....	.....	.....	.....	13
	East Fayetteville		.....	.....	.....	.....	.....	.....	13
	Prices Crossing		.....	.....	.....	.....	.....	.....	13
	Route 16		X	.....	.....	.....	.....	.....	.....
<b>MERCERSBURG SECONDARY TRACK</b> South of Marion	Route 11	Main	X	.....	.....	.....	.....	.....	.....
			.....	.....	.....	.....	.....	.....	.....
<b>LEBANON SECONDARY TRACK</b> Lebanon	All tracks within city limits except South 8th Street	Main	.....	.....	.....	.....	.....	.....	14
	Township Highway		X	.....	.....	.....	.....	.....	.....
	Mount Vernon		.....	.....	.....	.....	.....	.....	13
	Beverly		.....	.....	.....	.....	.....	.....	13
	8th Street		.....	.....	.....	.....	.....	.....	13
Lebanon-Cornwall	State Route 38016 located 4500 feet from switch in Lebanon Secondary Track (810 feet east of Mile Post 18)	Alcoa Corp.	.....	X	.....	.....	X	.....	.....
<b>FREDERICK SECONDARY TRACK</b> York	N. Newberry Street	Main	.....	.....	X	.....	.....	.....	11-12
	Roosevelt Avenue		.....	.....	X	.....	.....	.....	11-12
	N. Hartley Street		.....	.....	X	.....	.....	.....	11-12
	Manchester Street		.....	.....	X	.....	.....	.....	11-12
	N. West Street		.....	.....	X	.....	.....	.....	11-12
	N. Belvidere Avenue		.....	.....	X	.....	.....	.....	11-12
	Carlisle Avenue		.....	.....	X	.....	.....	.....	11-12
	N. Richland Avenue		.....	.....	X	.....	.....	.....	11-12
West York	W. Market Street	Main & Siding	.....	.....	X	.....	.....	.....	.....

## Harrisburg Division (Continued)

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
<b>FREDERICK SECONDARY TRACK (CONTINUED)</b> Hanover	Ridge Ave., Center, Carlisle & High Streets	Main	X						
732 ft. south of Mile Post 37	State Hwy. Route 194		X						15
Frederick	Patrick, E. Church, E. Second, E. Third, & E. Fourth Streets		X						
<b>OTHER TRACKS</b> Lancaster	Prince & Walnut Sta.	Yard	X						
	Manheim Avenue	Industrial	X						
Mount Joy	Route 230		X						
Columbia	Union & Perry Sta. (Shifting Movements)	Columbia	X						
Mountville	Fridy Street	Industrial	X						
Wrightsville	Front Street	York Running	X						
3000 ft. south of Mile Post 10	Memory Lane		X						
York	North Queen Street	Crane	X						16
	North George Street	P.A.&S. Small Co.	X						
	North Street	Smyser Royer Co.	X						16
Lancaster	All within city limits	Quarryville	X						
South of Lancaster	Route 222	Industrial	X						
Between New Providence and West Willow (Seners Road) Inclusive	All		X						
Quarryville	State Street		X						
Mechanicsburg	Potts Track		X						
Chambersburg	Route 11-Wolf Track		X						
Green Castle	Leitersburg Street		X						
Hagerstown	Church Street	All Yard	X						
	Walnut Street	J. W. Myers	X						

## NOTES:

1. An apparatus is provided for manual operation of the highway crossing signals should they fail to operate automatically.
2. The highway crossing protection must be operated manually to protect train movement. A member of the train crew, when required to insure full protection, must station himself on the crossing until movement is completed. In the event the crossing protection fails to operate, a member of the crew must protect the crossing in advance of each movement.
3. Cars must not be left standing between crossing and insulated joints 600 feet west of crossing.
4. Cars must not be left standing between High St. and insulated joints 600 feet west thereof unless switch leading to R. C. Shuchart Co. track is reversed.
5. Flashing light signals are equipped with cut-out circuit in No. 1 track, extending 500 feet west of Petersburg Road crossing which will permit flashing light signals to discontinue operating after front portion of train on this track has passed over crossing to perform shifting movements. When shifting movements are completed, trainmen must protect crossing and know highway traffic is under control before movement is made over crossing.
6. Trains, after having been stopped must approach street crossings in vicinity of station prepared to stop, and not move over these crossings at grade until after highway crossing signals resume operation.

## NOTES (Continued)

7. Cars must not be left standing between Valley St. and insulated joints 70 feet east thereof.
8. Cars must not be left standing on main track between Grantley Rd. and signal N558, signal N559 and insulated joints 1165 feet west of Kings Mill Rd., W. Princess St. and insulated joints 725 feet west thereof (unless switch leading to York Caramel Co. or York Benevolent Assn. track is reversed), W. Princess St. and W. King St., W. Philadelphia St. and insulated joints 235 feet east thereof.
9. Eastward trains making station stop should, when practical, stop engine before reaching insulated joints located 70 feet west of North George Street.
10. Cars must not be left standing between crossing and insulated joints 350 feet east of crossing unless switch leading to Keystone Color Works is reversed.
11. Crossing protection is interrupted automatically when track circuit between the insulated joints, located 70 feet north and south of crossing have once been occupied and then cleared.
12. A white light, located on instrument case adjacent to crossing, flashes as an indication to approaching trains or engines that the automatic crossing protection is operating. All trains and engines must approach crossings prepared to stop, before passing over crossing, unless flashing white light is operating. All rules and other existing special instructions remain in effect.
13. Trains or engines must approach crossing prepared to stop unless it is known that the automatic highway crossing protection is operating. If the automatic highway crossing protection is not operating, the movement must not be made over the crossing until protection has been provided as prescribed by rule 103. The member of the crew assigned to protect a crossing as required by this instruction, must use a red flag by day and a red light by night to properly warn traveling public of the approach of a train, car or engine. Trains or engines must stop on short track circuit in advance of crossing.
14. Track circuits which operate automatic highway crossing protection at south 8th Street, Lebanon, Pa., extend a distance of 70 feet on each side of the crossing and trains and engines must stop on track circuit but clear of crossing and allow flashing light signals and short arm gates to operate a minimum of 20 seconds before proceeding over the crossing. In the event automatic highway crossing protection is not operating a member of the crew must protect the crossing in advance of each movement over the crossing.
15. Before making a movement over any of the five public highway crossings, trains must stop and member of crew must go to traffic signal control box located at East Fourth Street, or at Patrick Street and turn snap switch which will place highway traffic signals in stop position for all five streets. Train movement may then proceed over the crossings. After train has cleared all five crossings, highway traffic signals must be restored to normal operation by turning snap switch in traffic signal control box located at East Fourth Street or at Patrick Street.
16. Push buttons located in box on mast at crossing for manual control of the automatic crossing protection of adjacent tracks. This control to be used to assist in protecting movement and prevent southward highway travel from stopping on main and other tracks during the movement. Instructions posted in push button box.



### Referring to Rule 103

**1103-C19. (Phila. Div.).** Trains on sidings blocking private road crossings must be patrolled by trainmen and train cut if anyone desires to use private crossing. This does not relieve trainmen of cutting train for public road crossings immediately.

### Moving Cars on Tracks Where Loading or Unloading Is Done

**1103-E1. (New York Div.).** When mail, baggage or express is being loaded or unloaded from cars on tracks 1, 2, 3, 4, 7, 8, 9, 10, 13, 14, 1D, and 3D, Pennsylvania Station, New York, a red lamp will be placed on the west end of 1, 2, 3 and 4 and on the east and west end of such cars on tracks 7, 8, 9, 10, 13, 14, 1D and 3D. When red lights are displayed, shifting crews must not couple to or move the cars until they have contacted the Baggage Foreman and he has removed the light.

### 1104-A1. (All Divisions). Normal Position of Switches and Crossovers at Specified Locations

#### New York Division

Switch Located at	Connecting	With	Normal Position is for Movements
West end No. 13 Track Hudson Interlocking	No. 13 Track	No. 14 Track	To No. 13 Track
East end No. 13 Track Hudson Interlocking	No. 13 Track	No. 14 Track	To No. 13 Track
East end No. 5 Track, Millham	Eastward Running Track	No. 5 Track	On No. 5 Track
West leg of Wye, west of Millham	West leg of Wye	Eastward Running Track	West leg of Wye
West leg of Wye, west of Millham	West leg of Wye	No. 5 Track	On No. 5 Track
Millham	No. 5 Track	Industrial Track (former Trenton Eng. House)	No. 5 Track
Jamesburg	Hightstown Secondary Track	Amboy Secondary Track	On Amboy Secondary Track
Jamesburg	Freehold Secondary Track	Amboy Secondary Track	On Amboy Secondary Track
WA-2	No. 2 Track	Old Eastward Running Track	Old Eastward Running Track
Karny	Center Street Secondary Track	Engine Track	Engine Track

#### Philadelphia Division

Shore Interlocking	G.E. Track	No. 5 Track	Through on No. 5 Track
Penna. Coach Yard	Car Washing Track	Run Down and No. 37 Track	Through on Car Washing Track
Powelton Ave. Yard (East End)	No. 3 Yard Track	No. 4 M Main Track	Through on Connecting Track and No. 3 Track
1110 feet west 52nd St. Pegr. Sta.	No. 4 Yard Track Lead	B Yard Ladder	Through to Deraill on No. 4 Yard Track Lead
150 feet east of 52nd St. U. G. Bridge	Eastward Belt Running Track	No. 14 Running Track	No. 14 Running Track
750 feet east of 52nd St. U. G. Bridge	Eastward Belt Running Track	No. 15 Running Track	No. 15 Running Track
4000 feet east of 52nd St. U. G. Bridge	Eastward Belt Running Track	No. 14 Running Track	No. 14 Running Track

**Philadelphia Division (Continued)**

Switch Located at	Connecting	With	Normal Position is for Movements
M-1 44th St.	Eastward Running Track	No. 10 Yard Track numbered 10	To Eastward Running Track
	Eastward Running Track	No. 11 Yard Track numbered 11	To No. 11 Yard Track
415 feet west of 44th St. O. H. Bridge	A-Yard Lead	Cut Track	From A-Yard Lead to Cut Track
Paoli Yard	No. 3 and No. 4 Shop Storage Tracks	Ladder Tracks	Through on No. 3 and No. 4 Shop Storage Tracks
Lewis	Dix Running Track	Kinkora Running	Through on Dix Running Track

**Chesapeake Division**

Calvert	Ladder Switches	No. 2 Track	No. 2 Track
Maas	Chester town Secondary Track	Centreville Secondary Track	To Centreville Secondary Track
Queen Anne Junction on Denton track	Track leading to Oxford Secondary Track	Denton track	To track leading to Oxford Secondary Track
River	Secondary Track No. 1	Sparrows Point Spur Track	Secondary Track No. 1
Wine	Herbert Industrial Track	Pope's Creek Secondary Track	To Herbert Industrial Track
Herbert	Chalk Point Industrial Track	Herbert Industrial Track	To Chalk Point Industrial Track
Hearn	Seaford Secondary Track	Delmar Siding	To Seaford Secondary Track
Patton	Pocomoke Secondary Track	Delmar Siding	To Pocomoke Secondary Track

**Harrisburg Division**

Harrisburg Yard *GI-8	Westward Running Track	Ramp and Westbound Receiving Yard	To Ramp and Westbound Receiving Yard
3170 feet south of M P 89	Winchester Secondary Track	Cumbo Secondary Track	To Cumbo Secondary Track

\* Trains will stop clear of all switches at this point and ask yardmaster Reily Street (Phone 210) for instructions.

**1104c-B1. (New York Div.). Switch Tenders are Stationed at and have charge of Main Track Switches as Indicated**

Location	Switches
WA-5	All Switches

**1104c-B2. (Phila. & Harrisburg Divs.). Switch Tenders are Stationed at and have Charge of Yard Switches as Indicated**

### Philadelphia Division

Location	Switches	Note
Frankford Junction District—"K-1"	In area between D.R.R.R. & B. Co. Branch Overhead Bridge and Port Richmond running track switch west of Butler St., inclusive.	
Frankford Junction District—"K-2"	In area between Castor Ave. Undergrade Bridge and switch leading to Toga St. Track, inclusive.	2
44th Street—(M-1)	Yard Tracks between 42nd St. Overhead Bridge and East End 46th St. Engine House.	1

NOTE 1.—On duty 3.59 P.M. to 11.59 P.M., Daily. On duty 11.59 P.M. to 7.59 A.M., Daily except Sunday and Monday.

NOTE 2.—On duty 7.00 A.M. to 11.00 P.M. Daily except Saturday, Sunday and Holidays.

### Harrisburg Division

Harrisburg Macloy Street	East End No. 4 Receiving, East End No. 3 Relay yard, Eastward, Westward, Leads to Tracks 11 and 12.	2
Enola 4-B	East End Enola Westward Receiving yard.	
Enola W-11	West End Enola Westward Receiving yard.	
Enola 23-B	Leads to Engine House Eastward and Westward Running tracks.	
Enola 111-B	West End Eastward Receiving yard. Also Power Operated Crossover and Low Home Signals at 111-L. Note 1 applies at 111-L only.	1

NOTE 1.—Proper fixed signal will be authority for movement to proceed over switches that are located between the opposing fixed signals, without hand signal from switchtender.

NOTE 2.—On duty: 3.59 P.M. to 7.59 A.M., Daily, except Sunday and Monday.

3.59 P.M. to 11.59 P.M., Sunday.  
11.59 P.M., Monday to 7.59 A.M., Tuesday.

**1104c-C1. (New York & Ches. Divs.). Operators in Charge of Main Track Hand-operated Switches when Block Station is Open**

### New York Division

Location	Switches
WA-2 WA-3 WA-6	All switches All switches All switches

### Chesapeake Division

Tasker	Switch leading to Deemer Steel Casting Co. Industrial track. Crossover between single track and New Castle secondary track. Crossover between single track and Tasker siding.
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**1104c-C3. (Hbg. Division).** Trains and engines approaching switches on Main track at Leaman with the current of traffic when block station is open will be governed by fixed signal indication.

**1104c-C4. (Phila. Div.).** Eastward movements from 46th Street enginehouse must not be made beyond enginehouse tracks until permission to proceed is received from Yardmaster, 44th Street when on duty or Yardmaster at Margie Yard (Phone 2046) when Yardmaster, 44th Street, is not in service.

### Semi-Automatic Hand-Operated Switches

1105a-C2. (Hbg. Div.). Trailing automatic-facing hand-operated switch for westward movement in No. 4 Running track leading to west end Running Track "G." A trailing movement (westward) through this switch will automatically throw the switch for the movement and the switch will remain in that position. It is equipped with switch target showing white disc (green light at night) when set for through movement on No. 4 Running track; yellow disc (yellow light at night) when set for movement to or from Track "G."

Eastward movement on No. 4 Running track must approach this switch prepared to stop and must stop clear of the switch unless it is set in position for the movement to proceed. If not set for the movement, the switch must be placed in proper position by hand.

1105a-C2a. (Phila. Div.). Between 42nd Street overhead bridge and west side of 44th Street overhead bridge Semi-Automatic Hand-operated switches are painted ORANGE and are equipped with switch target or light showing white disc (green light at night) when switch is in normal position and a yellow disc (yellow light at night) when switch is reversed.

A trailing movement of one car and/or engine (all trucks) through these switches will automatically throw the switch for the movement and the switch will remain in that position.

Switches painted ORANGE are considered properly lined to run through for trailing movement when permission for track occupancy has been obtained.

### Hand-Operated Switches Equipped with Electric Locks

1104-D1. (All Divisions). The following switches are equipped with electric lock; permission to unlock must be obtained from operator before switch lock is removed from keeper:

#### New York Division

Location	Switch	Controlled By	Notes
2720 feet west of Dock	Switch in No. 4 Track leading to Alling Street Track	Dock	4
2400 feet west of Lincoln	Switch in No. 0 Track leading to Wye Track	Lincoln	1
4100 feet west of Lincoln	Switch in No. 0 Track leading to No. 5, 6, 7, 8 and 9 Yard Tracks	Lincoln	1
8150 feet west of Lincoln	Switch in No. 0 Track leading to No. 5, 6, 7, 8 and 9 Yard Tracks	Lincoln	1
8843 feet west of Lincoln	Switch in No. 0 Track leading to U. S. Envelope Co. Siding	Lincoln	1
3000 feet west of Waldo	Switch in No. 2 P & H Branch leading to Marion Yard	Waldo	1
900 feet east of CY	Switch in No. 1 Track, Greenville Branch, leading to New Garden Yard	CY	1
Trenton Branch MB	Switch in No. 1 Track leading to Coal Storage Yard	Wayne Jct. (Rdg. Co.)	2
Trenton Branch MB	Switch in outbound Fairless Spur Track to Warner Co. Track	Wayne Jct. (Rdg. Co.)	3
Trenton Branch 2400 feet east of MA	Switch in No. 1 Track leading to Strick Trailer Co. Track	Wayne Jct. (Rdg. Co.)	3
Copper	Switch in No. 2 Track leading to Middle Secondary Track	Morris	

NOTE 1.—After removing lock from keeper, wait for light located on staff adjacent to switch lock to light.

NOTE 2.—Permission to unlock must be obtained from Operator Morris who will obtain unlock from Reading Company Operator at Wayne Jct.

NOTE 3.—Before movement can be made to or from Warner Co. or Strick Trailer Company track permission must be obtained from Reading Company Operator at Wayne Jct. and Operator at Morris. After each movement is completed it must be reported clear to the Reading Company Operator at Wayne Jct. and Operator at Morris.

NOTE 4.—After permission from Dock is received, removal of switch lock from keeper will unlock switch for trains and engines standing on No. 4 track less than 150 feet west of switch. To enter No. 4 track from Alling Street track after permission from operator is received and switch lock is removed from keeper, switch must be thrown to reverse position and movement must not be made until interlocking signal indication is received.

### Philadelphia Division

Location	Switch	Controlled By
Main Line: No. 4 track, Holmes	Prison	Holmes
D.R.R.R. & B. Co. Branch Frankford Jet.	Crossover between No. 2 and No. 1 tracks	Shore
38th St. Phila.	Hall & Smedley	Zoo
Westward from 42nd St. Overhead Bridge, Phila. Zoo Interlocking	Hand-operated crossover be- tween No. 2 Main and De- parture track	
52nd Street (West of)	No. 2 track to 53rd St. yard	Overbrook
52nd Street (East of)	No. 2 track to B-20 (Departure) yard track	
Rosemont	Mehl and Latta	Bryn Mawr
Downingtown	No. 4 to Chester Valley Yard No. 4 to Cornog track	Thorn
Thorn	All hand-operated switches within Interlocking	
Coatesville	All hand-operated switches within Interlocking	
Pomeroy	No. 1 track to Pomeroy yard	Park
Parkesburg	No. 4 track to Wood's Nu-Pak Co.	
Philadelphia, North of 71st St. Overhead Bridge Philadelphia, South of 71st St. Overhead Bridge Darby, North of	General Electric Co. Keystone Coal Co. Woolford Co.	Brill
Chestnut Hill Branch: North Phila. Interlocking	Pomerants Co.	North Phila.
West Chester Branch: Arsenal Interlocking	Breyer Co.	Arsenal
Delaware Extension: Arsenal Interlocking	Philadelphia Electric Co.	
Philadelphia, Grays Ferry Ave.	Barrett Co.	Grays Ferry— Movable Bridge Operator
East end, Brooke	Birdsboro Steel Foundry & Machine Co. No. 2	Brooke
Trenton Branch: Earnest	No. 2 track to Middle track No. 1 track to Middle track	Nest
Baldwin	No. 4 Track to Pittsburgh Mill Steel Co. Indus. track	Baldwin
Jersey—Hatch	Weyerhaeuser Container Co. 2 switches	Jersey
Hatch—Minson	Leading to Storage Track	Jersey

## Chesapeake Division

Location	Switch	Controlled By
Charlestown	Mason Dixon Sand and Gravel Co.	Perryville
Tome	Wiley Equipment Co. Industrial Track	Cola
Port Deposit	Port Deposit Quarries Co. Industrial Track	Cola
Conowingo	Public Delivery Track	Cola
Pilot	Public Delivery Track	Cola
Peach Bottom	Public Delivery Track	Cola
Fishing Creek	Public Delivery Track	Cola
McCall's Ferry	Public Delivery Track	Cola
McCall's Ferry	Penna. Water & Power Co. Track	Cola
Peques	Crippled Car Track	Cola
West Harbor	Safe Harbor Water Power Co.—Interchange Track	Cola
Aberdeen	C. B. Osborne Industrial Track	Perryville
Aberdeen	Industrial Track	Perryville
Edgewood	Arsenal Industrial Track	Edgewood
Magnolia	Public Delivery Track	Edgewood
Canton Jet.	Industrial Track (Loney's Lane)	Bay
Baltimore	Morgan Millwork Track	B.&P. Jet.
Baltimore	Waverly Press Co. Track	Union Jet.
Jet. No. 4 Trk. Frederick Rd.	Catonsville Track	Gwynn
Cheverly	Cheverly Loop Track	Landover
Washington	United Clay Products Co.	Landover
Washington	International Business Machine Co. Industrial Track	Landover
Washington	Industrial Track leading from No. 3 Track at Bladensburg Road	Landover
Washington	U. S. Capitol Power Plant (Electric locks on switch and on derail)	Virginia
Mt. Vernon	Main Track to B.&P. Yard	B.&P. Jet.
Mt. Vernon	Main Track to Mt. Vernon Running Track	B.&P. Jet.
Clayton	No. 1 Storage	Clayton
Seaford	Cambridge Secondary Track	Seaford
	River Track	

### Harrisburg Division

Location	Switch	Controlled By
Lancaster	All hand-operated switches within Interlocking	Cork
Landis	No. 2 to No. 1 track	Landis
Harrisburg	0 track to Kingan's East end of 5Y, 6Y, Paxton St.	State
	6C track to Industrial track	Harris
Day	Track G to Stock Yard	Day
York	Crossovers between Main Track and York Siding	York
Columbia Branch: Columbia	No. 2 track to Columbia siding (west end) No. 2 track (Columbia Br.) to Reading Co.	Cola
Cumberland Valley Branch: Lemoyne	East leg of Wye to Little Yard	Lemo
Camp	Main Track to Secondary track Main Track to East Yard track Main Track to Industrial track	
Hagerstown	Main Track to Iron Works track	

**1104-D2. (All Divisions)** The following switches are equipped with electric lock, not controlled by operator:

### New York Division

Location	Switch	Note
450 feet east of Broad Street, Trenton, Bordentown Br.	Facing switch for westward movement on Main Track leading to Connecting track	1
2215 feet east of MB	Facing switch in No. 1 Main Track leading to Outward Track Fairless Spur No. 1	1
4745 feet east of MB	Facing switch in No. 1 Main Track leading to Inward Track Fairless Spur No. 1	1
4710 feet west of MY	Facing switch in No. 2 Main Track leading to east leg of Wye Track	1
4730 feet east of MB	Trailing crossover between No. 1 Main Track and running track	1
2205 feet east of MB	Trailing crossover between No. 1 Main Track and running track	1
3650 feet west of MB	Facing crossover between No. 1 Main Track and tail track at west end of Eastward Receiving Yard	1
Nickel	Facing crossover between No. 1 Main Track and west end Eastward Receiving Yard	1
2500 feet east of MA	Facing crossover between No. 1 Track and Middle Secondary Track	1
1768 feet east of WC	Switch in No. 1 Track leading to Calso Oil Co. Track	1
2300 feet west of Dayton, Jamesburg Br.	Facing switch for westward movement in Main Track leading to International Business Machine Company track	1
4080 feet west of Dayton, Jamesburg Br.	Facing switch for eastward movement in Main Track leading to International Business Machine Company track	1

**NOTE 1**—The switch lock on these switches must not be removed from keeper until permission has been obtained from operator. If switch does not indicate unlocked within seven minutes after padlock is removed, or no indication is received that the switch is padlocked when the padlock is returned, the Superintendent must be notified.

## Philadelphia Division

Location	Switch	Note
Arsenal—Brill 250 feet south of Mile Post 4	Trailing hand-operated switch for southward movement on No. 4 track leading to No. 5 track	4
Dale	No. 2 track to Phoenixville track	Knife switch and instructions posted in box
Glen	Facing hand-operated switch for eastward movement in single track leading to Glen Siding, 19 feet east of Glen.	
1375 feet east of Allen Lane Passenger Station	Center thrown locking device on crossover between No. 1 and No. 2 tracks	
1535 feet east of Allen Lane Passenger Station	Facing hand-operated switch in No. 1 track leading to Fort Washing- ton running track	
Between Secane and Morton	Facing hand-operated switch, No. 2 track leading to Lansdowne Iron and Steel Company	
Between Clifton-Aldan and Primos	Facing hand-operated switch, No. 1 track leading to J. W. Jones Coal Company track	
Between Arsenal and Penrose	Center thrown locking device be- tween facing hand-operated switch in No. 2 track 2090 feet west of Penrose and hand-operated split derail on east end No. 3 track Hand-operated switch in No. 2 track, 1100 feet west Penrose Interlocking, leading to U. S. Quartermaster track Hand-operated switch in No. 2 track, 2500 feet east of East End Arsenal Movable Bridge, leading to No. 3 yard track	
Pencoyd Manayunk	Switch leading to Pencoyd track. Switch leading to Storage tracks.	3
Spring Mill	Hand-operated switch, in Secondary track leading to eastward end Cherry Street storage track	1
Creek	B. F. Goodrich Co. track. Alan Wood Steel Co. track	See Instructions Posted in Shelter Box
King	Crossover between No. 2 and No. 1 tracks. Switch leading to Public Delivery Track.	2
Race	Facing hand-operated switch for southward movement leading to Garden State Park Race Track.	1
Jordan	Facing hand-operated switch for southward movement leading to connecting track at Jordan	1
Between Divide and Jordan	Facing hand-operated switch for southward movement leading to Bell Lumber Co. track Facing hand-operated switch for southward movement leading to Weyerhaeuser Co. track	1 1

NOTE 1—The switch lock on these switches must not be removed from keeper until after permission has been obtained from operator. Instructions for operation of switches will be posted in telephone box or at other convenient locations adjacent to switch.

NOTE 2—Knife switches and instructions located in control box at east end of crossover at King.

NOTE 3—Removal of switch lock from keeper will unlock electric lock for trains and engines standing on Main track less than 150 feet east of switch to be used.

Before movements can be made from side tracks to Main track at these locations when Main track is unoccupied, permission must be obtained from Operator Overbrook before removing switch lock from keeper.

After switch lock has been removed from keeper step on bottom treadle to release handle of switch mechanism.

Switch lock must be replaced in keeper after switch is returned to normal position for restoration of signals.



### Philadelphia Division (Continued)

NOTE 4—Removal of switch lock from keeper will unlock electric lock for train or engine standing on No. 4 track less than 75 feet south of this switch. Before movement can be made from No. 5 track to No. 4 track, when No. 4 track is unoccupied, permission must be obtained from Operator at Arsenal before removing lock from switch keeper.

After switch lock has been removed from keeper, step on bottom treadle to release handle of switch mechanism. Switch lock must be replaced in keeper after switch is returned to normal position for restoration of signals.

### Chesapeake Division

Location	Switch	Note
Read	No. 2 Track to Fibre Processing Co. Track	1
Fulton-Edmondson	No. 4 to No. 5 Tracks 760 feet south of M.P. 98 (Electric lock on center lever)	1
Bowie	No. 3 Track to Crippled Car Track	1
Seabrook	No. 3 Track to Public Delivery Track	1
Washington	Union Market Yard	1
Washington	Bladensburg Road Crossover between No. 2 and No. 3 Tracks	1

NOTE 1.—The switch lock on these switches must not be removed from keeper until after permission has been obtained from operator. Instructions for operation of switches will be posted in telephone box or at other convenient locations adjacent to switch.

### Harrisburg Division

Location	Switch	Note
Leaman	Facing and trailing hand-operated crossovers between No. 4 and No. 1 tracks	1
Columbia Branch: Between Roy and State	Hand-operated switch, 530 feet east of MP-99, leading to west end Highspire yard	
	Hand-operated switch, 2350 feet west of MP-99, leading to east end Steelton yard	
	Hand-operated switch, 150 feet east of fixed signal 962, leading to Middletown Siding	
Hyde	Main Track to Westward Industrial Track	1
Smith	Facing hand-operated crossover between No. 1 track and No. 2 track. Trailing hand-operated switch from No. 1 track to Siding	1

#### NOTES:

(1) Referring to Rule 502, the switch lock on these switches must not be removed from keeper until after permission has been obtained from operator.

Depress treadle on electric lock to remove switch lock. After switch lock has been removed from keeper it will be necessary for a period of approximately five (5) minutes and thirty (30) seconds to elapse before electric lock can be released.

After electric lock releases step on bottom treadle to release handle of switch mechanism.

Switch lock must be replaced in keeper after switch is returned to normal position for restoration of signals.

# 1105-A1. (New York and Harrisburg Divs.) Spring Switches Located

## New York Division

Location	Normal Position	Route for Which Sprung	Note
Sunnyside—Connecting Hump Track to Inbound Motor Track	Inbound Motor Track	Westward movements from Hump Track	
Karny—2395 feet east of P. & H. Branch overhead bridge on west end of east cross-over between Modoc Track and No. 0 Track	No. 0 Track	Westward movements from Modoc Track	1
South Amboy Junction—Connecting yard to Secondary track	Secondary Track	Westward movements from yard	2
South Amboy Junction—Connecting secondary track to No. 2 Running Track	Secondary Track to No. 2 Running Track	Eastward movements from secondary track to secondary track	2
Deep Cut—	Secondary Track	Westward movement from No. 2 running track to secondary track	
East End—	Secondary Track	Eastward movement from No. 1 running track to secondary track	
OB—Connecting secondary track to No. 1 Running Track	Secondary Track to No. 1 Running Track	Westward movements from secondary track to secondary track	
Lead Switch. Kent—connecting lead track to main track	Main Track	Southward movements from lead track to main track	

NOTE 1.—Eastward movements over spring switches at Karny must not be made with red light displayed on switch light, until switch points have been checked in proper position.

NOTE 2.—When spring switches at South Amboy Junction are hand-operated for movements to or from the yard, they must not be returned to normal position until movement has cleared signals governing movements in opposite direction.

## Harrisburg Division

Location	Normal Position	Route for Which Sprung	Note
Pennroad—South end of siding	Main track	Southward movement from siding	
Wood—South end of siding	Main track	Southward movement from siding	
Town—1485 feet north of M.P. 72	Main track	Northward movement from siding	
Cumbo—Connection of No. 1 pull-out track and Secondary track	Secondary track	No. 1 pull-out	
York—1540 feet south of York Passenger Station	Frederick Secondary Track	Southward movement from Shed Track to Frederick Secondary Track	
York—1165 feet south of York Passenger Station	Grantley Industrial Track	Northward movement from Frederick Secondary Track to Grantley Industrial Track	

## Chestnut Hill

**1105-B1. (Phila. Division)** Power operated split switch derails on both No. 1 and No. 2 station tracks, located fifty feet east of home signals governing westward movement from station. These derails are normally set to derail a westward movement from the station and are controlled by the Interlocking Station. Each derail is equipped with a switch lamp for westward movement from the station displaying Purple (Stop) when set for derailing and Yellow (Proceed at Reduced speed) when set for a westward movement to proceed. Westward trains must not start from platform until Yellow aspect appears on switch lamp in addition to the home signal governing westward movement indicating other than Stop.

Eastward movement to station will trail through derail on either track in derailing position.

If any movement is stopped before entire train is clear of derail, the movement must not be reversed or slack taken.

## Receiving or Discharging Traffic

**1107-A1. (New York Division).** In the application of Rule 107, between Holmes and Dock, a passenger train, routed to a track which will result in a station stop for receiving or discharging traffic across a main track between that train and station platform, must stop as soon as known it is so routed and obtain assurance from operator that other trains involved will be notified of the stopping of that train on that track at the station, unless this assurance has been previously furnished in writing or by radio.

**1130-A1. (All Divisions).** In the application of Rule 130a, all passenger equipment must be considered occupied in the following stations:

Penna. Station—New York.

Penna. Station—30th St. (Lower Level), Phila.

Penna. Station—Baltimore.

Penna. Station—Harrisburg.

## Track Assignments

### 1151-A1. Single Track (All Divisions)

#### New York Division

Track	Between	And
Princeton Branch	Nassau	Princeton
Jamesburg Branch	JG	Midway
Belvidere Delaware Branch	MG	G

#### Philadelphia Division

Track	Between	And
Grays Ferry Branch	Zoo	Arsenal
West Chester Branch	Media	End of Block Sign, West Chester
Trenton Branch	Dale	Glen
Pemberton Branch	Cooper	Pemberton
Bordentown Branch	Hatch Cooper	Minson Division Post (P.R.S.L.)
D.R.R.R. & B. Co. Br.	Divide	Division Post (P.R.S.L.)
Connecting Tracks	Jersey Jersey Jordan Hatch	Hatch Minson Pennsauken Divide

### Chesapeake Division

Track	Between	And
Northern Central Branch	B. & P. Jct.	Division Post (Hbg. Div.)
Porter Branch	Bank	Porter
Delmarva Branch	Davis	Seaford
Columbia and Port Deposit Branch	Quarry West Rock McCalla	Tome Midway Division Post (Hbg. Div.)

### Harrisburg Division

Track	Between	And
Columbia Branch	Shocks	State
Northern Central Branch	Div. Post (Ches. Div.)	Cly
Cumberland Valley Branch	State	Town
Williamsport Branch (Main Line— Northern Division)	Rockville	Division Post (Northern Division)

### 1151-B1. Two or More Tracks (All Divisions)

Current of traffic is as follows:

### New York Division

Main Line Between:	Track B	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	No. 0 Track	Track A
Harold and JO or C.....		West'd	East'd	West'd	East'd		
A and Hudson.....				West'd	East'd		
Hudson and Dock.....			West'd	East'd	East'd		
Dock and Hunter.....		West'd	West'd	East'd	East'd		
Hunter and Elmora.....		West'd	West'd	East'd	East'd		
Elmora and Union.....	West'd	West'd	West'd	East'd	East'd		East'd
Edison and Lincoln.....						East'd	
Union and Division Post (Phila. Division).....		West'd	West'd	East'd	East'd		
Passaic and Harsimus Branch Between: Waldo and WA-3.....				West'd	East'd		
Greenville Branch Between: Bay and Lane.....				West'd	East'd		
Perth Amboy and Woodbridge Branch Between: Union and WC.....				West'd	East'd		
Trenton Branch Between: Morris and Division Post (Philadelphia Division)...				West'd	East'd		

**NOTE: Tracks are numbered from south to north or east to west.**

NOTE—Within Dock Interlocking

Track 5—Westward Passenger

Track A—Eastward Passenger

### Philadelphia Division

Main Line Between:	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Division Post (New York Division) and Zoo.....	Westward	Westward	Eastward	Eastward
Zoo (44th St.) and Overbrook.....	Westward		Eastward	Eastward
Overbrook and Glen.....	Westward	Westward	Eastward	Eastward
Glen and Downs.....	Westward		Eastward	Eastward
Downs and Park.....	Westward	Westward	Eastward	Eastward
Arsenal and Brill.....	Southward			Northward
Brill and Hook.....	Southward	Southward	Northward	Northward
Hook and Division Post (Chesapeake Division).....	Southward	Southward	Northward	Northward
<b>Branches</b>				
D. R. R. & B. Co. Between:				
Shore and Jersey.....			Westward	Eastward
Jersey and Divide.....			Southward	Northward
Chestnut Hill North Phila. and West End of Chestnut Hill Interlocking.....			Westward	Eastward
<b>Suburban Line</b>				
Zoo Int. 44th St. to 34th St.....	Westward		Eastward	Eastward
34th St. OH Br. and conn. with No. 1 and No. 4 River Line Via 36th St. tunnel.....		Westward	Eastward	
Zoo (34th St.) and Broad.....	Westward	Westward	Eastward	Eastward
Broad (30th St. Station) Upper Level and Arsenal.....	4M Track Southward			1M Track Northward
<b>River Line</b>				
Zoo and Penn.....	Southward			Northward
Penn and Arsenal.....	Southward			Northward
36th Street Connection Zoo (38th Street—connection with Suburban Line) and Penn (River Line).....	Westward			Eastward
West Chester Arsenal Int. Station and Media.....			Southward	Northward
West Phila. Elevated Zoo and Brill.....		Southward	Northward	
Delaware Extension Arsenal and End of Main Track (Broad St. overhead bridge).....			Westward	Eastward
Schuylkill Valley and Man.....			Westward	Eastward
Trenton Division Post (New York Division) and Dale.....			Westward	Eastward
Philadelphia and Thorndale Dale and Thorn.....			Westward	Eastward

**NOTE: Tracks are numbered from south to north or east to west.**

**NOTE—Within North Philadelphia Interlocking; North Philadelphia Station tracks are designated:**

Eastward Station, No. 1, No. 4 and Westward Station.

Within Penn Interlocking; 30th St. Station tracks, Lower Level, are designated: Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10.

Within Broad Interlocking; Suburban Station tracks are designated: 5, 6, 7, 8, 9, 10, 11, 12. 30th St. Station tracks, Upper Level, are designated: Nos. 1, 2, 1M, 4M, 3 and 4.

### Chesapeake Division

Main Line Between:	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Division Post (Phila. Div.) and Bell...	Southward	Southward	Northward	Northward
Bell and Ragan.....		Southward	Northward	
Ragan and Davis.....	Southward	Southward	Northward	
Davis and Iron Hill.....	Southward	Southward	Northward	Northward
Iron Hill and North East.....	Southward	Southward	Northward	
North East and Principio.....		Southward	Northward	
Principio and Perryville.....	Southward	Southward	Northward	Northward
Perryville and Havre de Grace.....		Southward	Northward	
Havre de Grace and Oak.....	Southward	Southward	Northward	Northward
Oak and Bush.....	Southward	Southward	Northward	
Bush and Gunpow.....		Southward	Northward	
Gunpow and River.....	Southward	Southward	Northward	Northward
River and Bay.....	Southward	Southward	Northward	
Bay and Union Jet.....	Southward	Southward	Northward	Northward
B. & P. Jet. and Fulton.....		Southward	Northward	
Fulton and Winans.....	Southward	Southward	Northward	Northward
Winans and Vern.....	Southward	Southward	Northward	
Vern and Landover.....		Southward	Northward	Northward
Landover and Division Post (W.T.)....		Southward	Northward	
Landover and Virginia.....		Southward	Northward	
Virginia and Division Post (R.F.&P.)		Southward	Northward	
Columbia & Port Deposit Branch Between: Perryville and Quarry.....			Westward	Eastward
Tome and West Rock.....			Westward	Eastward
Midway and McCalls.....			Westward	Eastward
Shellpot Branch Between: Ragan and Bridge.....			Southward	Northward

**NOTE**—Tracks are numbered from south to north or east to west.

### Harrisburg Division

Between:	Main Line	No. 5 Track	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Park Interlocking Station and Cork eastward Interlocking Limits.....			West'd			East'd
Cork Eastward Interlocking Limits and State.....					West'd	East'd
Harris and Division Post (Allegheny Division).....					West'd	East'd
Eastward Limits Banks Interlocking and Division Post (Allegheny Div.).....			West'd	East'd		
Banks and Rockville.....		East'd				
Between:	Branches					
Atglen and Susquehanna Park and Wago Junction.....					West'd	East'd
Columbia and Port Deposit Division Post (Chesapeake Division) and Port.....					West'd	East'd
Columbia Cork and Cola.....					West'd	East'd
York Haven Line Cly and Lemo.....					West'd	East'd
Wago Junction and Cly.....					West'd	East'd
Cly and Stell.....			West'd	East'd		
Lemo and Stell.....					West'd	East'd
Stell and Day.....				West'd	East'd	East'd

**NOTE**—Tracks are numbered from south to north or east to west.

Within Cork Interlocking; Lancaster Station tracks are designated: Westward Station and Eastward Station.

Within State and Harris Interlockings; Harrisburg Station tracks are designated: Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10.

### 1151-C1. (New York, Philadelphia and Chesapeake Divs.). Secondary Tracks of Assigned Direction

#### New York Division

Track	From	To	Assigned Direction	Controlled by	Note
Connecting Track	Q	Harold	Eastward	Q	1
Loop Track No. 1	F	R	Eastward	R	1
Loop Track No. 2	F	R	Eastward	R	1
Sub Track No. 1	Q	F	Westward	Q	2
Sub Track No. 2	Q	F	Westward	Q	2
Sub Track No. 3	Q	F	Westward	Q	2
Sub Track No. 4	Q	F	Westward	Q	2
Center St. Track	Hudson	Karny	Eastward	Hudson	3
Engine Track	Hudson	Karny	Eastward	Hudson	3
No. 0 Track	Hudson	Karny	Eastward	Hudson	3
Track A	WA-6	WA-3	Eastward	WA-6	4
No. 0 Track	Union	Stiles St.	Eastward	Union	
No. 1 Bel-Del	Fair	MG	Northward	MG	5
No. 2 Bel-Del	MG	Fair	Southward	MG	5

#### NOTES

- Signal indication will be permission for westward movements.
- Eastward movements made on signal indication at F. To use this track at any intermediate point between F and Q permission must be secured from Q.
- Westward movements may be made on hand signal from Operator at Karny.
- Westward movement made on permission of Operator WA-6 or hand signal from Operator WA-3.  
Trains or engines entering or leaving this track at intermediate points must obtain permission and report clear to WA-6.
- Signal indication at Fair or MG will be permission for movement on this track.

#### Philadelphia Division

Track	From	To	Assigned Direction	Controlled by	Note
Zoo	Zoo	N. Phila.	Eastward	Train Dir. Zoo	1

#### NOTE

- Signal indication at Zoo is authority to operate via this track.

## Chesapeake Division

Track	From	To	Assigned Direction	Controlled by	Note
Shellpot No. 1	Bridge	Bell	Northward	Yard Master; Northb'd Hump; Edge Moor	1
Shellpot No. 2	Bell	Bridge	Southward	Yard Master; Northb'd Hump; Edge Moor	1
New Castle No. 4	Bridge Virginia	Tasker Fourteenth St. Virginia	Southward Southward	Bridge Virginia	2 4
No. 1	Fourteenth St.		Northward	Virginia	4

NOTE 1—Signal indication at Bell or Bridge is authority to operate via these tracks. Operator at Bell or Bridge must not admit a train to these tracks without authority from Yard Master at Northbound Hump. Edge Moor, Southward trains entering these tracks must stop clear of hand operated crossovers at Edge Moor for instructions. Northward trains entering these tracks at Bridge will be governed by written instructions delivered by the operator at Bridge.

NOTE 2—Signal indication at Bridge or Tasker is authority to operate via this track. Operator at Tasker must not admit a train to this track without permission from operator at Bridge.

NOTE 4—Signal indication at Virginia or 14th Street is authority to operate via these tracks.

## 1151-D1. (All Divisions). Secondary Tracks of No Assigned Direction

## New York Division

Track	Between	And	Controlled by	Note
Naught (W)	Millham	Fair	Fair	1-5
No. 5 (W)	Millham	Fair	Fair	1-5
Naught (W)	Morris	Grundy	Grundy	1-5
Grape Lead (W)	Hack	West Conn Naught Track	Hack	1-5
No. 1 Ice-House (W)	Grape Lead	Produce Yd. Lead	Karny	2-5
Produce Yd. Lead (W)	No. 1 Icehouse Produce Yd. Lead	Government Lead	Karny	2-5
Government Lead (W)	East Conn	Karny	Karny	1-2-5
Naught (W)	Grape Lead	Karny	Karny	5
Set-Off (W)	WA-5	WA-3	WA-5	3-5
Oak Island (W)	CY	WA-2	WA-2	1-5-8
Hightstown (W)	Conn. Amboy Sec. Trk.	End of Block (1380 feet west of K)	SA	5-6
Amboy (W)	SA	JG	SA	1-5-6-7
Set-Off (W)	WA-3	WA-6	WA-6	4-5
Connecting (W)	No. 0 Track	Yard Running Track Edison	Lincoln	1-5
Middle Freehold (W)	Morris	MA	Morris	1-5
(E)	Conn. Amboy Sec. Trk.	End of Block Sign, 2745 feet east of Farmingdale	SA	5-6
Robbinsville (E)	BO	End of Track (4500 feet east of Windsor)	Fair	5
Bordentown (E)	BO	Fair	Fair	1-5-6

(E)(W) indicates timetable direction from point first named.

NOTE 1—Where fixed signal governs movement, it will be the authority to occupy this track.

NOTE 2—Fixed signal indication for eastward movement to enter Government Lead will also be the authority to use Produce Yard Lead and No. 1 Ice-House.

NOTE 3—Westward movement from WA-5 made on hand signal from switch-tender; Eastward movement from WA-3 made on hand signal from operator.

NOTE 4—Westward movement from WA-3 made on hand signal from operator.

NOTE 5—When movement has been completed it must be reported clear except when clearing at an interlocking or block station.

NOTE 6—Extra trains, except passenger extras, will run on verbal permission of the operator when authorized by the Superintendent; authority for movement of passenger extras must be in writing.

NOTE 7—In the application of Rule 361, crews of westward trains or engines, enroute to a point west of Midway, must report clear at GO, unless otherwise instructed. If instructed not to report clear at GO and stop signal is displayed at Midway or train stops at any point between GO and Midway, crew must immediately report train clear of GO to Operator SA.

Crews of westward trains or engines, enroute to any point east of Midway, must report clear at GO.

NOTE 8—Controlled by WA-3 when WA-2 is not in service and by WA-5 when WA-3 and WA-2 is not in service.



### Philadelphia Division

Track		Between	And	Controlled by	Note
Schuylkill	(W)	Man	End of track 2391 feet west of Mile Post 95	Norris	1-6
Pomeroy	(S)	Pomeroy	End of track	Park	1-4
Chester Creek	(S)	Lamokin	Wawa	Lamokin	1-4-5
Octoraro	(S)	Wawa	Colora	Lamokin	1
Bordentown	(E)	Minson	BO	Jersey	1-7

(E) (W) (N) (S) Indicates timetable direction, from point first named.

#### NOTES:

- (1) Authority for the movement of passenger extras must be in writing.
- (4) Rule 110 applies.
- (5) Southward signal indication at Lamokin is authority to operate to Upland.
- (6) Block Signal indication at Man is authority to operate via Schuylkill Secondary track.
- (7) Block signal indication at Minson, MJ and BO is authority to operate via Bordentown Sec. Track.

### Chesapeake Division

Track		Between	And	Controlled by	Note
B	(N)	Landlith	Bell	Bell for Yd. Mstr., North- bound Hump,	2
No. 0	(N)	Landlith	Edge Moor	Edge Moor	1
Meat House	(S)	Wilmington	West Yard	Wilmington	3
No. 1		Bay	River	Bay	5
Western		Eager St.			
Maryland	(W)	(Overhead Bridge)	Hillen Jet.	Union Jet.	8-10
Pope's Creek	(S)	Bowie	Pope's Creek	Bowie	8-9- 13
Herbert		Wine	Herbert	Bowie	4-9
No. 1	(N)	Anacostia	Landover	Yd. Mstr., Benning	6
No. 4	(S)	Deanwood	Anacostia	Yd. Mstr., Benning	7
Chestertown	(S)	Mass	Chestertown	Clayton	8-16-18
Centreville	(S)	Townsend	Centreville	Clayton	8-16-18
Oxford	(S)	Clayton	Cross	Clayton	8-16-18
D M & V	(S)	Harrington	Court	Harrington	8-14
D M & V	(S)	Court	Snow Hill	Harrington	8
Cambridge	(S)	Seaford	Tank	Seaford	8
Crisfield	(S)	Kings Creek	Field	Cassatt	8-15- 17
Seaford	(S)	Seaford	Hearn	Seaford	8-19
Pocomoke	(S)	Patton	End of Block 435 feet north of Mile Post 89	Cassatt	8-12- 15

(N) (S) (E) (W) Indicates timetable direction from point first named.

NOTE 1—Signal indication to enter O track at Landlith is authority to operate to north end of this track.

Trains clearing O track between Landlith and Edge Moor must report clear to operator at Wilmington.

NOTE 2—Signal indication at Landlith or Bell is authority to operate via B track to a point clear of hand operated switch located 40 feet south of Edge Moor passenger station. Operator at Bell must not admit a train to B track without permission from yard master at Northbound Hump, Edge Moor. Operator at Wilmington must not admit a train to B track without permission from operator at Bell.

A train entering or leaving B track at Edge Moor must secure permission from and report clear to operator at Bell.

NOTE 3—Signal indication at Wilmington or West Yard is authority to operate via Meat House track.

NOTE 4—Rule 110 applies.

NOTE 5—Signal indication at River or Bay is authority to operate via No. 1 secondary track.

NOTE 6—Signal indication at Anacostia is authority to operate via No. 1 secondary track.

NOTE 7—Signal indication at Anacostia is authority to operate via No. 4 secondary track.

NOTE 8—Extra trains, except passenger extras, will run on verbal permission of the operator when authorized by the Superintendent; authority for movement of passenger extras must be in writing.

NOTE 9—Controlled by Odenton when Bowie is not in service.

NOTE 10—Westward trains will not report clear at Hillen Junction, but eastward trains will report clear at end of block sign (Eager Street Overhead Bridge).

NOTE 12—Signal indication at Cassatt is authority to operate via Pocomoke Secondary track.

NOTE 13—Signal indication at Bowie is authority to operate via Pope's Creek Secondary track. Pope's Creek Secondary track between Bowie and Lothair controlled by operator at Odenton, when Bowie is closed.

NOTE 14—Signal indication at Harrington is authority to operate via D. M. & V. Secondary track.

NOTE 15—Crisfield & Pocomoke Secondary tracks controlled by Seaford when Cassatt is closed.

NOTE 16—Controlled by Harrington when Clayton is not in service.

NOTE 17—Controlled by Seaford when Cassatt is not in service.

NOTE 18—Controlled by Harrington when Clayton is not in service.

NOTE 19—Signal indication at Seaford is authority to operate via Seaford Secondary track.

### Harrisburg Division

Track		Between	And	Controlled by	Note
Loucks	(E)	Loucks	Connection with the east end of Loucks No. 1 Yard track	Yd. Master, York	
Frederick	(S)	York	Frederick	York	3-5
Lebanon	(E)	Conewago	9th St. Lebanon	State	4
Lemoyne	(S)	Lemo	Camp	Lemo	4
Dillsburg	(S)	Dillsburg Junction	End of track	Lemo	4
Waynesboro	(S)	Wood	End of track	Pennroad	4
Mercoersburg	(W)	South Penn Junction	End of track	Pennroad	4
Winchester	(S)	Town	Winchester	Hager	3-5
Cumbo	(S)	Connection with Winchester Secondary Track	Cumbo Yard	Hager	1-2-4
New Holland	(W)	End of track } 2840 feet east } M.P. 18	Cork	Cork	4

(E) (W) (N) (S) Indicates timetable direction, from point first named.

#### NOTES:

- (1) Authority for the movement of passenger extras must be in writing.
- (2) Trains entering Security Lime Company track must report clear. The arrival of southward movements at Cumbo must be reported promptly to operator Hager.
- (3) Fixed signal indication in lieu of verbal permission will be used at Hager and York.
- (4) Rule 110 applies.
- (5) Extra trains, except passenger extras, will run on verbal permission of the operator when authorized by the Superintendent; authority for the movement of passenger extras must be in writing.

### 1151-E1. (New York, Harrisburg and Chesapeake Divisions)

#### Employees in Charge of Sidings of Assigned Direction

Siding	Employee in charge	Note
New York Division		
Jamesburg—Eastward	Operator at SA	1
Siding between Switch 2 and Switch 5, Phillipsburg—Northward	Operator at G	
Harrisburg Division		
Wood—Southward	Pennroad	
Town—Northward	Town	
Chesapeake Division		
Woodberry—Eastward	Yard Master Mt. Vernon	
Timonium—Eastward	Operator B & P Jct.	
Harrington—Southward	Operator Harrington	
Harrington—Northward	Operator Harrington	

Siding must not be used without permission from designated employee.

NOTE 1—Fixed signal will be used in lieu of verbal permission.

**1151-E2. (Phila., Harrisburg and Chesapeake Divisions) Employees in Charge of Sidings of No Assigned Direction.**

Siding	Employee in charge	Note
<b>Philadelphia Division</b>		
Oaks, Spring City, Lock, Shoemakersville, Hamburg Dale	Norris Thorn	
<b>Harrisburg Division</b>		
Shocks	Cola	1
Cly	Cly	1
Carlisle	Lemo	
Spring	Pennroad	
Pennroad	Pennroad	1
Greencastle	Town	
Hager	Hager	1
Pot	Hager	
Middletown	State	1
Rockville	Rockville	1
<b>Chesapeake Division</b>		
Delmar	Seaford	

Sidings listed will not be used without permission from designated employee.  
NOTE 1—Fixed signal will be used in lieu of verbal permission.

**1151-F1. (Phila. & Harrisburg Divs.) Running Tracks of Assigned Direction**

**Philadelphia Division**

Track	From	To	Assigned Direction	Controlled by	Note
No. 5	Caln	Thorn	Eastward	Thorn	1

**NOTE:**

- (1) Permission must be secured, or proper signal indication received, to use this track at any point. When movement has been completed it must be reported clear except when clearing at a block station or at switches in charge of switchtenders; employees in charge at these locations will report movement when it is clear.

**Harrisburg Division**

Eastward	Rockville	Maclay St.	Eastward	Yard Master Reily	1-4
Westward	Maclay St.	Rockville	Westward	Yard Master Reily	1-4
No. 11	Maclay St.	Harris	Eastward	Harris	1 3
No. 12	Harris	Maclay St.	Westward	Harris	1 3
G	Day	Connection with No. 4 Running track, east end Marysville	Westward	Day	2-4
No. 44	Electric Pit	East End Yard Office	Eastward	Asst. Yard Master E. B. Hump	1
Westward	East-bound Hump	23-B	Westward	Asst. Yard Master E. B. Hump Enola	1
Eastward	111-B	23-B	Eastward	Switch Tender 111-B	1
Westward	23-B	West End Enola	Westward	Asst. Yard Master West End Enola	1
High Line	23-B	W-11	Westward	Asst. Yard Master W. B. Hump Enola	1
No. 2 in Receiving Yard	4-B	W-11	Westward	Asst. Yard Master W. B. Hump Enola	1
No. 1 & No. 2 in Receiving Yard	111-B	Brick Office	Eastward	Asst. Yard Master E. B. Hump Enola	1
D	West End Enola	Banks	Westward	Asst. Yard Master West End Enola	1

## Harrisburg Division (Continued)

Track	From	To	Assigned Direction	Controlled by	Note
C	West End Enola	Connection with G Running track	Westward	Asst. Yard Master West End Enola	1
B	Rockville	111-B	Eastward	Rockville	1
No. 4	Rockville	Banks	Westward	Day	1
A	Rockville	111-B	Eastward	Asst. Yard Master E. B. Hump Enola	1

## NOTES:

- (1) A fixed signal, or a hand signal from a switchtender routing to a running track will convey authority to move on that track.
- (2) Westward movements made on signal indication at Day must stop east of hand-operated switches connecting F, H and K Yard tracks with Running track G at ramp opposite westbound hump yard office and must not move west of these switches without permission from Day. Permission must be obtained from Day to use this track at any point between Day and connection with No. 4 Running track, east end Marysville.
- (3) Movements must be made prepared to stop short of stored cars.
- (4) Permission must be secured, or proper signal indication received, to use this track at any point. When movement has been completed it must be reported clear except when clearing at a block station or at switches in charge of switchtenders; employees in charge at these locations will report movement when it is clear.

## 1151-G1. (All Divisions) Running Tracks of No Assigned Direction

## New York Division

Track	Between	And	Controlled By	Note
No. 5-8-9-10	At Hudson		Operator Hudson	1
Center Street	Hudson	Center Street	Operator Hudson	1
(W)		Movable Bridge		
No. 5 (W)	Hunter	Lane	Operator Hunter	
Naught (W)	Elmora	Linden Park Yard	Operator Elmora	1
Arsenal (N)	Lincoln	Raritan Arsenal	Operator Lincoln	1
No. 5 (W)	Baldwin St. Yard	County	Operator County	1
Millstone (W)	County	East Millstone	Operator County	1
Rocky Hill (W)	Midway	Rocky Hill	Operator Midway	1
Eastward (W)	Millham	East End of	Operator Millham	1
		Coalport Yard		
Westward (W)	Old Cabin B	East End of	Operator Millham	1
		Coalport Yard		
Engine (W)	Hudson St. Conn.	East End Waldo	Yard Master Har. Cove	
		Ave. Yard		
No. 1 (W)	Connection to	West End	Yard Master Har. Cove	
(Waldo Ave. Yd.)	Engine Track	Waldo Ave. Yard		
Running (W)	West End	Waldo	Operator Waldo	1
No. 6 Elevation	Waldo Ave. Yard			
(E)	Brunswick Street	Henderson Street	Yard Master Har. Cove	1
Cove (W)	Harsimus Cove	Harsimus Cove	Yard Master Harsimus	1-2
	Brunswick St.	Waldo	Cove	
Susquehanna	(Harsimus Cove)		Operator Waldo	1
(E)	East End Marion	Eastward Main,		
Morris (W)	Hack	NYS & WRR	Yard Master Meadows	1
		Crossover 100 feet		
		east of east end of		
		cabin track		
Morris (W)	Crossover 100 feet	Karny	Operator Karny	1
	east of east end of			
	cabin track			
No. 7 Old	Karny	No. 1 Office	Yard Master Meadows	1
Receiving Yard		Meadows		
—Meadows (E)				
Old Eastward				
New York (E)	WA-5	WA-2	Yard Master WA-5	1
Bay Line R.R.				
Speedway (W)	WA-5	WA-6	Yard Master WA-4	1-3
Naught (W)	WA-5	WA-6	Yard Master WA-5	1-3
Running 1 (W)	WA-5	WA-6	Yard Master WA-4	1-3
Float Running	Greenville Yard	Connection No. 11	Yard Master Greenville	1
No. 1—Green-	Bay	Track Departure	Yard Master Greenville	1
ville (E)		Yard Greenville		
Departure Yard	Greenville Yard		Yard Master Greenville	1
Lead				
Southwest Lead	Greenville Yard		Yard Master Greenville	1

## New York Division (Continued)

Track	Between	And	Controlled By	Note
WC-Perth Amboy (W) Yard Running (Via Loop) (E)	WO	End of Track	Operator WC	1
Inward track of Fairless Spur (E)	Edison	Kilmer	Operator Lincoln	1
Outward track of Fairless Spur (E)	No. 1 Trenton Branch	U.S. Steel Co. private tracks	Operator Morris	1
No. 7 "C" Yard Morrisville (E)	No. 1 Trenton Branch	U.S. Steel Co. private tracks	Operator Morris	1
W-4 (E)	West End "C" Yard	East End "C" Yard	Yard Master Morrisville	1
Eastward Running (E)	West End "B" Yard	East End "B" Yard	Yard Master Morrisville	1
No. 12—South Amboy (E)	East End East- ward Receiving Yard	East End "A" Yard	Yard Master Morrisville	1
No. 1 Running (E)	Connection to Secondary Track	Yard Office	Yard Master South Amboy	1
No. 2 Running (W)	OB	East End	Operator SA	1
Running (W)	CQ	Deep Cut	Operator SA	1
Naught (E)	Coalport	Hamilton Avenue	Operator MG	1
Flemington (N)	Coalport	East Trenton	Yard Master Coalport	1
Lead (S)	Lambertville	Flemington	Operator MG	1
No. 7 Upper Yard Phillipsburg (N)	Phillipsburg Yard	Lead Switch Kent	Yard Master Phillipsburg	1
Old Main (N)	No. 1 Switch Cabin	No. 3 Switch Cabin	Yard Master Phillipsburg	1
No. 1 Lower Yard Phillipsburg (N)	Kent	Switch 6 Phillipsburg Yard Office	Yard Master Phillipsburg	1

(E) (W) (N) (S) Indicates timetable direction from point first named.

Note 1—Permission must be secured, or proper signal indication received, to use these tracks at any point. When movement has been completed it must be reported clear except when clearing at an interlocking or block station.

Note 2—At Brunswick Street, eastward trains and engines must stop clear of all switches at that point and call Yard Master at No. 10 Office for instructions. Eastward trains and engines using Cove running track. Waldo to Brunswick Street, must advise operator at Waldo when clear of this track at Brunswick Street. Westward trains and engines must stop clear of all switches at Brunswick Street and obtain permission from operator at Waldo to proceed west of that point.

Note 3—Hand signal from either end will be the authority to move on track.

## Philadelphia Division

Track	Between	And	Controlled By	Note
Port Richmond (W).....	Conn. with Rdg. Co. at Belgrade Street	Conn. with DRRR. & B. Co. Branch	Yardmaster Frankford Jct.	1
No. 15 (W)....	42nd St. Overhead Bridge	Overbrook	Overbrook	1-9- 10-11
No. 14 (E)....	Overbrook	44th St. Overhead Bridge No. 3.23		1-8-11
Eastward Jersey (E)....	42nd St. Overhead Bridge 3.03	Zoo (East End Mantua)		1-11
Belmont (N)...	Zoo (Connection with West Phila. Elev. Branch)	Belmont (Reading Co.)	Train Director at Zoo	1
Westward Jersey (W)....	Zoo (East End Mantua)	M-1		1-11
Westward (W)...	Zoo (Connection with West Phila. Elev. Branch)	42nd St. Overhead Bridge 3.03		1-11
Eastward (E)...	M-1	Zoo (Connection with West Phila. Elev. Branch)		1-11
Eastward Belt (E).....	150 feet east of 52nd St. U. G. Bridge 4.06	Connection with No. 14 (4000 feet east of 52nd St. U. G. Bridge 4.06)	Yard Master 44th St. (Yard Master Margie phone 2046 when 44th St. Yard Office is closed)	1-12
No. 5 (River Line) (S).....	Penn Interlocking	Shifting track	Train Director Penn	1
No. 11 (River Line) (S).....	Penn Interlocking	South End Mail House		1
No. 0 (E).....	North Phila.	Shore	Operator Shore	1

## Philadelphia Division (Continued)

Track	Between	And	Controlled By	Note
Fort Washington (E).....	Connection with Chestnut Hill Branch	End of track 1.6 miles east of Allen Lane	North Philadelphia	6
Shifting (S).....	Walnut Street Overhead Bridge	Arsenal	Arsenal	1
Naught (S).....	Grays Ferry Yard	Brill	Yardmaster Grays Ferry Yd.	1
60th Street (S) ..	Connection with Naught track north of Brill	Connection with Chester and Phila. track south of Fort Mifflin	Brill	1-2
Chester and Phila. (S).....	Connection with 60th St. track south of Fort Mifflin	Center of Island Road		1-4
Chester and Phila. (S).....	Center of Island Rd.	Market St. Chester	Asst. Yardmaster Eddystone. Yardmaster Thurlow when Eddystone is closed	1-4
Naught (N).....	Hook	Tralner	Yardmaster Thurlow	1-5
Newtown Sq. (S).....	Connection with No. 2 track (Fernwood)	A point 1350 feet south of Eagle Rd.	Media	1
Naught (N).....	550 feet north of Wawa Passenger Station	Conn. with Chester Creek Secondary Track		1
Octoraro (S).....	550 feet north of Wawa Passenger Station	Conn. with Octoraro Secondary Track		1
Station (S)..... (West Chester)	End of Block Sign	End of track		1-3
Fraser (E).....	Fraser	West Chester Market St.	Thorn	1
No. 1 Thorofare (E) ..	Stadium	Spring switch leading to B.&O.R.R.	Stadium	1
No. 2 Thorofare (W)	Spring switch leading to B.&O.R.R.	Stadium		1
Westward Engine (W).....	South Phila. Engine House	Stadium		1
Westward Engine (W).....	Greenwich Hump	South Phila. Engine House	Yardmaster Greenwich Hump	1
No. 1 Running (E)....	Ford Street	Norris	Norris	1
Norris (E).....	Norris	Earnest including Wye tracks		1
No. 1 (W)	Ivy Rock	3025 feet west M.P. 17		1
No. 2 (W)	3025 feet west M.P. 17	Haws Ave.		1
Devault (W).....	Phoenixville	Devault	Cooper	1
Dix (S).....	Pemberton	Camp		1
Medford (S).....	Mt. Holly	Medford		1
Kinkora (S).....	Lewis	2000 feet south Columbus		1
No. 1 Running (E).....	Pem	Hatch		1
No. 6 Running (W)....	Hatch	Cooper	Yardmaster 27th Street, Pavonia	1-13

(S) (N) (E) (W) Indicates timetable direction from point first named.

Note 1—Permission must be secured, or proper signal indication received, to use this track at any point. When movement has been completed it must be reported clear except when clearing at a block station or at switches in charge of switchtenders; employees in charge at these locations will report movement when it is clear.

Note 2—When yardmaster cannot be contacted promptly, southward movements may report clear of Naught track to operator Brill who will advise yardmaster as soon as practicable. Northward movement, in addition to securing permission from yardmaster Grays Ferry to proceed on Naught track, must also advise Brill of movement to be made before fouling Naught track.

Note 2—Block indication to southward passenger trains leaving Media will also convey authority for that train to use station track at West Chester.

Note 4—Bell Telephone (LEhigh 4-8933) located in "T" box at Island Road.

Note 5—When yardmaster cannot be contacted promptly, northbound movements may report clear to operator Hook who will advise yardmaster as soon as practicable.

Note 6—Operator at North Philadelphia must not admit a train to this track without authority of the train dispatcher.

Note 8—Proceed signal indication at Overbrook is authority for eastward movement on No. 14 Running track to east side of 44th Street O. H. Bridge No. 3.23.

Note 9—Proceed signal indication at Overbrook is authority for eastward movement on No. 15 Running track to signal located at 52nd Street.

Note 10—Proceed signal indication at 52nd Street is authority for eastward movement on No. 15 Running track to east side of 44th Street O. H. Bridge No. 3.23.

Note 11—A hand signal to proceed from Switchtender at M-1 when on duty will convey authority for movement on track to which routed.

Note 12—Yard Master 44th Street on duty 3.59 P.M. to 11.59 P.M., Monday to Saturday. 11.30 P.M. Sunday to 7.30 A.M. Monday.

Note 13—Proceed signal indication at Hatch is authority for westward movement on No. 6 Running track to switch leading to No. 2 Cramer track. All westward movements must stop at this location and talk to Yard Master 27th Street, unless otherwise instructed.

### Harrisburg Division

Track	Between	And	Controlled By	Note
York (N).....	End of track— 1300 feet south of Mile Post 1	York	York	1
Camp (S).....	Crossover 1200 feet north Mile Post 6	Connection with Main Track Dillsburg Jct.	Lemo	1
Hagerstown (S)..	Town	A point 3985 feet south of Town	Town	1
	A point 3985 feet south of Town	Hager		1
Run-Around (South leg of Wye) (N).....	Winchester Second- ary Track 2995 feet south of Hager	Brick Yard Tracks	Hager	1
Union Bridge (S)	Keymar Siding	Union Bridge	York	

(S) (N) (E) (W) Indicates timetable direction from point first named.

Note 1—Permission must be secured, or proper signal indication received, to use this track at any point. When movement has been completed it must be reported clear except when clearing at a block station or at switches in charge of switchtenders; employees in charge at these locations will report movement when it is clear.

### Chesapeake Division

Track	Between	And	Controlled by	Note
South Wye (S)	Landlith	North Switch, Wreck Train track	Wilmington	
Outbound (N)	Cabin track	12th Street Edge Moor	Asst. Yardmaster, South End Edge Moor	3
Inbound (S)	12th St. Edge Moor	Cabin track	Asst. Yardmaster, South End Edge Moor	3
Bear Creek (S)	Canton Jct.	End of Track	Yardmaster, Canton	
No. 1 (E)	Hillien Jet.	Madison St.	Union Jet.	6
Mt. Vernon (W)	B & P Jct.	Mt. Vernon	B & P Jct.	
Claremont (S)	Jct. with No. 1 track, Frederick Road	Claremont	Yardmaster, Gwynns Run	
Catonsville (S)	Jct. with No. 4 track, Frederick Road	Catonsville	Gwynn	
Ft. Geo. G. Meade (S)	Odenton	Ft. Geo. G. Meade	Odenton	1
Rosslyn (S)	South End	Pentagon	Yardmaster, Benning	
Newark and Delaware City (S)	Porter	2463 ft. south of State Route 9 crossing at Reybold	Tasker	
Oxford (S)	Cross	End of track 3023 feet south of Mile Post 45	Clayton	

## Chesapeake Division (Continued)

Track	Between	And	Controlled by	Note
Denton (E)	End of track Queenstown	Denton	Clayton	
McDaniel (E)	McDaniel	Easton Jct.		
Milton (S)	Ellendale	Milton	Harrington	
Rehoboth (S)	Georgetown	Rehoboth		
Ocean City (E)	Berlin	West Ocean City		
Cambridge (S)	Tank	Cambridge	Seaford	
Vienna (E)	Preston	Vienna		
Mardela (W)	Salisbury	Hebron		
Willard (E)	Salisbury	End of track, Pittsville		
Capes (S)	End of Block, 435 feet north of Mile Post 89	2491 feet south of Mile Post 92	Cassatt	5
Kiptopeke (S)	Capes	Kiptopeke	Yardmaster at Little Creek between 7.01 A.M. and 10.59 P.M.	4

(N) (S) (E) (W) Indicates timetable direction from point first named.

NOTE 1.—Trains operating between Odenton and Fort Geo. G. Meade will be governed as follows:

Signal indication at Odenton is authority to operate to Fort Geo. G. Meade.

Trains operating from Fort Geo. G. Meade to Odenton must secure permission from operator at Odenton before proceeding.

Southward—When entire train has operated clear of the south end of Kelly track, conductors or enginemen must report clear to the operator at Odenton.

Trains having cleared on Kelly track for the purpose of clearing the Fort Geo. G. Meade track must report clear to the operator at Odenton.

NOTE 3.—All movements from Cabin track to 12th St. will use Outbound track; movements from 12th St. to Cabin track will use Inbound track. Inward movements on Outbound track or outward movements on Inbound track must obtain authority from Asst. Yardmaster, south end Edgemoor Yard.

NOTE 4.—Operator at Cassatt (Seaford when Cassatt is closed) must not admit a train to this track without authority of yardmaster at Cape Charles. Except between 7.01 A.M. and 10.59 P.M. when yardmaster at Little Creek is in charge.

NOTE 5.—Operator at Cassatt (Seaford when Cassatt is closed) must not admit a train to this track without authority of Train Dispatcher at Baltimore.

NOTE 6.—Signal indication at Hillen Junction is authority for eastward trains to operate over No. 1 Running track to Madison Street. When entire train is clear of east end of Running track, Conductors or Enginemen must report clear to the Operator, Union Junction.

Before proceeding west on No. 1 Running track from Madison Street to Hillen Junction permission must be secured from Operator, Union Junction.

### 1151-G2. (Phila. Division) B.&O. No. 3 and No. 4 Yard Tracks Penrose—Stadium

B. & O. No. 3 and No. 4 Yard Tracks, between Penrose Interlocking and Stadium Block and Interlocking Station in charge of operator Stadium.

### Movement of Trains

#### Application of Rule 152—State of New Jersey

1152-A1. (New York and Phila. Divs.). In accordance with New Jersey Board of Public Utility Commissioners Order of January 12, 1966; in the application of Rule 152 and the Notes to Rule 99, in regard to flag protection, the following instructions are in effect in the State of New Jersey: When a train crosses over to or obstructs another track, it must first be protected as prescribed by Rule 99, except where Rule 605 is in effect.

## PASSENGER TRAIN OPERATION

### Testing Air Brakes.

1154-A1. (New York Division). Referring to Instruction 9-c—Brake and Train Air Signal Instructions (99-D-1), enginemen receiving M.P. 261-C in duplicate from car-inspector after brake test has been completed in Sunnyside will deliver one copy to conductor at New York.



**1154-A2. (New York Div.)** All engine crews operating in passenger service, when moving between Sunnyside Enginehouse and Yard, after arrival at signal for reverse movement, will change to leading end of engine for reverse movement to enginehouse or train.

**1154-A3. (New York Div.)** In the movement of MU equipment, the Engineman must operate from the leading control station of leading car in direction of movement except as follows:

1. In Penna. Station, N. Y., Engineman must operate from control station on nearest operable car in direction of movement. If there is no operative control station on lead car, a member of crew will protect movement.
2. At the MU Yard, East Side Barracks, Trenton, N. J., for purpose of switching only MU cars may be operated from other than leading car doing so consistent with the rules.

#### **Braking Trains at Speeds in Excess of 80 M.P.H.**

**1154-A4. (All Divisions).** Supplementary to Instruction 23-A of Brake and Train Air Signal Instructions (99-D1):

Where necessary to reduce speed to comply with signal indication, trains operating at speeds in excess of 80 M.P.H. with electric or diesel-electric engines must make no less than a 25 lb. initial brake-pipe reduction. The controller, or throttle lever, must immediately be reduced to No. 2 position and engine brake cylinder pressure permitted to build up to 60 lbs.

**1154-A5. (New York Div.)** Door of occupied passenger cars must not be locked, preventing passengers from moving from the coaches to the Diner or other portions of the train.

#### **Steam in Engine Boilers and Steam-line of Trains.**

**1154-A6. (New York Div.)** Heating and Ventilating Systems for Passenger Trains, Instructions No. 103-B; Air Conditioning Systems for Passenger Trains, No. 213-B; Book No. 204 and Electrical Operating Instructions C.T. 290, in effect, except as otherwise provided.

**1154-A7. (New York Div.)** When steam is necessary, and between October 1st and April 15th, the following will be in effect:

#### **Westward Trains**

##### **Sunnyside Yard:**

(a) Steam heat boiler must be in service before leaving engine house storage yard. When maximum boiler pressure has been obtained, open main steam heat valve wide. Vent condensation by blowing steam through both the front and rear end valve. Leave end valve cracked open. Maintain boiler on low flame or steam generator enroute to train.

(b) Before coupling to train, maximum boiler pressure must be obtained to clear train steam line of condensation after coupling.

(c) Maintain maximum boiler pressure and do not extinguish fire in boiler until after leaving F Interlocking Station and scavenge firebox of gases prior to entering East River Tunnel.

Fire in boiler must be extinguished between East Portals of East River Tunnels and West Portals of North River Tunnels, excepting: Penn Central A. C. electric engines may fire boiler in low flame in A Yard, New York, to blow out steam pipes to prevent freezing.

(d) Locomotives equipped with Vapor steam generator shall be prepared as outlined in paragraphs (a) and (b) above and the Vapor steam generator is to be operated continuously from Sunnyside Yard.

(e) Light engines enroute from Sunnyside Yard for service from New York or beyond must be prepared as outlined in paragraphs (a), (c) and (d).

(f) Pullman, dining car and M. of E. employees, Sunnyside Yard, must adjust heating apparatus prior to departure to maintain authorized temperature to New York.

##### **Pennsylvania Station, New York:**

(g) Station Steam Plant must be coupled to trains when weather conditions necessitate, and train steam line cleared of condensation prior to departure.

(h) Rear trainman must ascertain from M. of E. employees that the steam pipe end valve at rear of train is properly adjusted to vent condensation before leaving Pennsylvania Station, New York. Train, Express, Pullman and Dining Car employees must know steam admission valves are closed leaving Pennsylvania Station, New York.

(i) Car Service Employees must adjust heating apparatus on trains turning at New York to maintain authorized temperature during layover.

Between North River Tunnel and Holmes:

(j) Fire in steam heat boiler must be immediately relighted after engine passes west portal of North River Tunnel and as soon as 175 pounds steam pressure has been attained, open main steam heat valve wide.

(k) At Newark rear train line end valve on trains shall be adjusted to vent condensation.

With steam issuing from rear train line end valve at Newark, steam may be admitted to radiators in cars on rear half of train, and forward half after passing Elizabeth.

(l) In event train steam line becomes waterlogged or does not clear of condensation prior to passing Elizabeth, Rear Trainman must signal Engineman [Rule 16 (j)] for additional steam pressure and arrange to have Conductor notified and latter must arrange to have all train steam pipe end valves examined to definitely determine they are wide open, also all steam admission valves closed, and if this does not result in steam reaching rear end of train within reasonable time, Conductor must treat situation same as other irregularities, and if necessary, stop train at convenient point to locate and correct trouble before steam heat system freezes or causes discomfort to passengers. In mild weather, and when no steam is necessary, steam may be shut off; and boilers on electric engines shut down upon authority of the train conductor.

(m) Rear trainman, during periods of severe cold weather, must open rear train steam pipe end valve at convenient locations enroute to insure keeping train steam line clear of condensation.

(n) In absence of steam pressure at rear train steam pipe end valve, Rear trainman must promptly signal Engineman [Rule 16 (j)] for increased steam pressure, advising Conductor at first opportunity.

#### Eastward Trains

(o) Steam pressure must be maintained in train steam line and fire not extinguished until passing Portal Interlocking Station, when main steam heat valve must be closed, fire extinguished and fire box scavenged of gases before entering North River Tunnel. In mild weather, and when no steam is necessary, steam may be shut off; and boilers on electric engines shut down upon authority of the train conductor.

(p) Between East River portals and storage tracks, Sunnyside Yard, steam heat boilers must be put in service and maximum pressure turned back to train.

(r) Conductors must advise Train Dispatcher, New York, by wire from first convenient point, of failure to properly heat train and cause. Locomotive equipped with vapor steam generator will be operated continuously until disposal of locomotive.

#### 1154-A8. (New York Div.) New Haven R. R. Trains.

Pennsylvania Station, New York:

(s) New Haven R. R. engines must have steam heat boilers put in service on layup track, track 5, A Yard, in sufficient time to procure maximum steam pressure prior to departure from that point preparatory to coupling to train.

(t) Fire in steam boiler must be extinguished and fire box scavenged of gases prior to leaving layup track, track 5, A Yard, and promptly relighted after leaving East River Tunnel.

(u) Rear train steam pipe end valve must be wide open and steam admission valves in all cars must be closed leaving Pennsylvania Station and latter remain closed until after train steam line is cleared of condensation and rear train steam pipe end valve is adjusted to vent condensation enroute, after which steam may be admitted to radiators to heat cars, commencing with rear car.

(v) Fire in steam heat boiler must be extinguished and fire box scavenged of gases prior to entering the East River Tunnel.

(w) New Haven R. R. EP-5 units numbered 370 through 379, inclusive, are equipped with vapor steam generators and deflectors. They shall be prepared as outlined in paragraph (s) above and shall be operated continuously from that point. This instruction does not apply to FL-9 units numbered 2000 through 2059 inclusive.

### Car Windows in Tunnels.

**1154-A10. (New York Div.)** Windows of cars occupied by passengers must be arranged as follows:

**CLOSED.**—On trains enroute to New York.

**MAY REMAIN OPEN IN WARM WEATHER.**—On trains from New York.

Trainmen of eastward trains when approaching North River Tunnel and westward trains when approaching East River Tunnel must announce "Please close windows—train is approaching Tunnel."

Eastward Long Island trains in East River Tunnels—east end car doors to remain open (or partially open) in warm weather.

### Train Announcements—Station Announcements

**1154-A11. (New York and Phila. Divs.)** Trainmen approaching Newark must make the following announcements:

**Eastward Uptown Trains**—"Newark, change for Jersey City and Hudson Terminal."

**Westward Trains**—"Newark, change for (name advertised connecting stations)."

Announcements must be made in each car before train departs from Suburban Station and between Suburban Station and 30th St. Sta., Phila., to enable passengers who have boarded wrong train to transfer.

The same announcements must be made on all trains between 30th St. Sta., Phila. and North Phila. station. Trainmen making these announcements must face passengers.

At stations where high train platforms are in service trainmen will in addition to the usual station announcements warn passengers to watch their step while leaving or entering train.

### Station Stop Markers.

**1154-A12. (All Divisions)** Where station stop markers are located, engineman must stop front end of engine opposite marker number corresponding to number of cars in train, unless otherwise instructed by Conductor.

On New York Division, MU station stop markers are designated by letter M except when located on ties.

At 30th St. Sta., Phila., to properly platform train, engineman will stop train with the front of the engine opposite the respective station stop marker as follows:

#### NORTHWARD TRAINS—No. 3 AND No. 4 TRACKS

Total Cars in Train	Station Stop Markers
Up to 12 cars.....	12
13 cars.....	13
14 cars.....	14
15 cars.....	15
16 cars.....	16
17 cars.....	17
18 cars.....	18

#### SOUTHWARD TRAINS—No. 5 AND No. 6 TRACKS

Total Cars in Train	All Working	1 Non-Working	2 Non-Working	3 Non-Working	4 Non-Working
STATION STOP MARKERS					
Up to 12 cars.....	12	13	14	15	16
13 cars.....	13	14	15	16	17
14 cars.....	14	15	16	17	18
15 cars.....	15	15	16	17	18
16-17-18 cars.....	16	17	17	18	18

**NOTE**—No. 15 station stop markers located opposite south end of platform No. 3 and 50 feet north of north end of platform No. 2.

When the first car is a working baggage or mail car the front of the engine must not be moved beyond the No. 15 station stop marker on northward trains and the No. 16 station stop marker

on southward trains in order to platform first car. Double-headed trains will count the second engine as one deadhead car.

Conductors will advise enginemen the position of the first working baggage or mail car to be platformed. When, on account of the make-up, trains cannot be properly platformed in accordance with the above instructions, the conductor will advise engineman at which station stop marker to stop.

In making station stop at Paoli, passenger trains (except MU trains) will be guided as follows:

**Eastward**—Stop with engine opposite numbered marker corresponding with number of cars in train except, No. 18 will stop with working cars just west of station building. These markers are located on station platform light standards adjacent to No. 1 track.

**Westward**—When car next to the engine is a working car, stop with front end of engine opposite Marker E (E designates Engine).

When there are cars between the engine and first working car, stop with front end of engine opposite marker corresponding to number of such cars.

These markers, D1, D2, D3, D4, D5 (D designates deadhead) are located along north side of No. 4 track. A second engine will be considered as a car.

Engineman will stop with cab of engine opposite station stop marker corresponding to number of cars in train, except where head or rear car is a working car that must be platformed. Conductors will advise engineman the position of working, baggage or mail car to be platformed. Double-headed trains will count the second engine as one deadhead car.

When, on account of the make-up, trains cannot be properly platformed in accordance with above instructions, the conductor will advise the engineman at which station stop marker to stop.

Station stop markers for passenger trains, other than multiple unit trains, located on standards on station platform adjacent to tracks, governing stopping of trains at Wilmington and Baltimore Passenger Stations.

At the following locations reflectorized marker signs have been installed to properly platform Northeast Corridor MU trains at:

Newark, N. J.  
Trenton  
North Philadelphia  
30th St. Philadelphia (Lower Level)  
Wilmington  
Baltimore

The station stop markers are designated as follows:

- "A" Engineman must platform leading end of first car of train of 7 or more cars opposite this marker.
- "B" Engineman must platform leading end of first car of train of 6 or less cars opposite this marker.
- "AB" Engineman must platform leading end of first car of train opposite this marker.

### Lost Articles

1154-A13. (Phila. Div.) Referring to Rule 4154-F, articles found on trains terminating at the following stations must be delivered to the point designated:

Suburban Station—to Station Master's Office.

30th St. Station, Philadelphia—Lost and Found Bureau.

Paoli —to Operator Paoli.

Bryn Mawr, Chestnut Hill,  
Media, West Chester —to Agent.

NOTE—When agencies are closed, articles found must be protected and delivered to Lost and Found Bureau, 30th St. Station, Philadelphia, or Station Master's Office, Suburban station, promptly.

Baggage man at Paoli will pick up lost articles from the Operator at Paoli each day and forward same to Lost and Found, 30th St. Station.

### **Passenger Cars—Interchange of—North Philadelphia**

**1154-A14. (Phila. Div.)** Conductor making interchange of passenger cars at North Philadelphia will leave duplicate car reports at office of yardmaster at Margie Street yard.

**1154-A15. (Chesapeake Division).** Back-up hose must be used when shifting cars at Baltimore and Wilmington Passenger Stations.

**1154-A16. (Chesapeake Division).** Southward passenger trains will make running test of brakes as defined in Instruction 16 of the 99-D-1 Brake and Train Air Signal Instructions, immediately after passing Lanham.

### **Employees Carried on Mail Trains, etc.**

**1154-A17. (All Divisions).** Employees may be carried on trains composed of milk, express, mail or deadhead cars if suitable car is provided.

### **Tubular Train—Diesel Power Car Operation in Tunnels or Confined Locations**

**1154-A18. (All Divisions).** The load on diesel engines in power car must be reduced by placing heat control switch on lighting switchboard panel in one or more tubular coaches in "LOW HEAT" position at the following locations:

**Tunnels and Confined Locations.**

Between East Portals of East River Tunnels and West Portals of North River Tunnels.

Between Zoo Interlocking Station and Arsenal Interlocking Station.

After the train has moved from the tunnels or restricted area the heat control switch must be returned to the "NORMAL HEAT" position.

### **Toilet Room Doors**

**1154-A19. (All Divisions).** Toilet room doors must be locked at the following locations:

Between Sunnyside Portals and New York.

Pennsylvania Station New York.

Between New York and Newark.

Between North and South Elizabeth.

Within the zone bounded by Suburban Station, Overbrook, North Philadelphia, and Arsenal—Philadelphia.

When Standing in Paoli Station.

Passing through Camden.

Passing through City of Burlington.

Between Mount Holly and Fort Dix on All Main Trains.

Between Reading Co. Bridge and State Street Bridge—Harrisburg.

In Stations and Yards at West Chester and Media.

Between Washington and Landover.

Between Gwynn and Biddle Street—Baltimore.

Between Loucks and Grantley.

Between Mt. Vernon and Baltimore.

When standing in Chester Station.

On Trains to and from Fort Meade, Edgewood Arsenal, Aberdeen Proving Grounds, Delaware Park and Bowie Race tracks from the time train leaves main line until returned to main line.

Exceptions to this may be made when passengers are in distress.

**1154-A20. (New York Div.)** When delayed Pullman or Postal cars are attached to trains, stops of train on which cars are regularly assigned may be made to discharge passengers or handle mail. Superintendent must be advised in advance of stops that will be made.

**1154-A21. (Phila. Div.)** Blowing or draining steam heat lines on trains is prohibited while passing station platforms, street crossings or sidewalks and streets paralleling the railroad.

**1154-A22. (All Divisions).** C. T. 4301, Special Instructions Governing Passenger Equipment Authorized to Operate at Speeds in excess of 80 Miles Per Hour, in effect.

Employees whose duties are in any manner concerned with the makeup, inspection, or operation of passenger trains, must have the current issue of these instructions in their possession while on duty.

## **Forms—Preparation and Use of**

**1154-A23. (All Divisions).** Form MP 217-A card, for reporting Passenger Car defects is located in a receptacle on the inside of electric lockers on all cars except Multiple Unit Electric cars. On Multiple Unit Electric cars the receptacle is located on the inside of the electric switch cabinet in outside vestibule.

Conductor (Engineman for head car of MU train) must enter on MP 217-A, description of all defects found, together with other information called for under the heading "Train Crew Entry."

When defects occur enroute, which must be given attention before train reaches final destination, Superintendent must be notified of repairs required, by message or otherwise, at first opportunity. M. E. Department representative must also be notified promptly upon arrival of train at point where defect is to be given attention.

## **Hot Journals—Roller Bearings**

**1154-A24. (All Divisions).** Passenger trainmen must obtain from crew dispatcher and carry with them while on duty 200 DEGREE Tempilstik during the months of April through October, inclusive, and 175 DEGREE Tempilstik during the months of November through March, inclusive.

To determine when the roller bearing journal box is overheated to the extent that it must not be continued in service, proper Tempilstik must be used by stroking the outside surface of the top of the journal box. If a liquid smear results, temperature is in excess of allowable limit and report must be made to Superintendent for instructions.

**1154-A25. (All Divisions).** In the event of equipment failure or other occurrences which delay or affect the movement of passenger trains authorized to operate at speeds in excess of 80 miles per hour, the conductor or engineman must immediately report the nature of the failure or occurrence to the train dispatcher and be governed by his instructions as to the continued movement of the train.

Trains with consists of less than nine (9) cars per GG-1 locomotive will not be operated at speeds in excess of 80 miles per hour.

## **FREIGHT TRAIN OPERATION**

### **Refrigerator Car Vents.**

**1155-A1. (New York Div.)** Position of vents on loaded refrigerator cars must not be changed except in case of necessity and when changed must be restored to original position as soon as possible.

### **Instructions for Preparation and Handling of Freight Trains on Grades, etc.**

**1155-A2. (All Divisions).** Except between Lemo and Winchester and on grades where Special Instructions govern the use of retaining valves, the following instructions, supplementary to the Brake and Train Air Signal Instructions (99-D-1) in handling freight trains will apply:

Trains having 40 percent or less loaded cars will be considered empty trains, except trains having 25 percent or more of cars in train loaded with mineral freight or grain will be considered mineral trains and all instructions pertaining to mineral trains will apply.

95 pound brake pipe pressure will apply to the following trains:

Mineral trains.

Loaded trains between Paoli and Zoo eastward.

Trains authorized by notes under Special Instruction **1157-C1.**

Relay trains arriving with 95 pound brake pipe pressure.

110 Pounds brake pipe pressure will apply to passenger trains losing their identity as such account limit of 30 cars.

Twenty-five (25) percent of retainers will be placed in slow direct exhaust position starting at head end of train on the following trains:

On all mineral trains of 60 or more cars.

On all eastward loaded trains of more than 75 cars, between Paoli and Zoo.

Retainers on the above trains will be placed in slow direct exhaust position at the time the Air Brake Test is made, except it will not be necessary to set retainers on trains consisting of 75 percent or more TTX, BTTX and ETTX cars.

Relay trains arriving with retainers up will be dispatched without changing retainers and engineman notified.

Trains picking up or setting off enroute will arrange to properly position retainers before departing from pick up or set off point.

No retainers will be turned at So. Phila., if a pick-up is to be made

at Penrose or 52nd St. Retainers will be turned after pick-up is completed.

When engineman is notified as to the condition of the brakes, he must also be notified as to the number of retaining valves set up in slow direct exhaust position.

#### **Starting Trains With Electric or Diesel Engines on Rear**

**1155-A3. (All Divisions).** When starting trains where an electric or diesel engine is on the rear, the hauling engineman in all cases must stretch the train gradually so no damage will occur due to electric or diesel engine on the rear standing without power applied.

When trains are stopped on grades, requiring the assistance of a pusher engine on the rear, the following procedure must be followed:

When train is ready to start, a 25-lb. brake pipe reduction will be made. After the brake pipe exhaust stops, release brakes as per current issue of the Brake and Train Air Signal Instructions. While brakes are releasing during a four (4) minute interval, sufficient slack will be taken gently, exercising care so that rear portion of train will not move back, resulting in a run-out of slack, as the electric or diesel pusher engine will have brake released and no power applied. Four (4) minutes after the brake valve was first placed in running position, power will be applied to start the train by the hauling engineman.

Four (4) minutes after observing the first increase of pressure on the brake pipe pointer, engineman of pusher engine will use power to push in slack on rear and start train.

#### **Starting Freight Trains on Descending Grades**

**1155-A4. (Phila., Hbg. & Ches. Divs.)** Before starting trains, enginemen must assure themselves that air brakes have been properly released in accordance with the current issue of the Brake and Train Air Signal Instructions, after which engineman will move engine approximately six (6) to eight (8) feet, apply the independent brake and stop, then move 6 to 8 feet further and continue to follow this procedure until the slack has run out on the entire train. It may be necessary to hold the independent brake slightly applied to overcome the final run-out of slack and until the entire train is moving.

#### **Air Brake Tests Devault Running Track**

**1155-A5. (Phila. Div.)** A running test of the air brakes must be made before descending grades on Devault running track.

#### **Shifting Movements on Grades**

**1155-A6. (Phila. & Hbg. Divs.)** On account of grade when performing service at the following locations, engines and cars must have air brake hose coupled and air brake operative:

Atlantic and Pacific Tea Company, Fernwood, Pa.

Before descending grade into any of the following plants, the brake pipe pressure will be raised to 95 lbs., air brake test made in accordance with instruction 11-b of the 99-D-1, Brake and Train Air Signal Instructions, and sufficient time allowed to effect complete charging of the equipment:

Philadelphia Rubber Waste Company, Oxford Road track, Phila.

Keystone Coal Co., Kensington, Pa.

Great American Foods, Inc., 6th St., N. Phila.

Budd Company, Chestnut Hill Branch, Midvale.

Allied Chemical Corporation, Grays Ferry.

Purex Corp., Darby

Lachmen's track, Phoenixville.

J. W. Myers track, Hagerstown.

Baker Driveway, Hagerstown.

In the State of New Jersey, when spotting cars closer than 100 feet to a bumping block or end of track on a trestle, air hose must be coupled and air brakes working on all cars.

#### **Freight Train Stops**

**1155-A7. (Phila. Div.)** Nest—To prevent blocking of Gravers Road crossing (1855 feet east of westward Home signal) westward freight trains consisting of 35 cars or more will stop east of this crossing when westward Home signal governing the movement is in Stop indication and contact the operator for instructions.

**1155-A8. (Hbg. Div.)** LG-21 (A & S Branch)—When Block signal L-246 is in Stop-and-proceed indication eastward trains on No. 1 track must stop west of clearance point of switches at LG-21 and ask for instructions.

**1155-A9. (Hbg. Div.) Shocks (Columbia Branch)**—Account ascending grade, when eastward Home signal indicates Stop, eastward freight trains with 90 or more cars, or with 80% or more of its engine rating, will stop at telephone one-half mile west of this signal and contact operator Cola for instructions.

**1155-A11. (Hbg. Div.) Day**—Account ascending grade, when block signal N-831 indicates Approach or Stop-and-proceed, westward trains on this track with more than 45 cars will stop at signal and contact the operator for instructions.

**1155-A12. (Chesapeake Division)** Indicator light displaying illuminated letters BP, located on signal 909 adjacent to No. 3 track. When indicator light is displayed, southward freight trains will not stop at Bay to set cars off but, instead, will report to operator on arrival at B. & P. Junction for instructions.

**1155-A13. (Chesapeake Division)** Northward tonnage freight trains receiving Approach aspect on distant signal to Landover (F1300) must stop train a sufficient distance south of home signal at Landover to enable the train to negotiate Lanham Hill. If train is stopped before home signal is visible, crew must call Landover promptly for instructions.

**1155-A14. (Chesapeake Division)** All northward freight trains with a consist of fifty (50) or more cars will make a positive stop at the north portal of the B. & P. Tunnel.

No attempt is to be made to again move the train until sufficient time has elapsed to insure a full release of the brakes.

**1155-A15. (Chesapeake Division)** All northward freight trains with a consist of thirty (30) or more cars, approaching home signal at Read, must stop clear of home signal displaying Approach Rule 285, Fig. A and report to Operator at Bridge for instructions to avoid blocking road crossings.

**1155-A16. (Chesapeake Division)** Northward trains on Delmarva Branch receiving an approach signal aspect on distant signal to Davis, must stop clear of "CC" sign, located 500 feet south of Chestnut Hill Road Crossing and contact Operator at Davis for instructions.

**1155-A17. (Phila. Div.)** Eastward freight trains receiving Approach signal (Rule 285) or Caution signal (Rule 285a) on distant signal No. Y-172, 5120 feet west of MJ must stop at this signal and a member of the crew must call Operator at Jersey and ask for instructions.

**1155-A18. (New York Div.) Nickel**—Eastward Freight trains on No. 1 track with cars to set off or to pick up at Morrisville Yard, must stop at Nickel and be governed by instructions of the yardmaster.

### **Pusher Engines**

**1155-A19. (Phila. Div.)** When lunar white electric light is lighted on eastward side of Overbrook Interlocking Station, or on westward home signal bridge at Bryn Mawr, it will indicate to crews of westward trains with pusher engines that pusher will be detached to clear west end of that interlocking.

**1155-A20. (All Divisions)** Maximum power on rear of freight trains must not exceed 5250 diesel horsepower.

When one diesel engine and one electric engine are coupled together and used as pusher engines, not more than 2500 horsepower diesel engine can be used with any one electric engine.

Not more than two electric engines coupled together, class GG-1 or E-44 may be used as pusher engines on a freight train.

When pushing freight trains pusher engines will ease off passing over crossovers or turnouts when making diverging movements exercising care to avoid slack action.



## **Pusher Engines State of Pennsylvania**

**1155-A21. (All Divisions)** On March 28, 1966, the Pennsylvania Public Utility Commission adopted in their Railroad Regulations Rule 18 requiring:

When the horsepower to be used by pusher engine or engines behind a cabin car exceeds 3,500 horsepower, the train crew shall, before such a move is made, vacate the cabin car and occupy the pusher engine or a cabin car behind the pusher engine. The train shall be brought to a stop before the pusher engine or engines are detached.

The practice of "cutting off on the fly" pusher engines behind occupied cabin cars shall be limited to those instances in which the horsepower used by the pusher engine does not exceed 3,500 horsepower.

## **Freight Crews Relieved—Instructions to**

**1155-A22. (All Divisions).** When freight road crews are relieved, short of their destination, the road conductor will turn over his CT-1041 reports together with the tickets to the conductor, who will fill in the proper column, located at bottom of the wheel report.

## **Movements Over Firing Range—Frankford Arsenal**

**1155-A23. (Phila. Div.)** Before entering Frankford Arsenal from Naught track, movements must stop and obtain permission from guard stationed at gate.

Movements must not be made over firing range while red flag at the range target is displayed or the red blinker lights are operating at range target or Proof House.

## **Trains—Blocking Station Platforms**

**1155-A24. (Phila. Div.)** Movements on No. 0 and No. 5 tracks between Holmes and North Philadelphia and No 5 track at Darby must not block the platforms at stations so that passenger trains cannot discharge or receive passengers and must approach stations looking out for passengers.

**1155-A25. (Phila. Div.) Stadium—**West end coal yard ladders, (tracks 1 to 6, inc.). Switching movements must not foul ladders until permission is obtained from Operator Stadium to do so.

When switching is completed and ladders are clear, the conductor must report clear to Operator Stadium. Operator Stadium will not permit road movement to proceed on coal yard leads until all switching movements are reported clear.

## **Gauntlet Track—B & P Tunnel**

**1155-A28. (Chesapeake Division)** Indicator light displaying illuminated "vertical arrow" indicates that route is lined for normal movement to operate via No. 3 track B. & P. Tunnel.

Indicator light displaying illuminated "horizontal arrow" indicates that route is lined for movement to operate via Gauntlet track B. & P. Tunnel.

When indicator light is not displaying a horizontal arrow for train movement operating under instructions "Form C. T. 2" that they are to operate via Gauntlet track, the train will be stopped as soon as safe handling will permit and not proceed past switch leading to Gauntlet track. When train is brought to stop notify operator at B. & P. Junction Block and Interlocking Station.

Conductors of northward freight trains from Potomac Yard or Benning, containing loaded TrucTrain cars for movement through the B. & P. Tunnel, must notify Train Dispatcher before leaving Potomac Yard or Benning, giving engine number and destination of such cars.

Conductors of southward freight trains, containing loaded TrucTrain cars for movement through the B. & P. Tunnel, must notify Train Dispatcher from Bay or B. & P. Junction, giving engine number and destination of such cars.

Conductors of all other trains containing loaded TrucTrain cars for movement through the B. & P. Tunnel, must notify Train Dispatcher from Gwynn, Mt. Vernon, Bay or Canton Jct., giving engine number and destination of such cars.

## FREIGHT AND PASSENGER TRAIN OPERATION

### Pennsylvania Station-Sunnyside Yard

**1156-A1. (New York Division)** When cars are left standing, not less than two operative hand brakes must be applied, one on each end of cut.

**1156-A2. (New York Division)** A car with inoperative air or hand brakes must not be left standing unless coupled to one or more cars with hand brakes securely applied.

### 1156-A3. (New York Division) Princeton Branch

Hand operated derail in main track 403 feet north of KS.

When cars are stored between location of derail and north end of main track, a member of train crew must place derail in derailing position and secure switch stand with padlock.

Train crew must see that derail is in non-derailing position before movement is made from north of derail.

### Braking Over Movable Bridges

**1156-A4. (New York and Chesapeake Divs.)** Dock—Trains hauled by electric or diesel engines: brakes may remain applied or be released on Dock movable bridge but no additional application of the brakes may be made while engine is on lift span, except in an emergency.

MU trains: the brakes may be applied or released on Dock Movable Bridge.

Brakes must not be applied while passing over the following movable bridges, except in case of emergency:

Seaford      Laurel      Cassatt      Canal.

Caution should be exercised to avoid dropping sand while passing over these bridges.

**1156-A5. (All Divisions)** Brake pipe pressure on multiple unit cars when handled by a shifting engine must not exceed following:

AC multiple unit cars, except class MP-85 .....	90 lbs.
AC multiple unit cars, class MP-85 .....	110 lbs.
L.I.R.R., DC multiple unit cars .....	80 lbs.

**1156-A6. (New York Div.)** Enginemen must personally operate engine between Newark and Harold, including Sunnyside Yard, except in case of extreme emergency. This instruction will not apply to yard engines while working within the confines of Sunnyside Yard.

### Referring to Rule 4159-A

**1156-A8. (Phila. Div.)** Cars delivered to 52nd Street district must be secured by hand brakes placed on both eastward and westward ends of cut and the Yardmaster 44th St. when on duty or the Yardmaster Margie (Phone 2046) must be advised of the number of hand brakes applied.

### Landover—TD Sign

**1156-A12. (Chesapeake Div.)** Illuminated letters TD displayed on north side of Landover block and interlocking station, indicates southward trains enroute to Potomac Yard, must stop at Deanwood and report to yardmaster, Benning, for instructions.

### North Avenue Crossing (B. & O. R. R.)

**1156-A13. (Chesapeake Div.)** All movements over North Avenue Crossing (B. & O. R. R.) must advise operator at B. & P. Junction block station, of engine number and number of cars in train.

The operator will arrange with operator at B. & O. R. R. crossing to set necessary signals for movements over crossing. Hand-operated switch point type derails in High Line track located 761 feet west of interlocked derails at North Avenue, normally set in derailing position.

**1156-A14. (Chesapeake Div.)** All southward trains on F track requiring helper at B. & P. Junction must stop within 300 feet of Charles Street O.H. Bridge leaving a sufficient distance to allow helper to couple to train and be north of southward home signal.

#### **Attaching and Detaching Helper—(Chesapeake Division)**

**1156-A15.** Trains operating with helper within Baltimore Yard territory will be governed by Air Brake and Train Air Signal Instructions No. 99-D-1, when attaching and detaching leading helper.

Instruction 13 to apply for passenger trains.

Instruction 13a to apply for freight trains.

#### **PASSENGER TRAINS:**

To release helper from passenger trains: southward trains will stop in the vicinity of Gwynn's Run Yard Office and after helper is released road test of brakes must be made.

#### **FREIGHT TRAINS:**

After attaching helper to head end of train, road test will be made by applying and releasing of brakes which will be observed on head end of train from a location that will permit passing a signal to leading engine.

To release helper from freight trains, stop will be made by leading engineman and after detaching engine, engineman on leading through engine will release the brakes.

#### **1156-A16. (All Divisions) Operation of A-2 Caboose Valve**

##### **Service Application:**

Move the valve handle from release toward Application position, **being sure to hesitate ten (10) seconds in each notched position before moving on to the next notch.** The first movement of the handle locks the valve so it cannot be moved back to closed position. After the train has stopped the valve can be unlocked by moving the handle to the extreme application position.

##### **Emergency Application:**

Move the valve handle quickly from release to the extreme application position and leave it there until after the train has stopped.

**1156-A17. (Phila. Div.)** When a car is placed on a track next to a concrete bumper, space must be left between the bumper and the car so as to relieve the strain on the draft gear when the car is coupled.

#### **R.D.C. (Budd Car) Operation**

**1156-A18. (All Divisions)** The manual use of sanding device on R.D.C. (Budd) cars is prohibited except as necessary to meet emergency conditions.

When stopped on sanded rail under emergency conditions R.D.C. (Budd) car or cars must immediately be moved forward or backward a sufficient distance to get at least one truck length off the sanded rail.

Enginemen operating R.D.C. (Budd cars) must not use manually operated sanding device after speed of train has been reduced to 5 miles per hour and manually operated sanding device must not be used when starting train nor until a speed greater than 5 miles per hour has been obtained.

When single unit R.D.C. (Budd car) movements are being made through an interlocking operator must not move any operating levers affecting the movement until he is assured the car is clear of all switches involved in the movement.

**1156-A19. (All Divisions)** Enginemen of rail motor cars and single unit R.D.C. Budd cars must approach all crossings provided with automatic highway crossing protection prepared to stop unless it is known that the automatic highway crossing protection is operating. If the automatic highway crossing protection is not operating, before making movement over crossing a member of the crew must be stationed on the crossing to give warning to persons using the highway.

## SPEED RESTRICTIONS

### 1157-A. Speed Table (All Divisions)

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
Min.	Sec.		Min.	Sec.	
0	28	125	1	00	60
0	30	120	1	05	55
0	31	115	1	12	50
0	33	110	1	20	45
0	34	105	1	30	40
0	36	100	1	43	35
0	38	95	2	00	30
0	40	90	2	24	25
0	42	85	3	00	20
0	45	80	4	00	15
0	48	75	6	00	10
0	51	70	12	00	5
0	55	65			

## SPEEDOMETERS—CHECKING

### 1157-A1. (All Divisions)

Engineman on each trip shall check the speed indicated on speedometer against lapse of time while equipment is being operated at constant speed, and report inaccuracies on M.P. 62, M.P. 62-E and M.P. 62-DE forms.

### New York Division

Between	Location
Main Line—New York to Holmes: Mile Post 4 and Mile Post 5 Mile Post 30 and Mile Post 31 Mile Post 45 and Mile Post 46 Mile Post 53 and Mile Post 54 Mile Post 63 and Mile Post 64 Mile Post 73 and Mile Post 74	East of Portal East of New Brunswick East of Nassau East of Millham East of Grundy East of Torresdale

### Philadelphia Division

Main Line—Philadelphia to Bell: Mile Post 8 and Mile Post 9 Mile Post 20 and Mile Post 21	South of Folcroft North of Holly Oak
Main Line—Philadelphia to Parkesburg: Mile Post 14 and Mile Post 15 Mile Post 24 and Mile Post 25 Mile Post 41 and Mile Post 42	West of St. Davids West of Frazer West of Coatesville
Trenton Branch—Dale to Divn. Post (N. Y. Divn.): Mile Post 3 and Mile Post 4 Mile Post 28 and Mile Post 29 Mile Post 38 and Mile Post 39	East of Dale East of Heaton East of Langhorne

### Chesapeake Division

Main Line—Baltimore to Washington: Mile Post 130 and Mile Post 131	South of Landover
Northern Central Branch—Baltimore to (Divn. Post Hbg. Divn.): Mile Post 11 and Mile Post 12	West of Lutherville

### Harrisburg Division

Main Line—Lancaster to Rockville: Mile Post 100 and Mile Post 101 Mile Post 108 and Mile Post 109	East of State West of Harris
Northern Central Branch—York to Cly: Mile Post 58 and Mile Post 59	West of York
Cumberland Valley Branch—Harrisburg to Hagerstown: Mile Post 13 and Mile Post 14 Mile Post 66 and Mile Post 67	South of New Kingston South of Greencastle
Winchester Secondary Track—Hagerstown to Winchester: Mile Post 88 and Mile Post 89	South of CV-87
York Haven Line—Cly to Day: White Markers near Mile Post 73 and Mile Post 74	West of Cly

The distance between Mile Posts at the above locations are standard miles, each measuring 5280 feet in length.

## PASSENGER TRAINS AND FREIGHT TRAINS

1157-C1. (All Divisions) Maximum speeds, unless otherwise Specified.

## New York Division

Main Line Between:	No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track		Other Track	
	Pgr. M.	Frt. M.	Pgr. M.	Frt. M.	Pgr. M.	Frt. M.	Pgr. M.	Frt. M.	Pgr. M.	Frt. M.
	Miles per Hour									
Harold and East River Tunnels	50	20	50	20	50	20	50	20	.....	.....
Through East River Tunnels	50	20	50	20	50	20	50	20	.....	.....
Except as follows:										
Trains hauled with electric engines between Signals 3E02 and 3E14	.....	.....	40	.....	.....	.....	.....	.....	.....	.....
Trains hauled with electric engines Signal 3E04 to 6th Ave. Portal.	40	.....	.....	15	.....	.....	.....	.....	.....	.....
6th Ave. Portal and Signal Bridge 580 feet east of 10th Ave. Portal, all tracks	.....	.....	.....	.....	.....	.....	.....	.....	15	8
Signal Bridge 580 feet east of 10th Ave. Portal and 150 feet west of 10th Ave. Portal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Westward Trains—all tracks	.....	.....	.....	.....	.....	.....	.....	.....	15	8
Eastward Trains—all tracks	.....	.....	.....	.....	.....	.....	.....	.....	15	8
Through North River Tunnels	.....	.....	.....	.....	50	20	50	20	.....	.....
North River Tunnels and eastern limits of Hudson Interlocking	.....	.....	.....	.....	75	50	75	50	.....	.....
Eastern limits Hudson Interlocking and 300 feet east of western limits Hudson Interlocking	.....	.....	60	20	60	20	60	20	.....	.....
300 feet east of western limits of Hudson Interlocking and west end of Passaic River Bridge	.....	.....	45	20	45	20	45	20	.....	.....
West end of Passaic River Bridge and C. N. J. overhead bridge	35	20	35	20	35	20	35	20	.....	.....
Tracks A and No. 5 Dock Interlocking	.....	.....	.....	.....	.....	.....	.....	.....	35	20
C. N. J. overhead bridge and Signal Bridge 96-97	65	20	65	20	65	20	65	20	.....	.....
Signal Bridge 96-97 and Hunter	70	40	70	40	70	40	70	40	.....	.....
Hunter and Union	75	50	80	50	80	50	75	50	.....	.....
Tracks A and B, Elmore and Union	.....	.....	.....	.....	.....	.....	.....	.....	60	50
Union and County	80	50	80	50	80	50	80	50	.....	.....
No. 0 Track Edison and Lincoln	.....	.....	.....	.....	.....	.....	.....	.....	30	30
County and Millham	80	50	80	50	80	50	80	50	.....	.....
West end County Interlocking and east end Millham Interlocking for test purposes only	.....	.....	100	.....	.....	.....	.....	.....	.....	.....
Millham and Westward Home Signal Bridge, Fair	80	50	80	50	80	50	80	50	.....	.....
Westward Home Signal Bridge, Fair and east end Delaware River Bridge except adjacent Trenton Station Platforms	80	40	80	40	80	40	80	40	.....	.....
Trenton—Adjacent to Station Platforms	60	40	.....	.....	.....	.....	60	40	.....	.....
Track 5 Fair Interlocking	.....	.....	.....	.....	.....	.....	.....	.....	10	10
East end Delaware River Bridge and Division Post (Phila. Division)	80	50	80	50	80	50	80	50	.....	.....

## NOTE:

Between the following locations where passenger train speed is 60 MPH or more, except where otherwise restricted, TT, PR, CB, AST-2, AST-4, CG-8 and Trans. Amer. Special symbolized freight trains are authorized to operate at a maximum speed of 60 MPH:

Main Line—between signals 157-158 and Millham and between east end Delaware River Bridge and Division Post (Phila. Division).

When any of the above symbolized freight trains are combined with any other freight train, the maximum authorized speed of 50 miles per hour must not be exceeded.

## New York Division (Continued)

Branches Between	Single Track		No. 2 Track		No. 1 Track	
	Pgr.	Ft.	Pgr.	Ft.	Pgr.	Ft.
	Miles per Hour					
<b>Passaic and Harsimus Branch</b>						
WA-3 and L.V.R.R. overhead bridge 750 ft. east of WA-5	.....	.....	10	10	10	10
L.V.R.R. overhead bridge 750 ft. east of WA-5 and Karny	.....	.....	30	30	30	30
Karny and west end of Hackensack Bridge	.....	.....	15	15	15	15
West end of Hackensack Bridge and Waldo	.....	.....	25	25	25	25
<b>Greenville Branch</b>						
WA-6 and Bay	.....	.....	30	30	30	30
<b>P. A. &amp; W. Branch</b>						
Union and WC	.....	.....	65	30	65	30
<b>Princeton Branch</b>	35	30	.....	.....	.....	.....
<b>Bordentown Secondary Track</b>						
West end of Fair Interlocking and Hamilton Ave.	20	20	.....	.....	.....	.....
Hamilton Ave. and Signal M-273	30	30	.....	.....	.....	.....
Signal M-273 and BO	20	20	.....	.....	.....	.....
<b>Trenton Branch</b>						
Morris and Division Post (Phila. Division)	.....	.....	30	30	30	30
<b>Jamesburg Branch</b>						
Midway and JG	40	40	.....	.....	.....	.....
<b>Belvidere Delaware Branch</b>						
MG and first overhead bridge north of MG (Calhoun St.)	20	20	20	20	20	20
First overhead bridge north of MG (Calhoun St.) and G	40	40	.....	.....	.....	.....

## Philadelphia Division

Main Line Between:	Other Tracks		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
	Miles per Hour									
Division Post (New York Division) and Shore	.....	.....	80	50	80	50	80	50	80	50
Shore Interlocking Station and Eastward Limits North Phila. Interlocking	.....	.....	70	45	70	45	70	45	70	45
Through N. Phila. Interlocking Westward Station	50	40	50	40	50	40	50	40	50	40
Eastward Station	50	40	.....	.....	.....	.....	.....	.....	.....	.....
Westward Limits North Phila. Interlock- ing and Girard Ave. UG Br.	.....	.....	70	45	70	45	70	45	70	45
Girard Ave. UG Br. and Zoo Interlocking Station	.....	.....	30	20	30	20	30	20	30	20
Zoo Interlocking Station and 44th St. OH Br. via New York-Pgh. Subway	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Westward Track	35	35	.....	.....	.....	.....	.....	.....	.....	.....
Eastward Track	30	20	.....	.....	.....	.....	.....	.....	.....	.....
44th St. OH Br. and 52nd St.	.....	.....	50	30	.....	.....	50	20	50	20
52nd St. and 59th St. overhead bridge	.....	.....	70	45	.....	.....	50	20	50	20
59th St. overhead bridge and westward limits Overbrook Interlocking	.....	.....	70	45	.....	.....	50	20	55	30
Overbrook westward interlocking limits and Paoli eastward interlocking limits	.....	.....	70	50	70	50	70	50	70	50
Through Paoli interlocking	.....	.....	55	40	55	40	70	50	70	50
Paoli westward interlocking limits and Glen	.....	.....	75	50	60	50	60	50	75	50
Glen and Downs	.....	.....	75	50	.....	.....	60	50	75	50
Downs and Park Interlocking Station	.....	.....	75	50	60	50	60	50	75	50
Arsenal Interlocking Sta. and Grays Ferry Ave. OH Br.	.....	.....	50	40	.....	.....	.....	.....	50	40
Grays Ferry Ave. OH Br. and Brill Interlocking Station	.....	.....	75	40	.....	.....	.....	.....	75	40
Brill Interlocking Station and Mile Post 6	.....	.....	80	50	80	50	80	40	80	40
Mile Post 6 and Hook	.....	.....	80	50	80	50	80	50	80	50
Hook and Bell	.....	.....	80	50	50	50	50	50	80	50

## NOTE—

Between the following locations where passenger train speed is 60 MPH or more, except where otherwise restricted. TT, PR, CB, AST-2, AST-4, CG-8 and Trans. Amer. Special symbolized freight trains are authorized to operate at a maximum speed of 60 MPH: Main Line—Between Paoli and Park.

Between Brill and Bell, southward and between Bell and Baldwin northward, where passenger train speed of 60 miles per hour or more, except where otherwise restricted, TT symbolized freight trains are authorized to operate at a maximum speed of 60 miles per hour when consist is confined to TTX, BTTX and ETTX type equipment.

When any of the above symbolized freight trains are combined with any other freight train, the maximum authorized speed of 50 miles per hour must not be exceeded.

## Philadelphia Division (Continued)

Branches Between:	Other Tracks		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pasr.	Frt.	Pasr.	Frt.	Pasr.	Frt.	Pasr.	Frt.	Pasr.	Frt.
	Miles per Hour									
Suburban Line Conn. with No. 1 and No. 4 River Line and 34th St. OH Br. (Zoo Interlocking)					30	20	30	20		
44th St. OH Br. and 34th St. OH Br. (Zoo Interlocking)			50	20			30	20	50	20
34th St. OH Br. and 30th St. Station, Phila. Upper Level—Suburban Station (Broad Interlocking)			30		30		30		30	
30th St. Station, Phila. Upper Level (Broad Interlocking) and north end Market St. Tunnel (Arsenal Interlocking) 1M and 4M	30									
North End Market St. Tunnel and Sig. Br. Southward from Market St. Tunnel (Arsenal Interlocking)			30	20					30	20
Sig. Br. southward from Market St. Tunnel and Arsenal Interlocking Sta.			40	20					40	20
River Line Zoo Interlocking Station and Southward Home Signal located 1,035 ft. south of Spring Garden St. OH Br. All Routes			60	30					60	30
Southward Home Signal located 1,035 feet south of Spring Garden St. OH Br. and south end of Penn Interlocking.	All Routes, passenger and freight 30 miles per hour in either direction.									
South end of Penn Interlocking and Arsenal Interlocking Station			60	30					60	30
36th Street Connection Zoo (38th St.—Conn. with Suburban Line) and Penn (Conn. with River Line)			30	15					30	15
D.R.R.R. & B. Co. Branch Shore Interlocking Station and Jersey Jersey and Divide							30 50	30 40	30 60	30 40
Divide and Division Post (P.R.S.L.)	Single Track 60 40									
Chestnut Hill Branch North Philadelphia and West End of Interlocking Chestnut Hill.							50	25	50	40
West Philadelphia Elevated Branch Zoo and Arsenal Interlocking Station Arsenal Interlocking Station and Brill Interlocking Station					30 45	30 40	30 45	30 40		
Grays Ferry Branch Zoo Interlocking and Arsenal Interlocking	Single Track 30 20									
West Chester Branch Arsenal Interlocking Station and Media Through Media Interlocking Media and End of Block Sign, 3155 feet north of West Chester Passenger Station	15	15					50	40	50	40
	50	30								
Delaware Extension Arsenal Interlocking and End of Main Track							30	30	30	30
Schuylkill Branch Valley and Cynwyd Cynwyd and Barmouth Barmouth and Man							50 50 50	30 30 40	50 50 50	20 40 40
Trenton Branch Division Post (New York Division) and Nest Nest and Dale Dale and Glen	40	40					50 40	50 40	50 50	50 50
Phila. and Thorndale Branch Dale and Thorn							40	40	50	50



## Philadelphia Division (Continued)

Branches Between:	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
	Miles per Hour									
Connecting Tracks										
Jersey and Hatch	30	30								
Jersey and Minson	20	20								
Jordan and Pennsauken	15	15								
Hatch and Divide	15	15								
Bordentown Branch										
Division Post (P.R.S.L.) and westward limits Cooper Interlocking	15	15								
Within Cooper Interlocking							30	30	30	30
Hatch and Minson	40	40								
Pemberton Branch										
Cooper and Pem	15	15								
Pem and Birmingham	45	45								
Birmingham and Pemberton	45	30								

## Chesapeake Division

Main Line Between:	Gauntlet Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
	Miles per Hour									
Bell and Landlith					80	50	80	50		
Landlith and West Yard					60	50	60	50		
West Yard and Ragan					80	50	80	50		
Ragan and Davis			70	50	80	50	80	50		
Davis and Iron Hill			70	50	80	50	80	50	35	35
Iron Hill and North East			70	50	80	50	80	50		
North East and Principio					80	50	80	50		
Principio and Perryville			65	50	80	50	80	50	65	50
Perryville and Havre de Grace					60	45	60	45		
Havre de Grace and Oak			80	50	80	50	80	50	80	50
Oak and Bush			80	50	80	50	80	50		
Bush and Gunpow					80	50	80	50		
Gunpow and River			80	50	65	50	80	50	50	50
River and North Point			80	50	65	50	80	50		
North Point and Bay			80	50	35	35	80	50		
Bay and Union Junction			60	35	35	35	60	35	35	35
B. & P. Jct. and Fulton	30	20			30	20	30	20		
Fulton and Frederick Road			50	40	75	50	75	50	50	40
Frederick Road and Winans			80	50	80	50	80	50	50	40
Winans and Vern			80	50	80	50	80	50		
Vern and Landover					80	50	80	50	50	50
Landover and Division Post (W.T.)					80	50	80	50		
Landover and Signal F-1300					50	40	50	40		

## Chesapeake Division (Continued)

	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
<b>Branches Between</b>	<b>Miles per Hour</b>									
Signal F-1300 and Virginia	.....	.....	.....	.....	30	30	30	30	.....	.....
Virginia and North End of Bridge 138:45; Potomac River	.....	.....	.....	.....	40	40	40	40	.....	.....
North End of Bridge 138:45, Potomac River and South End	.....	.....	.....	.....	45	45	45	45	.....	.....
<b>Northern Central Branch:</b> B.&P. Jct. and Division Post (Hbg. Div.)	55	40	.....	.....	.....	.....	.....	.....	.....	.....
<b>Columbia and Port Deposit Br.</b> Perryville and Quarry	.....	.....	.....	.....	.....	.....	40	40	40	40
Quarry and Tome	40	40	.....	.....	.....	.....	.....	.....	.....	.....
Tome and West Rock	.....	.....	.....	.....	.....	.....	40	40	40	40
West Rock and Midway	40	40	.....	.....	.....	.....	.....	.....	.....	.....
Midway and McCall	.....	.....	.....	.....	.....	.....	40	40	40	40
McCall and Division Post (Hbg. Div.)	40	40	.....	.....	.....	.....	.....	.....	.....	.....
<b>Shellpot Branch:</b> Bridge and Ward Ward and Ragan	.....	.....	.....	.....	.....	.....	30	15	30	15
	.....	.....	.....	.....	.....	.....	30	30	30	30
<b>Porter Branch:</b> Bank and Porter	50	45	.....	.....	.....	.....	.....	.....	.....	.....
<b>Delmarva Branch:</b> Davis and Mile Post 15 Mile Post 15 and Seaford	15	15	.....	.....	.....	.....	.....	.....	.....	.....
	50	45	.....	.....	.....	.....	.....	.....	.....	.....

## NOTE—

Between the following locations where passenger train speed is 60 miles per hour or more, except where otherwise restricted TT symbolized freight trains are authorized to operate at a maximum speed of 60 miles per hour when consist is confined to TTX, BTTX and ETTX type equipment:

**MAIN LINE—Southward**  
Bell to Bay  
Gwynn to Landover

**MAIN LINE—Northward**  
Landover to Gwynn  
Bay to Bell

When any of the above symbolized freight trains are combined with any other freight train, the maximum authorized speed of 50 miles per hour must not be exceeded.

When handling above trains, the Conductor must know the Engineman has been so advised.

## Harrisburg Division

Main Line Between:	Other Tracks		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pas. Tr.	Fre. Tr.	Pas. Tr.	Fre. Tr.	Pas. Tr.	Fre. Tr.	Pas. Tr.	Fre. Tr.	Pas. Tr.	Fre. Tr.
	Miles per Hour									
Park Interlocking Station and Cork Eastward Interlocking limits	.....	.....	75	50	.....	.....	.....	.....	75	50
Through Cork Interlocking	.....	.....	.....	.....	.....	.....	75	50	75	50
Westward Station	60	50	.....	.....	.....	.....	.....	.....	.....	.....
Eastward Station	60	50	.....	.....	.....	.....	.....	.....	.....	.....
Cork Westward Interlocking Limits and State	.....	.....	.....	.....	.....	.....	75	50	75	50
Harris and Division Post (Allegheny Division)	.....	.....	.....	.....	.....	.....	75	50	75	50
Banks Interlocking Station and Division Post (Allegheny Division)	.....	.....	50	50	50	50	.....	.....	.....	.....
Banks and Rockville	No. 5 Track		.....	.....	.....	.....	.....	.....	.....	.....
	35	35	.....	.....	.....	.....	.....	.....	.....	.....
<b>Branches Between:</b>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Atglen and Susquehanna Br.</b>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Park and M. P. 1	.....	.....	.....	.....	.....	.....	45	45	45	45
M. P. 1 and M. P. 15	.....	.....	.....	.....	.....	.....	50	50	50	50
M. P. 15 and Smith	.....	.....	.....	.....	.....	.....	40	40	50	50
Smith and Wago Junction	.....	.....	.....	.....	.....	.....	40	40	40	40
<b>Columbia Branch</b>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cork and Cola	Single		.....	.....	.....	.....	35	35	35	35
Shocks and State	35	35	.....	.....	.....	.....	.....	.....	.....	.....
<b>Columbia and Port Deposit Br.</b>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Division Post (Chesapeake Division) and Port	.....	.....	.....	.....	.....	.....	30	30	30	30
<b>Northern Central Branch</b>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Division Post (Ches. Div.) and York	55	40	.....	.....	.....	.....	.....	.....	.....	.....
York and Wago Junction	50	40	.....	.....	.....	.....	.....	.....	.....	.....
Wago Junction and Cly	40	40	.....	.....	.....	.....	.....	.....	.....	.....
<b>York Haven Line</b>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cly and Lemo	.....	.....	.....	.....	.....	.....	40	40	40	40
Wago Junction and Cly	.....	.....	.....	.....	.....	.....	40	40	40	40
Cly and Stell	.....	.....	40	40	40	40	.....	.....	.....	.....
Lemo and Stell	.....	.....	.....	.....	25	25	25	25	25	25
Stell and Day	.....	.....	.....	.....	25	25	25	25	25	25
<b>Cumberland Valley Branch</b>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
State and Lemo	30	30	.....	.....	.....	.....	.....	.....	.....	.....
Lemo and Mile Post 4	40	40	.....	.....	.....	.....	.....	.....	.....	.....
Mile Post 4 and Mile Post 6	20	20	.....	.....	.....	.....	.....	.....	.....	.....
Mile Post 6 and Mile Post 9	40	40	.....	.....	.....	.....	.....	.....	.....	.....
Mile Post 9 and Watts	40	35	.....	.....	.....	.....	.....	.....	.....	.....
Watts and Pennroad	40	40	.....	.....	.....	.....	.....	.....	.....	.....
Pennroad and Town	40	35	.....	.....	.....	.....	.....	.....	.....	.....
<b>Norfolk and Western Rwy.</b>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hager and Vardo (Shomo Yard)	20	20	.....	.....	.....	.....	.....	.....	.....	.....
<b>Williamsport Branch</b>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
(Main Line Northern Division)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rockville and Division Post (Northern Division)	60	45	.....	.....	.....	.....	.....	.....	.....	.....

NOTE—Between the following locations where passenger train speed is 60 MPH or more, except where otherwise restricted, TT, PR, CB, AST-2, CG-8 and Trans. Amer. Special symbolized freight trains are authorized to operate at a maximum speed of 60 MPH: Main Line—Between Park and State.

When any of the above symbolized freight trains are combined with any other freight train, the maximum authorized speed of 50 miles per hour must not be exceeded.

## NOTE—(All Divisions)

Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains, except as provided below or unless otherwise instructed:

On tracks where maximum speed is 60 miles per hour, Passenger trains with Box and Refrigerator type freight cars not equipped for passenger service and trains consisting of more than 30 cars of all passenger equipment may be operated at a maximum speed of 60 miles per hour, except where otherwise restricted.

## PASSENGER TRAINS

**1157-C1a. (All Divisions).** Maximum speeds, for trains consisting entirely of cars as follow:

A—Class MP-85 electric MU cars, Nos. 800 to 830, inc.; Nos. 850 to 869, inc. and Nos. 880 to 889, inc., in high-speed passenger service and Class M.P. 85-E3 electric MU cars Nos. T1, 2, 3 and 4.

B—Passenger cars as designated in C.T. 4301, Special Instructions Governing Passenger Equipment Authorized to Operate at Speeds in excess of 80 Miles per Hour, when hauled by engines permitted to operate at a speed of 100 MPH, unless otherwise specified.

NOTE—The above trains must not exceed speed indicated in Special Instruction 1157-C1 when operating on tracks not shown.

## New York Division

Main Line Between:	Train:		A					B				
	Track:		4	3	2	1	.....	4	3	2	1	.....
	Miles per Hour											
Harold and East River Tunnels			50	50	50	50	.....	50	50	50	50	.....
Through East River Tunnels Except as follows: Between Signals 3E02 and 3E14			50	50	50	50	.....	40	50	50	50	.....
6th Ave. Portal and Signal Bridge 580 feet east of 10th Ave. Portal, all tracks							15					15
Signal Bridge 580 feet east of 10th Ave. Portal and 150 feet west of 10th Ave. Portal							15					15
Westward Trains—all tracks							15					15
Eastward Trains—all tracks												
Through North River Tunnels					60	60	.....			50	50	.....
North River Tunnels and eastern limits of Hudson Interlocking					90	90	.....			75	75	.....
Eastern limits Hudson Interlocking and 300 feet east of western limits Hudson Interlocking				60	60	60	.....		60	60	60	.....
300 feet east of western limits of Hudson Interlocking and west end of Passaic River Bridge				45	45	45	.....		45	45	45	.....
West end of Passaic River Bridge and C. N. J. overhead bridge			35	35	35	35	.....	35	35	35	35	.....
Tracks A and No. 5 Dock Interlocking							35					35
C. N. J. overhead bridge and Signal Bridge 96-97			70	70	70	70	.....	65	65	65	65	.....
Signal Bridge 96-97 and Hunter			70	70	70	70	.....	70	70	70	70	.....
Hunter and Lane			75	100	100	75	.....	75	80	80	75	.....
Lane and Elmora			75	100	100	75	.....	75	80	80	75	.....
Elmora and Union			75	100	100	75	.....	75	90	90	75	.....
Tracks A and B, Elmora and Union							60					60
Union and Lincoln			80	100	100	80	.....	80	90	90	80	.....
Lincoln and County			80	100	100	80	.....	80	100	100	80	.....
No. 0 Track Edison and Lincoln							30					30
County and Millham			80	100	100	80	.....	80	100	100	80	.....
West end County Interlocking and east end Millham Interlocking for test purposes only				160			.....					.....
Millham and Morris, except adjacent Trenton Station Platforms			80	100	100	80	.....	80	80	80	80	.....
Trenton—Adjacent to Station Platforms			60			60	.....	60			60	.....
Track 5 Fair Interlocking							10					10
Morris and Grundy			90	100	100	90	.....	90	100	100	90	.....
Grundy and Division Post (Phila. Division)			80	100	100	90	.....	80	100	100	90	.....

## Philadelphia Division

Main Line Between:	Train:		A					B				
	Track:		4	3	2	1	.....	4	3	2	1	.....
	Miles per Hour											
Division Post (New York Division) and Holmes Interlocking Station	80	100	100	80	.....	80	100	100	80	.....		
Holmes Interlocking Station and Shore Interlocking Station	90	100	100	90	.....	90	100	100	90	.....		
Shore Interlocking Station and Eastward Limits North Phila. Interlocking	70	70	70	70	.....	70	70	70	70	.....		
Through N. Phila. Interlocking Westward Station	50	50	50	50	.....	50	50	50	50	.....		
Eastward Station	.....	.....	.....	.....	50	.....	.....	.....	.....	50	.....	
Westward Limits North Phila. Interlocking and Girard Ave. UG Br.	70	70	70	70	.....	70	70	70	70	.....		
Girard Ave. UG Br. and Zoo Interlocking Station	30	30	30	30	.....	30	30	30	30	.....		
Zoo Interlocking Station and 44th St. OH Br. via New York-Pgh. Subway Westward Track	.....	.....	.....	.....	35	.....	.....	.....	.....	35	.....	
Eastward Track	.....	.....	.....	.....	30	.....	.....	.....	.....	30	.....	
44th St. OH Br. and 52nd St.	50	.....	50	50	.....	50	.....	50	50	.....		
52nd St. and 59th St. overhead bridge	70	.....	50	50	.....	70	.....	50	50	.....		
59th St. overhead bridge and westward limits Overbrook Interlocking	70	.....	50	65	.....	70	.....	50	65	.....		
Overbrook westward interlocking limits and Paoli eastward interlocking limits	70	70	70	70	.....	70	70	70	70	.....		
Through Paoli Interlocking	65	65	70	70	.....	65	65	70	70	.....		
Paoli westward interlocking limits and Glen	75	60	60	75	.....	75	60	60	75	.....		
Glen and Downs	75	.....	60	75	.....	75	.....	60	75	.....		
Downs and Park Interlocking Station	75	60	60	75	.....	75	60	60	75	.....		
Arsenal Interlocking Sta. and Grays Ferry Ave. OH Br.	50	.....	.....	50	.....	50	.....	.....	50	.....		
Grays Ferry Ave. OH Br. and Brill Interlocking Station	90	.....	.....	100	.....	90	.....	.....	100	.....		
Brill Interlocking Station and Hook	90	100	100	90	.....	80	100	100	80	.....		
Hook and Bell	110	50	50	110	.....	100	50	50	100	.....		
<b>River Line</b>												
Zoo Interlocking Station and Southward Home Signal located 1,035 ft. south of Spring Garden St. OH Br. All Routes	60	.....	.....	60	.....	60	.....	.....	60	.....		
Southward Home Signal located 1,035 feet south of Spring Garden St. OH Br. and south end of Penn Interlocking	All Routes, 30 miles per hour in either direction.											
South end of Penn Interlocking and Arsenal Interlocking Station	60	.....	.....	60	.....	60	.....	.....	60	.....		

Chesapeake Division

Main Line Between:	Train:	A					B				
	Track:	4	3	2	1	.....	4	3	2	1	.....
	Miles per Hour										
Bell and Landlith	.....	110	110	.....	.....	.....	100	100	.....	.....	.....
Landlith and West Yard	.....	80	80	.....	.....	.....	60	60	.....	.....	.....
West Yard and Ragan	.....	110	110	.....	.....	.....	95	95	.....	.....	.....
Ragan and Davis	70	110	110	.....	.....	.....	70	95	95	.....	.....
Davis and Iron Hill	70	110	110	35	.....	.....	70	100	100	35	.....
Iron Hill and North East	70	110	110	.....	.....	.....	70	100	100	.....	.....
North East and Principio	.....	110	110	.....	.....	.....	100	100	.....	.....	.....
Principio and Perryville	65	110	110	65	.....	.....	65	100	100	65	.....
Perryville and Havre de Grace	.....	60	60	.....	.....	.....	60	60	.....	.....	.....
Havre de Grace and Oak	110	80	80	110	.....	.....	100	80	80	90	.....
Oak and Bush	110	80	110	.....	.....	.....	100	80	100	.....	.....
Bush and Gunpow	.....	110	110	.....	.....	.....	100	100	.....	.....	.....
Gunpow and River	110	65	110	50	.....	.....	100	65	100	50	.....
River and North Point	100	65	100	.....	.....	.....	80	65	80	.....	.....
North Point and Bay	100	35	100	.....	.....	.....	80	35	80	.....	.....
Bay and Union Junction	60	35	60	35	.....	.....	60	35	60	35	.....
B. & P. Jct. and Fulton	.....	30	30	.....	.....	.....	30	30	.....	.....	.....
B. & P. Jct., Gauntlet Track	.....	.....	.....	.....	30	.....	.....	.....	.....	.....	30
Fulton and Frederick Road	50	75	75	50	.....	.....	50	75	75	50	.....
Frederick Road and Winans	80	110	110	50	.....	.....	80	100	100	50	.....
Winans and Vern	80	110	110	.....	.....	.....	80	100	100	.....	.....
Vern and Landover	.....	110	110	50	.....	.....	100	100	50	.....	.....
Landover and Mile Post 133	.....	110	110	.....	.....	.....	100	100	.....	.....	.....
Mile Post 133 and Division Post (W.T.)	.....	80	80	.....	.....	.....	80	80	.....	.....	.....

Harrisburg Division

Main Line Between:	Train:	A					B				
	Track:	4	3	2	1	.....	4	3	2	1	.....
	Miles per Hour										
Park Interlocking Station and Cork Eastward Interlocking limits	75	.....	.....	75	.....	.....	75	.....	.....	75	.....
Through Cork Interlocking Westward Station Eastward Station	.....	.....	75	75	60	.....	.....	75	75	60	.....
Cork Westward Interlocking Limits and State	.....	.....	75	75	.....	.....	.....	75	75	.....	.....

1157-C2. (All Divisions) Operating against current of traffic, except where Rule 261 is in effect, unless otherwise Specified	Miles per Hour	
	Psg'r	Frt
<b>New York Division</b>		
Main Line.....	50	40
<b>Branches:</b>		
P.A.&W.....	50	30
Trenton.....	20	20
<b>Philadelphia Division</b>		
Main Line.....	50	40
Arsenal Interlocking Sta. and Division Post (Chesapeake Division).....	50	40
Chestnut Hill—No. 1 track.....	40	30
No. 2 track.....	40	25
West Chester—Arsenal to Media except No. 1 track Fernwood to Lansdowne.....	40	30
Fernwood to Lansdowne—No. 1 track.....	30	30
Bohuykill—Valley to Man.....	50	30
Trenton Branch.....	40	40
Philadelphia & Thorndale Branch.....	40	40
<b>Harrisburg Division</b>		
Main Line.....	50	40
<b>Branches:</b>		
Atglen & Susquehanna Branch.....	40	40
<b>Chesapeake Division</b>		
Main Line.....	50	40
<b>Branches:</b>		
Shellpot.....	30	30

### 1157-C3. (All Divisions) Wreck, Work and Wire Trains

Work trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.

NOTE—Where speed of freight trains is slower than speeds shown in this instruction, the freight train speed must not be exceeded.

New York Division	Miles per Hour				
	Wire Train	Boom Trailing		Boom Forward	
		Wreck	Work	Wreck	Work
Main Line.....	50	50	30	40	20
Belvidere Delaware Branch.....		30	30	30	20
All Other Branches.....	30	30	30	20	20

Philadelphia Division	Miles per Hour		
	Wire Train	Wreck & Work	
		Boom Trailing	Boom Forward
Main Line			
Between:			
Division Post (New York Division) and Paoli.....	50	50	40
Paoli and Park:			
Passenger tracks.....	50	50	40
Freight tracks.....	40	40	30
Arsenal and Mile Post 6.....	50	50	40
Mile Post 6 and Division Post (Ches. Div.):			
Wreck trains.....		50	40
Work trains.....		30	30
Wire trains.....	50		
<b>Branches and Secondary Tracks:</b>			
Suburban Line.....	30	30	20
River Line.....	30	30	20
D. R. R. & B. Co. Branch.....	30	30	20

Philadelphia Division (Continued)	Miles per Hour		
	Wire Train	Wreck & Work	
		Boom Trailing	Boom Forward
Chestnut Hill Branch.....	40	40	30
West Philadelphia Elevated Branch.....	30	30	20
Grays Ferry Branch.....	20	20	20
West Chester Branch.....	40	40	30
Schuylkill Branch.....	40	40	30
Schuylkill Secondary Track.....	30	30	25
Delaware Extension.....	20	20	20
Trenton Branch.....	35	35	30
Philadelphia and Thorndale Branch.....	35	35	30
Octoraro Secondary Track			
Wawa and Ox.....	30	30	30
Ox and Colors.....	15	15	15
Bordentown Branch.....	30	30	20
Pemberton Branch.....	30	30	20
Bordentown Secondary Track.....	30	30	20
Pomeroy Secondary Track.....	15	15	10
Harrisburg Division			
Main Line			
Between:			
Park and Banks.....	50	50	40
Atglen and Susquehanna Branch.....	35	35	30
Columbia and Port Deposit Branch.....	30	30	30
Columbia Branch.....	35	35	30
Northern Central Branch:			
Division Post (Ches. Div.) and Wago Junction.....	40	40	30
York Haven Line			
Between:			
Wago Jct. and Lemo.....	35	35	30
Lemo and Day.....	25	25	25
Cumberland Valley Branch.....	35	35	30
Winchester Secondary Track.....	30	30	25
Williamsport Branch			
(Main Line Northern Division).....	35	35	25
Frederick Secondary Track:			
York and Frederick.....	30	30	30
New Holland, Lebanon, Dillsburg, Waynesboro, and Mercersburg secondary tracks.....	15	15	10



Chesapeake Division	Miles per Hour				
	Wire Train	Boom Trailing		Boom Forward	
		Wreck	Work	Wreck	Work
<b>Main Line Between:</b>					
Division Post (Phila. Div.) and Division Post (W.T.).....	50 30	50 30	30 30	40 30	30 30
Landover and Division Post (R.F.&P.).....					
<b>Branches and Secondary Tracks Between:</b>					
<b>Northern Central Branch</b>					
Baltimore and Div. Post (Hbg. Div.).....	40	40	30	40	30
<b>C. &amp; P. D. Branch</b>					
Perryville and Div. Post (Hbg. Div.).....	40	40	30	30	30
<b>Shellpot Branch</b>					
Bridge and Ragan.....	30	30	30	30	30
<b>Porter Branch:</b>					
Bank and Porter.....	40	40	30	30	30
<b>Delmarva Branch:</b>					
Davis and Mile Post 15.....	15	15	15	15	15
Mile Post 15 and Seaford.....	40	40	30	30	30
<b>Seaford Secondary Track</b>					
Seaford and Hearn.....	40	40	30	30	30
<b>Pocomoke Secondary Track</b>					
Patton and Cassatt.....	40	40	30	30	30
Cassatt and End of Block 435 feet north of Mile Post 89....	30	30	30	20	20
<b>Pope's Creek Secondary Track</b>					
Bowie and La Plata.....	30	30	30	30	30
La Plata and Lothair.....	15	15	15	15	15
<b>Centreville Secondary Track</b>					
Townsend and Centreville.....	30	30	30	20	20
<b>Chestertown Secondary Track</b>					
Mass and Chestertown.....	30	30	30	20	20
<b>Oxford Secondary Track</b>					
Clayton and Cross.....	30	30	30	20	20
<b>D. M. &amp; V. Secondary Track</b>					
Harrington and Snow Hill.....	30	30	30	20	20
<b>Branches and Other Tracks Between:</b>					
<b>Cambridge Secondary Track</b>					
Seaford and Coke.....	15 30	15 30	15 30	15 20	15 20
Coke and Tank.....					
<b>Crisfield Secondary Track</b>					
Kings Creek and Field.....	30	30	30	20	20
<b>Rehoboth Track</b>					
Georgetown and Rehoboth.....	20	20	20	20	20
<b>Vienna Track</b>					
Hurlock and Vienna.....	30	30	30	20	20
<b>Denton Track</b>					
End of track 1750 feet west of Queenstown and Queen Anne.....	30	30	30	20	20
<b>Mardela Track</b>					
Salisbury and Hebron.....	30	30	30	20	20
<b>Willard Track</b>					
Salisbury and End of track Pittsville.....	30	30	30	20	20
<b>Ocean City Track</b>					
Berlin and West Ocean City.....	30	30	30	20	20
<b>Capes Track</b>					
End of Block and 2491 feet south of Mile Post 92.....	15	15	15	15	15

Main Line* (All Divisions)	Miles per Hour
<b>1157-C4. (All Divisions) Circus Trains</b> .....	*40
<b>1157-C5. (All Divisions) Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, pile drivers, etc.; moving on own wheels see Rule 4158-A.</b>	
—on straight track.....	*30
—on curves.....	*20
<b>1157-C6. (All Divisions) Freight trains with 30 or more cars of mineral freight</b> .....	*40
<b>Eastward between Wynnewood and Overbrook Freight trains that consist of 50 per cent or more mineral freight and freight trains that consist of over 125 cars..</b>	20
<b>Jenny type cars, loaded or empty</b> .....	*40
<b>NOTE—When handling such trains conductors must know that enginemmen have been so advised.</b>	
<b>1157-C7. (All Divisions) Snow Plows in service (See Note)</b>	*20
<b>Snow Flangers in service</b> .....	*20
<b>Passing station platforms all highway grade crossings and trains on adjacent tracks</b> .....	5
<b>NOTE—When plowing, snow plow must be pushed with front end of engine coupled to plow. If engine is improperly turned and there are no facilities for turning, then a steel gondola should be placed between the plow and engine.</b>	
<b>1157-C8. (Chesapeake Division) Special groups of cars equipped for handling long lengths of welded rail with a type GRa car at each end with efficient hand brakes on front end of revenue freight trains</b> .....	*40
<b>1157-C11. (All Divisions) Passenger train assisted by an engine on rear and air brake controlled by leading engine.</b>	30
<b>Schuylkill Secondary Track</b> .....	20
<b>1157-C12. (All Divisions)</b>	
<b>Pushing Cars—Passenger Trains</b> .....	30
<b>—Freight Trains</b> .....	20
<b>1157-C15. (All Divisions) Diesel engines when operated from rear unit or other than leading end for direction of movement</b> .....	30
<b>1157-C16. (Phila. Div.) Speed over grade crossings when protected by a member of the crew</b> .....	6
<b>1157-C17. (Phila. Div.) Burlington—Trains and engines must consume at uniform speed four and one-half minutes between MJ and Burlington. A member of the crew must be on seat box opposite engineman maintaining lookout, and engine bell ringing between these points.</b>	
<b>Riverside—Fairview Street and Pavilion Avenue</b> .....	15
<b>Through Riverton and Palmyra—(between ½ mile west of Mile Post 7 and ½ mile east of Mile Post 9)</b>	35
<b>Other Tracks</b>	
<b>1157-C18. (Phila., Ches. &amp; Hbg. Divs.) Movement on surface tracks over road or street crossings south of Sixth Street, within the city limits of Chester</b> .....	10
<b>Movements over surface tracks over road and street crossings within the City limits of Wilmington</b> .....	6
<b>Movements on City Block Route, on Boston St., on Fleet St., on Aliceanna St. and on Guilford Ave., Baltimore</b> ....	4
<b>New Freedom Westward storage track</b> .....	4
<b>NOTE—*When operating over territory other than Main Line, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.</b>	

## TURNOUTS

### 1157-D1. (All Divisions) Maximum Speed

#### New York Division

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
<b>OB</b> —Connecting No. 1 Running and secondary track	Trailing—Springing Switch through turnout.....	30
East End—Connecting No. 1 Running and secondary track	Trailing—Springing Switch through turnout.....	
Deep Cut—Connecting No. 2 Running and secondary track	Trailing—Springing Switch through turnout.....	
<b>CQ</b> —Connecting No. 2 Running and secondary track	Trailing—Springing Switch through turnout.....	
<b>CQ</b> —Connection—yard to secondary track	Trailing—Springing Switch through turnout.....	
Lead Switch, Kent connecting lead track to main track	Trailing—Springing Switch through turnout.....	

#### Interlocked Switches

Lane—To or from No. 2 track, Greenville Branch, through switch located in No. 2 Track, Main Line, 180 feet east of Lane Interlocking Station.....	15
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#### Other Crossovers and Turnouts

Class GG engines through No. 8 crossovers or turnouts must not exceed speed indicated either operating or being hauled.....	5
All other class engines either operating or being hauled....	15

This applies to all hand-operated crossovers and turnouts, and the following interlocked crossovers or turnouts.

#### MAIN LINE:

Hudson—Crossovers between tracks No. 5 and No. 6.

Elmora—Switch to Elizabeth Freight Yard.

Midway—Switch to Yard.

Fair—Slip switches, in track No. 5, of crossovers between track No. 1 Belvidere-Delaware Secondary and track No. 4; both crossovers between track No. 2 Belvidere-Delaware Secondary and track No. 5; turnout east and west end track No. 7.

#### PASSAIC AND HARSIMUS BRANCH:

Waldo—Switch to Waldo Avenue Yard.

Karny—Combination dividing switch at connection of track No. 2 and yard lead; switch to Government Lead.

#### BELVIDERE-DELAWARE SECONDARY TRACK:

Fair—Crossover between tracks No. 1 and No. 2.

#### AMBOY SECONDARY TRACK:

**SA**—Connection of N.Y. & L.B.R.R. and Amboy Secondary Track.

**Harrisburg Division**

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Pennroad— South end of siding	Trailing—Springing Switch through turnout.....	.....
Wood— South end of siding	Trailing—Springing Switch through turnout.....	.....
Town— North end of siding	Trailing—Springing Switch through turnout.....	.....
Non-Interlocked crossovers and turnouts—diverging movements.....		10

NOTE—This applies to all hand-operated Crossovers and Turnouts and the following interlocked crossovers and turnouts:

**Lemo** —Switch to east leg of Wye.  
**Hager** {Crossover between secondary track and No. 2 yard track.

**Chesapeake Division**

Other Crossovers and Turnouts	Miles per Hour
Non-interlock turnouts—diverging movements— Except Electric engines.....	15
Electric engines.....	10
Electric engines through switches from B track to O track at Landlith.....	10
Electric engines from ladder tracks at north and south end of Edge Moor receiving yard and from inward and outward enginehouse tracks at Landlith.....	6

**Philadelphia Division**

	Interlocked Crossovers and Turnouts	Miles per Hour
Brooke—	{Switch to Reading Co. tracks, 165 feet west of Block Station..... Switch to west end Birdsboro track..... Switch to Birdsboro Freight Station.... Switch to Brooke track, 394 feet west of Block Station..... Switch to west end of Brooke track.....	10
Cooper—	All crossovers and turnouts.....	10
Non-interlocked crossovers and turnouts—diverging movements.....		10
All hand-operated crossovers and turnouts.....		10

**1157-E1. (All Divisions). Maximum speed, approaching a Movable Bridge on a track not protected by both a Home Signal and an Approach Signal.**

Location	Miles per Hour
<b>New York Division</b>	
<b>P. &amp; H. Branch:</b>	
Hack (against current of traffic).....	20
Karny (against current of traffic).....	15
<b>Greenville Branch:</b>	
Bay (against current of traffic).....	20
<b>Philadelphia Division</b>	
<b>D. R. R. &amp; B. Co. Branch:</b>	
Jersey (against current of traffic).....	15
<b>Bordentown Branch:</b>	
West Yard Lead:	
Cooper.....	6
<b>Chester and Philadelphia Track:</b>	
Darby Creek.....	15
<b>Chesapeake Division</b>	
<b>Main Line:</b>	
Anacostia.....	20
Potomac River.....	20
<b>Shellpot Branch:</b>	
Ward.....	20
Bridge.....	20
<b>Lewes Beach Track:</b>	
Lewes.....	6
<b>McDaniel Track:</b>	
Royal Oak.....	6
<b>Denton Track:</b>	
Denton.....	6

### **CURVES, BRIDGES, ETC.**

#### **1157-F1. (All Divisions) Maximum Speed**

##### **New York Division**

Note: Where scheduled passenger train service is operated in the State of New Jersey, Permanent Speed Restriction Signs, displaying black numerals on rectangular yellow background, indicating speed restriction on curves or bridges will be in service, except within the limits of an interlocking. These signs will be located at braking distance in advance of the restriction.

Main Line	Miles per Hour
Sunnyside Yard, east end loop tracks.....	15
Sunnyside Yard, drafts containing passenger cars on Loop 1 and Loop 2 tracks while moving through car washing machines, located 3180 feet east of F.....	3
Portal Movable Bridge.....	45
Frt. tr. oper. against current of traf. Portal Movable Bridge.....	10
Curves between Elizabeth and South Elizabeth.....	55
First curve west of Trenton Passenger Station.....	65

New York Division (Continued)	Miles per Hour
<b>Passaic and Harsimus Branch</b>	
Bridge 6.16 over Jersey City Branch at Karny.....	15
Karny Movable Bridge.....	15
<b>P. A. &amp; W. Branch</b>	
Curve west of Union.....	30
Curve between WC and connection to No. 1 Track, west side of C. R. R. of N. J., overhead bridge.....	20
<b>Princeton Branch</b>	
Curve, Princeton Junction.....	15
<b>Bordentown Secondary Track</b>	
South side Trenton Passenger Station—	
From east end Trenton Station platform to west end Fair Interlocking on all tracks to and from Borden- town Secondary Track.....	10
Curves between BO and east end of Crosswick Creek bridge.....	20
<b>Belvidere-Delaware Branch</b>	
Northward freight trains approaching Signal B-308, 4720 feet north of Mile Post 30 and Frenchtown.....	30
Over switches at Kent.....	30
Between a point 8,700 feet south and a point 7,900 feet south of DY (Marble Hill).....	15
Between a point 5,600 feet south and a point 4,400 feet south of DY (Iron Mountain).....	15
<b>Freehold Secondary Track</b>	
Farmingdale: Through Interlocking.....	20
Farmingdale: Over highway crossing on Siding.....	6
Freehold: Over South Street and Main Street grade crossings.....	6
Englishtown: Over Sodden St. grade crossing.....	10
Jamesburg:	
Between Jamesburg Station and a point 5020 feet east thereof (Bucklew Ave., grade crossing—fourth grade crossing east of station).....	10
<b>Amboy Secondary Track</b>	
Over switches at East End.....	15
<b>Hightstown Secondary Track</b>	
Hightstown to K.....	20
Hightstown to end of block (west of K)—Trains with cars in excess of 220,000 lbs. maximum weight.....	10
<b>Robbinsville Secondary Track</b>	
Yardville—Between 500 feet east and 500 feet west of Trenton Road grade crossing.....	15
Robbinsville—Over Allentown road grade crossing.....	10
<b>Martins Creek Spur</b>	
Curve at south end of Spur.....	10
<b>Lambertville—Flemington</b>	
Bridge 1.80, Alexauken Creek.....	10
Bridge 3.84, Alexauken Creek.....	10
Bridge 9.75, Neshanic Creek.....	10
Bridge 10.90, Neshanic Creek.....	10
<b>Coalport-Hamilton Ave., Running Track</b>	
Trenton: Over East State Street and Perry Street grade crossings.....	6
<b>Center St. Track</b>	
Track leading to Zausner Foods, Inc. ....	6

Philadelphia Division	Miles per Hour
<b>Main Line</b>	
Curve eastward from Ford.....	60
Curve between Shore and Ford.....	50
Curve Mile Post 84 to 2nd St. overhead Br. ....	65
Curve at Bridge 86.11 (Ridge Ave.) No. 2 track and No. 3 track.....	60
Through Valley interlocking No. 2 track.....	30
Between 52nd St. and westward end of Valley curve No. 4 track.....	30
Curve between Mile Post 5 and eastward limit Over- brook interlocking No. 4 track.....	60
Curve from Narberth passenger station eastward to Merion.....	60
Curve eastward from St. Davids.....	60
Curve westward from Devon.....	65
Curve eastward from Berwyn.....	45
1st and 2nd Curves 1200 feet west of Block Signal 295.....	60
(For freight trains shown in Note to Special In- struction 1157-C1 (Phila. Div.)	
1st curve west of Block Signal 295—all tracks.....	55
Curve from Grays Ferry Ave. overhead Br. to M.P. 3..	60
Curve at Curtis Park—No. 1, No. 2, No. 3 and No. 4 tracks.....	70
Curve under Jumpover north of Bell—No. 2 and No. 3 tracks.....	30
<b>River Line</b>	
All curves between Zoo Interlocking Station and 34th St. overhead Br.....	30
All curves 34th St. overhead Br. to South St. overhead Bridge.....	40
All curves South St. overhead Br. to Arsenal Interlock- ing Station.....	50
<b>D. R. R. R. and B. Co. Branch</b>	
Curve north of PRSL Division Post.....	30
<b>Chestnut Hill Branch</b>	
Curve at North Phila. station.....	15
Curve between Queen Lane and Cheltenham Ave.....	40
Curve between Cheltenham Ave. passenger station and undergrade Br. 3.10.....	25
First curve eastward from Allen Lane.....	40
Curve between westward limits Chestnut Hill Interlock- ing and Highland.....	40
<b>West Chester Branch</b>	
Curves Arsenal interlocking to Woodland Ave. overhead Bridge.....	40
Curve northward from Fernwood.....	45
Northward trains and engines on No. 1 track between Providence Road and Bishop Avenue Crossings.....	30
Morton, No. 1 and No. 2 track, Amosland Road, Morton Ave., Woodland Ave., and Blue Church Rd.....	25
Curve at Moylan-Rose Valley.....	45
Media curve southward to Br. 14.41, Ridley Creek.....	45
Curve southward from Br. 14.41.....	45
Curve at Elwyn passenger station.....	45
First curve southward from Elwyn passenger station.....	30
Parkmount crossing Lenni freight station, yard and run- ning tracks.....	6
First curve northward from Wawa.....	40
Curve southward from Wawa passenger station.....	40
All curves southward from Darlington passenger station to curve northward from Locksley passenger station....	45
West Chester, Nields Street Crossing.....	5
West Chester, Union St., Crossing.....	5
NOTE—For movement of wreck derrick, see Special Instruction 1160-C4.	

Philadelphia Division (Continued)	Miles per Hour
<b>Schuylkill Branch</b>	
Curve at Valley interlocking, No. 2 track.....	15
Curve between Jefferson St. Br. and 52nd St., No. 1 track..	20
Curves Cynwyd to Manayunk.....	40
<b>Schuylkill Secondary Track</b>	
Curve eastward from Conshohocken.....	20
Conshohocken Street Crossings.....	20
Curve 390 feet west of Mile Post 15.....	15
Curve 3025 feet west of Mile Post 17.....	15
Between 1000 feet west of Hanover Street and Keim	
Street Grade Crossing, Pottstown.....	15
Crossing, Reading Co. Brooke.....	15
First curve east of Mile Post 93.....	10
Washington St., Pottsville to Mile Post 95.....	20
<b>Octoraro Secondary Track</b>	
Chadd Automatic Interlocking.....	15
Over Woodland Avenue Crossing, south of West Grove..	8
Between Oxford freight station and slow board 200 feet	
south of South Street crossing, Oxford.....	20
Over State Road crossing south of Grove.....	6
Krauss Road crossing, 1500 feet south of Mile Post 58....	5
<b>Speed Ordinances</b>	
Within City Limits, Philadelphia, over highway or street crossings at grade not protected by crossing watchmen or flashing light signals.....	10
<b>Bordentown Branch</b>	
Bridge 1.50 Cooper River Movable Bridge.....	20
Bridge 3.26 Petty Island Movable Bridge.....	10
<b>Bordentown Secondary Track</b>	
Delanco Movable Bridge.....	20
<b>Pemberton Branch</b>	
Curve South of Pavonia at Pleasant Street.....	15
Curve at Westfield Ave. Mile Post 3 to Haddonfield	
Road south of Pennsauken.....	30
Centre Street, Park Ave., Cove Road, Merchantville.....	20
Between Locust Street 1,250 feet north West Moores-	
town and Stanwick Ave.....	25
Bridge 15.15 South of Masonville.....	40
Reverse curve between Mile Post 16 and Hainesport.....	40
Bridge 16.67 North of Hainesport.....	40
Curve between Mount Holly Station and Pine St.....	20
Mile Post 23 to curve at Birmingham.....	30
Curve at Birmingham.....	15
From curve at Birmingham to Switch Leading to	
Birmingham Storage Track, 600 feet south of Mile	
Post 24.....	30



Philadelphia Division (Continued)	Miles per Hour
<b>Dix Running Track</b>	
<b>Lewis—Over the following highway crossings:</b>	
Juliustown Road on U. T. Co. R. R.....	6
<b>Kinkora Running Track</b>	
Juliustown Road on south leg of Wye.....	6
Juliustown—Main Street.....	6
Juliustown Road.....	6
Jobstown—At Monmouth Road crossing 50 feet south of Jobstown and Sykesville Road crossing 370 feet south of Jobstown.....	6
Columbus—U.S. Highway 206.....	6
<b>Chester and Philadelphia Track</b>	
Eddystone, between "CC" signs located 440 feet north and south of Philadelphia Electric Co. Crossing.....	10
Chesapeake Division Main Line	Miles per Hour
Curve north of Wilmington Passenger Station, No. 2 and No. 3 tracks.....	40
Freight trains, Wilmington Passenger Station.....	30
Curve at Mile Post 27, No. 2 and No. 3 tracks.....	40
Northward freight trains on No. 1 track between Inter- locking Signal, 2968 feet north of Mile Post 93 and north limits of Bay Interlocking.....	15
Reverse curve Bay Block and Interlocking Station, No. 2 and No. 4 tracks.....	50
Southward freight trains on No. 3 and No. 4 tracks be- tween Home Signal Bridge, 430 feet south of Mile Post 94 and North Portal of Union Tunnel.....	25
Curve at Mile Post 94, No. 2 and No. 4 tracks.....	45
Through Union Tunnels.....	45
Between south portals of Union Tunnels and southern and westward limits of B.&P. Junction Block and Interlocking, all tracks.....	15
To and from No. 4 track at Fulton Interlocking.....	15
Curve at Fulton, No. 2 and No. 3 tracks.....	40
Curve at overhead bridge, 560 feet south of Mile Post 98, No. 1 and No. 4 tracks.....	20
Curve at Edmondson Station, No. 2 and No. 3 tracks.....	50
Curve at Edmondson Station, No. 1 and No. 4 tracks.....	30
First curve north of Frederick Road Station, No. 2 and No. 3 tracks.....	70
Curve at Division Post (W.T.) No. 2 and No. 3 tracks...	30
Through Virginia Avenue Tunnel.....	20
Northward freight trains on No. 2 and No. 3 tracks be- tween north limits of Virginia Interlocking and the South Portal of Virginia Avenue Tunnel.....	20
No. 2 and No. 3 tracks at Virginia leading to and from Washington Terminal.....	25
Curve south of 7th Street, Washington: No. 2 and No. 3 tracks.....	30
Curve at 14th Street. Washington: No. 2 and No. 3 tracks..	30

Chesapeake Division (Continued)	Miles per Hour
<b>Northern Central Branch</b>	
Between overhead bridge 0.41 (Baltimore) and Union Junction.....	12
B&P Junction to and including curve 3000 feet west of Mile Post 3.....	30
Curves east of Mile Post 4 to curve west of Mile Post 6....	40
First curve east of Mile Post 7 to Bridge 7.64.....	30
Reverse curves east of Lake, to Ruxton.....	40
Curve west of Lutherville.....	40
First curve east of Mile Post 17.....	40
Reverse curve at Mile Post 19.....	30
First curve east of Sparks to Bridge 21.65.....	40
Second curve east of Bridge 21.65.....	30
Mile Post 23 to Bridge 25.38 west of Blue Mount.....	40
First curve east of Mile Post 27.....	40
Curve at Mile Post 27.....	30
Curves at Bridges 27.34 and 27.42.....	30
Reverse curve east of Mile Post 28.....	40
First curve east of Parkton.....	40
Curves between Parkton and Mile Post 31.....	40
Curves Mile Post 31 to Mile Post 34.....	30
NOTE—Between Mile Post 3 and Division Post (Harrisburg Division) beginning and ending of curves marked by white rings on telegraph poles, each ring indicating speed of 10 miles per hour.	
<b>Porter Branch</b>	
Curve north of Bank .....	30
Christina Movable Bridge 2.27.....	10
Curve at New Castle Station.....	20
<b>Delmarva Branch</b>	
Main Track, between CC Sign 2100 feet north of Dover Passenger Station and CC Sign 600 feet north of Mile Post 48.....	20
Main Track, curves between 600 feet north of Mile Post 48 and 3000 feet south of Mile Post 48.....	40
<b>Seaford Secondary Track</b>	
Seaford movable bridge.....	30
<b>Pocomoke Secondary Track</b>	
Salisbury—Church Street Crossing.....	20
Corporate limit Salisbury, College Ave. to Naylor Street	35
Cassatt movable bridge.....	30
<b>Columbia and Port Deposit Branch</b>	
North and south legs of Wye, Perryville .....	15
Reverse curve at Mile Post 16.....	30
No. 1 and No. 2 tracks between Mile Post 23 and Midway	30
Reverse curves between Mile Post 29 and Pequea.....	30
<b>Popes Creek Secondary Track</b>	
Between a point 500 feet south of Mile Post 22 and a point 3000 feet south of Mile Post 23.....	15
Over Main Street, La Plata; over State Road Crossing, Lothair; over State Road Crossing, Waldorf; over State Road Crossing, Brandywine; and over State Road Crossing, Marlboro.....	6
<b>Centreville Secondary Track</b>	
Curve at station at Townsend.....	20
Curve at station at Massey.....	20
Between whistle posts for Blue Star Memorial Highway, 1130 feet south of Mile Post 32.....	15

Chesapeake Division (Continued)	Miles per Hour
<b>Chestertown Secondary Track</b>	
Between whistle posts for Blue Star Memorial Highway, 2280 feet south of Mile Post 1.....	15
Curve at station at Massey.....	25
Between Mile Post 16 and 4718 feet north of Chestertown	20
Lynch—Over State Route 561 .....	5
Wharton—Over State Route 297 .....	5
<b>Oxford Secondary Track</b>	
Curve at Clayton.....	15
Goldsboro—Over State Route 313—1510 feet north of Mile Post 20.....	15
Easton—All grade crossings.....	6
<b>D.M. &amp; V. Secondary Track</b>	
Harrington—between State Highway Crossing Route 13 and northward home signal.....	20
Georgetown—1140 feet north of Georgetown to south leg of Wye.....	10
Berlin—Crossing at grade to connection leading to Ocean City track.....	15
Berlin—Main Street Crossing.....	6
<b>Cambridge Secondary Track</b>	
East New Market—over State Highway Crossing, Route 14.....	15
<b>Crisfield Secondary Track</b>	
Over State Highway Crossings, Routes 13 and 413, north of Westover.....	6
Between a point 2400 feet south of Mile Post 14 and a point 3600 feet south of Mile Post 14.....	15
<b>Lewes Beach Track</b>	
Nassau—over State Highway Crossing, Route 14.....	6
Lewes movable bridge.....	6
<b>Milton Track</b>	
Curve at Ellendale.....	10
<b>Denton Track</b>	
Denton bridge.....	6
Hillsboro, first and second road crossings west of.....	6
Bloomingdale road crossing.....	6
Track connecting Denton track with Oxford Secondary track.....	8
<b>McDaniel Track</b>	
McDaniel to Easton Junction—all grade crossings.....	6
Royal Oak movable bridge.....	6
<b>Mardela Track</b>	
Curve at Salisbury station.....	5
<b>Ocean City Track</b>	
Berlin, first crossing west of station.....	6
Berlin, State road crossings.....	6

Harrisburg Division		Miles per Hour
<b>Main Line</b>		
Curve at Gap.....		50
Curve west of Gap.....		50
Curve west of Middletown.....		70
Westward trains No. 2 track at westward home signal, Dock Street, State—Passenger Trains.....		50
—Freight Trains.....		25
1st Curve west of Harris Interlocking.....		30
Curve west of Maclay Street.....		50
Curve east of Rockville.....		50
Curve at Rockville.....		30
Curve west end Rockville bridge No. 1 track.....		30
Curve west end Rockville bridge No. 2 track.....		40
1st Curve east of Banks.....		60
1st Curve west of Banks.....		60
<b>Columbia Branch</b>		
No. 1 track over Union, Perry and Mill Sts., Columbia....		20
No. 2 track over Mill, Perry and Union Sts., Columbia....		15
Curve 4000 feet west of Block Signal C-721.....		30
Curve 6002 feet west of Block Signal C-721.....		30
<b>Atglen and Susquehanna Branch</b>		
No. 2 track between Block Signal L-255 and Block Signal L-325, looking for slides.....		20
<b>Northern Central Branch</b>		
Curves from New Freedom to 600 feet west of Shrewsbury		40
Reverse curve at Mile Post 39.....		30
First curve west of Mile Post 40.....		40
Reverse curve at Mile Post 41.....		40
Reverse curve between Mile Posts 43 and 44.....		40
Curve at Mile Post 45.....		40
Reverse curves west of Mile Post 46.....		40
Curve west of Smyser.....		40
Curve at Mile Post 50.....		30
Curves from 2000 feet west of Mile Post 50 to Bridge 53.16		40
Portion of curve from Mile Post 54 west $\frac{1}{4}$ mile.....		40
Between King Street and Beaver Street.....		4
Between Beaver St. and York Interlocking.....		15
Through York Interlocking.....		20
Windsor Street Crossing, York, 4465 feet west of Mile Post 57.....		5
Curves at Bridge 59.43.....		40
NOTE—Between Division Post (Ches. Div.) and Bridge 59.43, beginning and ending of curves marked by white rings on telegraph poles, each ring indicating speed of 10 miles per hour.		
<b>York Haven Line</b>		
1st and 2nd Curves east of Lemo.....		30
Curve between York Haven Line and Cumberland Valley bridge.....		10
Crossing frogs Lemo.....		25
West Leg of Wye, Lemo.....		10
First curve west of Signal N-832 No. 3 track.....		30
<b>Cumberland Valley Branch</b>		
Curve at Watts.....		35
Bridge 41.14 North of Pennroad	Yard tracks between connection to Cumberland Valley Branch and connection to Reading Co. tracks to Rutherford.	20
Bridge 41.25 North of Pennroad		
Bridge 41.36 North of Pennroad		

Harrisburg Division (Continued)	Miles per Hour
<b>Winchester Secondary Track</b>	
Switches and W. M. Crossings at Town and Hager.....	15
N&WRR Class J Engines or PM Passenger Cars:	
Bridge 82.13 south of Williamsport.....	15
Bridge 92.56 north of Martinsburg.....	20
<b>Williamsport Branch</b>	
(Main Line Northern Division)	
Curve 1700 feet west of Rockville.....	30
1st Curve 6978 feet west of Rockville.....	45
<b>New Holland Secondary Track</b>	
Curve at Honey Brook.....	15
Curve east of Greenfield.....	15
Between Mile Post 28 and a point 2640 feet west of Mile Post 28 .....	5
<b>Lebanon Secondary Track</b>	
Bridge 0.63 Lebanon.....	10
<b>Waynesboro Secondary Track</b>	
Bridge 10.30 South of Mile Post 10.....	15
Bridge 11.96 South of Mile Post 11.....	15
Bridge 14.00 South of Mile Post 13.....	15
<b>Mercersburg Secondary Track</b>	
Bridge 61.37 West of Mile Post 61 (see note).....	15
Bridge 70.20 West of Mile Post 70 (see note) (Lehmasters)	15
NOTE—Cars of gross load of 220,000 lbs. or more, 120 tons or heavier wrecking derrick, or a disabled engine must be separated from hauling engine and other loaded cars by two empty cars, when moving over these bridges.	
<b>York Running Track</b>	
Wrightsville, on Front Street.....	6
Between Mile Post 12 and York Block Station.....	10
<b>Frederick Secondary Track</b>	
Between Grant Street and West Market Street, West York.....	6
Leading end of trains passing over Main Street Crossing, first crossing south of Spring Grove freight station.....	5
Hanover, between Middle and Spruce Streets.....	4
Littlestown, over Baltimore Street Crossing.....	6
Curve at Bridge 68.92, Frederick.....	10
<b>Speed Ordinances</b>	
Mechanicsburg.....	20
Carlisle.....	20
Shippensburg.....	6
Hagerstown.....	10
Martinsburg.....	10
Winchester.....	12
Waynesboro.....	6

## PASSENGER TRAINS

**1157-F1a. (All Divisions)** Maximum Speed, for trains consisting entirely of cars as follows:

A—Class MP-85 electric MU cars, Nos. 800 to 830, inc.; Nos. 850 to 869, inc. and Nos. 880 to 889, inc., in high-speed passenger service and Class M.P. 85-E3 electric MU cars Nos. T1, 2, 3 and 4.

B—Passenger cars as designated in C.T. 4301, Special Instructions Governing Passenger Equipment Authorized to Operate at Speeds in excess of 80 Miles per Hour, when hauled by engines permitted to operate at a speed of 100 MPH, unless otherwise specified.

Note: Where scheduled passenger train service is operated in the State of New Jersey, Permanent Speed Restriction Signs, displaying black numerals on rectangular yellow background, indicating speed restriction on curves or bridges will be in service, except within the limits of an interlocking. These signs will be located at braking distance in advance of the restriction.

Train:	A	B
<b>New York Division Main Line</b>	Miles per Hour	
Sunnyside Yard, east end loop tracks.....	15	15
Sunnyside Yard, Loop 1 and Loop 2 tracks while moving through car washing machines, located 3180 feet east of F.....	3	3
Curve west of West Portal, North River Tunnels.....	75	.....
Portal Movable Bridge.....	60	45
Curve at Hunter.....	70	70
Curves between Elizabeth and South Elizabeth.....	55	55
First curve east of Mile Post 24, west of Iselin.....	90	.....
First curve west of Mile Post 24, west of Iselin.....	90	.....
First curve west of Lincoln.....	80	80
Second curve west of Lincoln.....	90	90
For test purposes only:		
All curves between County and Midway, No. 3 track.....	140	.....
First curve west of Trenton, No. 1 and No. 4 tracks....	65	65
First curve west of Trenton, No. 2 and No. 3 tracks.....	80	.....
Reverse curves between Mile Post 74 and Mile Post 75, No. 2 and No. 3 tracks.....	90	90
Reverse curve at Torresdale, No. 1 track.....	80	80
<b>Philadelphia Division Main Line</b>		
Curve eastward from Ford.....	60	60
Curve between Shore and Ford.....	50	50
Curve Mile Post 84 to 2nd St. overhead Br.....	65	65
Curve at Bridge 86.11 (Ridge Ave.) No. 2 track and No. 3 track.....	60	60
Through Valley interlocking No. 2 track.....	30	30
Between 52nd St. and westward end of Valley curve No. 4 track.....	30	30
Curve between Mile Post 5 and eastward limit Overbrook interlocking No. 4 track.....	60	60
Curve from Narberth passenger station eastward to Merion.....	60	60
Curve eastward from St. Davids.....	60	60
Curve westward from Devon.....	65	65
Curve eastward from Berwyn.....	45	45
1st and 2nd Curves 1200 feet west of Block Signal 295....	60	60
Curve from Grays Ferry Ave. overhead Br. to M.P. 3....	60	60
Reverse curves between Brill and Sharon Hill.....	70	70
Curve under Jumpover north of Bell—No. 2 and No. 3 tracks.....	30	30

Train:  Philadelphia Division (Continued) River Line	A	B
	Miles per Hour	
All curves between Zoo Interlocking Station and 34th St. overhead Br.....	30	30
All curves 34th St. overhead Br. to South St. overhead Bridge.....	40	40
All curves South St. overhead Br. to Arsenal Interlocking Station.....	50	50
<b>Chesapeake Division Main Line</b>		
First curve south of Bell.....	90	90
Curve north of Wilmington Passenger Station, No. 2 and No. 3 tracks.....	40	40
Curve at Mile Post 27, No. 2 and No. 3 tracks.....	40	40
Curve at Mile Post 50, north of Northeast .....	90	90
Northeast Interlocking.....	100	.....
First curve south of Mile Post 53, south of Northeast....	105	.....
Curve at Mile Post 57, north of Principio.....	95	95
Curve at Mile Post 78, north of Gunpow.....	100	.....
Reverse curve Bay Block and Interlocking Station, No. 2 and No. 4 tracks.....	50	50
Curve at Mile Post 94, No. 2 and No. 4 tracks.....	45	45
Through Union Tunnels.....	45	45
Between south portals of Union Tunnels and southern and westward limits of B.&P. Junction Block and Interlocking, all tracks.....	15	15
To and from No. 4 track at Fulton Interlocking.....	15	15
Curve at Fulton, No. 2 and No. 3 tracks.....	40	40
Curve at overhead bridge, 560 feet south of Mile Post 98, No. 1 and No. 4 tracks.....	20	20
Curve at Edmondson Station, No. 2 and No. 3 tracks....	50	50
Curve at Edmondson Station, No. 1 and No. 4 tracks....	30	30
First curve north of Frederick Road Station, No. 2 and No. 3 tracks.....	70	70
Curve at Winans.....	100	.....
Curve south of Mile Post 106, south of Winans.....	90	90
First curve north of Odenton.....	100	.....
Curve at Mile Post 117, south of Odenton.....	90	90
First curves north and south of Mile Post 118, south of Odenton.....	100	.....
Curve at Landover.....	100	.....
Curve at Division Post (W.T.), No. 2 and No. 3 tracks.....	30	30
<b>Harrisburg Division Main Line</b>		
Curve at Gap.....	50	50
Curve west of Gap.....	50	50
Curve west of Middletown.....	70	70
Westward trains No. 2 track at westward home signal, Dock Street, State.....	50	50

## ENGINES

### 1157-G1. (All Divisions) Maximum Speeds, unless otherwise restricted

CLASS	MILES PER HOUR		
	Single Unit Light	Multiple Light	With Cars
Electric Units:			
B-1.....	25	—	25
DD-1.....	50	—	50
E-44.....	50	60	80
GG-1 4883 to 4938 only.....	50	60	100
GG-1 4800 to 4882.....	50	60	90
L-6, L-6a.....	50	50	50

	Miles per Hour
MU Cars except Class MP-85.....	65
MU Cars Class MP-85 Nos. 150 to 155 inc., Nos. 201 to 219 inc., and Nos. 251 to 269 inc.....	80*
MU Cars Class MP-85 DE-2—Nos. 220 to 229 inc.....	80*
MU Cars Class MP-85 EE-2—Nos. 230 and 231.....	80*
MU Cars Class MP-85 FE-2—Nos. 232 and 233.....	80*
MU Cars Class MP-85 GE-2—Nos. 234 and 235.....	80*
MU Cars Class MP-85 HE-2—Nos. 236 and 237.....	80*
MU Cars Class MP-85 JE-2—Nos. 238 and 239.....	80*
MU Cars Class MP-85 E-4—Nos. 800 to 830 inc.....	160
MU Cars Class MPC-85 E-5—Nos. 850 to 869 inc.....	160
MU Cars Class MPP-85 E-5—Nos. 880 to 889 inc.....	160
MU Cars Class MP-85 E-3—Nos. T-1, T-2, T-3 and T-4.....	160
Rail Motor Car or Cars.....	65
RDC (Budd Cars) Multiple Units.....	80
RDC (Budd Cars) Single Units.....	50
Rail Detector Cars.....	50

\*When air springs are deflated or over-inflated on, class MP-85 MU cars, the speed of the train must not exceed 30 miles per hour and diverting movements 15 miles per hour to the next terminal.

Electric engines coupled with proper pantograph-up arrangement will be operated as follows:

Number of Units	Maximum Permissible Speed
5	50 MPH unless otherwise restricted
6	35 MPH unless otherwise restricted
Over 6	Prohibited

CLASS	Multiple Light	With Train
Diesel Units:		
EP-20, EP-22.....	60	80
EFP-15.....	60	75
Freight, except EF-15, EFS-17.....	60	70
EF-15, EFS-17.....	60	65
Shifter Types—		
All classes, except following:	50	60
AS-16, AS-18, AS-24, ES-15, ES-17, FS-16, FRS-20X, FS-24.....	50	65
ARS-24S.....	60	75
ES-6, 5911.....	—	40
ES-15A.....	—	55
PRSL BS-15, BS-16 except 6011-6016, 6024 to 6027.....	50	65
PRSL BS-16MS 6011-6016, 6024-6027....	50	80
Single Units—Light—		
All classes.....	30	



**NOTE—**

**Diesel unit type designations:**

**Second letter (and third where used) in unit type designation indicates service as follows:**

- "P"—Passenger.
- "F"—Freight.
- "H"—Freight (Helper).
- "FP"—Freight-Passenger.
- "S"—Shifter.
- "PS"—Shifter, Passenger.
- "FS"—Shifter, Freight.
- "R"—Road.

**Numerals indicate engine horsepower in nearest hundreds:**

**Electric Units—Horsepower**

Class E44.....4400 horsepower  
Class GG1.....4620 horsepower

**SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS**

**1157-H1. Maximum Speeds unless otherwise Specified**

**New York Division**

Track	Between	And	Miles per Hour
Amboy.....	SA.....	JG.....	30
Hightstown.....	Conn. Amboy Sec. Trk.....	End of Block (West of K)....	20
Belvidere Delaware No. 1 and 2 Tracks.....	Fair.....	MG.....	20
Freehold.....	Conn. Amboy Sec. Trk.....	End of Block.....	30
Robbinsville.....	BO.....	End of Track.....	20
Bordentown.....	Fair.....	BO.....	30

## Philadelphia Division

Track	Between	And	M.P.H.
Zoo.....	Zoo.....	North Phila.....	30
No. 0.....	North Phila.....	Shore.....	15
Schuylkill.....	Man.....	End of track 2391 feet west of Mile Post 95.....	30
No. 5.....	Caln.....	Thorn.....	15
Pomeroy.....	Pomeroy.....	End of track.....	15
Chester Creek.....	Lamokin.....	Wawa.....	15
Octoraro.....	Wawa.....	Ox.....	30
Octoraro.....	Ox.....	Colora.....	15
Bordentown.....	Minson.....	BO.....	40
No. 1 Running.....	PEM.....	Hatch.....	15
No. 6 Running.....	Hatch.....	Cooper.....	15
Kinkora Running.....	Lewis.....	2000 feet south Columbus.....	15
Medford Running.....	Mt. Holly.....	Medford.....	15
Dix Running.....	Pemberton.....	Camp.....	15
ALL Sidings in New Jersey.....			5
All Other Sidings.....			15
No. 14 Running.....	Overbrook.....	44th Street O.H. Bridge No. 3.23..	15
No. 15 Running.....	42nd Street O.H. Bridge No. 3.03..	Overbrook.....	15

## Chesapeake Division

Track	Between	And	M.P.H.
B.....	Landlith.....	Bell.....	30
No. 0.....	Landlith.....	Edge Moor.....	15
No. 1 and No. 2.....	Bell.....	Bridge.....	15
New Castle.....	Bridge.....	Tasker.....	15
Meat House.....	Wilmington.....	West Yard.....	15
Edgewood Siding.....	Edgewood.....	Magnolia.....	30
Magnolia Siding.....	Magnolia.....	Edgewood.....	30
No. 1.....	Bay.....	River.....	15
No. 1.....	Hillen Jct.....	Madison St.....	15
Mt. Vernon.....	B & P Jct.....	Mt. Vernon.....	15
Pope's Creek.....	Bowie.....	LaPlata.....	30
Pope's Creek.....	LaPlata.....	Lothair.....	15
No. 4.....	Deanwood.....	Anacostia.....	15
No. 1.....	Anacostia.....	Landover.....	15
No. 1.....	14th Street.....	Virginia.....	15
No. 4.....	Virginia.....	14th Street.....	15
Chestertown.....	Massey.....	Chestertown.....	30
Centreville.....	Townsend.....	Centreville.....	30
Oxford.....	Clayton.....	Cross.....	30
	Cross.....	Easton Jct.....	20
Denton.....	End of Track 1750 feet west of Queenstown.....	Denton.....	30
McDaniel.....	McDaniel.....	Easton Jct.....	20
D M & V.....	Harrington.....	Snow Hill.....	30
Rehoboth.....	Georgetown.....	Lewes.....	20
	Lewes.....	Rehoboth.....	15
Ocean City.....	Berlin.....	West Ocean City.....	30
Cambridge.....	Seaford.....	Coke.....	15
	Coke.....	Tank.....	30
Vienna.....	Hurlock.....	Vienna.....	30
Mardella.....	Salisbury.....	Hebron.....	30
Willard.....	Salisbury.....	End of track, Pittsville.....	30
Crisfield.....	Kings Creek.....	Field.....	30
Seaford.....	Seaford.....	Hearn.....	40
Pocomoke.....	Patton.....	End of Block.....	40
Capes Track.....	End of Block.....	2491 feet south of Mile Post 92.....	15
All other sidings.....			15
Herbert.....	Wine.....	Mile Post 2.....	15
	Mile Post 2.....	Herbert.....	30

### Harrisburg Division

Track	Between	And	Miles per Hour
"G".....	Ramp opposite west bound Hump yard office.....	Connection with No. 4 Running track, East end Marysville.....	*20
"A".....	Rockville.....	111-B.....	35
"D".....	West end Enola..	Banks.....	20
No. 4.....	Rockville.....	Banks.....	*35
Loucks.....	Loucks.....	East end of Loucks No. 1 Yard Track.....	15
York.....	End of track— 1300 feet south of Mile Post 1..	York.....	15
Frederick.....	York.....	Frederick.....	30
New Holland.....	Honeybrook.....	Cork.....	20
Lebanon.....	Conewago.....	9th St. Lebanon..	15
Lemoyne.....	Lemo.....	Camp.....	15
Dillsburg.....	Dillsburg Jct.....	End of track.....	20
Northward siding Carlisle..	.....	.....	10
Waynesboro.....	Wood.....	End of track.....	20
Waynesboro.....	Highw'y Crossing at Mont Alto..	.....	10
Mercersburg.....	South Penn Jct..	End of track.....	20
Hagerstown.....	Town.....	Hager.....	15
Winchester.....	Town.....	Hager.....	15
Winchester.....	Hager.....	Winchester.....	30
Cumbo.....	Connection with Winchester Secondary track.....	Cumbo yard.....	15
All other sidings..	.....	.....	15

\*Note—Trains and engines must not exceed a speed of 15 miles per hour in either direction over automatic hand-operated switch in No. 4 Running track at west end of Running track G and over automatic hand-operated switch in G track at west end of new ramp crossover between C and G tracks 890 feet west of Mile Post 89.

**1157-J1. (New York and Chesapeake Divs.)** In the application of Rule 113, movement on the following tracks must not exceed the speed indicated, prepared to stop short of other movements, obstruction, or switch not properly lined:

Track	Between	And	Miles per Hour
Buzzard Point.....	Jersey Yard.....	Buzzard Point....	6
Enterprise Track..	Coalport.....	End of Track.....	5

**1157-J2 (All Divisions)** Where speed is restricted, the specified speed must be observed, while engine and any portion of train is within restricted limits, except where speed is restricted for the purpose of delivering United States mail, newspapers, or due to engine restrictions.

**1157-J3. (Chesapeake Div.).** Southward trains, except trains from Benning Yard to Jersey Yard, must not exceed a speed of 10 miles per hour passing Anacostia Block and Interlocking Station with entire train.

Catenary poles are marked with numbers beginning at 25 and ending at 125, based on 50 foot cars, indicating the car distance from Anacostia.

ENGINE AND SPECIAL LOAD RESTRICTIONS (All Divisions)

1160-A1a. (New York Div.). Engines and Special Loads are restricted at locations shown below:

NOTE —Letters and figures indicate.

X—Prohibited.

Z—AF-15, AF-16, AS-10A, BF-16 restricted in Third Rail Territory.

Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

The small letter in parentheses shown in location column indicates reference NOTE shown at end of table.

ERS-15, EP-20, EP-22, EFP-15, EF-15 restricted over interlocked crossovers at Waldo.

Class AF-30, AF-36, GF-33A, EF-36 and GF-28A diesel engines are restricted to 10 miles per hour in all Yard and Industrial tracks.

Engines of classes other than those listed shall not be run over any portion of the Division unless authorized by Superintendent.

Diesel engines having less units than the number listed for that class may be operated under the same restrictions.

LOCATION	CLASS OF ENGINES						SPECIAL LOADS					
	1	2	3	4	5	6	L	M	I	J	12	
	AS-6, BS-6, BS-7, BS-7M, ES-6	AF-24, AF-24A, AS-10, AS-10A, ARS-10, ARS-10M, ARS-10S, ARS-10SX, ARS-18, BS-10, BS-10M, BRS-10SX, BS-12, BRS-12, BRS-12S, BRS-12SX, BS-12M, EF-25, ES-10, ES-12, ES-12M, FS-10	AF-25, ARS-16X, ARS-16, ARS-16S, ERS-15, ERS-15S, EF-17, ER-17, ERS-17, EF-15, EF-15A, EF-22, EFP-15, FS-12, FS-12M, FRS-16, FRS-20X, FRS-20, GF-25	ARS-18A, ARS-24, BRS-16, EP-20, EP-22	AF-27, AF-30, AF-36, ARS-24S, BS-24M, EF-25, EF-30A, EF-36, ERS-15-A, X, ERS-17A, FRS-24, GF-25A, GF-28A, GF-33A, LS-25, LS-25M	GG-1, E-44						
												L-6, L-6A, B-1

MAIN LINE												
ENTIRE DIVISION												
N. Y. N. H. & H. R. R. electric engines may operate conforming to restrictions shown for GGI engines.												
SUNNYSIDE YARD:												
East End No. 9 Track.....												
Horn Track from No. 68 Lead to No. 105 Track.....												
L-6 Engines 5939-5940 prohibited on Loop "A" Track.....												
SUNNYSIDE TO WEST PORTAL, NORTH RIVER TUNNELS.....												
Movement of more than two of following types of engines:												
L6, GGI; or more than one of these types engines coupled, prohibited between West End Portal Movable Bridge and Sunnyside.												
Pennsylvania Station, New York:												
Slipswitch west end No. 39.....												
Crossover at KN.....												
B1 type not restricted.												
No. 59 switch to track 15 at JO.....												
WEST PORTAL, NORTH RIVER TUNNELS TO HUDSON.....												

LOCATION	CLASS OF ENGINES—SPECIAL LOADS										
	1	2	3	4	5	6	L	M	I	J	12
<b>HUDSON TO LANE (b)</b> .....				X						X	
Newark:											
Post Office track.....			X	X	X		X	X	X	X	X
Bridge 9.65, east end South St.....			40	40	40	45	40	35	30	X	45
All industrial tracks between Hunter and Lane (a).....		X	X	X	X	X	X	X	X	X	X
<b>LANE TO RAHWAY</b> .....										X	
Lane:											
Bridge 12.12, Waverly Jumper No. 1 track.....								50	50	X	
Bridge 12.37, first bridge west of Lane.....								55	40	X	
All industrial tracks between Lane and North Elisabeth (a).....		X	X	X	X	X	X	X	X	X	X
Elisabeth:											
Bridge 12.98, east end North Elisabeth Station.....								70	50	X	
Bridge 14.05, C. R. R. of N. J. Elisabeth Station.....								50	50	X	
Bridge 14.59, 430 feet east of Elmora.....		55	55	55	55	55		50	50	X	55
Bridge 14.71, east end South Elisabeth.....								50	50	X	
Elisabeth Yard—No. 1 Team Track.....									X	X	
Elisabeth Yard—All other tracks.....			X	X	X	X	X	X	X	X	X
Elmora—No. 0 Track.....											
A. Gross Candle Co. (a).....		X	X	X	X	X	X	X	X	X	X
Street & Smith. (a).....		X	X	X	X	X	X	X	X	X	X
All other tracks.....			X	X	X	X	X	X	X	X	X
Linden:											
Distillers Co., Ltd. (a).....		X	X	X	X	X	X	X	X	X	X
Woods Lead.....											
Bridge 0.50.....										X	
Rahway:											
McNeil Track.....			X	X	X	X	X	X	X	X	X
<b>RAHWAY TO LINCOLN</b> .....										X	
All bridges, Rahway to 1300 feet west of Lincoln.....								55	40	X	
<b>LINCOLN TO MONMOUTH JCT</b> .....										X	
New Brunswick:											
Janeway and Carpenter Tracks (a).....		X	X	X	X	X	X	X	X	X	X
Johnson & Johnson (a).....		X	X	X	X	X	X	X	X	X	X
Deans:											
Industrial Track.....				X	X		X	X	X	X	
<b>MIDWAY TO FAIR</b> .....										X	
Plainsboro:											
No. 5 Track east of Walker Gorden switch.....			X	X	X	X	X	X	X	X	X
Princeton Jct.:											
Connection No. 4 Track to Princeton Branch.....			X	X	X					X	
Trenton:											
Bridge 57.54, second bridge east of Delaware River.....								60	45	X	
<b>FAIR TO MORRIS</b> .....										X	
Morrisville:											
Bridge 58.03, east of.....								50	45	X	
Bridge 58.16, west of.....								50	45	X	
<b>MORRIS TO GRUNDY</b> .....										X	
<b>GRUNDY TO DIVISION POST (Phila. Division)</b> .....										X	
Bristol:											
All bridges between 2700 feet west of Bristol to Grundy.....								50	35	X	
Bristol Old Line:											
Bridges 66.30 and 67.05.....				X	X	X	5	X	X	X	X
Eddington:											
Penn-Salmon Feed Co. (a).....		X	X	X	X	X	X	X	X	X	X
Cornwells Heights:											
Badenhausen Track (a).....		X	X	X	X	X	X	X	X	X	X
Shutte & Koerting Co. (a).....		X	X	X	X	X	X	X	X	X	X
F. A. Simmons, Nos. 1 and 2 (a).....		X	X	X	X	X	X	X	X	X	X
Andalusia:											
Brown Oils Co. (a).....		X	X	X	X	X	X	X	X	X	X
Torrendale:											
Bridge 74.10, east of Torrendale.....								55	40	X	
Team Track.....			X	X	X			X	X	X	X
Trestle.....			X	X	X	X	X	X	X	X	X
<b>HUDSON STREET TRACK</b> .....	X	X	X	X	X	X	X	X	X	X	X
<b>HARSIMUS COVE</b> .....											
Flour Dock Track.....						X	X	X	X	X	X

LOCATION	CLASS OF ENGINES—SPECIAL LOADS											
	1	2	3	4	5	6	L	M	I	J	12	
HARSIMUS COVE TO WALDO..... Bridges 0.36 to 0.88 inclusive, tracks 1, 2, 3.....								X	X	X	X	
PASSAIC AND HARSIMUS BRANCH WALDO TO KARNY..... Government Lead: Karny Movable Bridge to 700 feet east..... Marion Yard..... Meadows—Federal Ship..... All Industrial Tracks (a)..... Meadows—Tompkins Tidewater Ter..... All Industrial Tracks (a)..... Meadows—American Stores Siding (a).....										X		
KARNY: Bridge 6.16..... Movable Bridge.....	15	15	15	15	15	15	15	15	10	X	15	
KARNY to WA-5..... Connection with Manufacturer's Branch C. R. R. of N. J. (a)..... Plank Road Public Delivery Track (a).....		X	X	X	X	X	X	X	X	X		
GREENVILLE BRANCH..... Waverly: C-O-TWO Industrial Track.....			X	X	X	X	X	X	X	X		
CENTER STREET TRACK..... Karny-Hudson..... Hudson-End of Track.....			X	X	X		X	X		X		
HARRISON TRACK (a).....		X	X	X	X	X	X	X	X	X		
HUNTER—18TH STREET (a)..... GGI permitted on lead from L. V. R. R. connections, 5 MPH.....		X	X	X	X		X	X	X	X		
P. A. & W. BRANCH..... Railway: Freight House Yard (a)..... Fertl-Soil Co. (a)..... McMullins Track (a)..... New Jersey Reformatory (a)..... Philadelphia Quarts Co. (a)..... Avenel: Steel Equipment Co. (a)..... Woodbridge: Barry's Track (a)..... Genasco: Valentine Track (a)..... Hampton Cutter (a)..... Witco Chemical Co. (a)..... Barber Asphalt Co..... DuPont—Upper Track (a).....		X	X	X	X	X	X	X	X	X		
LINCOLN—RARITAN ARSENAL.....							X			X		
COUNTY—EAST MILLSTONE..... All electric permitted to 1700 feet clear of Main Line..... GM Track..... Sinterx Inc. Track (a)..... U. S. Atomic Energy Commission (a)..... Jersey Paper Co. (a).....			X	X	X	X				X		
MILE RUN YARD: East and West leg of WYE.....							X		X	X		
MIDWAY—ROCKY HILL..... All electric permitted from connection to No. 4 Track, Main Line, 730 feet north.....			X	X	X	X				X		
JAMESBURG BRANCH.....										X		
PRINCETON BRANCH.....			X	X	X					X		
MILLHAM—EAST TRENTON SWITCHES.....										X		
BORDENTOWN SECONDARY TRACK..... Trenton: Hutchison and Hawk Co. Track..... Note: Class A36, B36, BB36 and E36 diesel engines are not re- stricted..... Wilson Stokes Trestle, beyond sign..... Roeblings—(Front Entrance)..... Trenton Pottery Co..... Bordentown: Bridge 0.14 Park St..... Bridge 0.49, Cromwick Creek..... East leg of WYE.....	X	X	X	X	X	X	X	X	X	X		
	X	X	X	X	X	X	X	X	X	X		
			X	X	X	X	X	X	X	X		
			X	X	X	X	X	X	X	X		
									30	X		
						15		15	15	X	15	
						X				X		

LOCATION	CLASS OF ENGINES—SPECIAL LOADS											
	1	2	3	4	5	6	L	M	I	J	12	
<b>BELVIDERE-DELAWARE SECONDARY TRACK—TRENTON TO MG</b> .....						X				X	X	
Electric engines permitted to operate on electrified track.												
<b>Trenton:</b>												
Barracks Yard Wye:												
South Plug Track.....						X		5	X	X	X	
Bel.-Del. Connection.....						X				X	X	
Bank Track.....						X				X	X	
<b>Coalport Yard:</b>								5				
Industrial tracks leading to Trenton Potteries Company Muirhead Ave. plant (a).....		X	X	X	X	X	X	X	X	X	X	
Eastward Running Track.....												
Hamilton Ave. Coalport.....						X		5	X	X	X	
<b>BELVIDERE-DELAWARE BRANCH MG TO BELVIDERE</b> .....						X				X	X	
Bridge 2.40 over Canal Feeder.....								25	15	X	X	
Bridge 3.06 over Park Tunnel.....									20	X		
<b>Lambertville:</b>												
Kingston Trap Rock Co. No. 3 (a).....		X	X	X	X	X	X	X	X	X	X	
<b>Stockton:</b>												
J. W. Smith's Sons (a).....		X	X	X	X	X	X	X	X	X	X	
<b>Milford:</b>												
Chemical Industrial Track (a).....		X	X	X	X	X	X	X	X	X	X	
Tirrall Bros. (a).....		X	X	X	X	X	X	X	X	X	X	
<b>Phillipsburg:</b>												
Phillipsburg Grocery Co. Track (a).....		X	X	X	X	X	X	X	X	X	X	
Baker Chemical Track (a).....		X	X	X	X	X	X	X	X	X	X	
National Biscuit Co. Track (a).....		X	X	X	X	X	X	X	X	X	X	
<b>ENTERPRISE TRACK (a)</b> .....		X	X	X	X	X					X	
Trenton-Lehigh Coal Co.....	X	X	X	X	X	X	X	X	X	X	X	
Stengel Pottery.....	X	X	X	X	X	X	X	X	X	X	X	
<b>LAMBERTVILLE—FLEMINGTON (c)</b> .....			X	X	X	X	X	X	X	X	X	
Connection with C. R. R. of N. J.....	10	10	10	X	X	X	X	X	X	X	X	
A. L. Lewis Track (a).....		X	X	X	X	X	X	X	X	X	X	
<b>MARTINS CREEK SPUR</b> .....						X					X	
<b>AMBOY SECONDARY TRACK</b> .....											X	
<b>Brown:</b>												
Perth Amboy Water Works.....			X	X	X	X	X	X	X	X	X	
<b>Old Bridge:</b>												
Anheuser-Busch Track.....			X	X	X	X	X	X	X	X	X	
Quigley Co. Track.....												
<b>Spotswood:</b>												
Freight House Track.....			X	X	X	X	X	X	X	X	X	
<b>HIGHTSTOWN SECONDARY TRACK</b> .....						X					X	
<b>Hightstown:</b>												
Coal Trestle.....			X	X	X	X	X	X	X	X	X	
<b>ROBBINSVILLE SECONDARY TRACK</b> .....						X					X	
<b>Bordentown:</b>												
Reeder's Coal Track.....			X	X	X	X	X	X	X	X	X	
<b>Yardville:</b>												
Martin Brothers.....			X	X	X	X	X	X	X	X	X	
Smith Coal Co.....			X	X	X	X	X	X	X	X	X	
<b>FREEHOLD SECONDARY TRACK</b> .....			20			X					X	
Bridge 6.45 ½ mile east of Jamesburg.....									30	X		

## NOTE:

- (a) Class AS-10, AS-10A, ARS-10, ARS-10SX, ARS-10S, AS-10M, BS-10, BS-10M, BRS-10SX, ES-10 and FS-10 engines permitted.
- (b) Class EP-20 and EP-22 engines may be operated on Main Tracks.
- (c) Engine 60 of B. R. & W. Corporation permitted.

1160-A1b. (Phila. Division). Engines and special loads are restricted at locations shown below:

NOTE—Letters and figures indicate:

X—Prohibited.

E—Restricted account of light rail.

Figures 5, 10, 15, etc., indicate maximum speed at which engine specified may be operated.

The small letter in parenthesis shown in location column indicates reference NOTE shown at end of table.

Engines of classes other than those listed shall not be run over any portion of the division unless authorized by Superintendent.

PRSL diesel engines Class BS15MS same restrictions as Penn Central Class ARS-10.

Class AF-36, GF-33a, AF-30, EF-36 and GF-28A diesel engines are restricted to 10 miles per hour in all Yard and Industrial tracks.

Class AF-36, GF-28A and GF-33A listed under Columns 5 and L Most restrictive column will govern.

Class of engines and special loads listed under each numbered and lettered column of this page will apply to corresponding columns of all succeeding pages of this instruction.

LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	
	AS6, BS6, BS7, BS7M, ES6 AF24, AF24A, ARS10, ARS10S, ARS10SX, ARS18, AS10, AS10A, BS10, BS10M, BS12, BRS12S, BRS12SX, BS12, BS12M, EF25, ES10, ES12, ES12M, FS10 AF25, ARS10, ARS16S, ARS16X, EF15, EF15A, EF22, EF25, ERS15, ERS15S, ERS17, FRS16, FRS20, FRS20X, FS12, FS12M, GF25 ARS18, ARS24, BRS16, EF20, EF22, L6 AF27, AF30, AF36, ARS16, ARS24S, EF25A, EF36, ERS15AX, ERS17A, FRS24, GF25A, GF28A, GF33A GG1, E44 AF30, AF36, EF36, GF28A, GF33A										
<b>MAIN LINE:</b>											
Between Division Post (New York Division) and Zoo (r).....			X	X	X	X	X	X	X	X	X
Industry Tracks Holmesburg.....			X	X	X	X	X	X	X	X	X
Br. 77.88—Princeton St.....				70	70		45	45	20	X	
Br. 78.29—Magee St.....				60	60		45	45	45	X	
Br. 80.71—Tacony St.....							45	45	40	X	
Br. 81.53—Castor Ave.....							45	45	38	X	
Br. 83.93—Allegheny Ave.....							40	40	25	X	
Br. 84.16—Germantown Ave.....											
Br. 84.30—12th St.....											
Stiftown track (dd) (ff) (gg) (hh).....											
North Philadelphia											
All Industry Tracks.....			X	X	X	X	X	X	X	X	X
Margie St. Yard Tracks 7 to 10, inc.....											
Este Yard Tracks 7 to 12, inc.....											
Diamond St. Yard No. 6 Track.....											
Br. 85.61—Dauphin St.....							45	35	20	X	
Br. 85.76—25th Street.....											
<b>BUSTLETON TRACK</b>											
0.81 trestle.....		10	X 10	X 10	X X	X X	X X	X X	X X	X X	
<b>FORD TO KENSINGTON:</b>											
All bridges and viaducts (q).....		15	15	15	15	15	15	15	15	X	
<b>K. &amp; T. TRACK</b>											
				X	X	X	X	X	X	X	
<b>FRANKFORD STREET TRACK</b>											
			(gg)	X	X	X				X	
<b>TIOGA STREET TRACK</b>											
			(gg)								
<b>WESTMORELAND STREET TRACK</b>											
			(gg)								



LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	
C. STREET YARD: Tracks 7 to 12, inc.....			X	X	X	X	X	X	X	X	
FAIRHILL YARD LEADS Fairhill District Industry tracks.....			(gg)	X	X	X	X	X	X	X	
OXFORD ROAD TRACK Br. 1.53 (Tacony Creek) (k).....		15	X	X	X	X	X	X	X	X	
ENGLESLIDE: Yard except No. 1 Track and 1 Spur..... No. 1 Track and No. 1 Spur.....			X	X	X	X	X	X	X	X	
ZOO-OVERBROOK: Curves at west end of Tracks 3 to 12. Mantua Yard..... Tracks 13 to 19 inc. Mantua Yard (j)..... Curves at west end of Track 20, Mantua Yard (j)..... No. 3 West Phila. Elevated at Junction with N. Y. & P. Sub.—Zoo..... No. 1 Main track under 42nd Street Bridge..... Hall and Smedley Track (38th St.)..... South Side Yard, Tracks 1, 2 and 3..... Industrial Tracks..... Oil House Lead Track..... Coal Track, Park Power Plant..... Crossover and Curves to Parkside Ave. Public Delivery Tracks..... 092 Ladder East of 52nd St..... Bridge 4.17 (Jumpover)..... Industrial Tracks 59th Street to Overbrook.....						X	X	X	X		
OVERBROOK—PAOLI: Wynnewood: Br. 7.52..... Bryn Mawr: All Yard Tracks except No. 1..... Rosemont: Team Track..... Mehl & Latta Track..... St. David: Industrial Tracks..... Wayne: Burkets Coal Track..... Br. 14.54..... Strafford: Industrial Tracks..... Berwyn: Industrial and Shifting Tracks..... Paoli: Yard Tracks 4 to 8 inclusive..... Industrial and Team Tracks..... East end of Car Shop Tracks..... West end of Car Shop Tracks and west end of No. 4 Spur Track..... Duck Under Track (p).....							45	40	25	X	
MALVERN: Atlantic Refining Co. track..... J. V. Nolan track (a).....				X	X	X	X	X	X	X	
DOWNINGTOWN: Beloit Eastern (a)..... Eastward over West leg of "Y"..... Public delivery trestle..... Bridge 34.38.....	X	X	X	X	X	X	X	X	X	X	
THORNDALE: Public delivery track..... Bridge 35.27; No. 6 Track..... Bridge 36.63; West of Caln.....				X	X	X	X	X	X	X	
COATESVILLE: Richard Scully track (a)..... Yard tracks 4, 5, 6, 7, and Strade Ave..... Sensenigs track..... W. & N. Junction (e).....				X	X	X	X	X	X	X	
PARKEsburg: Coal track off electric light track..... Bridge 44.15..... Bridge 44.70. West of Parkesburg.....					X	X	X	X	X	X	
BETWEEN ARSENAL AND CHESA- PEAKE DIVISION POST: All main tracks (r)..... General Electric Co. tracks (portion of) Purex Corp..... (Wreck derricks must not use trestle.) Other Industry tracks.....			X	X	X	X	X	X	X	X	
CURTIS PARK: Curtis Publishing Co.....						X					

LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	
<b>GLENOLDEN:</b> Mitchell Lumber Co.....				X		X	X	X	X	X	
<b>BRIDGE 8.64:</b> South of Glenolden: No. 2 & No. 3 tracks.....							40	30	20		
No. 1 & No. 4 tracks.....	1	(aa)	(a)		(a)		40	30	20		
<b>BRIDGE 9.56:</b> South of Moore.....							40	25	15	10	
<b>CRUM LYNNE:</b> Polymer Dispersion Inc.....			X	X	X	X	X	X	X	X	
<b>BRIDGE 12.28:</b> North of Eddystone All tracks.....							40	25	15		
All bridges between Bridge 12.28, North of Eddystone to Bridge 14.02, Lamokin St., inc.....							40	25	15		
<b>EDDYSTONE:</b> Belmont Iron Works.....			X	X	X	X	X	X	X	X	
<b>CHESTER:</b> Morton Ave. Yd. and Frt. Sta.....			X	X	X	X	X	X	X	X	
Sixth & Welsh St. tracks.....			X	X	X	X	X	X	X	X	
Parker St. tracks.....			X	X	X	X	X	X	X	X	
Lamokin — Rees & Maloy Coal Co.....			X	X	X	X	X	X	X	X	
Ulrich St. track.....			X	X	X	X	X	X	X	X	
Baldt Anchor & Chain Corp.....			X	X	X	X	X	X	X	X	
MU Yd. No. 2 & 3 tracks.....									X	X	
Atlantic Steel Casting Co.....			X	X	X	X	X	X	X	X	
Valley track.....						X	X	X	X	X	
All industries connected to Valley track.....			X	X	X	X	X	X	X	X	
Highland Ave.— Reading Interchange.....			X	X	X	X	X				
All bridges between 14.02, Lamokin St. and Bridge 21.98, north of Bell.....							40	25	15		
<b>THURLOW:</b> Continental Oil Co.....			X	X	X	X	X	X	X	X	
<b>MARCUS HOOK:</b> New Process track (Viscose Co.).....						X	X	X	X	X	
Shipping Track (Viscose Co.).....	X	X	X	X	X	X	X	X	X	X	
Congoleum-Nairn Co.....			X	X	X	X	X	X	X	X	
Houdry Co.....			X	X	X	X	X	X	X	X	
Sun Oil Co., No. 10 Plant.....			X	X	X	X	X	X	X	X	
<b>NAAMAN:</b> Naaman Yard.....						X	X	X	X	X	
Phoenix Steel Co.....						X	X	X	X	X	
<b>HOLLY OAK:</b> Paschall Coal Co.— South track.....			X	X	X	X	X	X	X	X	
North track.....				X	X	X	X	X	X	X	
<b>SUBURBAN LINE:</b> <b>ZOO—BROAD—ARSENAL:</b> East End No. 3 Track Powelton Ave. Yard.....						X	X	X	X	X	
East of Schuylkill River bridge (p).....											
Diesel engines must not enter subway east of 20th St., unless instructed by Supt.....											
<b>PASSENGER REPAIR YARD, Phila.:</b> Scrap dock Track.....											
Curve at west end No. 1 and 2 Shops Oil House Track.....				X	X	X	X	X	X	X	
Leads to Steam Heat Plant and Storehouse.....											
<b>RIVER LINE (p).....</b>											

LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	
<b>D. R. R. R. &amp; B. Co. BRANCH:</b>											
Between Shore and westward end viaduct.....							25	15	X	X	
Between westward end viaduct and Jersey Int. Sta.....						15	15	10	X	X	
Engines coupled restricted to speed indicated.....		15	15	15	15	15	15	10	X	X	
See Special Instruction 1160-A4.)											
<b>CHESTNUT HILL BRANCH:</b>											
North Philadelphia Interlocking (cc).....						X			X	X	
Between—											
Main } North Phila. and									X	X	X
Track } Allen Lane and									X	X	X
Electric Storage Battery Co. (Straight Track only).....					X	X	X	X	X	X	X
(Curves).....		X	X	X	X	X	X	X	X	X	X
Zingers, American Ice, Pioneer Paper, Chevrolet Co.....				X	X	X	X	X	X	X	X
Budd's at Hunting Park.....				X	X	X	X	X	X	X	X
Midvale Yard—Industrial Tracks (gg).....											
Lead to Chelton Ave. Yard.....											
Br. 3.47—Pamona St.....	10	5	X	X	X	X	X	X	X	X	X
Br. 5.44—Cresheim Valley (h).....			X	X	X	X	X	X	X	X	X
Keystone Coal Co. (d).....			X	X	X	X	X	X	X	X	X
Peter Lumber Co.....											
<b>FORT WASHINGTON</b>											
<b>RUNNING TRACK (dd) (ff).....</b>			(gg)				X	X	X	X	
St. Martins Coal Co.....											
R. C. White, Globe Hoist Co., Metlab Co., National Crucible Co., Public Delivery and Century Vault Co.....				X		X	X	X	X	X	
All Other Tracks.....					X	X	X	X	X	X	
<b>WEST PHILA. ELEVATED BRANCH</b>								20	20	X	
<b>BELMONT RUNNING TRACK.....</b>								X	X	X	
<b>GRAYS FERRY MOVABLE BRIDGE</b>		15	15	15	15	X	X	X	X	X	
<b>60th STREET, CHESTER and PHILADELPHIA, track (dd) (ff).....</b>						X	X	X	X	X	
Haenn Lumber Co.....				X	X	X	X	X	X	X	
<b>GRAYS FERRY BRANCH.....</b>								X	X	X	
<b>DELAWARE EXTENSION:</b>											
Arsenal Movable Bridge.....		15	15	15	15	15	15	15	15	X	
Industrial Leads—Arsenal to Penrose.....				X	X	X	X	X	X	X	
Lead to Phila. Electric Co.....					X	X	X	X	X	X	
<b>GIRARD POINT:</b>											
Mud Yard—Storage Yard.....						X		X	X	X	
New Yard—Old Yard.....											
<b>SWANSON STREET.....</b>				X	X	X	X	X	X	X	
<b>GREENWICH:</b>											
East End Tidewater Yard.....				X	X	X	X	X	X	X	
West End Tidewater Yard.....											
Produce Terminal Leads.....											
Long Curve Running Track to Pay Yard.....					X	X	X	X	X	X	
Short Curve Running Track to Pay Yard.....											
Lead to Swanson St. Track at Pay Yard.....				X	X	X	X	X	X	X	
Under Ore Loading Hoppers on loop tracks.....	X	X	X	X	X	X	X	X	X	X	
<b>DELAWARE AVENUE:</b>											
Between Greenwich and Junction with Port Richmond Running Trk. (s).....					X	X	X	X	X	X	
Buildings of Twin Packing Co. plant, Vandalia and Oregon Aves.....	X	X	X	X	X	X					
<b>WASHINGTON AVE. (dd) (ff) (hh).....</b>											
<b>CANAL STREET:</b>											
Commerce St.....											
Washington Ave. to South St.....		X	X	X	X	X	X	X	X	X	
<b>WEST CHESTER BRANCH: (g) (dd) (ee)</b>											
GG1 engine single unit only may be operated between Arsenal and West Chester.....											
Two Col. 5 engines must not be operated beyond Angora unless spaced by two cars.....											
Br. 4.79—Angora.....	35	35	25	25	25	25	X	X	X	X	

LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	
<b>WEST CHESTER BRANCH, (CONT.):</b>											
Br. 7.11—Gladstone.....	35	35	15	15	15	15	X	X	X	X	---
Br. 11.87—N. of Wallingford.....		30	30	30	30	25	X	X	X	X	---
Br. 14.41—Media.....		30	30	30	30	25	X	X	X	X	---
Br. 20.31—N. of Glen Mills.....		20	20	20	20	20	X	X	X	X	---
Br. 25.75—First Undergrade Bridge											
North of M. P. 26.....		25	25	25	25	25	X	X	X	X	---
All industrial tracks.....			X	X	X	X	X	X	X	X	---
<b>NEWTOWN SQUARE</b>											
RUNNING TRACK.....						X	X	X	X	X	---
Wm. Roberts Coal Co.....	X	X	X	X	X	X	X	X	X	X	---
Washington Lumber Co.....											---
<b>CARDINGTON TRACK</b>											
Phila. & Western Ry. Co.....	X	X	X	X	X	X	X	X	X	X	---
Millbourne Mills.....											---
J. E. Kunkel Coal and Fuel Co.....	X	X	X	X	X	X	X	X	X	X	---
<b>NAUGHT TRACK WAWA</b>											
						X	X	X	X	X	---
<b>WEST CHESTER:</b>											
Trestle—C. C. Hipple No. 1.....											---
Trestle—C. C. Hipple No. 2.....	X	X	X	X	X	X	X	X	X	X	---
Trestle—J. L. Haggerty.....											---
<b>SCHUYLKILL BRANCH:</b>											
Between 52nd St. and Jeff No. 3 Main											---
Track.....						X				X	---
Between 52nd St. and Jeff No. 1 Yard											---
Track.....						5				X	---
Industrial Tracks, Wynnsfield Ave. to											---
Manayunk Station.....					X	X	X	X	X	X	---
Br. 5.29—Woodbine Ave.....								25	10	X	---
Pencoyd Track.....				X	X	X	X	X	X	X	---
<b>SCHUYLKILL SECONDARY TRACK:</b>											
<b>MANAYUNK:</b>											
Hendren Coal Track.....				X	X	X	X	X	X	X	---
Robinson Steel Co. Track.....											---
<b>MIQUON:</b>											
Industrial Track.....				X	X	X	X	X	X	X	---
<b>SPRING MILL:</b>											
Lee Tire and Rubber Co.....				X	X	X	X	X	X	X	---
Quaker Oil Products Co.....											---
<b>CONSHOHOCKEN:</b>											
Back Track at Freight Station.....				X	X	X	X	X	X	X	---
F. & J. H. Davis, Geo. J. McFadden											---
Tracks.....	X	X	X	X	X	X	X	X	X	X	---
Leroy & Williams Track.....					X	X	X	X	X	X	---
<b>IVY ROCK:</b>											
Industrial Tracks.....					X	X	X	X	X	X	---
<b>EARNEST:</b>											
Capital Furniture Co.....	X	X	X	X	X	X	X	X	X	X	---
W. A. Case & Son Mfg. Co.....											---
Atlantic Refinery, American Equipment											---
Co. and Cochran Corp. to end of											---
trestle only.....					X	X	X	X	X	X	---
Lukens & Yerkes.....				X	X	X	X	X	X	X	---
<b>NORRIS:</b>											
Classification Tracks, East End Extension											---
Track.....							X	X	X	X	---
Mann Co. Track to Scale only.....						X	X	X	X	X	---
Kneass Lumber Co.....						X	X	X	X	X	---
V. Arena & Sons.....				X	X	X	X	X	X	X	---
Rambo & Regar, Reading Screw and											---
W. F. Doran.....	X	X	X	X	X	X	X	X	X	X	---
<b>HAWS AVENUE:</b>											
Dill Co. Track.....			X	X	X	X	X	X	X	X	---
Other Industrial and Yard Tracks.....					X	X	X	X	X	X	---
Br. 18.10—Haws Ave.....							40	40	40	X	---
<b>BETZWOOD:</b>											
Taylor Track.....						X	X	X	X	X	---
Team Track.....											---
<b>CREEK:</b>											
B. F. Goodrich Co.....	5	5	5	5	5	X	X	X	X	X	---

LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	
<b>BETWEEN OAKS AND PHOENIXVILLE:</b>											
Container Corp. Co. Track						X	X	X	X	X	
1600 feet west Mile Post 26.....											
<b>PHOENIXVILLE:</b>											
Devault Running Track.....				X	X	X	X	X	X	X	
New Mill coal trestle, Phoenix.....											
Iron Co., Industrial Tracks.....											
<b>SPRING CITY:</b>											
Canal Track.....											
Dust Mill.....											
Tracks south of Freight Station.....				X	X	X	X	X	X	X	
Royersford Track.....											
Royersford Spring Bed.....											
Buckwalter No. 1.....											
Royersford Fdry. & Mach. Co.....		X	X	X	X	X	X	X	X	X	
Diamond Glass Co., No. 2.....											
State School, West Spring City.....				X	X	X	X	X	X	X	
<b>PARKERFORD:</b>											
Track between station track and H. W. Johnson coal trestle.....						X	X	X	X	X	
Wm. E. Wells except trestle.....											
Wm E. Wells trestle.....	X	X	X	X	X	X	X	X	X	X	
Kinsey Distillery Corporation beyond a point 280 feet east of bridge over Schuylkill River.....					X	X	X	X	X	X	
<b>POTTSTOWN:</b>											
Firestone Tire & Rubber Co.....											
Yard Tracks 3, 4, 5, 6, 7, 8, 9, 13 and 14 (gg).....						X	X	X	X	X	
Bethlehem Steel Co.....											
Mayer-Pollock Co.....											
Stowe-Extension.....				X	X	X	X	X	X	X	
Track off Public Delivery to Sunshine Stores, Inc.....											
<b>MONOCACY:</b>											
Reading Casting Co.....						X	X	X	X	X	
Samuel Hoppel.....											
<b>BIRDSBORO:</b>											
Track west of Brooke Block Station leading to Reading Company.....						X	X	X	X	X	
Focht & Lacey Company.....											
West End, Brooke track.....											
Freight House Track.....					X	X	X	X	X	X	
Birdsboro Steel Foundry & Machine Co.....						X	X	X	X	X	
<b>READING:</b>											
East Reading Yard.....						X	X	X	X	X	
Water St. Track.....					X	X	X	X	X	X	
Court Street Track.....											
North Reading Track.....											
Carpenter Steel Co.....											
Track to Wm. Fryermuth.....				X	X	X	X	X	X	X	
Berks Art Metal Service.....											
Switch must be lined for No. 2 or No. 3 Fr. Sta.....											
<b>MUHLENBERG:</b>											
Fair Ground Track.....						X	X	X	X	X	
<b>TEMPLE:</b>											
Beryllium Co.....					X	X	X	X	X	X	
Trestle Station Track.....		X	X	X	X	X	X	X	X	X	
<b>LEESPORT:</b>											
All Industrial Tracks.....						X	X	X	X	X	
<b>HAMBURG:</b>											
Spiedel Elevator Corp.....					X	X	X	X	X	X	
Hahn Motor Truck Co.....				X	X	X	X	X	X	X	
Penn Electric Steel Casting Company.....				X	X	X	X	X	X	X	
Boiler Works.....						X	X	X	X	X	
Allen Sherman Hoff Co.....						X	X	X	X	X	
Coal Trestle.....						X	X	X	X	X	
Other Industrial Tracks.....						X	X	X	X	X	
<b>SCHUYLKILL HAVEN:</b>											
Team Track.....					X	X	X	X	X	X	
Trestle at Freight Station.....		X	X	X	X	X	X	X	X	X	
<b>CARBON YARD:</b>											
South Side, Spur Track.....						X	X	X	X	X	

LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	
<b>POTTSVILLE:</b>											
South side No. 5 Track.....					X	X	X	X	X	X	
National Biscuit Co.....					X	X	X	X	X	X	
<b>TRENTON BRANCH:</b>											
Street Road:											
Wheeling Corrugating Co., track (i).....			X	X	X	X	X	X	X	X	
JDM track.....						X	X	X	X	X	
Dresher, Public Delivery track (Allied).....						X	X	X	X	X	
Fort Hill, East leg of Wye.....						X	X	X	X	X	
Plymouth Meeting:											
Lavino tracks.....				X	X	X	X	X	X	X	
Philip Carey track.....						X	X	X	X	X	
Phila. Electric track.....						X	X	X	X	X	
Swedeland track.....						X	X	X	X	X	
Interchange tracks.....						X	X	X	X	X	
Henderson track (i).....			X	X	X	X	X	X	X	X	
Thrift way track.....						X	X	X	X	X	
Thompson-Weiman track.....			E	E	E	E	X	X	X	X	
Earnest:											
Scale track.....						X	X	X	X	X	
Engine track.....						X	X	X	X	X	
Eastbound yard (west end all tracks).....						X	X	X	X	X	
Rambo, North side.....				X	X	X	X	X	X	X	
King:											
Public Delivery track.....						X	X	X	X	X	
Phila. Gear track (i).....			X	X	X	X	X	X	X	X	
Dale, Phoenixville track.....						X	X	X	X	X	
<b>PHILA. and THORNDALE BRANCH:</b>											
Bridge 24.74 west of Dale.....								30	X		
Bridge 31.31.....								35	X		
<b>FRAZER RUNNING TRACK (o).....</b>						X	X	X	X	X	
<b>POMEROY SECONDARY (ee).....</b>					X	X	X	X	X	X	
Buck Run: General Paper Co. track (a).....				X	X	X	X	X	X	X	
<b>CHESTER AND PHILA. TRACK.....</b>			X	X	X	X	X	X	X	X	
All tracks to Industries on this track.....			X	X	X	X	X	X	X	X	
Eastington to Eddystone (Loop Track).....				(w)	(w)	X					
<b>SO. CHESTER TRACK (hh).....</b>					(dd)						
<b>LAMOKIN RUN YARD TRACK.....</b>			X	X	X	X					
All tracks to Industries.....			X	X	X	X	X	X	X	X	
<b>LINWOOD YARD TRACK.....</b>			X	X	X	X					
North leg of Wye.....			X	X	X	X					
All tracks to Industries.....			X	X	X	X	X	X	X	X	
<b>CLAYMONT YARD TRACK (dd) (hh).....</b>			X	X		X					
All tracks to Industries.....			X	X	X	X	X	X	X	X	
<b>CHESTER CREEK SECONDARY TRACK (dd) (ee) (hh).....</b>						X				X	
Runaround track along leg of Wye.....			X	X	X	X	X	X	X	X	
<b>OCTORARO SECONDARY TRACK (u) (dd) (ee):</b>											
Between:											
Wawa and Rising Sun.....			(v)	(v)	(v)	X	X	X	X	X	
Between:											
Rising Sun and Colors.....						X	X	X	X	X	
<b>CHESTER HEIGHTS:</b>											
Richardson & Schrader.....			X	X	X	X	X	X	X	X	
<b>CONCORDVILLE:</b>											
Richardson & Schrader.....			X	X	X	X	X	X	X	X	
<b>BRANDYWINE SUMMIT:</b>											
Clemens track.....			X	X	X	X	X	X	X	X	
<b>KENNETT SQUARE:</b>											
Phillips Lumber & Coal Co.....	X	X	X	X	X	X	X	X	X	X	
Gawthrop track.....			X	X	X	X	X	X	X	X	
Pennock track.....			X	X	X	X	X	X	X	X	
Lock Joint Pipe Co.....			X	X	X	X	X	X	X	X	
American Viscose.....			X	X	X	X	X	X	X	X	
Fibre Specialty Co.....			X	X	X	X	X	X	X	X	
<b>TOUGHKENAMON:</b>											
Penn.-Dela. Supply Co.....			X	X	X	X	X	X	X	X	

LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	
<b>AVONDALE:</b>											
Passmore Supply Co. (Trestle track).....			X	X	X	X	X	X	X	X	
W. W. Walp.....			X	X	X	X	X	X	X	X	
Pannock track.....			X	X	X	X	X	X	X	X	
<b>KELTON:</b>											
Penna.-Del. Supply Co.....			X	X	X	X	X	X	X	X	
<b>OXFORD:</b>											
Abbotts Dairy.....			X	X	X	X	X	X	X	X	
<b>NOTTINGHAM:</b>											
Coal Trestle track.....			X	X	X	X	X	X	X	X	
<b>BETWEEN JERSEY AND DIVISION POST (P.R.S.L.)</b>											
North leg Wye track:—Jersey, units heavier than those shown in Column 5 prohibited except Class Electric GG1 may be operated in detour								X	X	X	
<b>BRIDGE 2.74:</b>											
South of Jersey.....							25	X	X	X	
<b>BRIDGE 4.34:</b>											
North of Jordan.....							25	X	X	X	
<b>WEYERHAEUSER CO. No. 2 BLDG.</b>	X	X	X	X	X	X	X				
<b>BORDENTOWN BRANCH:</b>			(b)								
<b>BRIDGE 1.50:</b>											
West of Cooper.....	20	20	20	20	20	15	15	15	10	X	
<b>COOPER, East of:</b>											
Elmer Stevens.....						X					
<b>JERSEY, West of:</b>											
Weyerhaeuser Container Co.											
First switch west of Jersey; beyond a point 1000 feet from switch.....				X	X	X					
Second switch west of Jersey.....				X	X	X					
Rundle Mfg. Co.....				X	X	X					
Precision Drawn Steel.....				X	X	X					
<b>JERSEY, East of:</b>											
Lead to Ford Co.....						X					
<b>BORDENTOWN SEC. TRACK:</b>			(b)								
<b>PALMYRA:</b>											
Trap Rock, Inc.....						X					
H. L. Williams Co.—(Beyond Sign).....	X	X	X	X	X	X					
<b>RIVERTON:</b>											
Whitecell Inc.....						X					
<b>RIVERSIDE:</b>											
Florence Thread Co.....			X	X	X	X	X	X	X	X	
Riverside Metal Co.....						X					
<b>BEVERLY:</b>											
Wall Rope Works.....						X					
Wall Paper Co. (Beyond Sign).....			X	X	X	X					
<b>EDGEWATER PARK:</b>											
Bridge 15.52, Warren Street.....						35	35	30	25	X	
<b>BURLINGTON YARD TRACKS</b>			(gg)								
<b>FLORENCE:</b>											
Natl. Gypsum Co.....						X					
<b>PEMBERTON BRANCH:</b>			(b)								
Between Cooper and Birmingham.....						(bb)		X	X		
<b>COOPER, South of:</b>											
Standard Oil Co.....			X	X	X	X					
Warren Webster Co.....			X	X	X	X					
Du Bell Lumber Co.....			X	X	X	X					
Di Medlo Lime Co.....			X	X	X	X					
Concrete Steel Co.....			X	X	X	X					
R. M. Hollingshead Co.....			X	X	X	X					
Iowa Soap Co.....			X	X	X	X					
Keystone Coal Co.....						X					
Pavonia Ice & Coal.....			X	X	X	X					
Pavonia Station Pub. Del.....						X					
<b>MERCHANTVILLE, South of:</b>											
McAillister Coal Co.....						X					
Freight house track.....						X					
Delivery track.....						X					

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
BRIDGE 5.28: South of Merchantville.....			20	20	20	X	20	X	X	X
MAPLE SHADE, North of: J. S. Collins & Sons.....						X				
MAPLE SHADE, South of: Graham Brick Co.....						X				
MOORESTOWN: Hollingshead Co.....						X		X	X	X
Moorestown Supply.....						X	X	X	X	X
Collins Bros.....					X	X	X	X	X	X
BRIDGE 12.38: South of Stanwick Ave.....						X		X	X	X
MASONVILLE, South of: Whitehead Bros.....						X	X	X	X	X
MOUNT HOLLY, South of: G. F. Pettinoe, Inc.....						X	X	X	X	X
BIRMINGHAM: Permutt.....						X	X	X	X	X
Between Birmingham and Camp.....							20	X	X	X
MEDFORD RUNNING TRACK: Mount Holly to Medford.....						X		X	X	X
PAVONIA YARD: River Road Public Delivery.....						X				
Texas Oil Co.....						X				
Magnetic Metal Co.....			X	X	X	X				
Wyatt Co.....			X	X	X	X				
Beldeman Co.....						X				
Cities Service Co. track No. 1.....			X	X	X	X				
Canuso Co.....						X				
Campbell Soup Co.....										
Laundry repair tracks except No. 2 and No. 3.....						X				
Laundry repair tracks No. 2 and No. 3.....			X	X	X	X	X	X	X	X
New Jersey Water Co.....			X	X	X	X	X	X	X	X
Eastern Tire Co.....			X	X	X	X				
Clorox Co.....			X	X	X	X				
PINE ST. TRACK.....			(gg)							

## NOTES:

- (a) Engines must not use track beyond point designated.
- (b) Class GF-25 Diesel units, 20 miles per hour.
- (c) Road Diesel engines may use this track between Fraser and Morstein.
- (d) Engine must not be used on bridge or trestle.
- (e) Engines must not go beyond PC portion of this track.
- (f) EF-25 restricted to 30 M.P.H.
- (h) Two engines, except MU engines, must not be coupled together crossing the bridge over Crenshaw Valley; at least one empty car must be placed between any two engines operating over the bridge.
- (i) Operation of engines coupled prohibited.
- (j) GG-1 engines are prohibited on No. 19 and No. 20 tracks.
- (k) Double heading of engines of any class prohibited. All engines must be separated and moved singly unless they are separated by at least 3 cars with gross weight not exceeding 169,000 lbs. each. Reading Co. 2400 HP diesel engines class RS-4 and RS-4B prohibited.
- (l) ABF-18, FS-10, FS-12, FS-12m, FS-16m restricted on Undergrade Bridge 4.22, Chestnut Hill Branch.
- (n) FS-12, FS-12m, FS-16m restricted by Station platform, Chestnut Hill.
- (p) AS-18m-8617-8635. AS-24m-8611-8616. Restricted on Duck-under tunnel 20.40, Paoli, Pa. (Used only for move out of Paoli Coach yard and car shop), Station tracks 7, 8, 9 and 10, 30th Street Station and east of Schuylkill River on Suburban Line.
- (q) ES-6, ES-10, ES-12, ES-12m, ES-15m. ES-15ms, EFS-17m, EF-22 restricted on Undergrade Bridge 81.90 P&T RR over Reading Company to Port Richmond.
- (r) ES-12 restricted on Main Line between Baltimore-Philadelphia and New York.
- (s) Reading Company Class DF-1, DF-2, DF-3, DF-4, DP-1, RS-3, RS-4 diesel engines or units and T-1 steam engines are prohibited on Delaware Avenue track.
- (u) AF-24a, restricted to 15 MPH.
- (v) Bridges 26.92, 34.34, 37.73, 39.19—10 MPH.
- (w) EP-20 and EP-22 prohibited.
- (x) ES-6, ES-10, ES-12, ES-12m, ES-15m, ES-15ms, EFS-17m and ES-15a prohibited.
- (aa) ES-15m ES-15ms, EFS-17m and ES-15a prohibited.
- (bb) Between 27th Street, Pavonia and Pennsauken engines heavier than BP-20 prohibited.
- (cc) Class GG-1 engines may operate not exceeding 5 MPH.
- (dd) GF-28A prohibited.
- (ee) AF-30 and EF-36 restricted to 15 MPH.
- (ff) AF-30 and EF-36 prohibited.
- (gg) ERS-17 prohibited.
- (hh) AF-36 and GF-33A restricted to 10 MPH.



**1160-A1c. (Chesapeake Division). Engines and special loads are restricted at locations shown below:**

**NOTE—Letters and figures indicate:**

**X—Prohibited.**

**A—Backward movement prohibited.**

**B—Backward movement restricted to speed indicated.**

**D—Operation of engines coupled prohibited.**

**E—Restricted account of light rail.**

Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

The small letter in parenthesis shown in location column indicates reference NOTE shown at end of table.

Engines of classes other than those listed shall not be run over any portion of the division unless authorized by Superintendent.

Class AF-30, EF-36 and GF-28A diesel engines are restricted to 10 miles per hour in all Yard and Industrial tracks.

**Class of engines and special loads listed under each numbered and lettered column of this page will apply to corresponding columns of all succeeding pages of this instruction.**

	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	
LOCATION	AS6, BS6, BS7, BS7M, ES6	AF24, AF24A, ARS10, ARS10S, ARS10SX, ARS18, AS10, AS10A, BRS12S, BRS12SX, BS10, BS10M, BS10S, BS12, BS12M, EF25, ES10, ES12, ES12M, FS10	AF25, ARS16, ARS16S, ARS16X, EF15, EF15A, EF22, EFP15, ERS15S, ERS17, FRS10, FRS20, FRS20X, FS12, FS12M, GF25	ARS24, ARS18, BRS16, EP20, EP22	AF27, AF30, AF-36 ARS16A, ARS24S, EF25A, EF30A, EF36, ERS15AX, ERS17A, FRS24, GF25A, GF28A, GF33A	GG1, E44					
MAIN LINE											
All bridges between 24.69, south of Edgemoor Station and Bridge 27.85, West Yard, incl.								30	30	20	
WILMINGTON SHOPS:											
Passenger Car Shops						X	X	X	X	X	X
Locomotive Shop; Storehouse Back track; "O" track, Oil House Spur; Store House Spur; No. 6; No. 6 Spur; No. 7; No. 8; No. 8 Spur; No. 9; No. 9 Spur; No. 10; No. 11; Lumber Yard; Sand Blast; No. 26			X	X	X	X	X	X	X	X	X
Pullman Co. tracks			X	X	X	X	X	X	X	X	X

LOCATION	1	2	3	4	5	6	L	M	I	J
<b>WILMINGTON DISTRICT:</b>										
South leg Landlith Wye.....										
Third St. Yard—										
Nos. 1, 2, 3, 4 & 5 tracks.....						X		X	X	X
Nos. 6, 7, 8, 9 and Benj. Shaw Co. track.....			X	X	X	X	X	X	X	X
Hajoca, Church St. and Allied Kid tracks.....			X	X	X	X	X	X	X	X
Fifth St. Yard—										
Auto Unloading tracks and Delaware Coal Co. track.....			X	X	X	X	X	X	X	X
Fourth St. Yard—										
Nos. 1 and 2 Yard tracks and Lead track to Seventh St.....			X	X	X	X	X	X	X	X
Fourth St. Yard—										
American Car & Foundry; Phillips Thompson Coal Co.; and Pusey & Jones tracks.....			X	X	X	X	X	X	X	X
Justison St. Yard—										
Nos. 1, 2, 3 & 4 & 5 trks.....			X	X	X	X	X	X	X	X
West Yard—										
Nos. 2, 3, 4 & 5 trks.....						X		X	X	X
Nos. 6, 7, 8, 13 & 16 trks.....						X		X	X	X
Nos. 9 and 11 tracks.....						X	X	X	X	X
WY-B.&O. Interchange.....						X		X	X	X
Surface tracks—										
WY to Wilmington Sta.....			X	X	X	X	X	X	X	X
Wilmington Provision Co. (Read. Co. track).....			X	X	X	X	X	X	X	X
No. 13 track to Dravo Corp. Sub-Station track.....			X	X	X	X	X	X	X	X
<b>RAGAN:</b>										
No. 1 Industrial track Ragan to Koppers Wood Preserving Plant, Lincoln Fibre Co.; Hollingsworth; DuPont Co. and Koppers Wood Preserving Co. tracks.....				X	X	X	X	X	X	X
<b>BRIDGE 33:00:</b>										
Stanton.....									30	30
<b>STANTON:</b>										
Stanton tracks.....						X	X	X	X	X
Delaware Park track and all sidings therefrom.....								X	X	X
<b>NEWARK:</b>										
Track from Davis Y to Newark Centre Wilson track Pomeroy Br. (k)(m) Continental Fibre Co.; North End Frt. House track; Curtis Paper Co. and National Fibre Co. Chrysler Corporation Indus. track.....						X		X	X	X
						X	X	X	X	X
						X		X	X	X
<b>BRIDGE 40:12:</b>										
South of Newark.....								45	30	20
<b>IRON HILL:</b>										
Public Delivery track.....			X	X	X	X	X	X	X	X
<b>ELKTON:</b>										
Triumph Explosives, Inc. Old Line—All tracks off lead track.....						X	X	X	X	X
						X	X	X	X	X
<b>NORTHEAST:</b>										
Arundel track.....			X	X	X	X	X	X	X	X
Fire Brick track.....			X	X	X	X	X	X	X	X
<b>BRIDGE 60:07:</b>										
Perryville-Havre-de-Grace: Three or more electric engines coupled.....						30			25	15
Light Engines.....	35	35	35	35	35	35			25	15
<b>BRIDGE 72:14:</b>										
Bush River.....									35	30
<b>BRIDGE 78:86:</b>										
Gunpow.....									35	30
<b>BENGIES:</b>										
G. S. A. track.....			X	X	X	X	X	X	X	X

LOCATION	1	2	3	4	5	6	L	M	I	J
<b>BRIDGE 3.22:</b> Philadelphia Road, fourth bridge North of Canton Jct.....							35	25	10	10
<b>BRIDGE 3.04:</b> Monument Street, second bridge North of Canton Jct.....							35	25	10	10
<b>BRIDGE 2.19:</b> North Linwood Ave., first bridge South of Canton Jct.....							35	25	10	10
<b>BALTIMORE DISTRICT:</b>										
Asylum track.....			X	X	X	X	X	X	X	X
Bay View to Water Plug, southbound yard.....						X		X	X	X
Orangeville— All tracks except Nos. 1, 2 & 3 running trks.....						X		X	X	X
Continental Can Co., Plant No. 1.....			X	X	X	X	X	X	X	X
Food Fair Stores track No. 1.....	(b)		X	X	X	X	X	X	X	X
Lang's Pickle track.....			X	X	X	X	X	X	X	X
Weiskittel track, Philadel- phia Rd.....			X	X	X	X	X	X	X	X
Loney's Lane Yd.....						X		X	X	X
Rustless Iron Co. track from West track; Loney's Lane Yard.....			X	X	X	X	X	X	X	X
Continental Can Co., plant No. 2.....			X	X	X	X	X	X	X	X
Rustless Iron Co. ....						X	X	X	X	X
Canton No. 1 Yard— Rukert Term. Corp. trk.....			X	X	X	X	X	X	X	X
Canton Yard— Barge track.....			X	X	X	X	X	X	X	X
N. C track.....			X	X	X	X	X	X	X	X
Lead to 5th Ave. back of Y.M. Office.....			X	X	X	X		X	X	X
9th St. track.....			X	X	X	X	X	X	X	X
Grain Yard and Piers 5 and 7.....			X	X	X	X	X	X	X	X
Pier 6.....			X	X	X	X	X	X	X	X
South Wye.....			X	X	X	X	X	X	X	X
North Wye.....			X	X	X	X	X	X	X	X
Fifth Ave. Yard.....			X	X	X	X		X	X	X
North & South Ladder tracks. No. 3 Yard.....			X	X	X	X	X	X	X	X
Ore Pier.....			X	X	X	X	X	X	X	X
New Coal Yard and East and West Bakers.....			X	X	X	X	X	X	X	X
Old Coal Yard.....			X	X	X	X	X	X	X	X
A.A. Chemical track.....			X	X	X	X	X	X	X	X
Baugh Chemical.....			X	X	X	X	X	X	X	X
Canton Yard— Canton Shop Yard.....			X	X	X	X	X	X	X	X
Block Route— Aliccanna St. and City Block Yard.....			X	X	X	X	X	X	X	X
Calvert Station— Tracks 1, 2 and 3.....			X	X	X	X	X	X	X	X
Jail Yard.....			X	X	X	X	X	X	X	X
Madison Yard.....						X	X	X	X	X
Eager St. Yard.....			X	X	X	X	X	X	X	X
Baltimore Station— Tracks No. 1, No. 2, No. 5 and No. 6.....								X		
A track, High Line to Calvert.....						X	X	X	X	X
B track, High Line to Northbound freight.....								X	X	X
Post Office.....			X	X	X	X	X	X	X	X
Morgan Millwork Conn.— B. & P. Jct.....						X	X	X	X	X
B. & P. Jct.—Fulton:										
Light Engines.....	30	30	30	30	30	30	30	30	30	30
Mt. Vernon Yard.....			X	X	X	X	X	X	X	X
Bolton Yard.....			X	X	X	X	X	X	X	X
Mt. Vernon Auto Delivery.....			X	X	X	X	X	X	X	X
Gwynne Run— Bowen Co. (Fulton).....			X	X	X	X	X	X	X	X
B. Green Co. track (Ful- ton).....						X		X	X	X

LOCATION	1	2	3	4	5	6	L	M	I	J
<b>BALTIMORE DISTRICT:</b>										
Gwynns Run—										
American Brake Shoes.....						X	X	X	X	X
W.M. Ry. Connection.....						X		X	X	X
American Stores track.....						X		X	X	X
Ward Baking Co.....						X	X	X	X	X
A.&P. Co.....						X	X	X	X	X
National Biscuit Co.....						X	X	X	X	X
Barrett Tarvia & Abat-										
toir track.....						X	X	X	X	X
Frederick Road—										
Freight Station.....						X	X	X	X	X
Frederick Road Yard.....			X	X	X	X	X	X	X	X
Industrial track.....						X		X	X	X
Samuel Pistoria Co.....						X	X	X	X	X
Westinghouse Electric										
Co.....										X
General Electric Co.....										X
Jewel Tea Co.....										X
<b>ODENTON:</b>										
National Plastics.....						X	X	X	X	X
<b>BRIDGE 118.09:</b>										
North of Arundel, all tracks.....							40	30	20	10
<b>WASHINGTON DISTRICT:</b>										
Queens Chapel Yard—										
All side tracks.....			X	X	X	X	X	X	X	X
Bladensburg Road—All										
side tracks.....			X	X	X	X		X	X	X
Hudson Brick Co. track.....			X	X	X	X		X	X	X
Ceco Steel Co.....						X	X	X	X	X
Washington Gas Light Co.										
track.....			X	X	X	X	X	X	X	X
Nos. 2 and 3 Loop tracks,										
Jersey Yard.....						X	X	X	X	X
Nos. 1 and 2 tracks; "Over										
the Hill," Jersey Yard.....						X	X	X	X	X
Nos. 1 and 2 High Line										
tracks; Jersey Yard.....						X	X	X	X	X
Capital Power Plant track.....			X	X	X	X	X	X	X	X
Navy Yard Extension.....			X	X	X	X	X	X	X	X
D. C. Refuse Disposal track.....			X	X	X	X	X	X	X	X
R. P. Andrews track.....			X	X	X	X	X	X	X	X
Standard Oil Co. track.....			X	X	X	X	X	X	X	X
Peebles Chemical Co.—All										
tracks.....						X	X	X	X	X
Government Fuel Yard										
tracks; Jersey Yard.....			X	X	X	X	X	X	X	X
Inbound and Outbound										
Subway Tracks; Jersey										
Yard.....			X	X	X	X	X	X	X	X
Nos. 6, 7, 8, 9, 11, 12, 13										
and 14 tracks; Jersey										
Yard.....			X	X	X	X	X	X	X	X
Terminal Storage Ware-										
house track.....			X	X	X	X	X	X	X	X
All tracks; 6th St. Yard.....			X	X	X	X	X	X	X	X
Government Fuel tracks.....						X	X	X	X	X
<b>BRIDGE 130.67:</b>										
No. 1 track.....									30	20
<b>BRIDGE 132.11</b>									35	35
<b>BRIDGE 132.19:</b>										
No. 1 track.....							40	30	15	10
<b>BRIDGE 134.35:</b>										
Anacostia:										
With current of traffic										
No. 3 track.....	25	25	25f	25	25	25	25	25	25	20
With current of traffic No. 2										
track.....	25	25	25f	25	25	25	25	25	25	20
Against current of traffic										
over Movable Bridge.....	20	20	20f	20	20	20	20	20	20	20
Bridges Nos. 136.55 to										
137.14 incl.....									30	20
<b>BRIDGE 138.45:</b>										
Potomac River:										
Against current of traffic										
over Movable Bridge.....	20	20	20f	20	20	20	20	20	20	20
With current of traffic										
over Movable Bridge.....										20
<b>NORTHERN CENTRAL BR.</b>										
Between B. & P. Jct. and										
Div. Post (Hbg. Div.)										
Bridge No. 139 west of						X				X
B&P Jct.....							20		10	10

LOCATION	1	2	3	4	5	6	L	M	I	J
<b>NORTHERN CENTRAL BR.</b>										
Woodberry—										
Delivery track.....						X	X	X	X	X
Sears.....			X	X	X	X	X	X	X	X
Balmar track.....			X	X	X	X	X	X	X	X
<b>Mt. Washington—</b>										
Station track.....						X	X	X	X	X
Bridges No. 9.73 and 10.08 East of Luther- ville.....								30	15	X
Texas Quarry track.....					X	X	X	X	X	X
Monkton Station trk.....						X	X	X	X	X
Blue Mt. Baker's track. (O.K. for all engines to First Curve beyond passing siding).....						X	X	X	X	X
<b>BRIDGE 25.38:</b>										
East of White Hall.....						X			30	X
White Hall—										
White Hall Feed Co.....			X	X	X	X	X	X	X	X
<b>SHELLPOT BRANCH</b>										
Eastern Malleable Iron Co.....			X	X	X	X	X	X	X	X
Morbeat Coal and Fuel Co.....			X	X	X	X	X	X	X	X
Artillery Fuse track.....			X	X	X	X	X	X	X	X
Bridge No. 3.....	10	10	10f	10	10	10	10	10	X	X
Bridge No. 4.....	10	10	10f	10	10	10	10	10	X	X
Loop track at "Bank".....								X	X	X
<b>C. &amp; P.D. Branch</b>										
Perryville to Cres.....										
<b>PORT DEPOSIT:</b>										
Wiley Equipment Co.....			X	X	X	X	X	X	X	X
Stone Quarry track.....			X	X	X	X	X	X	X	X
<b>SHELLPOT SECONDARY TRACK</b>										
E. I. DuPont-Nemours Co.....					X	X		X	X	X
Artic Roofing.....			X	X	X	X	X	X	X	X
Eleo. Hose & Rubber Co.....			X	X	X	X	X	X	X	X
Freight Car Repair Yards— All tracks.....						X	X	X	X	X
<b>BRANDYWINE INDUS- TRIAL TRACK (k) (m) ...</b>						X		X	X	X
All other tracks.....			X	X	X	X	X	X	X	X
<b>DELMARVA BRANCH:</b>										
Davis to Porter.....						X				
<b>NEWARK:</b>										
Newark Concrete Products Co. track.....						X		X	X	X
<b>COOCH:</b>										
Dayette Industrial track.....						X	X	X	X	X
<b>GLASGOW:</b>										
Storage tracks.....						X		X	X	X
<b>NEWARK AND DELA- WARE CITY TRACK:</b>										
Porter to Delaware City.....						X				
<b>NEW CASTLE SEC- ONDARY TRACK</b>						X				
Pyrites, Lobdell & Wilming- ton Marine Term. tracks.....			X	X	X	X	X	X	X	X
Atlas Powder Co.....			X	X	X	X	X	X	X	X
Water Plug track.....						X	X	X	X	X
Tidewater Chemical Co.....						X	X	X	X	X
Wilmington Fibre Co. and American Manganese Co. tracks.....			X	X	X	X	X	X	X	X
<b>HAVRE DE GRACE YARD TRACK (k) (m).....</b>						X		X	X	X
J. M. Huber Co.....						X		X	X	X
J. M. Huber Co. (New).....			X	X	X	X	X	X	X	X
Gallagher Coal Co.....			X	X	X	X	X	X	X	X
<b>PRESIDENT ST. YARD TRACK</b>										
Crossover southbound trk. to Trappe Rd. trk.....						X		X	X	X
Weiskittel track.....			X	X	X	X	X	X	X	X
Highland Yard.....						X	X	X	X	X

LOCATION	1	2	3	4	5	6	L	M	I	J
<b>PRESIDENT ST. TRACK:</b>										
Bayview to President Station (k) (m)			X	X	X	X				
President St. Yard			X	X	X	X	X	X	X	X
<b>BEAR CREEK TRACK:</b>										
Bridge 3.17:										
Phila. Pike					(h)					
Canton Jct. to Sollers						X				
The Pompeian			X	X	X	X	X	X	X	X
Highlandtown Yard			X	X	X	X	X	X	X	X
Eeskey			X	X	X	X	X	X	X	X
Bridge 6.12:										
Colgate Creek					10	X				15
Federal Yeast			X	X	X	X	X	X	X	X
Reid Avery						X	X	X	X	X
Intercoastal Paint Co.			X	X	X	X	X	X	X	X
Dundalk Central Fdry.			X	X	X	X	X	X	X	X
Gen. Gas & Elec. Co.			X	X	X	X	X	X	X	X
<b>CLAREMONT TRACK: (k) (m)</b>										
Bridge 0.60:										
Wilkins Avenue	10	10	10	10	10	X	X	X	X	X
North leg of Wye			X	X	X	X	X	X	X	X
South leg of Wye			X	X	X	X	X	X	X	X
Bloedes tracks, 1 and 2			X	X	X	X	X	X	X	X
<b>CATONSVILLE TRACK</b>			X	X	X	X				
<b>FT. MEADE TRACK:</b>						X				
U. S. Govt. track leading from Kelly's track						X	X	X	X	X
Signal School and Church tracks						X	X	X	X	X
<b>BOWIE RACE TRACK</b>						X	X	X	X	X
<b>POPE'S CREEK SECONDARY TRACK (k) (m) (o) (p) (t)</b>						X		X	X	X
<b>BOWIE:</b>										
Wye track						X		X	X	X
<b>ROSSLYN TRACK</b>			X	X	X	X				
Pentagon Power Plant track			X	X	X	X	X	X	X	X
<b>PORTER BRANCH (n)</b>										
Bank to Porter								X	X	X
Christina Movable Bridge 2.27	10	10	10f	10	10	X	10	X	X	X
<b>FARNHURST:</b>										
No. 1; No. 2 and No. 3 trks						X		X	X	X
State Hospital track						X	X	X	X	X
Airport track						X	X	X	X	X
<b>DELMARVA BRANCH (n)</b>										
Between:										
Porter and Seaford								X	X	X
<b>NEW CASTLE:</b>										
Deemer Steel Casting Co.					X	X	X	X	X	X
Freight House track;										
Battery track; including Team track; Eliason's tracks and Deakayne track						X	X	X	X	X
South of Delaware Rayon track						X	X	X	X	X
Bellanca Aircraft Corp.						X	X	X	X	X
<b>STATE ROAD:</b>										
Station track						X		X	X	X
<b>BEAR:</b>										
Station track						X		X	X	X
<b>KIRKWOOD:</b>										
Station track						X		X	X	X
<b>CANAL MOVABLE BRIDGE 18:05:</b>			45f	45	45	X	45	20	X	X
<b>MT. PLEASANT:</b>										
All tracks						X		X	X	X
<b>MIDDLETOWN:</b>										
Short and Walls track			X	X	X	X	X	X	X	X
<b>CLAYTON:</b>										
Smayna track (k) (m)						X	X	X	X	X

LOCATION	1	2	3	4	5	6	L	M	I	J
<b>DOVER:</b>										
Coal trestles.....	X	X	X	X	X	X	X	X	X	X
National Cup track.....			5	5	5	X	X	X	X	X
Frear's track.....			5	5	5	X	X	X	X	X
Suburban Gas Co.....			5	5	5	X	X	X	X	X
Romeo's track.....			5	5	5	X	X	X	X	X
Coal pocket, Lewes track.....	X	X	X	X	X		X	X	X	X
Diamond Cold Storage.....						X		X	X	X
<b>HARRINGTON:</b>										
Harrington Lumber Co.....					X	X	X	X	X	X
<b>SEAFORD:</b>										
Atlantic Refining Co.....			5	5	5	X	X	X	X	X
North & south connection to Shell track.....						X	X	X	X	X
South connection to River track.....						X	X	X	X	X
North end of Charcoal trk.....						X	X	X	X	X
<b>SEAFORD SECONDARY TRACK.....</b>								X	X	X
<b>POCOMOKE SECONDARY TRACK:</b>										
Between Patton and End of Block.....								X	X	X
<b>POCOMOKE SECONDARY TRACK:</b>										
<b>SALISBURY:</b>										
Miller's track.....						X	X	X	X	X
Standard Oil Co.....						X	X	X	X	X
Grier's track.....			X	X	X	X	X	X	X	X
Precision Development Co.....						X	X	X	X	X
<b>POCOMOKE:</b>										
Exchange track No. 1.....					X	X	X	X	X	X
Exchange track No. 2.....					(a)	X	(a)	X	X	X
Exchange track No. 3.....						X	(a)	X	X	X
Exchange track No. 4.....						X		X	X	X
Dennis track.....						X		X	X	X
Storehouse track.....						X		X	X	X
Birdseye Snider track.....						X		X	X	X
<b>EXMORE:</b>										
Chandler's track.....						X	X	X	X	X
<b>MACHIPONGO:</b>										
Station track No. 3.....						X		X	X	X
<b>CAPE TRACK:</b>										
Between End of Block and 2491 feet south of Mile Post 92.....								X	X	X
<b>CAPE CHARLES:</b>										
Reliable Coal Trestle.....	X	X	X	X	X	X	X	X	X	X
<b>CENTREVILLE SECOND- ARY TRACK (k) (m) (q).....</b>						X		X	X	X
<b>CHESTERTOWN SECOND- ARY TRACK (k) (m) (q).....</b>						X		X	X	X
<b>CHESTERTOWN:</b>										
Kibler's track.....			X	X	X	X	X	X	X	X
<b>OXFORD SECONDARY TRACK (k) (m) (s).....</b>						X		X	X	X
<b>HENDERSON:</b>										
Public delivery tracks.....						X	X	X	X	X
<b>GREENSBORO:</b>										
Back track, Pet Milk Co.....						X	X	X	X	X
<b>D.M. &amp; V. SECONDARY TRACK (k).....</b>						X		X	X	X
<b>CAMBRIDGE SECOND- ARY TRACK (k) (m) (q).....</b>						X		X	X	X
<b>CRISFIELD SECONDARY TRACK (k) (m) (q).....</b>						X		X	X	X
<b>CRISFIELD:</b>										
Potomac & Handy track.....						X	X	X	X	X
<b>REHOBOTH TRACK (k) (r).....</b>						X		X	X	X

LOCATION	1	2	3	4	5	6	L	M	I	J
<b>LEWES:</b>										
Beach track.....						X	X	X	X	
MILTON TRACK (k) (m) (q)						X		X	X	X
KIPTOPEKE TRACK (k) (m) (q)						X	X	X	X	X
VIENNA TRACK (k) (m).....						X	X	X	X	X
DENTON TRACK (k) (m).....			X	X	X	X	X	X	X	X
McDANIEL TRACK (k) (m).....						X	X	X	X	X
MARDELA TRACK (k) (m).....						X	X	X	X	X
<b>SALISBURY:</b>										
Mill Street track.....						X	X	X	X	X
Conn. bet. Secondary track and West No. 1.....						X	X	X	X	X
Farmers & Planters track.....			X	X	X	X	X	X	X	X
Ruarks track.....			X	X	X	X	X	X	X	X
Nock Coal Co. track.....			X	X	X	X	X	X	X	X
Salisbury Milling Co. track.....			X	X	X	X	X	X	X	X
Pocohontas track.....			X	X	X	X	X	X	X	X
West End River track—Mill Street.....			X	X	X	X	X	X	X	X
WILLARD TRACK (m).....						X	X	X	X	X
<b>OCEAN CITY</b>										
TRACK (k) (m).....						X		X	X	X

- (a)—Restricted at South End.  
 (b)—Class BS-12 Shifting Diesel restricted.  
 (d)—Diesel Engines class EP-20 and EP22 are prohibited.  
 (f)—Speed shown for Column 3 Engines over movable bridges will be applicable to Rail Motor Cars.  
 (g)—Class ES-6, ES-10, ES-12, ES-12M, ERS-15, ERS-15S, ERS-17, ERS-15AX engines are prohibited.  
 (h)—Class ERS-15AX engine prohibited.  
 (i)—Class ERS-15, ERS-15S, ERS-17 and ERS-15AX are prohibited.  
 (j)—Class ES-6 ES-10, ES-12, ES-12M, ERS-15AX, ERS-15, ERS-15S and ERS-17 engines are prohibited.  
 (k)—Class AF-24a and AF-30 engines restricted to 15 m.p.h.  
 (m)—Class GF-33a, AF-36, EF-25 and GF-28A engines restricted to 10 m.p.h.  
 (n)—Class EF-25 engines restricted to 30 m.p.h.  
 (o)—Class EF-25 and GF-25 engines prohibited and GF-28A engines restricted to 10 m.p.h. on Chalk Point industrial and Cedar Point industrial tracks.  
 (p)—Class GF-33a and AF-36 diesel engines are restricted to 10 m.p.h. between the following points:  
     Mile Post 13 to Mile Post 15  
     Mile Post 22 to Mile Post 24  
     Mile Post 25 to Mile Post 26  
     Mile Post 29 to Mile Post 30  
     Mile Post 34 to Mile Post 37  
     Mile Post 41 to Mile Post 45  
 (q)—Class GF-33a and AF-36 diesel engines are restricted to 10 m.p.h.  
 (r)—Class GF-33a and AF-36 diesel engines are restricted to 10 m.p.h. between Mile Post 24 and Rehoboth.  
 (s)—Class GF-33a and AF-36 diesel engines are restricted to 10 m.p.h. between the following points:  
     Mile Post 0 to Mile Post 2  
     Mile Post 3 to Mile Post 10  
     Mile Post 13 to Mile Post 17  
     Mile Post 36 to Mile Post 39  
     Mile Post 42 to Mile Post 44  
 (t)—Class EF-25 and GF-25 engines are prohibited on Herbert Secondary Track and Class GF 28A engines are restricted to 10 m.p.h. between Wine and Mile Post 2.



**1160-A1d. (Harrisburg Division). Engines and special loads are restricted at locations shown below:**

**NOTE—Letters and figures indicate:**

**X—Prohibited.**

**E—Restricted account of light rail.**

**Figures 5, 10, 15, etc., indicate maximum speed at which engine specified may be operated.**

**The small letter in parenthesis shown in location column indicates reference NOTE shown at end of table.**

**Engines of classes other than those listed shall not be run over any portion of the division unless authorized by Superintendent.**

**Class AF-30, EF-36 and GF-28A diesel engines are restricted to 10 miles per hour in all Yard and Industrial tracks.**

**Class of engines and special loads listed under each numbered and lettered column of this page will apply to corresponding columns of all succeeding pages of this instruction.**

	CLASS OF ENGINES						SPECIAL LOADS					
	1	2	3	4	5	6	L	M	I	J		
LOCATION	AS6, BS6, BS7, BS7M, ES6, B1	AF24, AF24A, ARS10, ARS10S, ARS10SX, ARS18, AS10, AS10A, BRS12, BRS12S, BRS12SX, BS10, BS10M, BS10S, BS12, BS12M, EF25, ES10, ES12, ES12M, FS10	AF25, ARS16, ARS16S, ARS16X, EF15, EF15A, EF22, EF25, ERS15, ERS15S, ERS17, FRS16, FRS20, FRS20X, FS12, FS12M, GF25	ARS24, AS18M, BRS16, BRS16MS, EP20, EP22, L6	AF27, ARS16A, ARS24S, BF16Z, BP20, BS24, BS24M, EF25A, AF-36, EF30A, ERS16AX, ERS17A, FRS24, GF25A, GF28A, LS25, LS25M	GG1, E44						
MAIN LINE:												
ATGLEN:												
Coal trestle.....				X	X	X	X	X	X	X		
CHRISTIANA:												
Mullen & Faddis track (a).....						X	X	X	X	X		
GAP:												
Coal and Lumber track.....						X	X	X	X	X		
Feed Mill track.....												
KINZER (WEST OF):												
John Hess track.....				X	10	X	X	X	X	X		
LEAMAN PLACE:												
Paradise track.....						X		X	X	X		
Donlinger track (a).....		X	X	X	X	X	X	X	X	X		
BIRD-IN-HAND:												
Warehouse track.....						X		X	X	X		
WITMER:												
Stauffer track (d).....						X		X	X	X		

LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	
<b>LANCASTER:</b>											
Bridge 67.54.....							40	25	X		
Industrial track.....						X	X	X	X	X	
R. C. A. track.....						X	X	X	X	X	
Armstrong Cork track.....											
Bearings Co. track.....											
Malleable Casting track.....											
Hay Siding track.....											
D. Knight Coal Co. track.....			X	X	X	X	X	X	X	X	
Rost Tobacco Co. track.....											
Hubley Mfg. Co. track.....											
Bogar Lumber Co. track.....											
Burnham Coal Co. track.....				X	X	X	X	X	X	X	
Kimmel Sons track.....											
Nos. 1 and 2 tracks, No. 1 Yd.....											
Champion Blower & Forge Co. track.....											
General Cigar Co. track.....											
B. B. Martin Lumber Co. track.....											
Old Enginehouse Yard.....			X	X	X	X	X	X	X	X	
Raub Supply track.....											
Reading Terminal Conn.....											
All tracks No. 2 Yard.....											
Ready Mixed Conc. Co. track.....											
All tracks, Frt. Station.....		X	X	X	X	X	X	X	X	X	
All tracks, Eschmans Feed Co.....											
Paint Company track.....				X	X	X	X	X	X	X	
No. 2 track.....		X	X	X	X	X	X	X	X	X	
Lancaster Co. Tobacco Growers trk.....	X	X	X	X	X	X	X	X	X	X	
Betta Coal Co. track (d).....			X	X	X	X	X	X	X	X	
Cotton Mill track.....				X	X	X	X	X	X	X	
Gas Co. track.....				X	X	X	X	X	X	X	
Miller Junk Co. track.....				X	X	X	X	X	X	X	
Lancaster Iron Co. track.....			X	X	X	X	X	X	X	X	
Penna. Power & Light Co. track.....			X	X	X	X	X	X	X	X	
Ios Plant track.....											
<b>LANDIS, WEST OF:</b>											
Interchange track.....				X	X	X	X	X	X	X	
Warehouse track.....											
Nimley track.....											
Heinstand Co. track.....											
<b>FLORIN:</b>											
Bachman Chocolate Co. track.....						X	X	X	X	X	
Foundry track.....											
Stock track.....				X	X	X	X	X	X	X	
Farm Bureau Assn. track.....											
<b>RHEEMS:</b>											
Wenger Feed Mill track.....						X	X	X	X	X	
<b>ELIZABETHTOWN:</b>											
A. Buch Sons Co. both tracks.....				X	X	X	X	X	X	X	
Klein Chocolate Co. track.....											
Warehouse track.....											
Grubb and Brannemans track.....											
Hoffer Bros. track.....						X	X	X	X	X	
Stock track.....											
Muth Bros. track (a).....											
Farmers Ferts. Works track.....				X	X	X	X	X	X	X	
Masonic Home track (d).....											
<b>MIDDLETOWN:</b>											
Brick Yard track.....						X	X	X	X	X	
New Siding.....			X	X	X	X	X	X	X	X	
Bridge 94.74.....								45	30	X	
Deatrick Coal Co. track (a).....			X	X	X	X	X	X	X	X	
Metropolitan Edison Co. track.....											
Wincroft Stove Co. track.....						X	X	X	X	X	
Industrial track, north side.....											
Aviation track (a).....											
Br. 94.98, West of Middletown.....								30	X	X	
<b>HARRISBURG:</b>											
Freight House Yard tracks No. 3 & 4 to Pass. Sta.....						X	X	X	X	X	
Other tracks, Freight House.....			X	X	X	X	X	X	X	X	
Cedar St. tracks.....											
Paxton St. Yard:											
All tracks.....			X	X	X	X	X	X	X	X	
Air Reduction.....		X	X	X	X	X	X	X	X	X	
Market St. Yard:											
No. 2 track.....				X	X	X	X	X	X	X	
All other tracks.....		X	X	X	X	X	X	X	X	X	
Bridge 105.22.....								40	30	X	
Pipe Bending track:											
Abrams.....											
Building Units.....			X	X	X	X	X	X	X	X	
Farm Show.....											
All others.....				X	X	X	X	X	X	X	

LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	
<b>HARRISBURG:</b>											
North St. Yard:											
Tracks 3 & 4.....				X	X	X	X	X	X	X	
Tracks 5 & 6.....				X	X	X	X	X	X	X	
Swift Co.....				X	X	X	X	X	X	X	
Micholovits.....				X	X	X	X	X	X	X	
All others.....			X	X	X	X	X	X	X	X	
Reilly Street:											
McCluskeys.....			X	X	X	X	X	X	X	X	
All others.....						X	X	X	X	X	
Maclay St. tracks:											
Division St. Team track.....						X	X	X	X	X	
Penn Supply Co.....		X	X	X	X	X	X	X	X	X	
Rubens Junk Co.....											
John Stapf.....						X	X	X	X	X	
Firestone.....			X	X	X	X	X	X	X	X	
All others.....											
Lucknow:											
All tracks.....						X	X	X	X	X	
Bridge 110.84, West end of Rockville											
Bridge on West leg of Wye No. 4 track								30	25	X	
<b>ROCKVILLE YARD:</b>											
All tracks.....						X		X	X	X	
<b>ATGLEN and SUSQUEHANNA</b>											
<b>BRANCH:</b>											
Bridge 6.35.....									35	X	
Bridge 13.54, 2nd bridge west of Block											
Signal L-125.....									25	X	
J. E. Baker Quarry track, LG-54.....					(a)	X	X	X	X	X	
<b>COLUMBIA BRANCH:</b>											
Bridge 70.00 west of Lancaster.....									25	X	
<b>ROHRERSTOWN:</b>											
Miller and Bushong.....								X	X	X	
Station track.....											
<b>MOUNTVILLE:</b>											
Station track.....								X	X	X	
Paper Mill track.....											
New Holland Machine Co. track.....				X	X	X	X	X	X	X	
Brick Co. track (a).....											
<b>WEAVERS:</b>											
Newcomers Mill track.....								X	X	X	
<b>COLUMBIA:</b>											
Bridge 78.86 east of Columbia.....								35	25	X	
Crossover to Reading Co.....								X	X	X	
Keeley Stove Co. track (a).....				X	X	X	X	X	X	X	
No. 2 track to west end.....								X		X	
<b>MARIETTA:</b>											
Station track.....								X	X	X	
Cargill track.....						X		X	X	X	
Zeigler Coal Co. track (a).....				X	X	X	X	X	X	X	
O'Connor Coal track.....					X	X	X	X	X	X	
Baker Tobacco Co. track.....											
<b>BILLMYER:</b>											
All tracks except track adjacent to											
main track.....				X	X	X	X	X	X	X	
No. 8 track to Rotary Mill.....											
<b>HIGHSPIRE:</b>											
Bridge 97.04 east of Highspire.....									40	X	
Beth Steel Co. Boiler Works track.....											
Yard tracks 1, 2, 3.....						X	X	X	X	X	
Wheatens Corp. track.....											
Houery Mill track.....											
<b>STEELTON:</b>											
Canal Branch track.....						X	X	X	X	X	
<b>YORK HAVEN LINE:</b>											
York Haven Paper Mill track.....				X	X	X	X	X	X	X	
Bridge 68.63 west of York Haven,											
Nos. 1 and 2 tracks.....								30	20	X	
<b>CLY:</b>											
Wye track.....			X	X	X	X	X	X	X	X	
<b>BRIDGE 72.05 east of Goldsboro,</b>											
Nos. 1 and 2 tracks.....								50	30	X	
<b>MARSH RUN:</b>											
U. S. Depot track.....						X	X	X	X	X	

LOCATION	CLASS OF ENGINES						SPECIAL LOADS					
	1	2	3	4	5	6	L	M	I			
<b>LEMO:</b>												
Curve to C. V. Bridge.....						X		X	X	X		
West leg of "Y" (bb).....						X		X	X	X		
<b>NEW HOLLAND SECONDARY (j) (u)...</b>												
O. A. Smith Co. Track.....		X	X	X	X	X	X	X	X	X		
<b>QUARRYVILLE INDUSTRIAL (j).....</b>												
				X	X	X	X	X	X	X		
<b>LEBANON SECONDARY (b) (j).....</b>												
Bridge 16.29 west of Cornwall (g).....						X				X		
						X				X		
<b>CUMBERLAND VALLEY BRANCH:</b>												
<b>CAMP:</b>												
Summit Corp. track.....												
Spangler Flour Mill track.....												
General Foods Corp. track.....				X	X	X	X	X	X	X		
Pennsy Supply Co. track.....												
Moores Wholesale Co. track.....												
<b>SHIREMANSTOWN:</b>												
Kinney Shoe Co. track.....												
Quaker Oats track.....												
Ralston-Purina Co. track.....				X	X	X	X	X	X	X		
Paul Eberly track.....												
U. S. Steel Homes track.....												
Hamden Industrial Track.....												
<b>MECHANICSBURG:</b>												
D. Wilcox track.....				X	X	X	X	X	X	X		
<b>CARLISLE:</b>												
Ettinger & Sons track.....							X	X	X	X		
Beetern side track (a).....												
<b>SHIPPENSBURG:</b>												
Bridge 37.85 north of Shippensburg.....						X			25	X		
Elevator track.....				X	X	X	X	X	X	X		
<b>CHAMBERSBURG:</b>												
Rots Lumber Co. track (a).....												
Track inside T. B. Wood Sons gate.....												
Wolf side track north of bridge at College.....												
Wolf Side track (d).....												
Connection with W. M. at Engineering Company.....				X	X	X	X	X	X	X		
Tracks at Reclamation Plant Yard and No. 8 track along erecting shop.....												
Slyder track.....												
Electric Light & Speer Co. track.....												
Shop tracks and delivery tracks west of Freight Station.....												
House and Transfer tracks.....												
Speer low track.....	X	X	X	X	X	X	X	X	X	X		
<b>GREENCASTLE:</b>												
Milk track.....						X		X		X		
Omwake and Oliver.....				X	X	X	X	X	X	X		
<b>WINCHESTER SECONDARY:</b>												
<b>HAGERSTOWN:</b>												
North ladder No. 1 yard.....						X	X	X	X	X		
Storage and transfer track No. 1 Yard No. 1 west, No. 1, 2 east transfer tracks.....												
Other transfer tracks.....				X	X	X	X	X	X	X		
Merchant Wholesale Grocery Co. track.....												
J. W. Myers Co. track.....												
Back Stockyard track.....												
<b>BRIDGE 82.13 Potomac River.....</b>										X		
<b>CV-87:</b>												
DuPont tracks.....						X	X	X	X	X		
<b>CUMBO SECONDARY:</b>												
Security Cement & Lime Co. track.....						X	X	X	X	X		
W. B. Frey track.....												
<b>MARTINSBURG:</b>												
Bridge 92.56 north of Martinsburg.....						X		20	20	X		
North leg of "Y".....						X	X	X	X	X		
South leg of "Y".....						X	X	X	X	X		
Thorn Lumber Co. south track (a).....				X	X	X	X	X	X	X		
City Water Works track.....	X	X	X	X	X	X	X	X	X	X		
Other yard and industrial tracks.....				X	X	X	X	X	X	X		
Bridge 106.55 south of Ridgeway.....						X		30	20	X		
<b>DILLSBURG SECONDARY (j).....</b>					15	X	X	X	X	X		

LOCATION	CLASS OF ENGINES						SPECIAL LOADS					
	1	2	3	4	5	6	L	M	I	J		
WAYNESBORO SECONDARY (u) (j)..... See 1157-F1						X	X	X	X	X		
MERCERSBURG SECONDARY (u) (j)..... Bridge 61.37—Hoiber (g)..... Bridge 70.20—west of Lehmasters (g)..... See 1157-F1	15	15	15	15	15	X	X	X	X	X		
NORTHERN CENTRAL BRANCH:												
New Freedom—												
Summer's Canning Co.....						X	X	X	X	X		
Glen Rock—												
Station track.....						X	X	X	X	X		
YORK DISTRICT:												
Certain-teed Roofing Co. Nos. 1 and 2.....			X	X	X	X	X	X	X	X		
Bowen & McLaughlin Co.....			X	X	X	X	X	X	X	X		
Reed Machinery Co.; Nos. 1 and 2 tracks.....			X	X	X	X	X	X	X	X		
McKay Chain track.....			X	X	X	X	X	X	X	X		
Schmidt & Ault track.....			X	X	X	X	X	X	X	X		
Crossover; King St. Yd.....						X	X	X	X	X		
No. 1 track; King St. Yd.....						X	X	X	X	X		
Gerber's No. 1 and No. 2 track.....			X	X	X	X	X	X	X	X		
Andrews Paper track.....			X	X	X	X	X	X	X	X		
York Ice Mach. Co.—												
All tracks.....						X	X	X	X	X		
Grantley Plant.....			X	X	X	X	X	X	X	X		
Keystone Color and Co.....			X	X	X	X	X	X	X	X		
Edison Light & Power Co. track.....						X	X	X	X	X		
Heppenheide & Thompson track.....			X	X	X	X	X	X	X	X		
Incline at George Street.....			X	X	X	X	X	X	X	X		
Smyster-Royer Co.....			X	X	X	X	X	X	X	X		
Crossover to Small's track.....			X	X	X	X	X	X	X	X		
E and F tracks.....			X	X	X	X	X	X	X	X		
D, G and H tracks.....			X	X	X	X	X	X	X	X		
Crossover—Queen St. between Nos. 1 and 2 Sidings.....						X						
Switch to M. & P.R.R.....						X						
Runaround crossover.....						X						
Crane track.....						X	X	X	X	X		
P. A. & S. Small track.....			X	X	X	X	X	X	X	X		
Warehouse tracks, Nos. 9, 10, 11 and 12.....			X	X	X	X	X	X	X	X		
Crossover in Jail St. Crossing, track 5 to track 6.....						X						
No. 7 crossover.....						X						
Asphalt track.....						X	X	X	X	X		
No. 1 Running track.....						X	X	X	X	X		
New Shop track.....			X	X	X	X	X	X	X	X		
No. 2 Safe Works.....			X	X	X	X	X	X	X	X		
Foundry track.....			X	X	X	X	X	X	X	X		
Stacey-Schmidt—												
Track No. 1.....			X	X	X	X	X	X	X	X		
Track No. 2.....			X	X	X	X	X	X	X	X		
Diesel Fuel track.....						X	X	X	X	X		
Yorktowne Paper Co. tracks.....						X	X	X	X	X		
York Safe & Lock—												
All tracks.....			X	X	X	X	X	X	X	X		
York Ice & Coal track.....			X	X	X	X	X	X	X	X		
New U.S. Expansion Bolt Co.....			X	X	X	X	X	X	X	X		
Keystone Roofing Co. tracks.....						X	X	X	X	X		
Roosevelt Garage tracks.....			X	X	X	X	X	X	X	X		
Medusa Cement Co. tracks.....						X	X	X	X	X		
National Gypsum Co.—												
All switches in Yard.....			X	X	X	X						
Emigsville—												
American Acme Co.....						X	X	X	X	X		
Mt. Wolf—												
G. A. Wolf & Sons.....			X	X	X	X	X	X	X	X		
YORK RUNNING TRACK:												
Wrightsville to York.....			X	X	X	X				X		
Wrightsville Yard.....			X	X	X	X				X		
Wrightsville Station track.....			X	X	X	X				X		
Riverside Foundry Co. trestle.....	X	X	X	X	X	X	X	X	X	X		
Caterpillar track.....			X	X	X	X	X	X	X	X		
Bendix track.....			X	X	X	X	X	X	X	X		
Highland Industries track.....			X	X	X	X	X	X	X	X		
E. & S. Realty Co. track.....			X	X	X	X	X	X	X	X		
Standard Register Co. track.....			X	X	X	X	X	X	X	X		
Bears track.....			X	X	X	X	X	X	X	X		
FREDERICK SECONDARY TRACK:(j)												
York to Frederick (u) (o).....						X		X	X	X		
Palmer's Industrial track.....						X	X	X	X	X		
SPRING GROVE:												
P. H. Gladfelter tracks.....						X	X	X	X	X		
P. H. Gladfelter No. 4 track.....					X					X		

LOCATION	CLASS OF ENGINES						SPECIAL LOADS					
	1	2	3	4	5	6	L	M	I	J		
<b>HANOVER:</b>												
Doubleday Co.....						X	X		X			
Hoke & Blair Coal Co. Trestle.....			X	X	X	X	X	X	X	X		
Revonah track.....			X	X	X	X	X	X	X	X		
<b>UNION BRIDGE TRACK.....</b>		(k)		X	X	X		X	X	X		
Walkersville Canning Co. track.....				X	X	X	X	X	X	X		
Walkersville-Jamison's trk.....				X	X	X	X	X	X	X		
<b>BRIDGE 41.58:</b>												
South of Kingsdale.....			X	X	20	X	15	X	X	X		
<b>BRIDGE 65.20:</b>												
North of Frederick.....			X	X	20	X	15	X	X	X		

**NOTES:**

- (a) Engines must not use track beyond point designated.
- (c) Class EFS-17M diesel engines may operate on undergrade bridges 41.58 (south of Kingsdale) and 65.20 (south of Walkersville), not exceeding 20 miles per hour.
- (d) Engine must not be used on bridge or trestle.
- (g) Diesel engines, except Class ARS-16A, may operate double headed over the following bridges:  
 Bridge 16.29—West of Cornwall  
 Bridge 61.37—Hothor  
 Bridge 70.20—West of Lehmansters  
 Single unit diesel engines Class ARS-16A, may operate over these bridges not exceeding 15 miles per hour. When double headed or moving disabled engines of any other class, all engines must be separated and moved singly over these bridges, unless there are four cars between the engines.
- (j) EF-25 restricted to 10 m.p.h.
- (k) Double heading of engines of any class prohibited. All engines must be separated and moved singly unless they are separated by at least 3 cars with gross weight not exceeding 169,000 lbs. each. Reading Co. 2400 HP diesel engines class RS-4 and RS-4B prohibited.
- (u) AF-24a, restricted to 15 MPH.
- (bb) AF-30, AF-36, GF-33A, EF-36 and EF-30A diesel engines are prohibited.

**1160-A3. (All Divisions) Engine Restrictions**

Diesel units, including dead diesel units handled in a train, which are not equipped with coupler stops or alignment control feature must not be operated when coupled to each other except:

When they are the first two units on the front of a train.

When they are the last two units on the rear of a train.

When they are in passenger service.

When they are moving light.

All units of Classes AF24, AF24A, AF25, AF27, EF22, EF25, EF25A, GF25, GF25A, ARS18A, ARS18, ARS24, ARS24S, FRS24, EF17 except 7000-7049, are equipped with coupler stops or alignment control feature. Individual units of certain other classes are also equipped.

On descending grades where Timetable Special Instructions require the use of dynamic brakes in lieu of or to supplement retaining valves, another engine must not be coupled ahead of the hauling engine unless it is known that the hauler engine is equipped with coupler stops or centering devices.

**D. R. R. & B. Co. Branch—Between west end of approach viaduct and Jersey Interlocking Station:**

**1160-A4. (Philadelphia Division)** Not more than four (4) road or shifter type diesel engines or units coupled together may operate over Delair Bridge 2.07 between approach viaduct and Jersey Interlocking Station.

Additional engines of any class must be spaced from any of the coupled engines listed above with at least ten (10) cars between them, and the Train Dispatcher and Block Operators at Shore and Jersey must not permit any train on adjacent track while the movement of any of the above coupled engines is being made.

**Arsenal Movable Bridge**

**1160-A5. (Phila. Div.)** When three or more electric engines or diesel engine units, coupled together, are operated over the Arsenal Movable Bridge and approaches thereto, the train dispatcher and operator at Arsenal must see that no train is permitted on adjacent track while such movement is being made.

**1160-A6. (Phila. Div.) Between Lewis and Fort Dix:**

Engines may operate on Union Transportation Company tracks between Lewis and Switch No. 1, Fort Dix, at a speed not exceeding 15 miles per hour and may enter Fort Dix yard at switches 3, 2 and 1.

Engines may use warehouse No. 77 tracks and may use switch leading to I and L tracks at a speed of 5 miles per hour.

**1160-A11. (Chesapeake Div.) Shellpot Branch: Bridge 3 and Bridge 4:**

When a train is moving over Bridge 3 and Bridge 4, no trains shall be permitted on the adjacent track.

Not more than three (3) diesel engine units listed in columns 4 and 5 of Special Instruction 1160-A1c, may be operated coupled over these bridges.

Not more than two (2) electric engines, except E-44, may be operated coupled over these bridges.

**1160-A13. (All Divisions)** Class AS-10a engines are restricted in all tunnels unless engine awnings are in closed position.

### Equipment Restrictions

**1160-B1. (All Divisions)** Cars having a combined weight of car and lading, as shown below, are subject to the following restrictions as to speed over certain bridges, etc.

Weight of Car (Pounds)	Minimum Coupled Length	Restrictions
150,000-170,000	40'-0"	Same as Column 2
170,000-220,000	42'-0"	Same as Column 5
220,000-263,000	48'-0"	Same as Column L

Cars in the above weight classifications, but shorter than the minimum coupled length specified, are subject to special restrictions.

The above restrictions do not apply to Jenny type hopper or gondola cars. These cars have a gross weight up to 220,000 lbs., and a coupled length of approximately 24 feet. Their effect on long bridge spans is very severe and they are subject to restrictions shown in Special Instructions 1160-A1a, A1b, A1c, A1d, as follows:

Two or more loaded coupled cars—Column I, special load restrictions.

Due to excessive weight of class FD2, FW1 and F40 flat cars, both loaded and empty, this equipment must be handled with care at restricted speed on other than Main and Secondary tracks.

PRR cars in this class are:

Class	Number	Lightweight
FD2	PRR 470245	500,400 lbs.
FW1	PRR 470248	410,600 lbs.
F40	PRR 470250	246,000 lbs.

### Other Equipment Restrictions

#### 1160-B2. (All Divisions) Special Handling of Multiple Loads.

A multiple load requiring the use of two carrying cars, separated by an idler car, is restricted from operation over crest of a hump whenever practicable; when humping operation is necessary, movement must be carefully made under close observation of yard crew and load must not be humped with motive power detached.

A multiple load requiring the use of two end carrying cars, separated by two idler cars, is restricted from movement over crest of a hump.

After multiple loads have been carefully placed on classification track, care must be exercised to prevent humped cars, routed to same classification track, from coupling to multiple load at a speed in excess of four miles per hour.

**1160-B3. (All Divisions).** The handling of freight cars by RDC (Budd) cars is prohibited.

#### 1160-B4. (New York Division) Main Line

Wreck and work derricks not exceeding 16 feet 1½ inches above top of rail may be operated in overhead AC electric territory except as follows:

East and North River Tunnel—14 feet 6 inches.

Sunnyside Yard—

Harold Avenue overhead bridge—15 feet.

Honeywell Avenue overhead bridge—15 feet 1½ inches.

Movement of derricks exceeding above heights must only be made on written permission of Superintendent and must be accompanied by a qualified electrician. Before such movements are made, power must be shut off from overhead trolley wire over track on which derrick is to move. Before making such movements, conductors must know that the boom is down tight and properly secured.

Waverly wreck derrick No. 490729 may be moved through the North and East River tunnels and Pennsylvania Station at a speed not to exceed 15 miles per hour. Gasoline for light generator must be removed before entering tunnels.

Long Island Railroad wreck derrick No. 197, may, after removal of grab irons, smoke stack and ring, be moved through East River and North River Tunnels and Pennsylvania Station area, without de-energizing overhead wires, at a speed not to exceed 15 miles per hour.



Wrecking Crane 490751 located on Harrisburg Division and assigned to electrified territory must not be operated through North and East River Tunnels, nor Pennsylvania Station, New York, account exceeding permitted wire height.

GP type hoppers must not be operated on tracks equipped for third rail operation.

Industrial Brownhoist ballast cleaners must not be operated on tracks equipped for third rail operation.

Special groups of cars for handling long lengths welded rail consisting of 32 GRA, 2 FM and 1 F 30 cars have hand brakes removed, couplers blocked and cutting levers inoperative.

A type GRA car partially loaded dirt or gravel at each end equipped with hand brakes must be coupled to the special cars with couplers blocked and release riggings inoperative.

The movement of any car containing car load shipment of gasoline or explosives is prohibited between South Street (Newark, N. J.) and Hudson.

The movement of Highway Trailer Trucks loaded on flat cars (TrucTrain Service) through Newark Passenger Station is prohibited, except cars so routed on a track covered by BX Authority, issued by System Clearance Bureau.

#### **1160-B5. (New York Div.) East and North River Tunnels—Movement of Passenger and Freight Equipment.**

1. All hatch covers on cars must be closed and secured before entering tunnels.

2. Cars excluded from movement:

(a) Cars containing shipments of explosives (including fireworks) poison or compressed gases, inflammable liquids or other dangerous articles requiring protection of the following placards: Explosives, Poison Gas, Dangerous, Inflammable, Acid, Corrosive, Compressed Gas, Poison Gas or Poisonous.

(b) Cars with wooden or composite center sills.

(c) Cars exceeding dimensions shown in General Notice No. 207-A.

3. Operating limitations which must be observed:

(d) Passenger trains must not exceed 30 cars.

(e) Freight trains or trains of mixed freight and passenger equipment must not exceed 30 cars or 1800 tons.

(f) All cars in train carrying passengers must be of all-steel construction.

(g) All cars in other trains must have all-steel underframe.

(h) Car lighting equipment other than electricity is prohibited.

(i) Coal or charcoal ranges or heaters in cars of other than all-steel construction must have fires extinguished before entering tunnels. Conductors must know that fires are extinguished.

(j) Coal or charcoal ranges or heaters in kitchen cars of all-steel construction must have fire banked prior to entering tunnels.

Trains having kitchen cars equipped with gasoline ranges must not enter tunnels unless gasoline has been drained from same and all gasoline removed from cars. Eastward trains will stop at Lane to unload gasoline. These trains, when enroute to N.Y.N.H. and H.R.R. will stop at Harold to replace gasoline unless advised otherwise by military personnel in charge. Westward trains will stop at Harold to unload gasoline. These trains, if continued through New York, will stop at Lane to replace gasoline unless advised otherwise by military personnel in charge. Conductors will arrange to advise Train Commanders and request that ranges be drained and gasoline ready to be removed from train before arrival at above points, to prevent undue delay. Conductor must see that the engineman is instructed and must advise Superintendent in advance, when such stop is to be made:

#### **1160-B6. (New York Div.) Internal Combustion Engines Between "F" and Portal:**

Diesel engines, with engines or steam generators running, are prohibited between east portal of East River Tunnels and west

portal of North River Tunnels. Diesel engines may be hauled in this area by electric engines.

**NOTE**—This instruction does not apply to diesel-powered Dining Car equipment, power car on Tubular Train, Sperry Cars, or other track maintenance equipment equipped with proper exhaust attachments.

**1160-B7. (New York Div.) Branches:**

On account of that portion of bridge No. 2.24 over Storage Track, Prospect Street, Trenton, being lower than the portion over the main track, cars or lading more than 15 feet 5 inches in height must not be moved under the bridge on this track.

**1160-B8. (New York Div.) Yards:**

Industrial tracks leading to Trenton Potteries Company Muirhead Avenue Plant, Coalport Yard, restricted for cars exceeding 52 feet 6 inches in length.

**1160-B9. (New York Div.). Transfer Bridges:**

Transfer Bridges are restricted as indicated below:

Bridge No.	Location	Maximum Weight car Permitted	Total weight of All cars permitted on any one track
10	Greenville	220,000 lbs.	400,000 lbs.
13	Greenville	220,000 lbs.	400,000 lbs.
—	37th St New York	210,000 lbs.	350,000 lbs.

**1160-B10. (All Divisions).** When car equipped with non-tight-lock couplers coupled to car equipped with tight-lock coupler, knuckle on tight-lock coupler must be closed and knuckle on non-tight-lock coupler open when making coupling.

When cars equipped with tight-lock couplers are coupled, indicator hole in lock connection must be entirely below coupler head to insure locking device is in anticreep position.

Brake pipe and train air signal hose on cars equipped with tight-lock couplers, when not in use, must be coupled to the dummy couplings at end of car, as they will not clear rail when hanging free.

**Movement of Cars Maximum Weight—Various Tracks**

**1160-B11. (Phila. & Hbg. Divs.)** A maximum weight of 263,000 pounds (car and lading) can be handled over the Philadelphia and Harrisburg Divisions, except as follows:

Cars exceeding a maximum weight (car and lading) of 220,000 pounds, must not be accepted for movement over the following tracks:

**West Chester Branch**

**Secondary tracks:**

New Holland  
Pomeroy  
Lebanon  
Dillsburg  
Waynesboro  
Mercersburg  
Chester Creek  
Octoraro

**Tracks:**

Fort Washington  
Kensington and Tacony  
Midvale  
Bustleton  
Fairhill  
Oxford Road  
Stifftown  
Washington Ave.  
60th Street  
Devault  
Claymont  
South Chester  
Chester and Phila.  
Quarryville

**Running Tracks:**  
York

Royersford track and on siding over Bridge 32.55—Spring City.

Cars exceeding a maximum weight (car and lading) of 150,000 pounds must not be accepted for movement between Allen Lane and Chestnut Hill.

Cars exceeding maximum weight (car and lading) of 169,000 pounds must not be accepted for movement on Oxford Road track.

**1160-B12. (New York Div.)** Account of light rail cars with a maximum weight of 220,000 pounds (car and lading) can be handled on the Robbinsville secondary track between BO and end of track at a speed not exceeding 10 miles per hour.

#### **Model 40 Burro Cranes**

**1160-B13. (All Divisions).** Model 40 Burro Cranes with booms greater than 35 feet in length must be stopped while movements are being made on adjacent tracks.

#### **Greenwich—Ore Loading Hoppers on Loop Tracks**

**1160-B15. (Phila. Div.).** Ladings and cars exceeding 13 feet 6 inches from top of rail are prohibited from passing under Ore Loading Hoppers on Loop Tracks.

#### **Cars 50 Feet or More in Length**

**1160-B16. (Phila. & Hbg. Divs.).** Cars 50 feet or longer must be handled separately on industrial tracks where engines are prohibited or nothing larger than a Class AS-6 Engine can operate on account of curvature.

#### **Movement of Cars Maximum Weight**

##### **1160-B17. (Chesapeake Division)**

A maximum weight of 263,000 pounds (car and lading) can be handled over the Chesapeake Division, except; Cars exceeding a maximum weight of 220,000 pounds must not be accepted for movement over the following tracks:

#### **Float Bridges:**

##### **Norfolk and Cape Charles**

Cars with weight exceeding 220,000 lbs. (car and lading) up to a maximum of 263,000 lbs. (car and lading) may be handled on float bridges subject to the following restrictions: An empty spacer car must both precede and follow coupled to any car in the above weight classification, and no other movements will be permitted on this float bridge while this movement is in progress.

#### **Secondary Tracks:**

Chestertown  
Centreville

Pope's Creek (Brandywine to  
Pope's Creek)

#### **Tracks:**

Brandywine  
Claremont  
Havre de Grace  
Bear Creek  
Rehoboth Track  
(Lewes Beach Track)  
Kiptopeke Track

Vienna Track  
Denton Track  
McDaniel Track  
Mardela Track  
Willard Track  
Ocean City Track  
Cedar Point Industrial

Cars exceeding a maximum weight (car and lading) of 160,000 pounds, must not be moved over Float Bridge, Clinton St., Baltimore.

Cars exceeding a maximum weight (car and lading) of 180,000 pounds, must not be moved over Mill Street Tracks (Mardela Track).

The handling of BS-12 Diesel, one unit, with a gross weight of 240,000 pounds may be handled on float bridges subject to the following restrictions:

No. 1—Balance to prevent severe tipping.

No. 2—Use empty spacer cars to engine or other heavy loads over float bridge while this Diesel is on float bridge.

**1160-B18. (Chesapeake Division).** A maximum weight of 263,000 pounds (car and lading) can be handled over the Oxford Secondary Track but must not exceed a speed of 15 miles per hour.

**1160-B19. (Phila. Division)**

Cars having a maximum weight of 263,000 pounds (car and lading) with a minimum coupled length of 48 feet may be operated over D.R.R.R. & B. Co. Branch between Shore and Jersey at maximum authorized speed except, cars in this weight classification must not exceed a speed of 15 miles per hour over Delair Bridge 2.07.

When any freight train with cars in this weight classification is moving over Delair Bridge 2.07, no freight train of any kind shall be permitted on the adjacent track at the time such movement is being made.

**1160-B20. (All Divisions).** On tracks designated "X", "A" or "B", Columns 1 or 2, under Special Instructions 1160-A1a, A1b, A1c, A1d, Cushion Underframe cars of foreign ownership are to be moved with caution, not exceeding 3 miles per hour through curves on such side tracks and observed closely for indication of impending derailment. Such cars may be recognized by the unusual projection of the couplers beyond the body of the car, two or three feet, and by such signs on the side as "Shock Control" and "Hydra Cushion".

**1160-B21. (Chesapeake Division).** Cars having a combined weight of car and lading exceeding 220,000 pounds must not exceed a speed of 5 miles per hour over the Herbert Secondary track between Wine and Mile Post 2 and Cedar Point Industrial Track.

**1160-B22. (Harrisburg Div.)** A maximum weight of 263,000 pounds (car and lading) can be handled over the Frederick Secondary Track but must not exceed a speed of 15 miles per hour between Mile Post 16 and Mile Post 33, account light rail.

**WRECK DERRICKS—RESTRICTIONS****Derricks, 250 ton**

**1160-C1. (Phila. & Hbg. Divs.)** 250-ton derricks are restricted except: Main Line—between Paoli and Banks.

Branches—Trenton, Phila. and Thorndale, Atglen and Susquehanna, Columbia, York Haven Line and Cumberland Valley.

**Note:**

When in the above territory they must be governed by restrictions applying to column I as shown in Special Instructions 1160-A1b and A1d.

**1160-C2. (Chesapeake Division).** Trains with 250-ton wrecking derricks can be operated over the Chesapeake Division (Maryland District) except these derricks, insofar as effect of their weight on bridges is concerned, may be moved under the same restrictions as obtained for Column M Special loads provided that it is preceded and followed by cars weighing not more than 160,000 lbs., and if handled by engine heavier than class BS-10 at least four cars, weighing not more than 160,000 lbs., must separate the wreck derrick from engine.

Movement of 250-ton wrecking derricks is prohibited over the Chesapeake Division (Delmarva District), unless otherwise directed by the Superintendent.

**Derricks other than 250-ton****Chestnut Hill Branch (Cresheim Valley Bridge)**

**1160-C3. (Phila. Division).** Wreck derricks over 150 tons prohibited. Wreck derricks 150 tons or less may be moved over this bridge not exceeding 5 miles per hour, and must have at least 2 empty cars between the derrick, and engine.

No other movement must be made on adjacent track while derrick is being moved over this bridge.

**West Chester Branch**

**1160-C4. (Phila. Div.).** Trains hauling wreck derrick must not exceed speed indicated over the following bridges.

Br. 4.79 Angora 25 miles per hour.

Br. 7.11 Gladstone 15 miles per hour.

Br. 11.87 Northward from Wallingford 25 miles per hour.

Br. 14.41 Media 25 miles per hour.

Br. 20.31 Northward from Glen Mills 20 miles per hour.

Br. 25.75 first UG Br. north M.P. 26—25 miles per hour.

**1160-C5. (Phila. Div.).** On account of weight wreck derricks must not be moved over the following bridges:

Bridge No. 1.50 Kensington and Tacony Track

**1160-C6. (Chesapeake Division).** Wrecking derricks exceeding a maximum weight of 100 tons must not be moved over the following:

Denton track

McDaniel track

**Overhead Clearance**

**1163-A1a. (All Divisions).** Close clearance exists at various locations. Employes must use care and take precautions necessary to protect against injuries.

**1163-A1c. (Phila. Div.).** Due to close overhead clearance, the Brown Hoist and Speno Ballast Cleaning Equipment and track sweepers must not be moved on No. 1 track under 42nd Street overhead bridge or on any track between 30th Street Station, upper level, and Suburban Station:

**1163-A1d. (Phila. Div.).** Cars, loads or other equipment higher than 15 feet 3 inches are prohibited under Willetts Road overhead bridge 2.62 on Bustleton track (2.62 miles east of Holmes).

**West Chester Branch—Arsenal—Fernwood**

**1163-A1e. (Phila. Div.).** Cars, loads or other equipment for movement between Arsenal and 540 feet south of 49th Street must not exceed 15 feet 8 inches above top of rail.

**1163-A1f. (Chesapeake Division).** Minimum clearance for foreign wires running across and over tracks:

A man riding on top of side or end ladder of a high box car giving an overhead signal will make contact with such wires if he gives signal while passing under them, thereby exposing himself to serious danger. Employes are warned against this danger at the following locations where traffic signals or traffic signal wires cross the tracks:

**CLEARANCE 15 FEET ABOVE TOP OF RAIL.**

Baltimore—	{	Guilford Ave. and Madison Ave. Central Ave. and Orleans St. Boston St. and O'Donnell St.	}	Traffic Signals
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**CLEARANCE 20 FEET ABOVE TOP OF RAIL**

Baltimore—	{	Guilford Ave. and Monument St. Central Ave. and Pratt St. Central Ave. and Eastern Ave. Ann St. and Aliceanna St. Aliceanna St. and Wolfe St. Central Ave. and Gough St. Guilford Ave. and Centre St. Central Ave. and Fayette St. Central Ave. and Baltimore St. Central Ave. and Lombard St. Aliceanna St. and Broadway Washington St. and Fleet St. Boston St. and Clinton St. Caroline St. and Eastern Ave. Broadway and Fleet Sts. Boston St. and S. Chester St. Monument St. and Greenmount Ave. Fleet St. and Wolfe St.	}	Traffic Signal Wires
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**1163-A1g. (Phila. Div.).** Clearance 16 Feet Above Top of Rail:

**CLEARANCE 16 FEET ABOVE TOP OF RAIL.**

Chester.....Chester-Jensen Co. Track.

## Side Clearance

**1163-A3. (Phila. Division).** Employees are warned of close clearance between Zoo Secondary track and catenary poles 85.64, 85.69 and 85.75 westward from Este's yard, there being approximately 18 inches clearance between poles and side of standard equipment, also catenary pole south side of ladder track eastward end, Este's yard will not clear a man on side of car.

**1163-A5. (Phila. Div.).** Movements on lead from No. 5 track to Newton Bruner Wholesale Coal Co. track (first switch east of North Philadelphia interlocking), with diesel-type engine or with cars longer than 41 feet, will not clear passing trains on No. 4 track. Movements to and from this track must not be made without first obtaining permission from operator at North Philadelphia and movements on No. 4 track protected as prescribed by **Rule 99**. Movements on lead from No. 0 track to S. L. Allen Co. track (957 feet east of Mile Post 84) will not clear passing trains on No. 1 track. Movements to and from this track must not be made without first obtaining permission from operator at North Philadelphia and movements on No. 1 track protected as prescribed by **Rule 99**.

**1163-A7. (Hbg. Division).** Employees are warned that close clearance exists between No. 13 and No. 14 tracks, east end Harrisburg passenger station and will not clear a man on side of car or engine.

**1163-A8. (Harrisburg Div.).** Employees are warned that close clearance exists between north side No. 12 Running Track and "L" beams supporting steam heat line, Harrisburg Station, and will not clear a man on side of engine or car.

**1163-A10. (Chesapeake Division).** Unless adjacent tracks are clear, the following classes of diesel engines must not be operated between the points indicated below:

Class of Engines	Between	And
EP and EFP	B. & P. Junction	Fulton
EF and EP	Crossover No. 3 track, Wilmington	Meat House Secondary Track

**NOTE:** Western Maryland Units Nos. 300 to 304 incl. must have adjacent track clear between B&P Jct. and Fulton.

**1163-A11. (Chesapeake Div.).** Class EF and EP diesel road engines must not be operated on No. 4 track between Fulton and Gwynn when cars or engines are occupying No. 5 yard track at Edmondson due to close clearance.

**1163-A12. (Chesapeake Division).** The movement of P-85-BR type lightweight passenger coaches and lightweight Pullman cars are prohibited on crossover from No. 3 track to Meat House secondary track account close clearance.

**1163-A13. (N. Y. Div.).** Sunnyside Yard. Employees are warned that close side clearance exists between Loop 1 and Loop 2 tracks and structure of car washing machine, east of F, and will not clear man on side of car or engine.

**1163-A14. (New York Div.).** Pennsylvania Station. Employees are warned that close side clearance exists between girders and No. 4 track at points east of the station platform stairways and will not clear a man on side of car.

### Explosives and Other Dangerous Articles

**1165-B1. (Phila. Div.).** Cars containing shipments of class A explosives, except laboratory samples; all class B and C explosives in excess of 200 pounds are prohibited under all overhead structures, on all tracks, 30th Street Station, Philadelphia, Lower Level and Suburban Station.

### Cars Placarded Explosives

**1165-B2. (All Divisions)** Cars placarded Explosives must not be handled in trains hauling 50% or more of petroleum products in box or tank cars.

### Explosives—Placarded Tank Cars

**1165-B3. (Chesapeake Division)** Conductors of northward freight trains from Potomac Yard or Benning, with cars containing high explosives or placarded loaded tank cars for movement through Union Tunnels or B. & P. Tunnel, must notify Train Dispatcher before leaving either Potomac Yard or Benning, giving engine number and destination of such cars.

Conductors of all other trains with cars containing high explosives or placarded loaded tank cars for movement through Union Tunnels or B. & P. Tunnel must notify Train Dispatcher from Gwynn, Mt. Vernon, Bay or Canton Jct., giving engine number and destination of such cars.

Other trains must not be permitted to enter these tunnels while a train with a car of high explosives or placarded loaded tank cars is passing through the tunnels.

## ELECTRICAL OPERATION

**1167-A1. (All Divisions).** Electrical Operating Instructions, C.T. 290, in effect.

**1167-A2. (All Divisions).** Power Directors are located at New York, Philadelphia, Harrisburg and Baltimore.

**1167-A3. (All Divisions).** Employees working on or near energized wires must obtain permission and proper protection from Power Director.

**1167-A4. (All Divisions).** Conductors and Enginemen are responsible for knowing that crew members and Foremen are responsible for knowing that their men understand and comply with instructions for electrical operation.

When inexperienced employees are required to work in electrified territory, experienced employees must call their attention to the danger.

**1167-A5. (All Divisions).** Following tracks equipped for AC electrical operation:

### New York Division

Main Line:	All Main tracks Harold to Division Post (Phila. Division)
Branches	Secondary Tracks
Passaic and Harsimus Greenville Perth Amboy & Woodbridge Jamesburg Princeton including siding at KS Trenton	Connecting, Q to Harold. Loops 1 and 2, F to R. Subs 1, 2, 3 and 4, Q to F. Engine Track, Hudson to Karny. Naught Track, Hudson to East Conn., Grape Lead. Grape Lead, West Conn., Naught track to Hack. No. 1 Ice House, Grape Lead to Produce Yard Lead. Produce Yd. Lead, No. 1 Ice House to Gov't. Lead. Government Lead, Karny to Produce Yd. Lead. Set-off track, WA-6 to WA-5. Track A, WA-6 to WA-3. Naught track, Union to Linden. Amboy, SA to JG including Eastward, siding at Jamesburg but not including crossovers between JG and Helmetta or crossover 4884 feet west of CQ to No. 2 Running Track. Naught and No. 5 tracks Fair to Millham. Naught, Morris to Grundy. Middle, Morris to MA including all crossovers to No. 2 Main track. Bordertown; Trenton to 180 feet west of Interlocking

Running Tracks	Other Tracks
<p>Nos. 5, 6 and 10 at Hudson.          No. 5, Hunter to Lane.          Morris Track.          Modoc Track.          No. 1, Greenville.          Departure Yard Lead, Greenville.          Old Eastward Bay Line, WA-5 to WA-2.          Speedway, WA-5 to WA-6.          Naught, WA-5 to WA-6.          Running 1, WA-5 to WA-6.          Naught, Elmora to 3155 feet west.          No. 5, County to Baldwin St. Yard.          Millstone, County to 1700 feet west.          Rocky Hill, Midway to 730 feet east.          Eastward, Millham to 480 feet west of junction of east and west legs of Millham Wye.          No. 1, OB to East End.          No. 2, CQ to Deep Cut.</p>	<p>Harold—Eastward from Lines 1 and 3 to New York Connecting R. R. tracks.          Eastward L. I. local track to Gosman Ave.          Westward L. I. tracks from Laurel Hill Ave. and including all crossovers leading to Lines 2 and 4.          Engine track.          F. Interlocking.          Westward L. I. passenger track, Harold to 825 feet west of F.          Westward Freight track from 785 feet east to 410 feet west of F.          Crossovers between Sub. 1 and L. I. westward passenger and freight tracks.          Loop A at R Interlocking.          Eastward and Westward Engine tracks, Q to Sunnyside Enginehouse.</p>

### Other Tracks

Truc-Train Storage Yard—Tracks A and B, 235 feet at west end. Track A, 245 feet at east end. Track B, 165 feet at east end.  
 Display Yard Ladder, Government Lead to Naught track.

East end No. 1 Display Yard for 775 feet.

Hudson—Tracks 11, 13, 14, 15 and 16.

Hunter St. Yard—Drill track and Naught track.

Waverly West Side—No. 4 West Yard and connection to No. 6 track for 1950 feet west.

Durant Yard—East end tracks A and B for 400 feet.

Rahway—510 feet of west end of Tailtrack.

Lincoln to Edison—No. 5 and No. 6 tracks.

Monmouth Jct.—Set-off track on Jamesburg Branch.

Princeton Jct.—Track 5 to 3230 feet east of Princeton Jct.

Millham—East and West leg of Wye.

Trenton—No. 7 track.

Spur Track.

South Low.

Wall track including crossover at Chestnut Ave.

Hamilton Ave. Industrial Track—325 feet west of Fair.

Switches from No. 4 track to No. 2 Belvidere-Delaware Secondary track and 110 feet of that track.

Grundy—No. 5 track for 552 feet.

Torresdale—Public Delivery track for 1900 feet.

### Yard Tracks

Sunnyside Yard—

All tracks except No. 74 and No. 75 tracks; No. 4 wheel pit; postal switching track; postal concentration center tracks No. 1, No. 2, No. 3 and Coal track; No. 61 crossover, leading from loop A to Postal Switching track, R Interlocking. Wreck Spur, Oil Spur, Incinerator Track and Track F Gosman Avenue Yard.

Harsimus Cove—

All tracks Waldo to JH inclusive.

Water Plug track for 800 feet from west end.

Old Stock Yard Tracks 2, 3 and 4.

New Stock Yard Tracks 5 to 10 inclusive.

New Yard Ladder.

A Ladder to 800 feet east of Yard master's office.

Meadows—

Engine Storage tracks 2, 3 and 4.

Engine track Karuy to engine storage tracks.

Eastward Receiving tracks 6 to 11 including ladders at both ends.

Eastward Storage tracks 12 and 19 including ladders at both ends.

Westward Classification Yard Ladders at west end and tracks 1 to 15; also 17 to 22 inclusive for 133 feet at west end.

Running 1, 2 and 3.

Flat 1, 2 and 3.

Berwind track.

Ladder track east end Eastward Class Yard.

Cabin track and 1-A Lead.

Lead to No. 3 Old Receiving Yard.



**Greenville**

West end of Nos. 1 to 11, Departure Yard for 990 feet.  
 Nos. 3 and 4 Hump tracks to 800 feet east of CNJ bridge.  
 Southwest Lead and Westward Lighterage Yard Lead to 1194 feet east of No. 4 Hump track.  
 No. 2 Float track.  
 Nos. 3 to 6, Receiving Yard.  
 No. 3 Garden Yard.  
 West end of Nos. 4, 5 and 6 Garden Yard for 700 feet  
 Oak Island Interchange track for 1200 feet east of connection to No. 1 track (CY)

**Waverly**

No. 8 East End Yard, WA-5 to WA-4.  
 Old Westward Bay Line and Bay Line Spur, WA-5.  
 Eastward Receiving Yard Tracks 1, 2, 3 and 13.  
 West end tracks 4 to 12, Eastward Receiving Yard for 300 feet.  
 East end tracks 9 to 12, Eastward Receiving Yard for 400 feet.  
 Spur track, WA-6.  
 Old Westward, WA-6.  
 Westward Empty Yard Track No. 1 for 250 feet, tracks 2 to 12 for 350 feet and Empty Yard Stub track.  
 Westward Preference Yard Tracks 4 to 11 for 350 feet.  
 L.V.R.R. Interchange (not in service for electrical operation).

**Stiles St. Linden**

No. 1 track.  
 Nos. 2, 3 and 4 tracks, 950 feet of east end.  
 No. 2 track, 600 feet of west end.

**Lincoln**

Nos. 5 and 6 tracks to point of connection with No. 0 track, 8150 feet west of Lincoln.

**County, Baldwin St. Yard**

Spur track.  
 No. 1 and No. 2 tracks for 350 feet at west end.  
 Nos. 1, 2 and 3, MU Yard.  
 Naught track for 275 feet.

**Trenton**

Tracks 1 and 2, Barracks East side.  
 Tracks 1 to 14, Barracks West side.  
 No. 7 track, Olden Ave. to No. 5 Running.

**Bristol**

No. 1 track to 5030 feet west of Naught track.  
 No. 2 track from Naught track to connection to No. 1 track east of Scale House and from connection to No. 1 track west of Scale House for 2495 feet west.  
 No. 3 track for 788 feet at east end.

**Morrisville**

West end of No. 1 and No. 2 Make-up tracks for 400 feet.  
 East end of No. 2 Make-up track for 1400 feet.  
 Tracks E-1, E-2, E-3 and E-4 including connection to No. 1 main track at Nickel and Ladder and Fly track at east end.  
 Crossovers between E-1 Lead, North Hump lead and Middle track west of Morrisville Scale.  
 East end of tracks E-5 to E-9 for 530 feet, Ladder and Running track from E-5 to No. 1 Main track, 2205 feet east of MB.  
 East end of tracks 19 to 22 in A yard for 1220 feet including crossover to Middle track and A Yard lead.  
 West end of Nos. 1 and 2 A Yard for 1335 feet.  
 Electric engine track.  
 No. 1 Repair track for 860 feet at west end.  
 Hand-operated crossover between connecting track and Middle track trailing for westward movement, 3929 feet west of MY and Connecting track to west end of A yard.

**South Amboy**

Nos. 1 and 2 Receiving tracks.  
 Ladder at west end Receiving yard.  
 West end track E-12 and connection to Lead to No. 2 Dumper and Pier C.  
 West end tracks 1 and 2, Pier C for 420 feet.  
 West end tracks 3 and 4, Pier C for 500 feet.  
 Loop track and Running track.  
 Lead from Running track to Pier C.  
 Lead to No. 1 Dumper.  
 Sand Bridge and Locomotive Cleaning Platform tracks.  
 Cabin track.  
 Passenger MU Yard tracks 1, 2, 3, 4 and 5.

**Brown Yard**

No. 1 track, empty car yard.  
 West end Nos. 2 to 7 empty car yard for 500 feet.  
 East end Nos. 1 to 18 Loaded Car Yard for 500 feet and Loaded Car Yard Ladder.  
 No. 2 Stook Ground track for 445 feet at west end.

## Philadelphia Division

Main Line	Between	And
All Main tracks	Division Post (New York Division) Arsenal Interlocking	Division Post (Harrisburg Div.) Division Post (Chesapeake Div.)
Branches	Between	And
D.R.R.R. & B. Co.	Shore	Westward limits of Delair movable bridge, including hand-operated crossover between No. 1 and No. 2 tracks and connection to Port Richmond Running track.
Chestnut Hill	North Phila.	Chestnut Hill, including hand-operated crossover 1375 feet east of Allen Lane, crossovers and Station tracks at Chestnut Hill.
Suburban Line	Zoo (44th Street)	Arsenal via upper level to 30th St. Sta. to Suburban Station including Run Down, Car Wash track, all Suburban Station tracks and shifting track Arsenal to South St.
River Line	Zoo	Arsenal, including all station tracks, 30th St Station, No. 5 and No. 11 Running tracks and spur tracks at north and south ends of station.
36th St. Connection	Zoo	Connection with Penn Interlocking River Line.
Grays Ferry West Chester	Zoo Arsenal	Arsenal West Chester, including hand-operated crossovers 700 feet south Fernwood; 317 feet south of Mile Post 11; hand-operated switch leading from Main track to south end Media yard; yard tracks 1, 2, 3, 4 and 5 and Station Tracks Media; Cheyney Siding; Station track at West Chester.
West Philadelphia Elevated	Zoo	Brill, including hand-operated crossovers at 49th Street; Naught track between 49th St., and Brill, except yard track between spur track and No. 2 main track, Arsenal Interlocking.
Delaware Extension	Arsenal	End of Main tracks at Broad St. OH Bridge including crossovers at Penrose between No. 1 and No. 2 tracks.
Schuylkill	Valley	Man (including all of Man Interlocking to eastward Home signal 550 feet west of interlocked turnout).
Trenton	Division Post (New York Division)	Dale and Glen, including hand-operated crossovers at Heaton, Rambo and King; No. 1 to Middle; Ladder and middle to No. 2; shop track at Nest; Howellville and Dale Sidings.
Philadelphia and Thorndale	Dale	Thorn
Secondary tracks Zoo	Zoo	North Phila.
Running tracks	Between	And
No. 5	Penn Interlocking	Arsenal (connection with shifting track).
No. 11 Shifting Naught	Penn Interlocking Arsenal Interlocking Brill	South end Mail House. South St. 49th St. connection with Grays Ferry yard.
Port Richmond	Connection with DRRR&B Co. Br.	Ontario St.
Eastward Jersey Westward Jersey	Zoo Connections with Eastward Jersey track	44th Street. Westward yard running track west of 44th St.
Westward No. 14	Zoo Overbrook	42nd Street O. H. Br. No. 3.03. 44th Street Overhead Bridge No. 3.23.
No. 15	42nd Street Overhead Bridge No. 3.03	Overbrook
No. 1 and No. 2 Thorofare Westward Engine No. 5 No. 0	Broad St. overhead Bridge Greenwich Hump Thorn Highland Avenue	7900 feet east including crossover 7525 feet east of Bridge Stadium Calm Hook

# YARD AND OTHER TRACKS BETWEEN HOLMES AND THORNDALE

Location	Track	Portion equipped for AC Electrical Operation
Frankford Junction yard	No. 0	From its jct., with westward track to a point 30 feet east from Frankford passenger Station.
	Eastward	From No. 0 track to its connection with Port Richmond R.T. track 300 feet east of Venango St.
	Westward	From conn. with No. 0 track to conn., with Port Richmond Running track, 300 feet east of Venango St.
	No. 1 Receiving yard	From its connection with eastward track westward a distance of 300 feet.
North Phila. to Shore North Philadelphia Interlocking and Margie yard	No. 0	Entire
	No. 5	From a point 630 feet west of Margie St. overhead bridge extending east 6100 feet to a point 475 feet east of Germantown Ave., undergrade bridge.
33rd Street	No. 5	Connecting with No. 4 Main track at 33rd Street eastward a distance of 1200 feet.
Mantua yard Zoo to 44th Street	No. 19 and No. 20 Cut	375 feet from east end of tracks. Between connection with Ladder track (42nd St.) and connection to Departure track (44th St. Overhead bridge).
	Departure	Between connection with No. 2 track Zoo Interlocking and Cut track.
	Crossovers	All connections between energized tracks.
	C-1	200 feet, east end.
44th Street	A-28	250 feet, east end.
	B-18	125 feet, east end.
	B-19	200 feet, east end.
	Inward engine	Between connections with No. 15 Running Track at 44th St. and 150 feet west of switch to engine yard.
46th Street Enginehouse	Electric engine	Entire
	Inspection pit	Entire
	Nos. 1 and 2 electric engine storage	Entire
	7 Overflow	325 feet, west end.
44th Street to 52nd Street	Overflow ladder	Between connections with No. 14 Running Track and Eastward Belt.
	A-12	160 feet, west end.
	B-20	280 feet, west end.
	Departure	315 feet, west end.
52nd Street to Overbrook and Jeff	Crossovers	All connections between energized tracks.
	No. 1 PSV	Between connection with No. 15 Running track and Jeff
	No. 8	775 feet, west end.
	No. 7	700 feet, west end.
Bryn Mawr	No. 3, 4, 5, 6	Entire
	Ladder, West end	Entire
	Crossovers	All connections between energized tracks.
	Pagr. car track, MU storage, south side	381 feet
Paoli coach yard	Pit	Entire
	Nos. 0 to 8, inc.	Entire
	Hill	Entire
	connecting	Entire
Paoli West yard	Running	Entire
	Storage	Entire
	Nos. 3 and 4	Entire
	Duck Under	Entire
Paoli Shop	Nos. 1 to 5, inc.	Leading to Shop Building (East and West side).
Thorndale	No. 6 storage	Entire
	A-B-C-D	West end to AC Motor stop sign.
	A-B-C-D	East end to AC Motor stop sign.

## YARD AND OTHER TRACKS

Location	Track	Portion equipped for AC Electrical Operation
Spring Garden St. yard	Run down	Entire
Powelton Avenue MU yard	All	Entire
Penn Coach yard	All, including Wash and Run down, except plug track	Entire
Race Street Engine Terminal	All except sand track	Entire
U. S. Post Office	All	Entire
Walnut Street Yard	All except No. 10	Entire
Arsenal Interlocking	Run down	Entire
Grays Ferry yard	No. 8	Between Arsenal Interlocking and No. 0 track, 49th Street. 300 feet on north and south ends.
Penrose Yard	Nos. 9 and 10	Between connection with No. 1 Main track and AC Motor Stop sign.
Stadium	Run-around	Entire.
Greenwich yard	Nos. 11 and 12 Crossovers	Connections between energized yard tracks.
	North & south leads Crossovers	Entire
	Westward engine running connecting inward engine	Connection between North Lead and E yard lead.
	No. 8 departure	Trailing crossover for eastward movement
	No. 7 departure	2170 feet, west end.
	E Yard lead	2030 feet, west end.
	Nos. 5 & 6 departure	830 feet, west end.
	Nos. 11 and 12 inbound receiving yard	700 feet, west end.
	Nos. 13 and 14 inbound receiving yard	Entire, including connection to inward engine track.
	Crossovers	Entire
	Ladder	Connecting ladder track (east end inbound receiving yd) and engine track.
	No. 3 departure	Between east end inbound receiving yd. and a point 80 feet west of Gwch. switch cabin.
	No. 4 departure	465 feet from west end.
	No. 2 departure	1135 feet from west end.
Greenwich coal yard (Receiving)	North ladder	460 feet eastward from connection with No. 3 departure.
	South ladder	Entire
	No. 7	390 feet eastward from connection with north ladder.
	Nos. 9 and 10	180 feet, west end.
	Ladder	Entire
South Phila. Enginehouse facilities	Engine running	Between Nos. 7 and 10 tracks (east end of Hump).
	Inward engine	Entire
	Pit	1425 feet eastward from connection with engine running track.
	Engine storage	Entire
	Cabin	1000 feet, west end.
West end of Ore yard	No. 14	300 feet, west end.
	No. 15	840 feet from west end.
	No. 16	595 feet from west end.
	No. 18	1075 feet from west end.
	No. 19	740 feet from west end.
	No. 20	580 feet from west end.
	Ladder	615 feet from west end.
Earnest	East middle	Between west ends No. 14 and No. 20
	West end of west middle	Entire
	West end Nos. 1 and 2	To AC Motor stop sign
	East end Nos. 1, 2 & 3	To AC Motor stop sign
Lamokin	MU coach yard	Entire
	No. 0	Entire
Highland Ave.	No. 5	Highland Ave., to Hook
	Electric Engine storage and ladder connection to No. 5	Entire
	No. 1 yard	North end to AC motor stop sign
Trainer	Ladder from No. 5 to No. 8, inc.	Entire
	Nos. 6, 7 and 8 yard tracks	South end to AC motor stop sign

## Chesapeake Division

**Main Line:**—Division Post, north of Bell, to Division Post (W.T.), Washington including Edgewood and Magnolia Sidings and Gauntlet Track B & P Tunnel, Baltimore, except crossover North of Mile Post 134, Bladensburg Road. Landover to South End, including all main track crossovers, except crossover north of Mile Post 131.

Branches	Yard Tracks
<p>Shellpot Columbia and Port Deposit—Perryville to Division Post (Hbg. Division) and interlocked crossovers and including Pilot and Harbor Sidings. North &amp; South legs of Wye, No. 1 and No. 5 tracks Perryville. Northern Central Branch—Main track from B&amp;P Jct. to a point 1154 feet west of Cedar Ave. bridge.</p>	<p>Edge Moor—Nos. 10 &amp; 11 Advance tracks South end of Southward advance tracks from connection with ladder track and secondary track as follows: No. 1 &amp; No. 2 tracks 300 ft. northward. Nos. 2 &amp; 3 northward receiving No. 11 northward receiving yard North end of northward advance tracks from connection with Shellpot secondary track as follows: No. 2 &amp; No. 3 tracks 270 ft. southward. No. 4 &amp; No. 5 tracks 570 ft. southward.</p>
Secondary Tracks	
<p>Bell—Bridge—Nos. 1 and 2 Bell—Landlith—B Track Edge Moor—Landlith—No. 0 Track Bay—River—No. 1 Track Anacostia—Deanwood—No. 1 Track, including North end of No. 1 track Landover from connection with non-interlocked switch and No. 2 main track to a point 523 feet south thereof. Deanwood—Anacostia—No. 4 Track Virginia—14th Street—Nos. 1 and 4 tracks.</p>	<p>Wilmington track from junction with secondary track to transfer table in Wilmington Shop. No. 16 and No. 17 tracks and lead to Wilmington track at north end of Wilmington Shop. Landlith—South and north legs of Wye and inward and outward enginehouse tracks to secondary track, and cabin car track. Wilmington Shops—Enginehouse Storage tracks Nos. 1, 2, 3, 4 &amp; 5 pit tracks Track A connecting No. 1 to No. 5 pit tracks with locomotive shop lead. Locomotive erecting Shop tracks Nos. 1, 2, 3, 4, 5, 6 &amp; boiler House spur leading off No. 2 &amp; connection to No. 0 track.</p>
Running Tracks	
<p>B &amp; P Jct.—Woodberry—Mt. Vernon Running Track from B&amp;P Jct. west to connection with Main Track, 1835 feet west of Mile Post 2, including non-interlocked crossover at Cedar Ave. Bridge No. 3 running track from B&amp;P Jct. west to connection with Main Track. No. 4 running track from B&amp;P Jct. to and including facing crossover to No. 3 running track, 1000 feet west of B&amp;O R.R. bridge.</p>	<p>West Yard—Ladder track and MU Coach Yard southward from West Yard Interlocking. Davis—Naught track, Chrysler Yard extending 1403 feet southward. No. 1 Extension track No. 7 Crossover Perryville Yard—Westward track from Junction with Minnick-Principio track Perryville Yard (Minnick) No. 1 track from Junction with Columbia and Port Deposit Branch to a point 1800 feet east thereof, including crossover to westward track. Bay—Highland Yard—South track from connection with Orangeville Engine Yard Lead track at Bay Interlocking, to connection with Trappe Rd track, 450 feet south of Bay Interlocking Trappe Road track from connection with South track, to a point 850 feet south.</p>
Other Tracks	
<p>Wilmington Passenger Station— Middle Station track Hill track Meat House track Elkton—Red Mill south of Elkton 500 feet of stub end with switch connection in No. 2 track. Havre de Grace—Old Line—from connection with No. 1 at Oak &amp; extending 380 feet north of low home signal for southward movements on Old Line. Stanton—Stanton Station track—500 feet and Delaware Park track. These tracks will be energized only by authority of General Order, or by Train Order. Baltimore Passenger Station—All tracks except Post Office.</p>	<p>Bay View Yard— North end of north &amp; south lead tracks to connection with Yard Departure track—775 feet. No. 4 Receiving track—North Point No. 2 track—South Yard Inbound track connecting No. 1 at River Inbound receiving Nos. 14, 16, 18 &amp; 20 tracks at River. Southward Running track from connections with south end of Nos. 14, 16, 18 &amp; 20 tracks Inbound Receiving Yard to connection with north end of No. 2 Yard track at Bay Interlocking.</p>

## YARD TRACKS

### Bay View Yard (continued)

- North end of No. 31 Outbound Classification Yard, 745 feet south from connection with No. 35 Advance track.
- North end of No. 33 Outbound Classification Yard, 675 feet south from connection with No. 35 Advance track.
- No. 35 & No. 37 Advance tracks 500 feet south of Junction of North end of No. 35 & No. 37 Advance tracks.
- Incline track from South Running track to No. 1 secondary track.
- Outbound (Yard Departure) track from junction of north end of No. 35 & 37 Advance tracks to connection with No. 1 track River Interlocking.
- Crossover between Inbound and Outbound track 370 feet south of River Interlocking.
- South end of No. 22 Yard track between connection with Southward Running track and a point 390 feet north thereof.

**Bay—Orangeville—**No. 2 Yard track from connection with Orangeville lead track to connection with south end of south running track Bay View yard including interlocked crossovers to No. 1 track Bay Interlocking.  
Orangeville lead track from connection with No. 2 yard track.

### Orangeville—Ash Pit track

- No. 1 Ash track
- Nos. 1, 2, 3 and 4 Engine Storage Tracks.

### B. & P. Junction—

- All interlocked crossovers Mt. Royal Coach Yard.

**Gwynn—**No. 0 track from connection of interlocked switch with No. 1 track at Gwynn to connection with No. 1 track at non-interlocked switch located 900 feet south of Edmondson Sta.

- No. 1 & No. 2 northbound spur tracks from connection with No. 0 track to points 405 & 629 feet south.
- No. 5 track from connection of interlocked crossover on No. 4 track at Gwynn to connection with No. 4 track at non-interlocked crossover located 650 feet south of MP 98.
- Nos. 6, 7 & 8 tracks from connection with No. 5 track to points 385, 275 & 275 feet north.

**Gwynn—Winans—**Industrial track—350 feet south Loudon Park pick-up track 550 feet south.

### Benning—

- 2B yard track and non-interlocked trailing switch from connection with No. 4 track at South end of yard to point 450 feet north.
- Non-interlocked trailing crossover between No. 1 secondary to No. 2 track 84 feet north of Yard Master's office.
- No. 3 track from connection with No. 1 track to a point 600 feet south.
- No. 4 track from connection with No. 3 track to a point 330 feet south.
- No. 5 track from connection with No. 4 track to a point 240 feet south.
- No. 6 track from connection with No. 5 track to a point 390 feet south.
- No. 7 track from connection with No. 6 track to a point 320 feet south.
- No. 8 track from connection with No. 7 track to a point 300 feet south.

**Pennsylvania Ave.—**Lead track and non-interlocked trailing switch from connection with No. 3 track at south end of yard to a point 350 feet north.

### Potomac Yard—

- Southward freight running track.
- Crossovers, 800 feet north of the north end of the southward receiving yard.
- Southward freight running tracks Nos. 1 & 2.
- Southward Receiving Yard tracks Nos. 3 to 9 inclusive.
- Electric Locomotive Incline track.
- Thoroughfare track from connection with south end of No. 1 Electric Locomotive Storage Yard track, southward 512 feet.
- Leads from south end of freight running tracks Nos. 1 & 2 and southward receiving yard tracks Nos. 3 to 9 inclusive, including crossovers at the Hump, to connection with Electric Locomotive Incline track.
- Inbound Engine Running track from north end of No. 9 southward Receiving Yard track to connection with Outbound Engine Running Track.
- Nos. 1, 2 & 3 Electric Locomotive Storage Yard tracks.
- Outbound Engine Running track from junction of north end of Electric Locomotive Storage yard tracks to connection with No. 3 Advance track at Four Mile Run.
- Nos. 3, 4 & 5 Advance Yard Tracks including crossovers between electrified tracks from Four Mile Run yard office to the north end of northward classification yard tracks 31 to 39, inclusive.

**Northward Classification Yard tracks including crossover between No. 23 and No. 24 tracks from connection with north switch as follows:**

No. 20 track, 595 feet southward.	No. 26 track, 380 feet southward.
No. 21 track, 340 feet southward.	No. 27 track, 310 feet southward.
No. 22 track, 425 feet southward.	No. 28 track, 215 feet southward.
No. 23 track, 520 feet southward.	No. 29 track, 120 feet southward.
No. 24 track, 560 feet southward.	No. 30 track, 750 feet southward.
No. 25 track, 450 feet southward.	

**No. 4 Northward Freight Running track from connection with north end of northward Advance Yard tracks to South End Interlocking.**

**Nos. 5 & 6 Northward Freight Running tracks from north end of northward advance yard tracks to connection with No. 4 Northward Freight Running track at Roach's Run.**

**Northward Classification Yard tracks including crossovers between electrified tracks from connection with north switch, as follows:**

No. 31 track, 259 feet southward.	No. 36 track, 359 feet southward.
No. 32 track, 259 feet southward.	No. 37 track, 359 feet southward.
No. 33 track, 409 feet southward.	No. 38 track, 459 feet southward.
No. 34 track, 560 feet southward.	No. 39 track, 410 feet southward.
No. 35 track, 560 feet southward.	

**Relay Yard—No. 4 track 57 feet south from connection with Relay Yard lead.**

**No. 5 track 780 feet south from connection with Relay Yard lead.**

**No. 6 track 570 feet south from connection with Relay Yard lead.**

**No. 7 track 700 feet south from connection with Relay Yard lead.**

**Relay Yard Lead from north end of the Relay Yard to connection with the Northward Thoroughfare track at the south end of the Northward Classification Yard.**

**Northward Thoroughfare track from the connection with the Relay Yard Lead to Four Mile Run yard office.**

**Connecting track between the southward thoroughfare track and the northward thoroughfare track, south of the Cabin Car Yard, south of Four Mile Run.**

### Harrisburg Division

Main Line	Between	And
All Main tracks	Division Post (Phila. Division)	Harrisburg, 2207 feet west of Harris including hand-operated crossovers at Leaman Place, Landis, Florin, Elizabethtown and Conewago 2207 feet west of Harris.
No. 1 Track	Harris	

Branches	Between	And
Atglen and Susquehanna	Park	Wago Junction, including hand-operated crossovers at Q, I.G-14, Smith and LG-21 Sidings at Smith, Manor, Columbia, and Lake.
Cumberland Valley Columbia	State Cork Shocks	Lemo Cola State, including Shocks and Middletown Sidings.
Columbia and Port Deposit York Haven Line	Cree Wago Junction Cly Stell	Port Cly, No. 1 and No. 2 tracks. Stell, Nos. 1, 2, 3 and 4 tracks. Day, Nos. 1, 2 and 3 tracks.

Running tracks	Between	And
No. 11 and No. 12	Harris	Maclay Street. Also all connections and crossovers to No. 11 and No. 12 tracks on east end
No. 44	Electric engine storage yard	East end yard office.

# **YARD AND OTHER TRACKS BETWEEN PARK, HARRISBURG AND ENOLA, INCLUDING HARRISBURG AND ENOLA YARDS**

Location	Track	Portion equipped for AC Electrical Operation
Lancaster	No. 0 Mail and Express Nos. 1 and 2 Old eastward	Entire Entire Dillerville yard. From connection with No. 1 track. Columbia Branch to AC Motor stop sign. West end to AC Motor stop sign.
Long Park yard	Nos. 1 and 2	
State	12-E, 13-E, 14-X, 6X, 7X, 8X, 9X, 10X, 5X, 5Y, 9Y, 7C, 8C No. 15 Spur No. 17 Spur No. 20 Spur No. 0	Entire State to AC Motor stop sign. Entire
State Street yard	Nos. 36 and 37	Entire
Harrisburg Station	Nos. 1, 2, 4, 5, 6, 7, 8, 9 and 10.	
Harris	1E, 2E, 1X, 2X, 3X, 4X, 3D, 4D, 3C, 4C, 5C, 6C, 32, 33, 34 and No. 2 main No. 22 Spur No. 24 Spur No. 26 Spur Crossover between No. 1 and No. 2 tracks, 1737 feet west of Harris.	
Harrisburg yard	Nos. 4P and 5P	To AC Motor Stop sign. Harris to Reily, including cross overs east of Reily leading into these tracks. To AC Motor Stop sign. Maclay Street to AC Motor stop sign. Entire
No. 1 class yard	Nos. 8 to 13 inc.	
No. 3 relay yard	Nos. 5, 6, 7 and Eastward	To AC Motor Stop sign. Maclay Street to AC Motor stop sign. Entire
No. 4 receiving yard	Nos. 13 to 18 inc.	
Harrisburg enginehouse	4E inward engine track	To AC Motor stop sign.
Enola yard		
Westbound relay yd.	Ramp	Entire
Westbound receiving yard	Ramp and G Nos. 2 to 16 inc.	To westbound hump. Day to west end of tracks. To AC Motor Stop sign.
Relay yard	Nos. 6 to 10 inc.	
Eastbound classifica- tion yard	Paint Shop and Ladder track	Entire
	Nos. 11 to 18 and 20 to 40 inc.	To AC Motor stop sign. West end of westbound receiv- ing yard to AC Motor stop sign west of coal wharf. West of coal wharf to inspection pit.
Enola Enginehouse	High Line	
	Electric engine	Entire
	E2, E3, E4, E5 electric engine storage yard	Between electric engine storage yard and east end yard office. AC Motor Stop sign.
	Electric engine (44)	Entire
F, G, H and K Columbia	Day New No. 6 Manor set off tracks Ladder at east end of yard Ladder at west end of yard East and west end of No. 3 yard	To AC Motor stop sign To AC Motor stop sign
	Nos. 1 & 2 and east leg of Wye Interlocked crossover between No. 2 and No. 1 tracks, 650 feet west of Lemo.	To AC Motor stop sign To AC Motor stop sign. Entire.
Lemoyne		



**High Wire and Low Wire—52nd Street District**

1167-A7. (Phila. Div.). HIGH WIRE and LOW WIRE signs in area between Woodbine Avenue and 44th Street do not apply to main tracks.

**1167-A8. (Phila. & Ches. Divs.). C. T. 290 Electrical Operating Instructions.****Multiple Unit Cars****High Wire Territory**

Locations to be considered high wire territory, insofar as operation of multiple unit cars is concerned:

Engine Storage Track in Highland Avenue.

Edge Moor Yard.

Wilmington Shop Yard.

Shellpot Branch.

C.&P.D. Branch.

No. 1 Secondary Track between Bay Interlocking and North Point Interlocking.

Bay View Southward Receiving Yard (South Yard).

Bay View Inbound Receiving Yard.

Bay View Outbound Classification Yard.

Northern Central Branch from a point 700 feet west of B. & O. Bridge to Mount Vernon.

Freight Line from Landover to M Street.

South End to and including Potomac Yard.

**Phase Breaks****1167-A9. (All Divisions)****New York Division**

Location	Tracks	Catenary Br. or Signal Br.	Distance of Break
Main Line:	No. 1 and No. 2	W3.44	200 feet east of and 200 feet west of catenary pole W3.44

**Philadelphia Division**

Main Line: Thorndale Sub-station	1 & 2 3 & 4	Cat. Br. 33.78 Cat. Br. 33.71	360 Ft. Eastward 360 Ft. Westward
P. and T. Branch: Thorndale Sub-Station	No. 1 No. 2	Cat. Br. P-33.21 Cat. Br. P-33.16	285 Ft. Eastward 285 Ft. Westward

**Chesapeake Division**

Main Line: Perryville	1 & 2 3 & 4	Cat. Br. 58.68	200 feet Northward and Southward
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**Position Light Phase Break Indicators****1167-A10. (All Divisions).****New York Division**

Location	Tracks	Location of Indicator	Distance to Indicator from Nearest Point of Recognition in the Direction of Traffic
Main Line: East of Portal	No. 1 (East- ward) No. 2 (East- ward)	Signal Bridge W38	1500 feet
East of Portal	No. 1 (West- ward)	On ground mast 200 feet west of Signal W31	2000 feet
	No. 2 (West- ward)	On catenary pole 230 feet west of Signal W31	

### Philadelphia Division

Main Line: Thorndale Sub-station	1 & 2 3 & 4	Cat. Br. 34.14 Cat. Br. 33.39	4190 Ft. East of Thorn 8167 Ft. East of Thorn
P. and T. Branch: Thorndale Sub-station	No. 1 No. 2	Cat. Br. 34.14 Cat. Br. P-32.84	4190 Ft. East of Thorn 8235 Ft. East of Thorn

### Chesapeake Division

Main Line: Perryville	No. 1, 2 & 3	Sig. Br. 590	1500 feet Southward from Signal Br. 590
Perryville	No. 2, 3 & 4	Coudon's Rd. Br. 58.34	1600 feet Northward from Overhead Bridge 58.34

### West Chester Branch PB Signs

**1167-A11. (Phila. Div.).** A wood stick section break ten feet long in the catenary system located 1300 feet north of Lenni Station. Power must not be used while any pantograph is under this section break.

### Power Removal. (All Divisions)

**1167-A12.** When necessary to have the power removed for the purpose of going to the roof of multiple unit equipment or electric engines, the engineman must personally arrange to have the power removed and to have the power restored; unless a Class "A" employe is in charge.

### Removals or Application of Control Jumpers—(All Divisions)

**1167-A13.** When necessary to remove or apply control jumpers between electric engines, all pantographs must be lowered. If not practicable, open generator switch, battery switch, and air compressor switch during time of insertion or removal of jumpers.

When two or more electric engines (except MU engines) are in use in multiple and electrical trouble develops in which it is necessary to haul one of the engines dead, the control jumpers must be removed from the defective engine to avoid damage which may result because of wiring defects.

### Operation of (1) Multiple Unit Car

**1167-A14. (All Divisions)** Operation of one (1) multiple unit car is prohibited except when shifting or for movement between Suburban station and Mail Platform, 30th St. Station Phila., Powelton Avenue multiple unit yard and Pennsylvania coach yard and between Wilmington shop and West Yard when cars are en route to and from the shop. Before moving one (1) multiple unit car, the air brake and both hand brakes must be tested and known to be operative, except when one (1) multiple unit car is to be cut off from other cars for one (1) car operation, brake test must be made before uncoupling car. The engineman operating the car and the trainman accompanying him, must be stationed one at each end of the car and both must be prepared to control it with the hand brake in the event of failure of the air brake. These movements must not exceed a speed of 10 miles per hour.

This instruction does not apply to MU cars which are equipped with a special emergency brake system to permit single car operation at maximum speeds for MU trains.

In the operation of MU cars equipped with Special Emergency Brake System, an EMERGENCY BRAKE SWITCH OR VALVE is located in each engineman's operating compartment. Each device is stenciled "EMERGENCY BRAKE."

To operate this special emergency brake system, the emergency brake switch must be moved to the "ON" position, or on cars equipped with conductor's valve, the valve must be moved to the open position.

This system is to be used only in the event of failure of the regular air brake system. The switch or valve must normally remain in the "OFF" or "CLOSED" position.

When in single car operation the special emergency brake system on these cars must be tested from the operating end before each trip as follows:

With the brakes released, control plug inserted, and controller in "OFF" position, the emergency brake switch or valve must be

moved to the "ON" or "OPEN" position, noting that the brakes apply immediately on both trucks. When the switch is placed in the "OFF" position or the conductor's valve is placed in the "CLOSED" position, the brakes must release on both trucks. This test should immediately follow the normal initial terminal brake test, as prescribed in instruction 11-b of the 99-D-1, Brake and Train Air Signal Instructions.

In making shifting movements with single D. C. multiple unit cars a running brake test must be made immediately after movement is started.

## **Sleet Instructions.**

### **1167-A15. (All Divisions)**

#### **New York Division**

During sleet storms pantographs of electric engines in passenger service and multiple unit cars will be examined on trains making schedule stop at Trenton.

Enginemen of eastward passenger trains making schedule stop will stop with front end of leading engine opposite east end of eastward station platform.

Enginemen of westward passenger trains making schedule stop will stop with front end of leading engine opposite west end of westward station platform.

Boiler must be operated in manual control using stack blower approaching Trenton to permit engineman to lower pantographs.

Engineman must lower pantographs immediately after stopping to permit qualified employe to make pantograph inspection. Engineman must not raise pantographs until after inspection is completed and has been so advised by the qualified employe that pantographs may be raised.

## **Examination of Pantographs—Passenger Service**

During sleet storms pantographs of electric engines will be examined by maintenance forces on trains making schedule stops at:

### **Philadelphia Division**

#### **NORTH PHILADELPHIA**

Enginemen will stop with engine opposite the inspection platforms located on top of the shelter sheds at the extreme end.

#### **PAOLI**

Enginemen of westward passenger trains will stop with front end of engine at station stop marker Eng. Stop. With double-headed engines at marker D-1. Eastward trains stop with leading engine at station stop marker No. 14.

#### **30TH ST. STATION, PHILA. (RIVER LINE)**

Enginemen will stop front of leading engine at end of platform for northward trains, and not beyond station stop marker No. 15 for southward trains.

When requested by inspectors at the above points, enginemen will lower pantographs immediately to permit qualified employes to make the inspection. Enginemen must not raise pantographs until after the inspection has been made and so advised.

When request to lower pantographs has been made, place boiler in manual operation immediately.

### **Harrisburg Division**

#### **LANCASTER**

Enginemen will stop with engine at extreme departing end of platform.

## **Examination of Pantographs—Freight Service**

### **Philadelphia Division**

52nd Street—Westward when routed via yard.

Paoli—Eastward at Home signal if retainers are to be set; otherwise at 52nd Street if routed via yard.

#### **Thorndale—**

Eastward at East End No. 5 Running Track.

**West Phila. Elevated Branch—**

Northward—Home Signal, Zoo, 34th Street.

Southward—Arsenal Interlocking station.

**Trenton Branch—at Nest\***

\*Note—Eastward trains with tonnage which would cause difficulty starting or moving over grade Nest to Plymouth Meeting, will detach engine at Rambo and move lite to Nest for pantograph inspection.

**Harrisburg Division****Atglen and Susquehanna and Columbia Branches—**

Westward—Westward home signal bridge east of Cola.

Eastward—Eastward home signal bridge west of Cola.

**Chesapeake Division**

During sleet storms, when double pantograph order is in effect, pantograph shoes of all electric engines operating in passenger service will be examined at Wilmington and at Baltimore Passenger Stations.

At Wilmington—Enginemen of all northward passenger trains will stop with front end of leading engine opposite north end of northward passenger platform; enginemen of all southward passenger trains will stop with front end of leading engine opposite the south end of middle platform shelter.

At Baltimore—Enginemen of all northward passenger trains will stop with front end of leading engine just south of Calvert Street overhead bridge; enginemen of all southward passenger trains will stop with front end of leading engine just north of Maryland Avenue overhead bridge.

Approaching Wilmington and Baltimore Passenger Stations, operate boiler in manual control, using stack blower, to permit enginemen to lower pantographs.

When requested by inspectors at the above points engineman will lower pantographs immediately to permit qualified employes to make pantograph shoe inspection. Engineman must not raise pantographs until after the inspection has been made and so advised.

**Position of Pantographs—Sleet Storms**

**1167-A16. (All Divisions).** During sleet-forming weather, when multiple unit cars are laying in yards or terminals pantographs should be kept against the wires and heaters turned on in the car, so that the roof will be warm, with the blower motors shut down until the car is moved.

On short turn-around trains at outlying terminals, where no multiple unit car inspectors are on duty, the pantographs are not to be lowered during sleet storms when ice is forming on the pantograph for the purpose of making a pantograph test unless a drop order is in effect.

When practicable, multiple unit trains arriving at a terminal in making turn-around movements, the train shall be prepared as promptly as possible and pantographs lowered, unless special instructions prevent, or it is necessary to heat the train. The pantographs should not, under ordinary conditions, be raised more than 10 minutes before the train leaves.

**Lowering and Raising Pantographs****1167-A17. (All Divisions)****New York Division**

Pantographs must not be dropped—between west portal of North River Tunnels and east portal of East River Tunnels—Sub-1 and Sub-2 tracks under L. I. R. R. tracks east of F Interlocking Station—under low overhead structures, except in New York as follows:

On Tracks Nos. 2, 3, and 4 after requesting Power Director to open Sectionalizing Switch No. 6353.

Yard A.

West end Yard E.

Pantographs must not be dropped until controller is in OFF position and control switches to blower motors, air compressors and heaters have been opened or it is known that trolley wire is de-energized.

There is no restriction on raising lowered pantographs in this territory.

Pantographs must be in down position at layover points except as outlined above or when required to be raised to make tests, heat cars, or to prepare them for movement.

#### Philadelphia Division

At Suburban station—Car inspectors will confer with Broad interlocking station before lowering and before raising pantographs.

Sectionalizing switches operated from Broad interlocking station serve to individually de-energize catenary over each track in Suburban station. The proper sectionalizing switch must be opened before raising or before lowering pantographs in Suburban station. Trains must not be allowed to enter tracks when catenary is de-energized.

Grounding switch may be closed on cars standing on tracks in Suburban station, in accordance with the following:

First—The train director at Broad interlocking station must open the trolley switch on the proper track.

Second—The pantograph must be lowered on car in question if it has not already been lowered automatically or otherwise.

Third—The grounding switch must be closed and safety key inserted, the employe performing this operation must stand on the end ladder of car.

On account of close catenary clearance on tracks, employes must not go on roof of multiple unit cars to work unless catenary is de-energized and a proper ground applied.

#### Harrisburg Division

At Harrisburg Station—Pantographs must not be dropped while on Station tracks No. 1 to No. 10, inclusive, nor at Lancaster Station while under passenger bridge, or under other close overhead structures, except in case of emergency, and then only after controller is in OFF position and control switches to blower motors, air compressors and heaters have been opened, or until it is known that trolley wire is de-energized.

#### Chesapeake Division

At Baltimore, pantographs must not be dropped on Station platform tracks No. 1 to No. 7, inclusive; tracks No. 1, No. 2 and No. 3 Union Tunnels; tracks No. 2 and No. 3 B.&P. Tunnel, and between Howard Street and Guilford Avenue, except in case of emergency, and then only after controller is in "OFF" position, and control switches to blower motors, air compressors and heaters have been opened, or until it is known that trolley wire is de-energized.

On Multiple Unit cars laying over, pantographs must be kept down except when required to be against wire to make necessary tests, heat cars, or to prepare them for movement.

#### Display of Heat Numerals—(All Divisions)

1167-A18. Heat numeral signs 0-1-2-3 will be displayed at:  
 Sunnyside Yard.....Crew Dispatcher's Office  
 New York.....Crew Dispatcher's Office  
 South Amboy.....Yard Master's Office  
 County.....Yard Master's Office  
 Trenton.....Baggage Room  
 Trenton (West Barracks).....Yard Master's Office  
 Station Master's Office, Suburban station;  
 Powelton Avenue Multiple Unit yard;  
 Chestnut Hill Passenger station;  
 Ticket office, Media;  
 Wilmington—Station Master's Office.  
 Baltimore—Station Master's Office.  
 Washington—Station Master's Office.

Trainmen must observe heat board to ascertain what heat numeral is in effect, after which they must check heat switches and know cars are heated to proper temperature.

The temperature of the first car in a multiple unit train averages several degrees warmer than the other cars due to the front door being kept closed; it is the duty of the train crews to reduce the amount of heat in this car whenever practical.

### **Detour of Trains Hauled by Electric Engines—(All Divisions)**

**1167-A19.** Trains hauled by electric engines, detoured via foreign lines or to tracks other than normal route, with diesel engines coupled ahead, will keep their pantographs against the wire until just prior to leaving the electrified territory in order to assist the diesel engine. Trains received from other regions or railroads in detour service, will immediately, upon reaching electrified territory, place their pantographs against the wire and assist in hauling of the trains, unless orders to the contrary are received.

**1167-A22. (New York Div.).** Torresdale—Before making movements with AC electrical equipment on Industrial Track, Trainmen must operate Sectionalizing Switch No. 10, located on catenary pole 74.09 to CLOSED position. Sectionalizing Switch must be restored to OPEN position after completing movement.

**1167-A23. (New York Div.).** New Haven R. R. Enginemen of electric engines are responsible for knowing that changeover switch is in AC position, DC pantograph locked down and third rail contact shoes in raised position clear of third rail and protection board.

Employees are prohibited from moving AC changeover switch from AC position.

**1167-A24. (New York Div.).** AC MU trains moving through the East River tunnels must have pantograph unlock (up button) button in and locked with pin provided for that purpose, before moving through East River Tunnels, to prevent pantographs from latching in the down position while moving under low wire. Pin must be removed after clearing tunnel.

### **Blowers—Multiple Unit Equipment**

**1167-A25. (Phila. Div.).** On multiple unit trains departing from Suburban Station, car inspectors will close all blower motor switches four (4) minutes before scheduled departing time. As soon as practical after train has departed from Suburban station the train crew will make a check on all cars to determine if the blower is running, as a car operating without ventilating air will overheat the transformer and main motors and cause this equipment to fail. Car inspectors will open blower motor switches on all cars upon arrival of trains at Suburban station.

When cab signal test cannot be made with the blower stopped, the blower motor switch must be closed.

Multiple unit equipment moving deadhead to and from Powelton Avenue multiple unit yard and Suburban station must have all blower motor switches closed. Shifting crews must close blower motor switches on all multiple unit cars prior to making shifting movements in Suburban station or Powelton Avenue multiple unit yard.

### **Operation of Steam Heat Boilers Under Catenary**

**1167-A26. (Phila. & Hbg. Divs.).** At 30th St. Station, Phila., Upper Level, boiler may be operated in low flame position.

At 30th Street Station, Philadelphia, Lower Level, when outside temperature is above 40 degrees, the boiler must be shut down. Approaching trains will do this passing Zoo and Arsenal. Boiler will not be started until engine is clear of overhead structure.

When outside temperature is below 40 degrees, the boiler must be operated in low flame.

At Suburban Station and U. S. Post Office facilities at 30th Street, steam heat boiler must be shut down.

At Harrisburg Passenger Station tracks No. 1 to 9, inclusive, fire in boiler must be regulated to avoid safety valves lifting.

Boilers must not be operated in high flame position between State Street and Mulberry Street overhead bridges.

Fire in boiler of arriving engines must not be extinguished until arrival on disposal track at enginehouse.

**1167-A27. (Phila. Division).** Steam heat generators may be operated under low wire as follows:

Trains terminating at 30th St. Station, Lower Level, equipped with steam generators must have the steam train-line valve closed before passing Zoo or Arsenal.

At Suburban Station and U. S. Post Office tracks, 30th Street, steam heat generators must be shut down.

**1167-A30. (New York Div.).** An electric engine which has been made dead enroute, in an eastward train destined New York, must be inspected and approved, per Instruction 14, page 14 of CT-290 by a class "A" employe, prior to being moved east of Hudson or through North River Tunnels.

If the dead engine cannot be approved by class "A" employe for movement through North River Tunnels or if such an employe cannot be secured in time to prevent delay to the train, dead engine must be set off at Hudson. When the electric engine is made dead enroute between Hudson and New York, it must not be moved through North River Tunnels until after engineman has complied with Instruction 14, page 14 of CT-290.

#### **DC Electrical Operation—(New York Division)**

**1167-B1.** Following tracks equipped for DC electrical operation:

##### **MAIN TRACKS—Between:**

Harold and west portals of North River tunnels.

##### **YARD TRACKS:**

###### **SUNNYSIDE YARD:**

Sub. Tracks 1 and 3.

Long Island Connecting Track.

Lead Tracks 3 and 5 at Q.

Track 69.

No. 1 Engine House Track.

Hump Track.

Lead Track No. 6 at R to connection to Hump Track.

##### **OTHER TRACKS:**

No. 1 loop track between a point 3950 feet east of F and R.

Eastward Engine Track between Q and Sunnyside Engine House.  
Pennsylvania Station, New York.

**1167-B2. (New York Div.).** When there is possibility of contact between DC electric engines or DC multiple unit cars and electric return circuit, as represented by running rail, being broken, third rail contact shoes must be removed from contact with third rail.

**1167-B5. (New York Div.).** Type H2C Auxiliary or Compromise Car Couplers for coupling P.A.T.H.R.R. 1200 series cars and Penn Central Equipment are located at the following points:

Waldo Tower—Under steps.

Karny Tower—In front of Tower on ground.

Hudson—Car Inspectors building.

## TRAIN DISPATCHERS (All Divisions)

### 1201-A1a. (New York Div.). Location of Train Dispatchers

#### New York:

Train Dispatchers in charge as follows:

**Main Line:** A to Holmes (Note—Harold to A in charge of Train Director at A)

<b>Branches:</b>	P. and H. Greenville P.A. and W. Jamesburg	Princeton Belvidere-Delaware Trenton—Morris to MA
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<b>Secondary Tracks:</b>	Amboy Freehold	Belvidere-Delaware Hightstown Bordentown—Fair to BO
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### 1201-A1b. (Phila. Div.). Location of Train Dispatchers

#### Philadelphia:

Train Dispatchers in charge as follows:

**Main Line:** Between Holmes and Park  
Between Arsenal and Bell

**Branches:** D.R.R.R. & B. Co. (Shore to Divide), Chestnut Hill, Suburban Line, River Line, Grays Ferry, West Chester, West Phila. Elevated, Delaware Extension, Schuylkill, Trenton—MA-Copper to Glen, Philadelphia and Thorndale, Bordentown and Pemberton.

**Secondary Tracks:** Zoo, Schuylkill, Octoraro and Bordentown (Minson to BO).

**Connecting Tracks:** Jordan to Pennsauken:  
Jersey to Minson  
Jersey to Hatch  
Hatch to Divide

#### Camden:

Train Dispatcher in charge as follows:

**Main Line:** Divide and Division Post (P.R.S.L.).

NOTE—Train orders will be issued over the signature of General Manager, P.R.S.L.

### 1201-A1c. (Chesapeake Div.). Location of Train Dispatchers

#### Baltimore:

Train Dispatchers in charge as follows:

**Main Line** { Bell to New York Avenue.  
Landover to South End.

**Branches:** Porter, Delmarva, Columbia and Port Deposit, Shellpot, Northern Central between Calvert and York.

**Secondary Tracks:** Popes Creek, Centreville, Chestertown, Oxford, D.M. & V., Cambridge, Crisfield, Pocomoke and Seaford.

### 1201-A1d. (Harrisburg Div.). Location of Train Dispatchers

#### Harrisburg:

Train Dispatchers in charge as follows:

**Main Line:** Between Park and Banks.

**Branches:** Atglen and Susquehanna, Columbia, York Haven Line, Northern Central between York and Cly, Cumberland Valley, Columbia and Port Deposit (Cres to Port).

**Secondary Tracks:** Winchester, Frederick.

#### Referring to Rule 204:

1204-A4. (All Divisions). A copy of the train order need not be supplied to helping engines except when assisting engine is coupled ahead.



## SIGNAL RULES

### 1250-A1. Movement of Trains by Block Signal System Rules.

Applies in Columns 1, 2, 3, 6, 7 and 8.

**X**—Indicates Rules in effect except as otherwise indicated.

Applies in Columns 4 and 5.

**A**—Indicates **Rules 305 to 316 inclusive**, and **Rules 319 to 342 inclusive** in effect.

**P**—Indicates **Rules 305 to 315 inclusive**, and **Rules 317 to 342 inclusive** in effect.

Applies in Columns 9 and 10.

**T**—Indicates Automatic Train Stop Rules in effect.

**C**—Indicates Cab Signal Rules in effect.

**COLUMN 1**—Movement of Trains in the same direction by Block Signals.

**Rules 251, 253 and 254.**

**COLUMN 2**—Opposing and following movement of trains by Block Signals.

**Rules 261, 262, 263 and 264.**

**COLUMN 3**—Movement of trains on Secondary Tracks.

**Rules 271, 272 and 273.**

**COLUMN 4**—Manual Block Signal System.

**Rules 305 to 342 inclusive.**

**COLUMN 5**—Manual Block Signal System.

**Rules 305 to 342 inclusive.**

For movements against the current of traffic.

**COLUMN 6**—Traffic Control System.

**Rules 450 to 462 inclusive.**

**COLUMN 7**—Automatic Block Signal System.

**Rules 501 to 514 inclusive, except Rule 513.**

**COLUMN 8**—Automatic Block Signal System.

**Rules 501 to 514 inclusive, except Rule 513.**

For movement against the current of traffic.

**COLUMN 9**—Automatic Train Stop or Cab Signal with the Current of Traffic and on Single Track.

**Rules 550 to 562 inclusive.**

**COLUMN 10**—Automatic Train Stop or Cab Signal against the Current of Traffic.

**Rules 550 to 562 inclusive.**

### New York Division

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
		<b>MAIN LINE</b>											
Harold	F	1, 2, 3 and 4	X						X	X	C		
F	JO or C	1, 2, 3 and 4	X				A		X		C		A
A	Hudson	1 and 2	X						X	X	C	C	
Hudson	Dock	1	X						X	X	C		
Hudson	Elmora	2 and 3	X						X	X	C	C	
Dock	Hunter	4	X						X	X	C	C	
Dock	Hunter	1	X				A		X		C		
Hunter	Elmora	1 and 4	X				A		X		C		E
Elmora	Union	A, 1, 4 and B	X				A		X		C		
Elmora	Union	2 and 3	X						X	X	C	C	
Union	Morris	4	X				A		X		C		
Union	Morris	2 and 3	X						X	X	C	C	
Union	Lincoln	1	X				A		X		C		
Lincoln	Edison	1	X						X	X	C		

## New York Division (Continued)

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
		MAIN LINE											
Edison	Morris	1	X				A		X		C		
Lincoln	Edison	No. 0		X					X	X	C	C	
Morris	Div. Post Phila. Div.	1, 2, 3 and 4	X				A		X		C		
		Passaic and Harsimus Branch											
Waldo	Hack	1 and 2					P		X				B
Hack	Karny	1 and 2					P						C
Karny	WA5	1 and 2					P		X				
WA3	WA5	1 and 2					P						
		Greenville Branch											
Bay	WA2	1 and 2					P		X				
WA2	WA6	1 and 2					P						
		Perth Amboy & Woodbridge Br.											
Union	WC	1 and 2	X				A		X		C		
		Jamesburg Branch											
Midway	JG			X		P							
		Princeton Branch											
Nassau	KS						A						
		Trenton Branch											
Morris	Division Post (Phila. Div.)	1 and 2					P		X		C		D
		Belvidere Delaware Branch					P						
MG	G						P						
Fair	BO	Bordentown Secondary			X	P							F
		Freehold Secondary			X	P							
Conn. Amboy Secondary Track	End of Block				X	P							
SA	CQ	Amboy Secondary			X				X				F
CQ	JG				X	P							F
		Hightstown Secondary			X	P							
		Belvidere Delaware Secondary											
Fair	MG	1 and 2		X		P			X				F

NOTE A—In the application of Rule 334, where Rule 261 is in effect, fixed signals and not hand signals used at F to indicate condition of the block on No. 1 and No. 3 tracks for westward trains also at JO and C to indicate condition of the block on No. 2 and No. 4 tracks for eastward trains.

NOTE B—Eastward shifting movements on No. 2 track Passaic and Harsimus Branch from switch leading to Marion Yard may be made east of block signal located 1080 feet west of western limits of Waldo Interlocking on permission from Operator Waldo.

NOTE C—Eastward movements on No. 2 Track P & H Branch between connections to Westbound Classification Yard, 1500 feet west of Hack, and Hack, may be made on permission from Operator at Hack.

NOTE D—Trenton Branch—Westward movements on No. 1 track between Morris and MB and eastward movements on No. 2 track between MY and Morris may be made on verbal permission from Operator at Morris and proper signal indication.

NOTE E—LANE Block and Interlocking Station will not control movements on Track No. 1. When making movements against current of traffic on Track No. 1, Block extends Hunter to Elmora.

NOTE F—Referring to Rule 271, extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at BO, Fair, MG and JG.

## Philadelphia Division

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
Division Post (N.Y. Division)	North Phila.	MAIN LINE											
		1, 2, 3 and 4	X				A		X		C		
North Phila. Interlocking		Westward and Eastward Station Tracks									C		
North Phila.	Zoo	1, 2, 3 and 4		X					X	X	C	C	
Zoo (44th St.)	Overbrook	4	X				A		X		C		
Zoo (44th St.)	Overbrook	1		X					X	X	C		
Zoo (44th St.)	Overbrook	2		X					X	X	C	C	
New York & Pgh. Subway	Zoo Inter- locking	Westward Eastward									C	C	
Overbrook	Paoli	1, 2 and 4	X				A		X		C		
Overbrook	Paoli	3		X					X	X	C	C	
Paoli	Glen	1, 2, 3 and 4	X				A		X		C		
Glen	Downs	1 and 4	X				A		X		C		
Glen	Downs	2		X					X	X	C	C	
Downs	Park	1, 2, 3 and 4	X				A		X		C		
Thorn	Caln	5 running							X		C		B
Arsenal	Brill	1 and 4		X					X	X	C	C	
Brill	Division Post (Chesapeake Division)	1, 2, 3 and 4	X				A		X		C		
		Branches Secondary Tracks and Sidings											
Arsenal	Stadium	Delaware Extension 1 and 2		X					X	X	C	C	
Division Post (New York Division)	Dale	Trenton Branch 1 and 2					P		X		C		
Dale	Glen	Single		X					X		C		
Dale	Thorn	Philadelphia and Thorndale Branch 1 and 2					P		X		C		
Eastward Limit Zoo Interlocking	Broad	Suburban Line 1, 2, 3 and 4		X					X	X			
44th St.	34th St.	1 and 4									C		
38th St.	34th St.	4										C	
44th St.	Conn. with West Phila. Elevated Br. (Zoo Int.)	2									C	C	
Zoo Int. Sta. 36th St. (tunnel)	34th St. OH Br.	Connecting Tracks 2 and 3									C		
38th St.	Penn	36th St. Conn. Zoo (Conn. with Suburban Line) 1 and 4									C		
Zoo	Arsenal	River Line 1 and 4									C		
Zoo	N. Phila. (Eastward)	Zoo Secondary							X				

## Philadelphia Division (Continued)

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
Zoo	N. Phila. (Westward)	Zoo Secondary	.....	X	.....	P	.....	.....	.....	.....	.....	.....	A
30th St. Sta. (Penn Inter.)		3 and 4 Sta. Northward Only. 5 and 6 Sta. Southward Only.	.....	.....	.....	.....	.....	.....	.....	.....	C	.....	
Arsenal	Penn	4	.....	.....	.....	.....	.....	.....	.....	.....	C	.....	
Penn Inter.		N3 route	.....	.....	.....	.....	.....	.....	.....	.....	C	C	
Shore	Jersey	D.R.R.R. & B. Co. Branch 1	.....	X	.....	.....	.....	.....	X	X	C	.....	
		2	X	.....	.....	A	.....	X	.....	C	.....	.....	
Jersey Divide	Divide Division Post (P.R.S.L.)	1 and 2	.....	X	.....	.....	.....	X	X	C	.....	.....	
		Single	.....	X	.....	.....	.....	X	X	C	C	.....	J
North Phila.	Chestnut Hill	Chestnut Hill Branch 1 and 2	X	.....	.....	A	.....	X	.....	.....	.....	.....	
N. Phila. Inter.		2	.....	.....	.....	.....	.....	.....	.....	C	.....	.....	
Zoo (Conn. with N.Y.&P. Subway Trks)	Southward Limits Zoo Interlocking	West Phila. Elevated Br. 2 and 3	.....	.....	.....	.....	.....	.....	.....	C	.....	.....	
Zoo	Arsenal	2 and 3	.....	X	.....	.....	.....	X	X	C	C	.....	
Arsenal	Brill	2 and 3	.....	.....	.....	A	.....	X	.....	C	.....	.....	
Zoo	Arsenal	Grays Ferry Br.	.....	.....	.....	.....	.....	X	.....	.....	.....	.....	
Arsenal	Media	West Chester Br. 1 and 2	X	.....	.....	A	.....	X	.....	.....	.....	.....	
Media	West Chester	Single	.....	.....	A	.....	.....	.....	.....	.....	.....	C	
Wawa	End of Track (Colora)	Octoraro Secondary	.....	X	A	.....	.....	.....	.....	.....	.....	.....	D
Valley	Man	Schuylkill Br. 1 and 2	.....	X	.....	.....	.....	X	X	.....	.....	.....	
Man	Orchard	Schuylkill Secondary	.....	X	P	.....	.....	.....	.....	.....	.....	.....	D-E-G
Orchard	End of Track 2391 feet west of Mile Post 95		.....	X	A	.....	.....	.....	.....	.....	.....	.....	
Divn. Post (P.R.S.L.)	Cooper	Bordentown Br. Single	.....	X	.....	.....	.....	X	.....	.....	.....	.....	
Hatch	Minson	Single	.....	X	.....	.....	.....	X	.....	.....	.....	.....	
Minson	BO	Bordentown Secondary	.....	X	P	.....	.....	.....	.....	.....	.....	.....	I
Jersey Jersey Jordan Hatch	Minson Hatch Pennsauken Divide	Connecting Tracks Single Single Single Single	.....	X	.....	.....	.....	X	.....	C	.....	.....	
			.....	X	.....	A	.....	X	.....	C	.....	.....	
Cooper	Pemberton	Pemberton Br.	.....	.....	P	.....	.....	.....	.....	.....	.....	.....	

NOTE A—At North Philadelphia signal indication and verbal information or hand signal indicating condition of the block will be authority for westward movements to use this track.

NOTE B—At Thorn signal indication or verbal permission will be authority for westward movements to use this track.

NOTE C—End of Block sign located on west side of Main track, 3155 feet north of West Chester passenger station, marking end of Main track, in service.

Southward trains must not proceed south of end of Block sign without permission from operator Media. Block indication to southward passenger trains leaving Media will also convey authority for that train to use station track at West Chester.

Northward trains must not proceed north of end of Block sign without permission from operator at Media.

NOTE D—Authority for the movement of passenger extras must be in writing.  
 NOTE E—Trains routed to Birdsboro track east end Brooke Interlocking, must report clear of interlocking.

NOTE G—Referring to Rule 271 extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at Man.

NOTE I—Referring to Rule 271, extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at Minson, MJ or BO.

NOTE J—When Winslow Block Station is closed, Jersey has control of the block between Divide and Kirk.

### Chesapeake Division

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
		MAIN LINE											
Division Post Phila. Div.	Bell	1, 2, 3 and 4	X				A		X		C		
Bell	Landlith	2 and 3	X				A		X		C		
Landlith	Ragan	2 and 3		X					X	X	C	C	
Ragan	Davis	2 and 4	X				A		X		C		
Ragan	Davis	3		X					X	X	C	C	
Davis	Iron Hill	1, 2 and 4	X				A		X		C		
Davis	Iron Hill	3		X					X	X	C	C	
Iron Hill	North East	2 and 4	X				A		X		C		
Iron Hill	North East	3		X					X	X	C	C	
North East	Principio	2 and 3		X					X	X	C	C	
Principio	Perryville	1 and 4	X				A		X		C		
Principio	Havre de Grace	2 and 3		X					X	X	C	C	
Havre de Grace	Oak	1 and 4	X				A		X		C		
Havre de Grace	Oak	2 and 3		X					X	X	C	C	
Oak	Bush	4	X				A		X		C		
Oak	Gunpow	2 and 3		X					X	X	C	C	
Gunpow	River	1, 2, 3 and 4	X				A		X		C		
River	Union Jct.	2, 3 and 4	X				A		X		C		
Bay	Union Jct.	1		X					X	X	C	C	A
Biddle St.	Union Jct.	3									C		I
Union Jct.	B. & P. Jct.	A, B, and F									C		I
B. & P. Jct.	Fulton	2, 3, Gauntlet		X					X	X	C	C	B
Fulton	Vern	3		X					X	X	C	C	
Fulton	Vern	2 and 4	X				A		X		C		G
Fulton	Winans	1	X				A		X		C		
Vern	Odenton	1 and 3	X				A		X		C		
Vern	Odenton	2		X					X	X	C	C	
Odenton	Bowie	1 and 3	X				A		X		C		
Odenton	Bowie	2		X					X	X	C	C	
Bowie	Landover	1	X				A		X		C		
Bowie	Division Post (W.T.)	2 and 3		X					X	X	C	C	
Landover	Virginia	2 and 3					A		X		C		
Virginia	14th Street	2		X					X	X			
Virginia	14th Street	3	X				A		X				
14th Street	South End	2 and 3	X				A		X				

## Chesapeake Division (Continued)

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
		Branches, Secondary Tracks and Sidings											
Edgewood	Magnolia	S'wd Sdg.							X		C		
Magnolia	Edgewood	N'wd Sdg.							X		C		
		C. & P.D. Branch											
Perryville	Quarry	1 and 2		X					X	X	C	C	
Quarry	Tome	Single		X					X		C		
Tome	West Rock	1 and 2		X					X	X	C	C	
West Rock	Midway	Single		X					X		C		
Midway	McCall's	1 and 2		X					X	X	C	C	
McCalls	Division Post (Hbg. Div.)	Single		X					X		C		
Bank	Porter	Porter Branch				P							
Davis	Seaford	Delmarva Branch				P							
Seaford	Hearn	Seaford Secondary			X	P							P
B. & P. Jct.	Mt. Vernon	Northern Central Branch		X					X				
Mt. Vernon	Division Post (Hbg. Div.)		X						X				D
Bowie	Pope's Creek	Pope's Creek			X	P							J
		Shellpot Branch											
Bridge	Bank	1 and 2					A		X				O
Bank	Ragan	1 and 2					A		X		C		O
Eager Street (Overhead Bridge)	Hillen Jct.	Western Maryland			X	P							
Kings Creek	Field	Crisfield Secondary			X	A							N
Seaford	Tank	Cambridge Secondary			X	A							
Harrington	Selbyville	D.M. & V. Secondary			X	P							K
Selbyville	Snow Hill				X	A							
Clayton	Cross	Oxford Secondary			X	A							
Mass	Chestertown	Chestertown Secondary			X	A							
Townsend	Centreville	Centreville Secondary			X	A							
Patton	End of Block	Pocomoke Secondary			X	P							F-L

NOTE A—Movements on No. 1 track from northern limits of Union Junction Interlocking to Canton Junction interlocking will be made under authority of operator at Bay; southward movements will be made under authority of operator at Union Junction.

Southward movements for the purpose of working on No. 1 track between southern limits of Canton Junction interlocking and northern limits of Union Junction interlocking must move clear of signal located on signal bridge, 1095 feet north of Mile Post 94, before securing permission from operator at Bay to make a northward movement. Such a northward movement will be made to the first block signal under flag protection.

**NOTE B**—In the application of **Rule 262**, on No. 2 and No. 3 tracks between B. & P. Junction and Fulton, a train which may be stopped for any reason and is unable to proceed, may move in the reverse direction without train orders after securing permission from proper operator and observing fixed signals.

Rear brakeman of passenger train must proceed immediately to rear end of train and locate himself in position to operate emergency valve. Conductor of passenger train must ride near end of rear car and pass signals to brakeman located at emergency valve.

A southward freight train, which may be stopped in the B. & P. Tunnel, must not move in either direction until after a member of the crew has reported to B. & P. Junction for instructions.

**NOTE D**—Home signals at Mt. Vernon, Cockeysville, and Parkton must not be passed when STOP indication is displayed without a train order to do so.

**NOTE F**—Northward trains must not proceed north of Begin Block sign without permission of Operator at Cassatt (Seaford when Cassatt is closed). Southward trains must not proceed south of End of Block sign without permission of Operator at Cassatt. Southward trains clearing secondary track at End of Block sign must report clear to Operator at Cassatt.

**NOTE G**—In the application of **Rule D-508**:

Position light signal on Catonsville track, 5812 feet south of Gwynn block and interlocking station, governs movements from Catonsville track northward on No. 4 track to Gwynn interlocking signal. After securing block permission from the operator at Gwynn and proper signal indication at Catonsville track connection, trains are authorized to proceed northward on No. 4 track to Gwynn interlocking signal, without train order.

**NOTE I**—Cab Signals Within Interlocking Limits.  
Southward:

Track F between southward home signal 155 feet north of South Portal of Union Tunnel to facing switch located 285 feet south of B. & P. Junction Block and Interlocking Station.

Northward:

Track A between northward home signal 175 feet north of North Portal of B. & P. Tunnel and northward home signals at South Portal of Union Tunnel.

Track B between northward home signal 175 feet north of North Portal of B. & P. Tunnel and home signal governing northward movement, 660 feet south of Union Junction Block and Interlocking Station.

No. 3 track, between northward home signal 300 feet south of South Portal of Union Tunnel and northward home signal 25 feet north of North Portal of Union Tunnel.

**NOTE J**—Referring to **Rule 271**, extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at Bowie.

**NOTE K**—Referring to **Rule 271**, extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at Harrington.

**NOTE L**—Referring to **Rule 271**, extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at Cassatt.

**NOTE N**—During hours that Cassatt is closed, trains will contact Seaford for permission to proceed.

**NOTE O**—When movements are made against the current of traffic, the limits of the Manual Block are between Bridge and Ragan.

**NOTE P**—Referring to **Rule 271**, extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at Seaford to operate from Seaford to End of Block, Hearn.

## Harrisburg Division

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
		MAIN LINE											
Park	Cork	1 and 4	X				P		X		C		
Cork	State	1 and 2	X				P		X		C		A
Harris	Division Post (Allegheny Division)	1 and 2	X				P		X		C		
Block Signal 1130	Banks	No. 5					P		X		C		
Block Signal 1125	Banks	4 and D running							X		C		
Block Signal 1130	Rockville	No. 5					P		X				
Park	Cola	Atglen and Susquehanna Branch 1 and 2					P		X		C		
Cola	Lake	1		X					X	X	C	C	
Cola	Lake	Siding		X					X		C		
Cola	Shocks	2		X					X	X	C	C	
Lake	Wago Jct.	1					P		X		C		
Shocks	Wago Jct.	2					P		X		C		
Port	Division Post (Chesapeake Division)	Columbia and Port Deposit Branch 1 and 2					P		X		C		
Cork	Cola	Columbia Branch 1 and 2					P		X		C		
Shocks	State	Single		X					X		C		
Wago Jct.	Cly	York Haven Line Single	X						X				
Cly	Lemo	1 and 2	X				P		X		C		
Wago Jct.	Cly	1 and 2					P		X		C		
Cly	Stell	3 and 4					P		X		C		
Lemo	Stell	1 and 2		X					X	X	C	C	
Stell	Day	1, 2 and 3		X					X	X	C	C	
State	Lemo	Cumberland Valley Branch Single							X				
Lemo	Camp	Single		X					X				
Camp	Town	Single					P						
Hager	Winchester	Winchester Secondary			X		P						C-D
Rockville	Division Post (Northern Div.)	Williamsport Branch (Main Line Northern Div.) Single		X					X				
Div. Post (Ches. Div.)	York	Northern Central Branch Single	X						X				B
York	Loucks	Single		X					X				
Loucks	Wago Jct.	Single	X						X				B
York	Frederick	Frederick Secondary			X	A							C



**NOTE A**—At Landis—During the hours closed, when Home signal indicates Stop and means of communication have failed, after having complied with instructions governing the actuation of dragging equipment detector and no other cause for detaining the train be known, movement will be governed as follows:

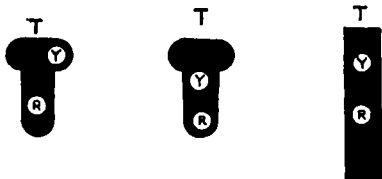
After having ascertained switches are properly lined, conductor will reach full understanding with engineman, provide full protection against trains on the Reading Company Railroad, after which train may pass Stop signal and proceed over the crossing.

**NOTE B**—Home signals at New Freedom, Smyser, and Mt. Wolf must not be passed when STOP indication is displayed without a train order to do so.

**NOTE C**—Authority for the movement of passenger extras must be in writing.

**NOTE D**—Referring to Rule 271 extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at Hager.

**1280-A to 1297-A1. (All Divisions). Signal aspects not in conformity with the typical aspects, in service:**



**INDICATION**—Proceed prepared to stop at next signal. Train exceeding slow speed must at once reduce to that speed.

**NAME**—Approach.

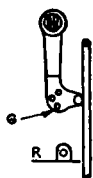
In service between East portal of North River and West portal of East River Tunnels.



**INDICATION**—Proceed.

**NAME**—Clear.

In service between West Portal of North River and East Portal of East River Tunnels.



**INDICATION**—Proceed.  
**NAME**—Clear.

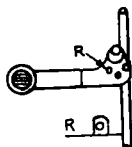
#### SMASH BOARD SIGNALS

**Vertical**—Movable Bridge set for traffic.

**Horizontal**—Movable Bridge not set for traffic.

(Smash Boards may or may not have lights. When equipped with lights they will indicate as shown.)

**NOTE**—New York Division Smash Boards do not have lights.



**INDICATION**—Stop.  
**NAME**—Stop-Signal.



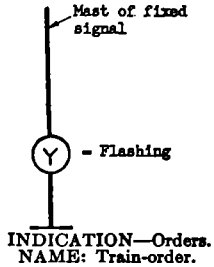
**INDICATION**—Stop.

**NAME**—Stop-Signal.

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

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

NOTE—To apply to trains governed by fixed signal under which located.

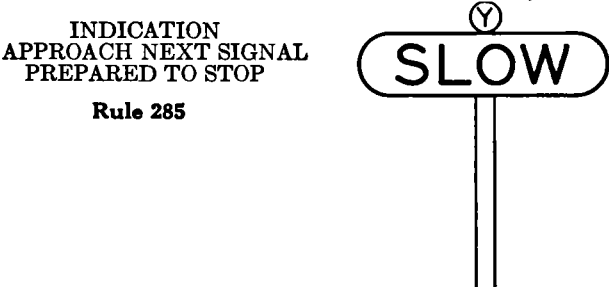


1280-A to 1297-A2. (New York Div.). Duplicate Signals are located on left side of track at:

- Signal 4E11 Track 4 East River Tunnel.
- Signal 4E25 Track 4 East River Tunnel.
- Signal 2E21 Track 2 East River Tunnel.

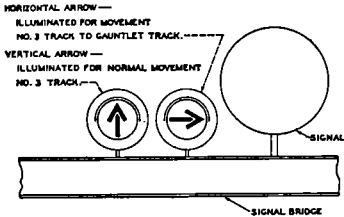
1280-A to 1297-A3. (New York Div.). At A, JO, KN, C, R and Q Interlockings when a train extends beyond first home signal or stops after passing same, train must not move until either Engineman or a member of the crew has observed signal and has verbally notified the Engineman immediately prior to moving, that signal is in passing position.

1280-A to 1297-A5. (Chesapeake and Phila. Divs.).



APPROACH ASPECT  
NOTE—Y indicates yellow.

1280-A to 1297-A6. (Chesapeake Div.).



In service between Fulton and B. & P. Jct.

1281-B to 1288-B. (Phila. Div.). At the following location, block signal listed also acts as an approach signal. When governed by Rule 281, Manual Block is Clear and trains will proceed in accordance with signal indication:

Location	Track	Signal Displayed for
Haws Avenue	Secondary	Eastward trains

1282-A1. (New York Div.). After passing signals 2E-05 and 4E-05 displaying Approach-medium indication, the cab signal will change to Approach indication within ten seconds.

**1291-A1. (New York Div.).** When Signal P-80 on Passaic and Harsimus Branch indicates "Stop then Proceed at Restricted Speed," train will contact Karyn before proceeding.

**1292-A1. (Phila. Division).** During the hours Byrn Mawr Block and Interlocking Station is not in service and a train or engine is stopped by stop signal (Rule 292 Fig. A or Fig. B), the Conductor or Engineman of westward trains must call the Operator at Overbrook and the Conductor or Engineman of eastward trains must call the Operator at Paoli and ask for instructions.

**1292-A2. (Phila. Div.).** When Pennsauken Block Station is not in service and a train or engine is stopped by stop signal (Rule 292 Fig. A or Fig. D), the conductor or engineman must call the operator at Cooper and ask for instructions. Northward trains must approach the south end of Merchantville Siding prepared to stop short of switch not properly lined.

#### **Slide Protection Fence (Harrisburg & Chesapeake Divs.)**

**1296-A.** The letters SP on a signal mast indicate the signal is connected with a slide protection fence and the most restrictive indication on such signal may be caused by a slide.

Employees finding such signals displaying the most restrictive indication, must promptly report to the Train Dispatcher.

**1296-A1. (Harrisburg Div.).** Slide protection fences in service as follows:

Main	{ Signal SP 897, located east of Conewago.
Line	{ Signal SP 918, located west of Conewago.
	{ Signal SP L-271 located 933 feet west of Mile Post 27.
A&S	{ Signal SP L-289 located 284 feet east of Mile Post 29.
Bch	{ Signal SP L-318 located 948 feet east of Mile Post 32.
	{ Signal SP L-298 located 598 feet east of Mile Post 30.

Trains moving against the current of traffic at these locations must be governed by signal marked SP for normal track and the signal governing approach thereto, in so far as protection against slides is concerned.

**1296-A2. (Chesapeake Div.)** Slide protection fences in service: Columbia and Port Deposit Branch between West Pilot and Harbor.

Between Midway and Holtwood trains or engines authorized to operate non-equipped and moving against the current of traffic must be governed by signal marked SP for normal track, in so far as protection against slides is concerned, approaching point where track may be obstructed prepared to stop when the signal displays its most restrictive indication.

#### **Facing Hand-operated Switches connected with Manual Block Signal.**

**1362-A. (All Divisions).** Train orders must be used to advance a train or engine at the following Manual Block Signals when they cannot be cleared:

#### **New York Division**

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
Fair	Westward	Single	Block Station and M.P. 1
Frenchtown*	Northward	Single	Block Station and Distant Switch Signal 6000 feet north of Frenchtown
MG	Northward	Single	Block Station and Tatersall Industrial Track
JG	Eastward	Amboy Secondary	Block Station and Jamesburg
BO	Eastward	Single	Block Signal and Switch leading to Robbinsville Secondary track

\*This switch is connected with the interlocking signal Sundays and Holidays; also Monday through Saturday between 11.00 P.M. and 7.00 A.M.

### Philadelphia Division

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
West Chester Branch: Media	Southward	Single	Block Station and M. P. 15
Schuylkill Secondary Track: Haws Avenue	Westward	Secondary	Block Station and M. P. 19
Haws Avenue	Eastward	Secondary	Block Station and Fixed Signal at Norris
Norris	Eastward	Secondary	Block Station and M. P. 15
Norris	Westward	Secondary	Block Station and Fixed Signal at Haws Avenue
Brooke	Eastward	Secondary	Block Station and M. P. 47
Pemberton Branch: Cooper	Southward	Single	Cooper and Fixed Signal No. 18
Bordentown Branch: MJ	Eastward	Single	Block Signal and Switch leading to west end Delivery track

### Chesapeake Division

Porter Branch: Bank	Southward	Single	Bank Interlocking Station and M.P. 4
Tasker	Northward	Single	Tasker Block Station and M.P. 4
Seaford Secondary: Seaford	Southward	Single	Seaford Block Station and a point 6500 feet south of Seaford
Hearn	Southward	Single	Hearn Block Station and Distant Signal No. 03
Pocomoke Secondary: Patton	Northward	Single	Patton Block Station and Distant Signal No. 970
Cassatt	Northward	Single	Cassatt Block Station and Mile Post 28
	Southward	Single	Cassatt Block Station and Pocomoke

### Harrisburg Division

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
Cumberland Valley Branch: Camp	Southward	Single	Block Station and fixed signal No. 63
Wood	Southward	Single	Block Station and M. P. 53
	Northward	Single	Block Station and Scotland
Town	Northward	Single	Block Station and M. P. 70

#### (All Divisions)

NOTE—A train or engine receiving train order to pass a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal, must be advised of the condition of the block ahead, and train or engine must approach such switches prepared to stop short of switches not properly lined.

**Hand-operated Switches where Trains or Engines must not clear.**

**1365-B1. (New York Div.).** At the following locations, trains or engines are prohibited from clearing main track:

Track	Location	Switch
Jamesburg Branch	2500 feet east of Midway	Set off track
Jamesburg Branch	Dayton	Dayton Fertiliser Company track
Jamesburg Branch	15,054 feet east of Midway	Sefton Fibre Can track
Jamesburg Branch	15,895 feet east of Midway	Victor Steel Products Corp. track
Jamesburg Branch	10,860 feet west of JG	Phelps Dodge and United Cork Co. track
Jamesburg Branch	6980 feet east of Dayton	Stauffer Chemical Co. track
Jamesburg Branch	6000 feet east of Dayton	Grisco Co. track

**Trains Approaching Block-Limit Stations with Form K Clearance Cards.**

**1366-A1. (New York Division).** A train authorized by Clearance Card (Form K) to pass a block-limit station will, if the train reaches that block-limit station at a time when control has passed to a block station other than the one issuing the Form K, proceed as instructed on the Clearance Card. Upon arrival at the next open block station, all clearance cards held will be considered annulled.

**Glasses and Goggles**

**1400C-7A. (All Divisions).** In the application of last paragraph of Rule 400C-7 the use of spectacles with colored glass by employes whose duties require them to distinguish the position or color of signals is prohibited except that when authorized by the Medical Department, approved colored lens glasses may be worn by employes in Train and Engine Service when exposed to direct rays or glare of the sun.

**1400N-3A. (All Divisions).** When riding freight engines in the normal performance of their duties, Trainmen will ride in the front cab.

When a Firemen is on duty in the front cab of Class GG-1 engines, Trainmen are not required to ride in front cab.

**1502-A1. (Phila. and Ches. Divs.).** At the following locations trains and engines are prohibited from clearing Main track:

**Philadelphia Division**

Track	Location	Switch
Schuylkill Branch:	No. 1 track at Mile Post 8. No. 1 track, 530 feet east of Mile Post 6. No. 2 track, 1070 feet west of Mile Post 5.	Public Delivery. Cynwyd Yard. Frantz Equipment Co.

**Chesapeake Division**

Track	Location	Switch
Columbia and Port Deposit Branch:	No. 1 track, 3180 feet east of Mile Post 23.	Muddy Run Construction.

**1509-A1. (All Divs.).** In the application of **Rule 509**, when **Stop** indication (**Rule 292, Fig. A**) is displayed on a signal at the following locations, the authority to pass it must be obtained through the operator listed below:

Location	Track	Governing Movements	Obtain Permission or Train Order Through Operator at:
<b>New York Division</b>			
6615 feet west of Copper	No. 2	Westward	Morris
<b>Chesapeake Division</b>			
4100 feet north of Mile Post 66	No. 2 No. 3	Northward	Edgewood
3810 feet south of Mile Post 83	No. 3 No. 4	Southward	Edgewood
Rock: 3981 feet east of Mile Post 7	No. 2	Eastward	Cola

### **Cab Signal Departure Test**

**1550-A1. (All Divisions).** In the application of **Rule 550** trains operated through cab signal territories on the following routes may be dispatched without making additional tests of the cab signal apparatus providing the test is made before such units leave their initial terminal at the commencement of each twenty-four hour period of operation:

#### **Between**

#### **And**

New York, N. Y. Hudson, Rahway and Monmouth Park Race Track.

Philadelphia, Pa. Bristol, Bryn Mawr, Pa., Parkesburg, Pa., Atlantic City Race Course, N. J., Garden State Park Race Track, N. J., Delaware Park Race Track, Del., Newark, Del., Bay Block Station (Laurel Race Train), and Bowie Race Track, Md.

Baltimore, Md. Washington, D. C.

When making cab signal departure tests on Phila. & Hbg. Divs., a member of the crew must operate the switch for the test circuit, except, on MU equipment, Rail Motor Cars or Single Unit Budd Cars, the conductor must operate the switch for the test circuit.

**1550-A1a. (Phila., Hbg. and Ches. Divs.).** Referring to **Rule 550** when the cab signals of an MU Train have been tested on other than the leading car of the train, and cab signal warning whistle cut out on such car, the train may be operated as an equipped train from that car, providing that, before the train departs, the conductor must personally see and know that the cab signal warning whistle is cut in, and the engineman, before departing, will operate the acknowledging switch in the presence of the conductor in order to verify that the cab signal warning whistle is cut in and functioning properly.

**1550-A2. (All Divisions).** Testing sections, in addition to those at terminals, located:

#### **Trenton—**

No. 5 track at west end of station platform.

Eastward station track, 225 feet west of east end of eastward platform.

North low track 225 feet west of eastward home signal.

#### **South Amboy Junction—Amboy Secondary Track.**

Between 1100 feet west of SA and 100 feet west thereof.

#### **Union—**

Eastward Connecting Track Perth Amboy and Woodbridge Branch from a point 135 feet west to a point 255 feet west of eastward home signal.

#### **Newark—**

South Broad Street yard, wire train storage track.

#### **County—**

West End No. 3 MU track.

East End No. 1 MU track.

**Jersey Ave.—**

East End of station platform.

**Waverly—**

No. 6 Enginehouse Track.

**Arsenal Running Track—**

Opposite Yardmaster's office at Ford Yard.

**Pennsylvania Station, New York—**

East end of tracks Nos. 5 to 21, inclusive, except 9 and 10  
(L. I. R. R.)

East end of tracks Nos. 9, 10, 13 and 14. (P. R. R.)

West end of tracks Nos. 1 to 18, inclusive, and track 5, Yard A

**Phila.-30th St. (Lower Level)—**

No. 7 and No. 8 tracks, departure test for northward movement only.

**Chestnut Hill Branch\***

No. 2 track from a point 5800 feet east of North Phila. to North Phila.

**Schuylkill Branch\***

No. 1 track from Jeff to Valley.

\*NOTE—A member of the train crew of multiple unit trains must observe the indications of the cab signals on the opposite end from which the engineman is operating while making cab signal test on running test sections and check with engineman immediately after the test.

**Porter Branch—**

On single track between signal No. D-50 and northward home signal at Bank, Porter Branch.

**Main Line—**

On Middle Station track. Wilmington Passenger Station for northward movements only.

**Delmarva Branch—**

On Delmarva Branch track from fixed signal 5430 feet south of Davis to a point 1320 feet south thereof.

**Control Plug—Requirements When Removed or Re-Set Is Necessary**

**1550-A3. (Phila. & Hbg. Divs.).** When necessary for the engineman of multiple unit equipment to remove the control plug for the purpose of operating the re-set circuit or move the controller to the reverse position, the cab signal warning whistle must be permitted to sound until the control plug is again placed in its normal operating position.

**1550-A4. (Chesapeake Div.).** Virginia Interlocking—Southward trains operating under signal aspects **Rule 288, Fig. A**, and **Rule 288, Fig. B**, on signals located 653 feet north of north portal Virginia Avenue Tunnel, governing southward movements through Virginia Avenue Tunnel will receive approach cab signal.

Northward trains operating under signal aspects **Rule 287, Fig. A**, **Rule 288, Fig. B**, on signals located 425 feet south of south portal Virginia Avenue Tunnel, governing northward movements through Virginia Avenue Tunnel will receive an approach cab signal.

**1550-A6. (Chesapeake Div.).** Union Junction Interlocking—Northward trains operating under signal aspects **Rule 288, Fig. B**, on signals located 300 feet south of south portal Union Tunnel, governing northward movements on No. 3 track Union Tunnel will receive approach cab signal, and will be governed by cab signal indication.

Northward trains operating under signal aspects **Rule 288, Fig. A**, on signals located 20 feet south of south portal Union Tunnel governing northward movements on No. 1 and No. 2 tracks Union Tunnel will receive approach cab signal.

**1550-A7. (New York Div.).** Between WC and Hudson: C.N.J. and Reading engines will be permitted to operate when equipped with color light cab signals in operative condition and will be governed by P.R.R. cab signal rules and speed definitions.

**Exceptions Authorized (All Divisions, except L. I. R. R. trains, AC Type MU trains operating over movable bridges within the State of New Jersey and trains between West Yard and Washington on Chesapeake Division).**

**1553-A1.** Following exceptions authorized for trains and engines equipped with cab signal apparatus but not in operative condition;

On permission of the operator when authorized by the Superintendent MU trains may be dispatched from their terminals with cab signal apparatus not in operative condition between:

6.00 A.M. and 9.00 A.M.

3.30 P.M. and 6.00 P.M.

If cab signal test cannot be completed because of failure of equipment or leading car extends beyond testing section, such trains may proceed complying with third paragraph of **Rule 563.**

**1553-B1. (New York Div.).** Cab Signal Automatic Train Stop System for AC type MU trains operating over movable bridges within the State of New Jersey, in service.

All AC type MU trains operated over movable bridges in the State of New Jersey must be dispatched from original terminal with the leading car so equipped.

The Cab Signal Automatic Train Stop System is supplemental to, and augments the existing Cab Signal apparatus on these cars so that when the Cab Signal changes to a less favorable indication, acknowledgment must be made within six (6) seconds in order to forestall an automatic train stop application which would result in an emergency application of the brakes and removal of power from the traction motors.

Test of the Train Stop equipment must be made when Cab Signal is tested.

**1555-A1. (All Divisions).** Following exceptions authorized for trains and engines not equipped with cab signals:

- (a) Wire, work and wreck trains and ballast cleaners to and from work.
- (b) Engines or rail motor cars moving to and from shops.
- (c) Engines used in switching and transfer service (yard and runner engines) with or without cars, not exceeding 20 miles per hour, between:

Hudson and Lane,  
Lane and Union,  
Union and WC,  
Zoo and Bryn Mawr,  
Zoo and Holmes,  
Shore and Jersey,  
Zoo and Brill,  
Union and County,  
Millham and MA,

Morris and Holmes.  
Arsenal and Stadium,  
Baldwin and Bell,  
Ragan and Iron Hill,  
Landover and Automatic  
Signal 1266 (Lanham),  
on No. 1 Track,  
Jersey and Hatch,  
Jersey and Race.

- (d) Road engines in back up service with or without cars between:  
Jersey and Hatch, Baldwin and Bell.  
Jersey and Race.
- (e) Trains and engines from connecting regions or railroads (in emergencies).
- (f) Road freight trains between Stadium, Arsenal and Zoo to and from West Chester and Schuylkill Branches.
- (g) Engines used in switching and transfer service with or without cars, not exceeding 20 miles per hour between Harris and Rockville and Northern Division trains between Harris and Rockville.
- (h) Baltimore and Ohio R. R. trains between Penrose and Stadium.
- (i) Cumberland Valley Branch trains between Lemo and Day.
- (j) Reading Company trains and engines on No. 1 track between Shore and Jersey and between Jersey and Cooper.
- (k) B. & O. R. R. Trains between Anacostia and Virginia.
- (l) W. M. Ry. Trains between Fulton and Signal 880 north of River.
- (m) W. M. Ry. unit coal trains between Fulton and Bowie.
- (n) Yard Engines with or without cars between:  
Bell and Ragan  
Principio and Oak  
River and Gwynn  
Landover and Virginia  
Landover and Division Post (W. T.)  
Perryville and Minnick



(o) **Road Engines moving backwards between:**

Bell and Ragan  
River and Gwynn  
Landover and Virginia  
Landover and Division Post (W. T.)

(p) **Porter Branch trains between Bank and Ragan and Ragan and Landlith.**

**1555-B1. (New York Div.).** Long Island Railroad trains equipped with Automatic Speed Control in operative condition for the direction they are to move will be considered as meeting the requirements of the Rules in the same manner as if they were equipped with cab signals.

If Automatic Speed Control fails, it will be cut out and the movement will proceed governed by fixed signal indications but not exceeding 40 miles per hour. In such cases crews are relieved from reporting the failure at the next point of communication; eastward trains will proceed to Harold and report to operator and westward trains will report failure to train-director at A (Extension 3100) on arrival at New York.

**1555-B2. (New York Div.).** Except where Rule 261 is in effect, C.N.J. engines equipped with speed control operating against the current of traffic and cab signal indicator changes to restricting will not proceed until the following action is taken:

Stop train, darken cab signal indicator by operating "Standing Cutout" switch located under cab. When train is diverted back with the current of traffic, cab signal indicator will automatically return to normal.

### **INTERLOCKING**

**1605-A1. (Chesapeake Div.).** Baltimore: Interlocking Rules 605 to 670, inclusive, will apply on Station tracks B and No. 1 to No. 7, inclusive, also freight tracks A and F.

### **CT-405 (Special Instruction Governing Operation of Signals and Interlockings)**

**1616-A1. (All Divisions).** Employees governed by C.T. 405 must assure themselves that no lever of the interlocking in their charge controlling a switch over which the tubular train equipment is routed, will be operated until they know that the entire train is clear of the involved switch. Where practicable, blocking devices must be used for this purpose.

## INTERLOCKINGS—TRACK CIRCUITS WHICH MAY NOT SHUNT

(State of New Jersey)

**1616-A2. (New York and Philadelphia Divisions).** Sections of track within interlockings with track circuits which may not shunt due to rusted rail are indicated by yellow reflectorized markers displaying a black letter "R". These markers are located at the side of the track adjacent to the switch or the signal governing the route which may not shunt.

A member of the crew which has switching to perform within an interlocking must, before entering the interlocking, communicate with the operator and inform him of the movements to be made and request information as to the existence of rusted rail or other abnormal conditions affecting such movements. The operator must furnish to the crew member information as to such locations which may not shunt and require that a member of the crew report to him when the movement is completed. A movement is completed when it is beyond the opposing home signal.

When a train other than a through movement is routed to clear a main track over a power-operated switch within an interlocking, and such movement is to be made over a rusted rail or other abnormal rail condition which is indicated by a reflectorized marker, a member of the crew must report the train movement completed to the operator. If such condition is not indicated by a reflectorized marker, the operator must, before permitting such movement to be made, inform a member of the train crew of such condition and require that a report be made to him when the movement is completed.

Train crews on through movements on main tracks within an interlocking are not required to report the movement completed unless such a report is requested by the operator.

These instructions do not apply to train or engine crews of trains making normal station stops within interlockings or to work trains or other equipment engaged in maintenance work on track which they have been given the exclusive right to use.

Instruction 11, C.T. 405, "Special Instructions Governing Operation of Signals and Interlockings," is amended: (a) to require the installation of reflectorized markers indicating sections of track within interlockings with track circuits which may not shunt due to rusted rail; and (b) to eliminate reliance by the operator on his visual observation to determine that the movement is completed.

### Referring to Rule 629

**1629-A4. (Phila. & Hbg. Divs.).** Suburban Station—Westward movements must not start from station tracks when the interlocking signal governing that movement at the westward end of the station platform indicates stop unless authorized verbally by the train director to advance to that signal.

When the engine stands west of that interlocking signal so that the indication cannot be seen by the engineman, the movement must not start westward until a member of the crew personally notifies the engineman the indication of the signal.

Harrisburg—When an engine with or without cars is standing beyond the interlocking signal at end of station tracks at Harris or State so that the indication cannot be seen by the engineman, the movement must not start until a member of the crew personally notifies the engineman the indication of the signal.

**1663-A1. (New York Div.).** Interlockings Operated Automatically. Farmingdale:

Trains, engines or cars must not be left standing between home signals nor between home signals and yellow stripes on rails marking limits of approach circuits east and west of interlocking.

When a PC train or engine completes its movement through the interlocking, it must stop clear of the interlocking and a member of the crew must push button mounted in box on the home signal leaving the interlocking. Button must be held in until light in box is illuminated. Box must be kept locked after use.

If a PC train is stopped by an interlocking home signal and there is no train approaching on the Central Railroad of New Jersey, the PC train will be moved through the interlocking as follows:

Conductor must have a thorough understanding with engineman. Conductor will go to CRR of NJ telephone box at crossing and obtain permission from CRR of NJ train dispatcher at Long Branch for PC train to cross.

Pass home signal in stop position and occupy interlocking for not less than 6 minutes without fouling crossing.

Movement may then be made over crossing under flag protection against CRR of NJ movements.

When PC movement is clear of interlocking, push button in box on leaving home signal until light is illuminated and then report train clear to CRR of NJ dispatcher.

Conductor must report occurrence of PC home signal failing to display a proceed indication to PC Superintendent as soon as possible after movement has been completed.

Track cars must stop at home signal, then pass signal in Stop position, proceed to and stop short of crossing, ascertain there is no train approaching on the CRR of NJ, provide protection and then proceed over the crossing.

### **Interlockings Operated Automatically**

#### **1663-A2. (Phila. and Chesapeake Division).**

Automatic interlockings in service at the following locations:

Location	Interlocking	Railroad Crossing	Location of Instructions
Schuykill Secondary track	Creek	Reading Co.	Shelter box
South Phila. Swanson St. tracks	Pay	B&O RR	Shelter box
Octoraro Secondary Track	Chadd	Reading Co.	Penn Central Telephone Box on north side of crossing
Shellpot Branch	Read	Reading Co.	Shelter box
Shellpot Branch	Ward	Reading Co.	Shelter box

At locations listed above, when a train, engine or track car is stopped by an interlocking home signal and there is no train or engine approaching on the foreign railroad and no other cause for detaining train or engine be known, conductor, engineman or driver track car must be governed by the Instructions posted at the crossing. Copies of Instructions governing movement over each crossing must be posted in adjacent Block Stations and Train Dispatcher's office.

**1670-A1. (All Divisions).** In the application of **Rule 670**: The second paragraph of **Rule 670** will not apply on this region.

### **NON-INTERLOCKING SWITCHES AND SIGNALS**

#### **Emergency Signals**

**1697-A1. (Phila. Div.).** Whistle or Horn at the following non-interlocked locations. The requirements of **Rule 606** must be observed.

Yard Masters' Office.....44th Street and Greenwich  
Block Station.....Neat

#### **Movements of Trains and Engines at 52nd Street, Penn Coach Yard and Enola**

**1697-A2. (Phila. and Hbg. Divs.).** Movements will be governed by fixed signals. When necessary to pass a non-interlocked signal when signal cannot be cleared, permission must be obtained from the Operator at Overbrook (for 52nd Street). The yard master or his representative at North End Penna. Coach yard, and Enola yard.

#### **Suburban Station Tracks**

**1697-A3. (Phila. Div.).** Low fixed signal, indication fixed at Restricting, 180 feet westward from block end of each track governing eastward movement on station tracks may be passed on verbal permission of train director, Broad, when imperfectly displayed.

### **TELEPHONE—RADIO**

**1701-A1. (All Divisions).** New light-weight stream-lined Pullman cars are equipped with telephone, radio and train line connectors which are connected and disconnected by Pullman employees.

If necessary to part these cars, care must be exercised to see that connectors have been removed before cars are separated.

**1701-A2. (New York Div.).** Telephones in East and North River Tunnels equipped with loud ringing bells at and between telephones.

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

Calls are as follows:

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

**1702-A1. (All Divisions).** Instructions covering use of telephones in train operation as outlined on card posted at all telephone locations and block stations must be followed.

### Use of Radio

**1702-A2. (All Divisions).** Radio for communication between equipped engines, cars, stations and other locations in service. Use of radio is governed by **Rules 701 to 707**, inclusive, and is subject to Federal Communications Commission Regulations.

Any employe shall permit inspection of the radio equipment in his charge, and all FCC documents pertaining thereto, by a duly accredited representative of the FCC at any reasonable time.

Internationally the word "Mayday" indicates a distress message, the word "Pan" an urgent message, and the word "Security" a safety message. Employes may hear such messages sent by aircraft or, in coastal areas, by boats. Railroad employes hearing such messages must report them to the Superintendent and take such appropriate action to relieve the distress as may be possible.

No employe shall divulge or publish the existence, contents, purport, effect or meaning of communications (distress communication excluded), except to the person for whom the communication is intended or to another employe of the railroad whose duties may require knowledge of the communication.

The above applies either to communications received direct or to any that may be intercepted.

When radio is used to direct movement of train or engine, failure to maintain communication with employe directing the movement will require the movement to be stopped immediately. Further movement must not be made until communication has been established.

Radio equipped engines or cars are indicated by a red and white decal on the side of the equipment.

**1703-A1. (Phila. Div.).** In using radio, persons will announce on what channel they are talking when making call.

Between Valley and Haws Avenue (inclusive) Yard Channel 4 will be used.

Between Haws Avenue (exclusive) and Pottsville, Yard Channel 5 will be used and Norris will use Channel 2 when talking to trains, engines and other stations in this territory.

**1703-A2. (Phila. Div.).** Effective with the installation and use of portable type radio in the Pottstown area, Yard Channel 5 will be used on the engine.

**1703-A3. (New York Div.).** Promptly after beginning tour of duty, enginemen will test radio with an equipped location where they are assigned:

A record must be kept at all equipped locations showing, date, time, engineman, engine and working conditions of radio equipment.

**1703-A4. (Chesapeake Division).** At "K" Tower at Washington a radio is in service on our road frequency for the use of trains or engines desiring to contact the Washington Terminal of certain information concerning their train to give to the Train Director at "K" Tower. Crews will contact the operator at Landover who will advise "K" Tower, and Train Director will come in on our road frequency to receive this information.

**1705-A1. (All Divisions)** In the application of **Rule 705:**

Employes shall identify the radio station from which they are calling by prefacing name of the station, engine number, cabin number or other mobile equipment number with "Penn Central."

**To All Employees:**

Your company, co-operating with local, state and national safety councils, is earnestly interested in preventing accidents to you, members of your family and your friends.

We should unite to prevent the many needless tragedies that occur in the home, on the highways, and at work.

Please lend your personal efforts to prevent accidents by heeding safe driving rules on the highways, by adopting safe practices in the home and complying with all the rules of your company while on duty.

The rules of the Penn Central are designed for your safe guidance—respect them, strictly comply with them.

Live longer and happier by always practicing safety!

**J. G. Robins**  
**R. A. Herman**  
**C. W. Owens**  
**P. F. Schwartz**

Superintendents

**Approved**

**J. M. McGuigan**  
General Manager

Home Div.....		Name.....		Occupation.....		Date Promoted.....	
QUALIFIED FOR SERVICE				DATE QUALIFIED		DATE OF LAST EXAMINATION	
DIVISION	PORTION			DATE QUALIFIED		TIMETABLE	
						AIR BRAKE	
						BOOK OF RULES	
						PHYSICAL	
						<input type="checkbox"/> REG. <input type="checkbox"/> SPECIAL	



# ALL DIVISIONS

## SAFETY CALENDAR

**Train, Engine and Other Transportation Employees  
(Except Station Employees)**

**The Safety Rules are your guide. Start each and  
every day by reading the Safety Rule of the Day.**

Date	Apr.	May	June	July	Aug.	Sept.	Oct.
1	—	1000	1053	1109	1000	1055	1000
2	—	1001	1107	1168	1001	1112	1001
3	—	1023	1158	1239	1108	1156	1109
4	—	1051	1172	1225	1174	1229	1051
5	—	1106	1129	1116	1130	1124	1113
6	—	1111	1161	1285	1163	1023	1053
7	—	1160	1219	1240	1171	1121	1174
8	—	1128	1157	1123	1226	1222	1116
9	—	1130	1115	1054	1126	1239	1162
10	—	1166	1156	1023	1050	1233	1169
11	—	1122	1224	1113	1106	1219	1126
12	—	1230	1237	1169	1111	1110	1052
13	—	1164	1173	1053	1167	1054	1106
14	—	1174	1227	1244	1223	1170	1171
15	—	1231	1110	1159	1230	1227	1229
16	—	1050	1052	1246	1221	1115	1157
17	—	1112	1127	1117	1160	1245	1230
18	—	1130	1233	1249	1122	1237	1123
19	—	1171	1281	1286	1157	1164	1234
20	—	1220	1238	1222	1228	1127	1130
21	—	1235	1275	1234	1243	1224	1165
22	—	1242	1121	1280	1220	1244	1240
23	—	1278	1223	1166	1173	1172	1050
24	—	1232	1245	1232	1231	1107	1159
25	—	1108	1284	1287	1247	1117	1243
26	—	1170	1290	1248	1128	1225	1241
27	—	1226	1124	1289	1165	1129	1167
28	1155	1234	1055	1235	1280	1114	1125
29	1125	1278	1288	1278	1238	1158	1015
30	1207	1168	1239	1241	1161	1276	1204
31	—	1162	—	1221	1275	—	1004



## PENN CENTRAL EASTERN REGION

Philadelphia, Pa., April 1, 1968.

### GENERAL ORDER No. 101

**Effective 4.01 A.M., Sunday, April 28, 1968**

#### Applies in All Divisions

- (a) **Timetable No. 1 in effect.** This timetable is a joint New York-Philadelphia-Chesapeake-Harrisburg Division timetable. It contains the necessary instructions issued in general orders up to and including General Order No. 2348, all of which must be removed from bulletin boards. Each employe must examine each page of Timetable No. 1 to see that his copy is complete, pages properly lined up, and note changes. General Orders will be numbered consecutively regardless of division on which they apply.
- (b) **RULES FOR CONDUCTING TRANSPORTATION**  
Penn Central Rules for Conducting Transportation, in effect 4.01 A.M., Eastern Standard Time, Sunday, April 28, 1968. Penn Central Rules for Conducting Transportation, supersedes the Book of Rules—Rules for Conducting Transportation, effective October 28, 1956, which governed the railroads operated by the former Pennsylvania Railroad and supersedes the Rules of the Operating Department, effective October 28, 1956, which governed the railroads operated by the former New York Central System. Employes whose duties are prescribed by Penn Central Rules for Conducting Transportation, must provide themselves with a copy, see that it is complete and note the changes.
- (c) **BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS**  
Former Pennsylvania Railroad Brake and Train Air Signal Instructions, 99-D-1, effective January 1, 1953 in effect on the entire Region. Brake and Train Air Signal Instructions, 99-D-1, effective January 1, 1953, revised in part as follows:  
Revision of 3-30-54—Instruction 14-e.  
Revision of 12-5-54—Instruction 19-b Annulled.  
Revision of 9-1-55—Instruction 5-b.  
Revisions of 7-1-58—Instructions 14, 14-a.  
Revisions of 8-1-58—Instructions 7-a, 7-b, 7-c, 9, 9-a, 9-b, 9-f, 11, 11-b, 11-c, 11-d, 11-e, 12, 13, 13-a, 14, 14-a, 14-b, 15-a, 18-b, 44, 45, 56-b.  
Renumbered 14-c (former 14-b), 14-d (former 14-e), 14-e (former 14-d).  
Revisions of 10-1-58—Instructions 9-c, 14-f.  
Revision of 2-17-60—Instruction 44.  
All reference to Speed Brake Control and 3-inch Piston Travel to be deleted.  
Revisions of 8-1-60—Instructions 7-c, 12.  
Revision of 11-1-63—Instruction 7-b.  
Revisions of 6-1-64—Instructions 7, 7-c, 28, 41.  
Revision of 8-25-64—Instruction 3-m.
- (d) **ELECTRICAL OPERATION**  
**MAIN LINE**  
**HUNTER—LANE**  
AC electrical operating facilities on No. 5 Running track of no assigned direction 1150 feet west of westward limit of Hunter Interlocking and Lane, temporarily out of service, account of construction work.  
Special Instruction **1167-A5** (New York Division), page 350, changed.

- (e) **MAIN LINE**  
**FAIR—MORRIS**  
 (Temporary Speed Restriction)  
 Trains and engines must not exceed a speed of 40 miles per hour on No. 1 and No. 4 tracks between eastward limits of Fair Interlocking and a point 2000 feet west of west end of westward Trenton Station Platform, account of track conditions.  
 Special Instruction **1157-F1** (New York Div.), page 287, changed.
- (f) **MAIN LINE**  
**FAIR—MORRIS**  
 (Temporary Speed Restriction)  
 Trains and engines must not exceed a speed of 60 miles per hour on No. 2 and No. 3 tracks between eastward limits of Fair Interlocking and a point 2000 feet west of west end of westward Trenton Station Platform, account of track conditions.  
 Special Instruction **1157-F1** (New York Div.), page 287, changed.
- (g) **MAIN LINE**  
**NORTH ELIZABETH—HUNTER**  
 (Temporary Speed Restriction)  
 Trains and engines on No. 1 track must not exceed a speed of 40 miles per hour while passing over bridge located 713 feet east of Signal No. 122, east of North Elizabeth, account of bridge condition.  
 Special Instruction **1157-F1** (New York Division), page 287, changed.
- (h) **JAMESBURG BRANCH**  
**JG—MONMOUTH JUNCTION**  
 (Temporary Speed Restriction)  
 Trains and engines on Main track must not exceed a speed of 30 miles per hour between JG and Monmouth Junction, account of track condition.  
 Special Instruction **1157-F1** (New York Division), page 288, changed.
- (i) **GREENVILLE BRANCH**  
**WA-6—WA-2**  
 (Temporary Speed Restriction)  
 Trains and engines on No. 1 track must not exceed a speed of 5 miles per hour between WA-6 and WA-2 account of track conditions.  
 Special Instruction **1157-F1** (New York Div.), page 288, changed.
- (j) **TRENTON BRANCH**  
**COPPER—DIVISION POST (N. Y.-PHILA. DIVS.)**  
 (Temporary Speed Restriction)  
 Trains and engines on No. 2 track must not exceed a speed of 15 miles per hour between Copper and Division Post (N. Y.-Phila. Divs.), account of track conditions.  
 Special Instruction **1157-F1** (New York Div.), page 290, changed.
- (k) **TRENTON BRANCH**  
**DIVISION POST N.Y.-PHILA. DIVS.—NICKEL**  
 (Temporary Speed Restriction)  
 Trains and engines on No. 1 track must not exceed a speed of 15 miles per hour between Division Post (New York-Philadelphia Divisions) and Nickel, account of track conditions.  
 Special Instruction **1157-F1** (New York Division), page 290, changed.
- (l) **AMBOY SECONDARY TRACK**  
**DEEP CUT—EAST END**  
 (Temporary Speed Restriction)  
 Trains and engines on Secondary track must not exceed a speed of 10 miles per hour between Deep Cut and Mile Post 4 account of track conditions.  
 Special Instruction **1157-F1** (New York Div.), page 288, changed.

- (m) **BELVIDERE-DELAWARE BRANCH  
PHILLIPSBURG—G**  
(Temporary Speed Restriction)  
Trains and engines on Main track must not exceed a speed of 20 miles per hour between Phillipsburg and G, account of track conditions.  
Special Instruction **1157-F1** (New York Div.), page 288, changed.
- (n) **BELVIDERE-DELAWARE BRANCH  
LEAD SWITCH, KENT—PHILLIPSBURG**  
(Temporary Speed Restriction)  
Trains and engines on Main track must not exceed a speed of 10 miles per hour between Lead Switch, Kent and Phillipsburg, account of track conditions.  
Special Instruction **1157-F1** (New York Div.), page 288, changed.
- (o) **BELVIDERE-DELAWARE BRANCH  
MILE POST 45—LEAD SWITCH, KENT**  
(Temporary Speed Restriction)  
Trains and engines on Main track must not exceed a speed of 20 miles per hour between Mile Post 45 and Lead Switch, Kent, account of track conditions.  
Special Instruction **1157-F1** (New York Div.), page 288, changed.
- (p) **PHILADELPHIA AND THORNDALE BRANCH  
DALE—THORN**  
(Temporary Speed Restriction)  
Trains and engines on No. 2 track must not exceed a speed of 30 miles per hour between Dale and Thorn, account of track conditions.  
Special Instruction **1157-F1** (Phila. Div.), page 290, changed.
- (q) **MAIN LINE  
OVERBROOK—ZOO**  
(Temporary Speed Restriction)  
Trains and engines on No. 15 Running track must not exceed a speed of 10 miles per hour between Overbrook and 52nd Street, account of track conditions.  
Special Instruction **1157-F1** (Phila. Div.), page 289, changed.
- (r) **MAIN LINE  
OVERBROOK—ZOO**  
(Temporary Speed Restriction)  
Trains and engines on No. 14 Running track must not exceed a speed of 10 miles per hour between Overbrook and 44th Street, account of track conditions.  
Special Instruction **1157-F1** (Phila. Div.), page 289, changed.
- (s) **TRENTON BRANCH  
TB-16—FORT HILL**  
(Temporary Speed Restriction)  
Trains and engines on No. 1 track must not exceed a speed of 30 miles per hour between Mile Post 20 and a point 300 feet east of Mile Post 21, account of track conditions.  
Special Instruction **1157-F1** (Philadelphia Div.), page 290, changed.
- (t) **BORDENTOWN SECONDARY TRACK  
ROEBLING—DIVISION POST (N. Y. DIV.)**  
(Temporary Speed Restriction)  
Trains and engines on Secondary track must not exceed a speed of 20 miles per hour between Mile Post 24 and Division Post (N. Y. Div.), account of track conditions.  
Special Instruction **1157-F1** (Philadelphia Division), page 290, changed.
- (u) **PORTER BRANCH  
WEST YARD—FARNHURST**  
Main track between Mile Post 2 and a point 2800 feet north of Mile Post 3 temporarily out of service.  
Special Instructions **1151-A1**, **1157-C1** and **1250-A1** (Chesapeake Division), pages 245, 276 and 360, changed.

(v) **OCTORARO SECONDARY TRACK****WAWA—SQUARE**

(Temporary Speed Restriction)

Trains and engines on Secondary track must not exceed a speed of 20 miles per hour between Wawa and Square, account of track conditions.

Special Instruction **1157-H1** (Phila. Div.), page 300, changed.

(w) **POPE'S CREEK SECONDARY TRACK****LOTHAIR—POPE'S CREEK**

Pope's Creek Secondary track from a point 3200 feet south of Mile Post 45 southward to end of track, temporarily out of service.

Special Instructions **1157-C3** and **1157-H1** (Chesapeake Div.), pages 283 and 300, changed.

(x) **POPE'S CREEK SECONDARY TRACK****MILE POST 4—MILE POST 5**

(Temporary Speed Restriction)

Trains and engines on Secondary track must not exceed a speed of 15 miles per hour between Mile Post 4 and Mile Post 5, account of track conditions.

Special Instruction **1157-F1** (Chesapeake Div.), page 292, changed.

(y) **POPE'S CREEK SECONDARY TRACK****LAPLATA—LOTHAIR**

Pope's Creek Secondary Track from Mile Post 39 to a point 3200 feet south of Mile Post 45, temporarily out of service.

Special Instructions **1157-C3** and **1157-H1** (Chesapeake Division), pages 283 and 300, changed.

(z) **CURVES, BRIDGES, ETC. MAXIMUM SPEEDS****MAIN LINE****CANTON JUNCTION—BAY**

Northward freight trains on No. 1 track must not exceed a speed of 15 miles per hour between interlocked signal, located 2968 feet north of Mile Post 93 and north limits of Bay Interlocking.

Special Instruction **1157-F1** (Chesapeake Div.), page 291, changed.

(aa) **CEDAR POINT INDUSTRIAL TRACK****WINE—HERBERT**

Cedar Point Industrial Track between Wine and Herbert changed to Herbert Secondary Track of No Assigned Direction, controlled by Bowie.

Special Instruction **1151-D1** (Chesapeake Div.), page 251, changed and Note 9 will apply.

**Rule 110** in effect between Wine and Herbert.

Maximum speeds on Herbert Secondary Track as follows:

Wine and Mile Post 2—15 miles per hour.

Mile Post 2 and Herbert—30 miles per hour.

Special Instruction **1157-H1** (Chesapeake Div.), page 300, changed.

Class EF-25 and GF-25 engines are prohibited on Herbert Secondary Track and class GF-28A engines are restricted to 10 miles per hour between Wine and Mile Post 2.

Special Instruction **1160-A1c** (Chesapeake Div.), page 322, changed.

Cars having a combined weight of car and lading exceeding 220,000 pounds must not exceed a speed of 5 miles per hour over the Herbert Secondary Track between Wine and Mile Post 2.

Special Instruction **1160-B21** (Chesapeake Div.), page 334, changed.

Normal position of switch at Herbert is for movements from Herbert Secondary Track to Chalk Point Industrial track.

Special Instruction **1104-A1** (Chesapeake Div.), page 236, changed.

(bb) **POPE'S CREEK SECONDARY TRACK  
WINE**

Normal position of switch at Wine leading to Herbert Secondary Track is for movements from the Pope's Creek Secondary Track to the Herbert Secondary Track.

(cc) **CEDAR POINT INDUSTRIAL TRACK  
MOVEMENT OF CARS—MAXIMUM WEIGHT**

Cars exceeding a maximum weight of 220,000 pounds (car and lading), must not be accepted for movement over the Cedar Point Industrial Track.

Special Instruction **1160-B21** (Chesapeake Div.), page 334, changed.

(dd) **CURVES, BRIDGES, ETC. MAXIMUM SPEEDS  
MAIN LINE  
ANACOSTIA—VIRGINIA**

Northward freight trains on Nos. 2 and 3 tracks must not exceed a speed of 20 miles per hour between north limits of Virginia Interlocking and the south portal of Virginia Avenue Tunnel.

Special Instruction **1157-F1** (Chesapeake Div.), page 291, changed.

(ee) **MAXIMUM SPEEDS UNLESS OTHERWISE SPECIFIED  
SHELLPOT BRANCH  
BRIDGE—RAGAN**

Maximum speeds, unless otherwise specified, on No. 1 and No. 2 tracks:

Between	Passenger Trains Miles per Hour	Freight Trains Miles per Hour
Bridge and Ward	30	15
Ward and Ragan	30	30

Special Instruction **1157-C1** (Chesapeake Div.), page 276, changed.

(ff) **MAIN LINE  
ROCKVILLE—BANKS  
(Temporary Speed Restriction)**

Trains and engines on No. 4 Running track must not exceed a speed of 10 miles per hour between Rockville and Banks, account of track conditions.

Special Instruction **1157-H1** (Harrisburg Div.), page 301, changed.

(gg) **MAIN LINE  
HARRISBURG  
(Temporary Speed Restriction)**

Trains and engines on No. 11 track must not exceed a speed of 5 miles per hour between State and Harris, account of track conditions.

Special Instruction **1157-F1** (Harrisburg Div.), page 294, changed.

(hh) **WILLIAMSPORT BRANCH  
ROCKVILLE—HECKS  
(Temporary Speed Restriction)**

Trains and engines on A and B sidings must not exceed a speed of 5 miles per hour between Rockville and Hecks, account of track conditions.

Special Instruction **1157-H1** (Harrisburg Div.), page 301, changed.

(ii) **CUMBERLAND VALLEY BRANCH  
NEWVILLE—SHIPPENSBURG  
(Temporary Speed Restriction)**

Trains and engines on Main track must not exceed a speed of 25 miles per hour between Mile Post 35 and Mile Post 38, account of track conditions.

Special Instruction **1157-F1** (Harrisburg Div.), page 294, changed.

## (jj) CUMBERLAND VALLEY BRANCH

## PENNROAD—WOOD

(Temporary Speed Restriction)

Trains and engines on Main track must not exceed a speed of 25 miles per hour between Mile Post 45 and Mile Post 48, account of track conditions.

Special Instruction **1157-F1** (Harrisburg Div.), page 294, changed.

## (kk) SPECIAL INSTRUCTIONS GOVERNING OPERATION OF PASSENGER EQUIPMENT AUTHORIZED TO OPERATE AT SPEEDS IN EXCESS OF 80 MILES PER HOUR—CT4301

The following cars added to lists in CT4301:

P.R.R. cars that may operate up to 100 M.P.H.

Type	AAR Designation	PRR Class	Number
Diner	DA	D85	4525 and 4526, page 1.

Seaboard Coast Line railroad cars that may operate up to 100 M.P.H.

Type	Name or Number
Coach	5451 to 5480 incl., page 7.

(ll) BELVIDERE DELAWARE BRANCH  
BYRAM—FRENCHTOWN

Northward freight trains on Main track must not exceed a speed of 30 miles per hour between Signal B-308, located 4720 feet north of Mile Post 30 and Frenchtown.

Special Instruction **1157-F1** (New York Div.), page 288, changed.

(mm) MAIN LINE  
HAROLD—NEW YORK

Maximum speed for freight trains on Nos. 1, 2, 3 and 4 tracks between Harold and East River Tunnels changed to 20 miles per hour.

Special Instruction **1157-C1** (New York Div.), page 271, changed.

(nn) MAIN LINE  
HAROLD—NEW YORK

Maximum speed for passenger and freight trains on all tracks between 6th Avenue Portal and signal bridge 150 feet west of 10th Avenue Portal passenger 15, freight 8.

Special Instruction **1157-C1** (New York Div.), page 271, changed.

(oo) MAIN LINE  
BAY—UNION JUNCTION

Southward freight trains on No. 3 and No. 4 tracks must not exceed a speed of 25 miles per hour between the Home Signal, located 430 feet south of Mile Post 94 and North Portal of Union Tunnel.

Special Instruction **1157-F1** (Chesapeake Div.), page 291, changed.

This General Order is printed in Timetable No. 1 and will not be issued in sticker form.

**E. R. ADAMS,**  
General Superintendent.













