

PENN CENTRAL

* * *

EASTERN REGION

* * *

PHILADELPHIA DIVISION

CHESAPEAKE DIVISION

HARRISBURG DIVISION

* * *

TIMETABLE No. 2

**In effect 4:01 A. M., Eastern Standard Time
Sunday, December 1, 1968**

* * *

FOR THE GOVERNMENT OF EMPLOYEES ONLY

* * *

J. M. McGUIGAN
General Manager

E. R. ADAMS
General Superintendent—
Transportation

Division
Superintendents:

R. A. HERMAN
F. I. DOEBBER
P. F. SCHWARTZ

Divisions:

PHILADELPHIA
CHESAPEAKE
HARRISBURG

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2024



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005	75	043	85	306	91	344	99
305	75	343	85	308	92	046	99
007	76	045	85	310	92	346	99
307	76	345	86	012	93	048	100
009	76	347	86	312	92	348	100
309	77	349	86	014	93	050	101
011	77	351	87	314	93	350	101
311	77	353	87	316	93	052	101
013	77	055	87	018	94	352	101
313	78	355	87	318	93	054	101
315	78	357	88	020	95	354	102
317	79	059	88	320	94	356	102
319	79	359	89	022	95	058	102
321	79	361	89	322	95	358	103
023	79	363	89	024	96	060	104
323	80	365	89	324	95	360	103
325	80	367	89	026	96	362	104
027	81	369	74	328	96	064	105
327	81	371	75	028	97	364	105
029	81	373	75	328	96	366	105
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653	82	673	84	652	98	672	100
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659	83	679	85	658	99	678	101
661	83	681	85	660	99	680	101
663	83	683	85	662	99	682	101
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715	106	755	108	720	110	762	112
0715	106	757	108	722	111	764	112
717	106	759	108	0722	110	768	113
719	107	0759	108	724	111	0786	113
721	107	761	109	728	111	788	113
0723	107	763	109	0726	111	0768	113
725	107	765	109	728	111	770	112
727	107	0765	109	0728	111	0770	112
729	107	767	109	730	111	772	112
731	107	769	109	732	111	774	112
733	107	771	109	734	111	776	110
735	107	773	109	0736	111	778	110
737	107	779	108	738	111	780	110
739	107	781	108	740	111	782	111
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				744	112	0786	112

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805	74	843	78	804	90	842	94
807	74	845	78	808	91	844	94
809	75	847	78	810	91	846	94
811	75	849	78	812	91	848	94
813	75	851	79	814	91	850	95
815	75	853	79	818	91	852	95
817	75	855	79	818	91	854	95
819	75	857	79	820	92	856	95
821	76	859	79	822	92	858	95
823	76	861	79	824	92	860	95
825	76	863	79	826	92	862	96
827	76	865	80	828	93	864	96
829	77	867	80	830	93	866	96
831	77	869	80	832	93	868	97
833	77	871	81	834	93	870	90
835	77	873	75	836	93	872	96
837	77	875	80			874	95
		861	81				

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915	34	951	29
917	35	953	29
919	36	955	49
921	36	957	38
923	37	959	42
925	38	961	43
927	39	963	48
929	39	971	30
931	41	973	35
933	41	975	37
935	41		

NORTHWARD

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906	53	946	71
908	54	948	71
910	54	950	73
912	54	952	52
914	56	954	53
916	57	956	56
918	57	958	57
920	58	960	64
922	59	962	64
924	59	964	66
926	60	966	69
928	61	968	69
930	62	970	58
934	63	972	81
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CAMDEN-PEMBERTON-MOORESTOWN

SOUTHWARD

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985	105		
987	105		
989	105		

NORTHWARD

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988	104		
990	104		
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ATLANTIC CITY-PHILADELPHIA-CAPE MAY-OCEAN CITY-WILDWOOD

SOUTHWARD-EASTWARD

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1004	31		
1022	39		
1038	47		
1052	31		

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1031	67		
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3813	27	3835	40	3812	51	3834	64
3815	27	3837	42	3814	51	3836	67
3817	31	3839	42	3816	51	3840	70
3819	33	3841	44	3820	53	3842	72
3821	32	3845	45	3822	54	3846	63
3823	33	3847	45	3824	58	3850	70
3825	36	3849	48	3828	60	3858	67
3827	37	3851	47	3830	62	4202	55
3829	39	3853	51			4210	71
3831	38	4203	34				
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NOTE—Applies on pages 8 to 25, 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.**K** Indicates controlled by.**O** Indicates automatic interlocking.**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 road radio channel 1.

◆ Indicates road radio channel 2.

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

MAIN LINE—PHILADELPHIA DIVISION

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from New York	Sidings Assigned Direction Car Capacity 50 ft. Cars		
						West or North	East or South	Both
X	X	X-★		DIVISION POST (New Jersey Div.)	54.0			
X	X	X-★		MILLHAM	54.9			
				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			
				HOLMESBURG JCT.	77.2			
X	X	X-★		HOLMES	77.2			
				TACONY	78.2			
				WISSINOMING	79.3			
				BRIDESBURG	80.1			
X	X	X-★		FRANKFORD	80.9			
				FORD	81.2			
X	X	X-★		FRANKFORD JCT.	81.8			
				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			
X	P	P-★		BRYN MAWR	10.1			
				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	19.9			
				MALVERN	21.8			
				FRAZER	23.7			
X				GLEN R-Thorn	25.3			
				WHITFORD	28.2			
X				DOWNS R-Thorn	32.1			
X	X	X-★		DOWNTOWN	32.3			
				THORN	35.0			
X				THORNDALE	35.0			
				CALN R-Thorn	36.6			
				COATESVILLE	38.4			
X	X	X-★		POMEROY	41.9			
				PARK	43.9			
				PARKESBURG	44.2			

Note—The direction from Division Post (N. J. Div.) to Parkesburg is westward.

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from Jersey City	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
						West or North	East or South	Both
MAIN LINE—HARRISBURG DIVISION								
				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.....	94.5			
					R-State			
				MIDDLETOWN.....	94.7			
X	X	X-★		STATE.....	104.6			
				HARRISBURG.....	104.6			
X	X	X-★		HARRIS.....	104.8			
X	X	X-★		ROCKVILLE.....	109.9			
X	X	X-★		MARYSVILLE.....	112.0			
				BANKS.....	113.2			
				DIVISION POST (Allegheny Div.).....	113.3			

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

MAIN LINE—PHILADELPHIA AND CHESAPEAKE DIVISIONS

X	X	X-★		ARSENAL	2.1				
X	X	X-★		BRILL	4.2				
				DARBY	6.1				
				DIVISION POST (Ches. Div.)	6.3				
				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-★		HOOK	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-★		BELL	22.5				
				EDGE MOOR	24.0				
X				LANDLITH	25.4				
X	X	X-★		WILMINGTON	26.8				
X				WEST YARD	28.2				
X				RAGAN	29.5				
					R-Wilmington				

The direction from Arsenal to Ragan is southward.

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from Phila.	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
						West or North	East or South	Both
MAIN LINE — CHESAPEAKE DIVISION								
(Continued)								
				NEWPORT.....	30.6			
X	X	X-★		STANTON.....	33.0			
				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			
				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
				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			
				GLENNDALÉ.....	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 Newport to Washington is southward.

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 Dec. 25 and Jan. 1.
Bryn Mawr	6.30 A.M. to 10.30 P.M. Daily except Saturday, Sunday, Dec. 25 and Jan. 1.
Bowie	7.30 A.M., Monday to 3.30 P.M., Saturday, except Dec. 25, and Jan. 1.

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from Phila.	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
						West or North	East or South	Both
				MAIN LINE—CHESAPEAKE DIVISION	*			
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			
X				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.				
				MAIN LINE HARRISBURG—BUFFALO	*			
				(HARRISBURG DIVISION)				
X	X	X-★		ROCKVILLE.....				178
X				HECKS..... R-Rockville	90.6			127
X				STONE..... R-Rockville	94.0			
X				EAST FERRY.....	99.4			264
X				WEST FERRY.....	102.3			
				L. V. JUNCTION.....	111.9			
				MILLERSBURG.....	112.5			
X				EAST MILLER.....	113.3			265
X				WEST MILLER..... R-Kase	116.1			
				DALMATIA.....	122.3			
X				EAST BOYLES.....	127.1			300
X				WEST BOYLES.....	130.3			
				SELINGSGROVE JCT.....	133.7			
X				CREEK.....	138.0			
X	X			SF (Reading RR Crossing).....	138.4			
				SUNBURY.....	138.7			
					#			
				SUNBURY.....	287.5			
				HORN.....	287.3			
X	X	X-★		KASE.....	286.4			135
				NORTHUMBERLAND.....	285.6			329
X				MOLLY..... R-Kase	282.4			
				MONTANDON JCT.....	278.8			
				DIVISION POST (Williamsport Div.)	278.0			
				The direction from Rockville to Division Post (Williamsport Division) is westward.				
				*Distance from Baltimore.				
				#Distance from Erie.				

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
						East or North	West or South	Both
				BELVIDERE DELAWARE BRANCH	*			
				BELVIDERE DELAWARE SECONDARY TRACK				
				(PHILADELPHIA DIVISION)				
				TRENTON.....	0.0			
X	X	X-★		FAIR.....	0.3			
X	X	X-★		COALPORT.....	1.1			
X	X	X-★		MG.....	1.4			
				WARREN STREET (Trenton).....	1.4			
			X	WB.....	1.6			
			X	GW.....	6.1			130
				WASHINGTON CROSSING.....	9.3			
				TITUSVILLE.....	9.3			
			X	MOORE.....	10.4			
				LAMBERTVILLE.....	12.2			
				STOCKTON.....	16.1			51
			X	RK.....	19.5			126
				RAVEN ROCK.....	21.0			
				BYRAM.....	22.8			
X	P	P-★		FRENCHTOWN.....	23.9			
			X	MD.....	31.7			175
			X	MILFORD.....	34.9			49
			X	HD.....	35.2			
				RIEGELSVILLE.....	38.9			160
				CARPENTERVILLE.....	41.9			18
				LEAD SWITCH, KENT.....	45.4			
			X	KENT.....	47.7			
				PHILLIPSBURG.....	49.0			
			X	PG.....	50.7	66		
			X	HUDSON YARD.....	51.3			
			X	DY.....	52.7			
			X	MARTINS CREEK.....	54.2			
				CR.....	57.6			
				ROXBURG.....	58.2			90
		X		G.....	61.1			
				BELVIDERE.....	63.9			
					64.6			
				The direction from Trenton to Belvidere is northward.				
				*Controlled by MG when Frenchtown is not in service.				
				*Distance from Trenton.				

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 Dec. 25 and Jan. 1.

NOTE: Sundays and Dec. 25 and Jan. 1, 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.

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. Cars			
						East or North	West or South	Both	
				D. R. R. R. & B. CO. BRANCH	*				
				(PHILADELPHIA DIVISION)					
X	X	X-★		SHORE.....	8.2				
				FRANKFORD JUNCTION.....	8.5				
X	X	X-★		PA-NEW JERSEY STATE LINE.....	10.5				
X				JERSEY.....	11.0				
				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 Dec. 25 and Jan. 1.					
				CHESTNUT HILL BRANCH	*				
				(PHILADELPHIA DIVISION)					
X	X	X-★		NORTH PHILADELPHIA.....					
				WESTMORELAND.....	0.8				
				QUEEN LANE.....	2.2				
				CHELLEN 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.					
				*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.									
				RIVER LINE	*				
				(PHILADELPHIA DIVISION)					
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.					
				SUBURBAN LINE	*				
				(PHILADELPHIA DIVISION)					
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 Sta. to Penn Central-30th St. Sta. (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 Penn Central-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	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
						East or North	West or South	Both
				GRAYS FERRY BRANCH	*			
				(PHILADELPHIA DIVISION)				
X	X	X-★		ZOO.....				
X	X	X-★		ARSENAL.....	2.4			
				The direction from Zoo to Arsenal is southward.				
				*Distance from Zoo.				
				WEST CHESTER BRANCH	*			
				(PHILADELPHIA DIVISION)				
X	X	X-★		ARSENAL.....	2.1			
				FORTY-NINTH STREET.....	3.2			
				ANGORA.....	4.4			
				FERNWOOD-YEADON.....	5.4			
				LANSDOWNE.....	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			
X	X	X		MOYLAN-ROSE VALLEY.....	13.2			
				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.				
				WEST PHILADELPHIA ELEVATED BRANCH	*			
				(PHILADELPHIA DIVISION)				
X	X	X-★		ZOO.....				
X	X	X-★		ARSENAL.....	2.5			
X	X	X-★		BRILL.....	4.6			
				The direction from Zoo to Brill is southward.				
				*Distance from Zoo.				
				DELAWARE EXTENSION	*			
				(PHILADELPHIA DIVISION)				
X	X	X-★		ARSENAL.....				
X	X	X-★		PENROSE.....	1.9			
X	X	X-★		STADIUM.....	3.9			
X-O				PAY (B. & O. Crossing).....	5.7			
				The direction from Arsenal to Stadium is eastward.				
				*Distance from Arsenal.				

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
						East or North	West or South	Both
				36th STREET CONNECTION	*			
				(PHILADELPHIA DIVISION)				
X	X	X-★		ZOO.....				
X	X	X-★		PENN.....	5000ft			
				The direction from Zoo to Penn is eastward.				
				*Distance from Zoo.				

SCHUYLKILL BRANCH*
SCHUYLKILL SECONDARY TRACK

(PHILADELPHIA DIVISION)

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		
				END OF TRACK—(2633 Feet West of Mile Post 90).....				

NOTE—The direction from Valley to End of Track (2633 Feet West of Mile Post 90) is Westward.

*Distance from Suburban Station, Philadelphia.

				PHILADELPHIA AND THORNDALE BRANCH	*			
				(PHILADELPHIA DIVISION)				
X				DALE.....	R-Thorn			
X	X	X-★		THORN.....		10.4		
				The direction from Dale to Thorn is westward.				
				*Distance from Dale.				
				POMEROY SECONDARY TRACK	*			
				(PHILADELPHIA DIVISION)				
				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	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
						East or North	West or South	Both
				TRENTON BRANCH	*			
				(PHILADELPHIA DIVISION)				
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			
				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.				
				▼ In service on No. 2 track only.				
				+ In service on No. 1 track only.				
				*Distance from Glen.				
				PEMBERTON BRANCH	*			
				DIX RUNNING TRACK				
				(PHILADELPHIA DIVISION)				
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..... Dix	24.9			
				LEWIS..... Running	27.7			
				CAMP (U. T. Co.)..... Track	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 Dec. 25, Jan. 1.				
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	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
						East or North	West or South	Both
				BORDENTOWN BRANCH	*			
				BORDENTOWN SECONDARY TRACK				
				(PHILADELPHIA DIVISION)				
				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			
		X		BO..... R-Fair	26.7			
				BORDENTOWN.....	27.0			
				LALOR STREET (Trenton).....	31.7			
				HAMILTON AVE. (Trenton).....	32.7			
				TRENTON.....	33.1			
X	X	X-★		FAIR.....	33.4			
				The direction from Division Post (P.R.S.L.) to Fair is eastward.				
				*Distance from Division Post (P.R.S.L.).				
				OCTORARO SECONDARY TRACK	*			
				CHESTER CREEK SECONDARY TRACK				
				(CHESAPEAKE DIVISION)				
X	X	X-★		LAMOKIN.....	Chester Creek Secondary Track	0.8		
				UPLAND.....		7.2		
				WAWA.....				
				CONCORDVILLE.....	Octoraro Secondary Track	22.3		
				BRANDYWINE SUMMIT.....		24.1		
X-O				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	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
						East or North	West or South	Both
				COLUMBIA AND PORT DEPOSIT BRANCH	*			
				(CHESAPEAKE AND HARRISBURG DIVISIONS)				
X	X	X-★		PERRYVILLE.....	2.0			
X				MINNICK.....	3.2			
X				QUARRY }..... R-Perryville	4.5			
				TOME.....	4.7			
X				PORT DEPOSIT.....	7.4			
				WEST ROCK.....	10.0			
X				CONOWINGO.....	11.6			130
X				PILOT.....	13.0			
				WEST PILOT.....	14.7			
				PA.-MARYLAND STATE LINE.....	17.4			
				PEACH BOTTOM.....	20.3			
				FISHING CREEK.....	21.7			
X				MIDWAY..... R-Cola	25.0			
X				HOLTWOOD.....	25.7			
				McCALLS FERRY.....	26.8			
X				McCALLS.....	29.7			
				PEQUEA.....	31.9			
X				HARBOR.....	33.2			123
X				WEST HARBOR.....	38.2			
				DIVISION POST (Harrisburg Div.).....	38.8			
X				CRES (Hbg. Div.)..... R-Cola	40.3			
X				PORT..... R-Cola	44.0			
X	X	X-★		COLA.....				
				The direction from Perryville to Cola is westward.				
				*Distance from Perryville.				
				NORTHERN CENTRAL BRANCH	*			
				(CHESAPEAKE AND HARRISBURG DIVISIONS)				
				CALVERT.....	0.5			
X	X	X-★		HILLEN JUNCTION.....	0.8			
				UNION JUNCTION.....	1.0			
X	X	X-★		BALTIMORE.....	1.2			
X				B.&P. JUNCTION.....	2.1			
				MT. VERNON..... R-B. & P. Jct.	3.2		79	
				WOODBERRY.....	4.2			
				MELVALE.....	6.0			
				MT. WASHINGTON.....	10.5			
				LUTHERVILLE.....	11.7		60	
				TIMONIUM.....	13.5			
				TEXAS.....	14.7			67
				COCKEYSVILLE.....	20.4			
				GLENCOE.....	25.0			
				BLUE MOUNT.....	28.7			66
				PARKTON.....	34.3			
				FREELAND.....	35.6			
				DIVISION POST (Harrisburg Div.).....	37.1			53
				PA.-MARYLAND STATE LINE.....	38.6			
				NEW FREEDOM.....	41.0			
				SHREWSBURY.....	41.8			
				SEITZLAND.....	44.9			
				GLEN ROCK.....	47.0			51
				SEITZVILLE.....	54.6			
				SMYSER.....	55.7			
				HYDE.....	57.2			86
X	X	X-★		GRANTLEY.....	58.5			
				YORK.....	61.6			
				LOUCKS.....	64.9			62
				EMIGSVILLE.....	66.7			
				MT. WOLF.....	68.5			
				WAGO JUNCTION.....	69.9			
X	X	X-★		YORK HAVEN.....				
				CLY.....				
				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	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
						East or North	West or South	Both
				PORTER BRANCH	*			
				DELMARVA BRANCH				
				SEAFORD SECONDARY TRACK				
				POCOMOKE SECONDARY TRACK				
				(CHESAPEAKE DIVISION)				
				FARNHURST.....	4.0			
				TASKER.....	6.5			
				STATE ROAD.....	9.0			
				BEAR.....	11.7			
				PORTER.....	14.4			
					**			
				DAVIS.....	5.0			
				GLASGOW.....	6.3			
				PORTER.....				
					*			
				PORTER.....	14.4			
				CANAL MOVABLE BRIDGE.....	18.3			
				MT. PLEASANT.....	20.6			
				MIDDLETOWN.....	24.8			
				TOWNSEND.....	29.0			
				CLAYTON.....	36.8			
				CHESWOLD.....	42.4			
				DOVER.....	47.4			
				WYOMING.....	50.7			
				FELTON.....	58.3			
				HARRINGTON.....	64.4	144	119	159
				GREENWOOD.....	72.4			
				BRIDGEVILLE.....	77.0			
				SEAFORD.....	84.1			
				SEAFORD MOVABLE BRIDGE.....	84.2			
				LAUREL MOVABLE BRIDGE.....	90.4			
				LAUREL.....	90.6			
				HEARN.....	95.3			
				DELMAR.....	97.3			

				DELMAR.....	0.0			
				DELAWARE-MARYLAND STATE LINE.....	2.2			
				PATTON.....	5.9			
				SALISBURY.....	9.7			
				FRUITLAND.....	19.0			
				PRINCESS ANNE.....	21.6			
				KINGS CREEK.....	30.6			
				CASSATT.....	30.9			
				POCOMOKE.....	35.8			
				MARYLAND-VIRGINIA STATE LINE.....	37.3			
				NEW CHURCH.....	48.8			
				BLOXOM.....	52.4			
				PARKSLEY.....	53.0			
				TASLEY.....	59.7			
				ONLEY.....	65.2			
				KELLER.....	67.7			
				PAINTER.....	72.0			
				EXMORE.....	76.3			
				NASSAWADOX.....	81.9			
				MACHIPONGO.....	86.0			
				EASTVILLE.....	88.8			
				END OF BLOCK—BEGIN BLOCK.....				
				The direction from Wilmington to end of block is southward.				
				*Distance from Wilmington.				
				**Distance from Davis.				
				***Distance from Delmar.				
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	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
						East or North	West or South	Both
				POPE'S CREEK SECONDARY TRACK	*			
				(CHESAPEAKE DIVISION)				
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			
			X	CHELTENHAM.....	22.1			
				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	WOODZELL.....	45.6			
				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 Dec. 25 and Jan. 1.				
				SHELLPOT BRANCH	*			
				(CHESAPEAKE DIVISION)				
X	X	X-★		BRIDGE.....				
X-O				READ.....	1.2			
X-O				WARD.....	1.7			
X				RAGAN..... R-Wilmington	3.3			
The direction from Bridge to Ragan is southward.								
*Distance from Bridge								
				SHELLPOT SECONDARY TRACKS	*			
				(CHESAPEAKE DIVISION)				
X	X	X-★		BELL.....				
				EDGE MOOR.....	1.4			
X	X	X-★		SWITCH BOX No. 6.....	2.9			
				BRIDGE.....	3.6			
The direction from Bell to Bridge is southward.								
*Distance from Bellevue.								
				NEW CASTLE SECONDARY TRACK	*			
				(CHESAPEAKE DIVISION)				
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.				
				CRISFIELD SECONDARY TRACK	*			
				(CHESAPEAKE DIVISION)				
			X	KINGS CREEK.....				
				LONDON..... K-Cassatt	0.5			
				WESTOVER.....	2.9			
			X	MARION..... K-Cassatt	10.1			
				CRISFIELD.....	14.5			
			X	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.								

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
						East or North	West or South	Both
				D.M.&V. SECONDARY TRACK	*			
				(CHESAPEAKE DIVISION)				
X	P	P-★		HARRINGTON.....				
			X	HOUSTON..... K-Harrington	4.3			
			X	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			
			X	FRANKFORD.....	14.9			
				SELBY..... K-Harrington	18.5			
				SELBYVILLE.....	18.6			
				DELAWARE-MARYLAND				
				STATE LINE.....	19.2			
				BERLIN.....	27.7			
			X	IRON..... K-Harrington	30.5			
			X	SNOW..... K-Harrington	41.7			
				SNOW HILL.....	41.8			
				The direction from Harrington to Snow Hill is southward.				
				*Distance from Harrington.				
				**Distance from Georgetown.				
				CHESTERTOWN SECONDARY TRACK	*			
				(CHESAPEAKE DIVISION)				
			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.				
				CAMBRIDGE SECONDARY TRACK	*			
				(CHESAPEAKE DIVISION)				
X	P	P-★		SEAFORD.....				
			X	COKE..... K-Seaford	1.2			
				DELAWARE-MARYLAND				
				STATE LINE.....	5.7			
				FEDERALSBURG.....	9.7			
			X	FED..... K-Seaford	9.8			
			X	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				
				OXFORD SECONDARY TRACK	*			
				(CHESAPEAKE DIVISION)				
X	P	P-★		CLAYTON.....				
			X	HART..... K-Clayton	9.6			
				DELAWARE-MARYLAND				
				STATE LINE.....	13.7			
				GREENSBORO.....	23.8			
			X	PET..... K-Clayton	23.9			
				QUEEN ANNE.....	32.4			
			X	ANNE..... K-Clayton	32.4			
				CORDOVA.....	36.1			
			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	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
						East or North	West or South	Both
				CENTREVILLE SECONDARY TRACK	*			
				(CHESAPEAKE DIVISION)				
				TOWNSEND.....				
				DELAWARE-MARYLAND STATE LINE.....	5.2			
			X	MASSE..... K-Clayton	9.2			
				MASSEY.....	9.2			
			X	SUDLERSVILLE..... K-Clayton	17.9			
				SUDS.....	18.0			
				PRICE.....	26.8			
				CENTREVILLE.....	34.9			
				The direction from Townsend to Centreville is southward.				
				*Distance from Townsend.				
				NEW HOLLAND SECONDARY TRACK	*			
				(HARRISBURG DIVISION)				
				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.				
				ATGLEN AND SUSQUEHANNA BRANCH	*			
				(HARRISBURG DIVISION)				
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 Jet. 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.				
				COLUMBIA BRANCH	*			
				(HARRISBURG DIVISION)				
X	X	X-★		CORK.....	68.1			
X	X	X-★		MOUNTVILLE.....	75.6			
				COLA.....	80.1			
X				COLUMBIA (A. & S. {	80.1			
				SHOCKS.....} Branch) { R-Cola	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			
				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	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
						East or North	West or South	Both
				YORK HAVEN LINE	*			
				(HARRISBURG DIVISION)				
				WAGO JUNCTION.....	66.7			
X	X	X-★		YORK HAVEN.....	68.5			
				CLY.....	69.6			175
X	X	X-★		NEW CUMBERLAND.....	81.2			
X	X	X-★		LEMO†.....	83.2			
				STELL..... R-Day	84.2			
				DAY.....	85.8			
				The direction from Wago Junction to Day is westward.				
				†In service for No. 1 and No. 2 tracks only.				
				*Distance from Calvert Sta. Baltimore.				
				CUMBERLAND VALLEY BRANCH	*			
				WINCHESTER SECONDARY TRACK				
				(HARRISBURG DIVISION)				
X	X	X-★		HARRISBURG.....				
X	X	X-★		STATE.....				
				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			
X	X	X-★		SHIPPENSBURG.....	40.8			
		X		PENNRoad.....	41.8			198
				WOOD..... R-Pennroad	50.3			272
				CHAMBERSBURG.....	51.6			
				SOUTH PENN JUNCTION.....	59.1			
				GREEN CASTLE.....	63.3			57
				PENNA.-MARYLAND STATE LINE.....				
				MAUGANSVILLE.....	68.2			
X	X	X-★		TOWN—(W. M. Rwy. Crossing).....	70.5			
				HAGERSTOWN.....	73.7	171		
				HAGER—(W. M. Rwy. Crossing).....	74.2			55
X	X	X-★		WILLIAMSPORT.....	74.8			
				MD.-W. VA. STATE LINE.....	80.6			
		X		POT..... K-Hager	82.3			
				CV-87.....	83.8			114
		X		GARD..... K-Hager	86.7			
				BERKELEY.....	89.8			
				MARTINSBURG.....	89.9			
				TABLERS.....	93.0			
				INWOOD..... K-Hager	98.2			
		X		CLEAR BROOK.....	102.4			
				WINCHESTER.....	109.2			
					115.9			
				The direction from State to Winchester is southward.				
				*Distance from Harrisburg.				
				MONTANDON SECONDARY TRACK				
				(HARRISBURG DIVISION)	*			
X				MONTANDON (Main Line).....				
				LEWISBURG.....	1.6			
				UR (Reading RR Crossing)..... R-MU				
				(READING R.R.).....	1.8			
				MIFFLINBURG.....	10.8			
				END OF TRACK.....	11.6			
				The direction from Montandon to end of track is westward.				
				*Distance from Montandon.				

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
						East or North	West or South	Both
				DILLSBURG SECONDARY TRACK	*			
				(HARRISBURG DIVISION)				
				DILLSBURG JUNCTION.....				
				DILLSBURG.....	16.4			
				The direction from Dillsburg Junction to Dillsburg is southward.				
				*Distance from Harrisburg.				
				WAYNESBORO SECONDARY TRACK	*			
				(HARRISBURG DIVISION)				
				WOOD.....				
				WAYNESBORO.....	18.4			
				The direction from Wood to Waynesboro is southward.				
				*Distance from Wood.				
				MERCERSBURG SECONDARY TRACK	*			
				(HARRISBURG DIVISION)				
				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.				
				LEBANON SECONDARY TRACK	*			
				(HARRISBURG DIVISION)				
				CONEWAGO.....				
				LAWN.....	7.8			
				SUMMIT.....	14.0			
				CORNWALL.....	16.1			
				LEBANON.....	21.2			
				The direction from Conewago to Lebanon is eastward.				
				*Distance from Conewago.				
				FREDERICK SECONDARY TRACK	*			
				(HARRISBURG DIVISION)				
X	X	X-★		YORK.....	13.1			
				WEST YORK.....	14.8			63
			X	PAL..... K-York	16.4			
				GRAYBILL.....	18.1			
				BAIR.....	20.1			
			X	SPRING GROVE.....	23.2			45
				SPRING..... K-York	24.0			
				HANOVER.....	31.7			45
			X	FISH..... K-York	32.1			
			X	LITTLE..... K-York	38.7			
				LITTLESTOWN.....	38.8			7
				PENNA. - MARYLAND STATE LINE	41.1			
				TANEYTOWN.....	46.5			14
			X	TANEY..... K-York	46.5			
				KEYMAR.....	51.9			
				KEYMAR SIDING.....	52.2			28
				JCT. UNION BRIDGE TRACK	52.3			
				LEGORE.....	57.3			
			X	WOOD..... K-York	58.4			
				WOODSBORO.....	58.4			12
				WALKERSVILLE.....	62.8			
			X	FRED..... K-York	68.0			
				FREDERICK.....	68.8			
				The direction from York to Frederick is southward.				
				*Distance from Columbia.				

Frederick Secondary Track

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. Cars			
						East or North	West or South	Both	
				WILKES-BARRE BRANCH					
				(HARRISBURG DIVISION)	*				
				WILKES-BARRE.....	62.8				
				HART.....	61.6				
				DIVISION STREET.....	60.9				
				BUTTONWOOD.....	59.7				
	X-★								Yard Tracks
X		X		LOG.....R-Buttonwood	59.2				
X		X		LOMIS.....R-Hunlock	56.4				
				NANTICOKE.....	55.9				
				EAGLE.....	54.8				
				HONEY POT.....	53.5				
X	X	X		HUNLOCK.....	52.4				
				WAPWALLOPEN.....	41.2				
				NESCOPECK.....	35.7				270
				EAST BLOOMSBURG.....	23.3				
X	X	X		NORCA (Reading RR Crossing).....	21.2				109
				CA JUNCTION.....	19.7				
				SOUTH DANVILLE.....	10.9				
X	X	X		KIPS.....	9.5	59	159		
X	X	X-★		BANKS.....	1.8				
				KASE (Main Line).....					
				The direction from Kase to Wilkes-Barre is eastward.					
				*Distance from Kase.					
				L. V. JUNCTION SECONDARY TRACK					
				(HARRISBURG DIVISION)	*				
				L. V. JUNCTION (Main Line).....					
				ELIZABETHVILLE.....	8.5				
				LYKENS.....	14.7				
				The direction from L. V. Junction is westward.					
				*Distance from L. V. Jct.					
				SELINGSGROVE SECONDARY TRACK					
				(HARRISBURG DIVISION)	*				
				END OF BLOCK.....	29.9				
				MIDDLEBURG.....	33.0				
			X	SAL.....K-Kase	42.8				
				SELINGSGROVE.....	43.3				
				SELINGSGROVE JCT. (Main Line)....	44.6				
				The direction from Selingsgrove Junction is westward.					
				*Distance from Lewistown.					
				SHAMOKIN SECONDARY TRACK					
				(HARRISBURG DIVISION)	*				
X	X	X-★		KASE (Main Line).....					
				EAST SUNBURY.....	0.8				
			X	CROWL.....K-Kase	11.6				
				PAXINOS.....	13.4				
				WEIGH SCALES.....	16.0				
				SHAMOKIN.....	18.8				
			X	LUKE.....K-Kase	19.7				57
				SCOTT.....	20.9				
				LOCUST.....	24.1				
			X	STATE†.....K-Kase	24.9				
				SAGON.....	25.8				
				MT. CARMEL.....	27.1				
				The direction from Kase is eastward.					
				†For westward trains only.					
				*Distance from Kase.					

NEW YORK TO WASHINGTON

STATIONS	FIRST CLASS			
	● 901	195	±● 235	● 561
	Daily Ex. Mon. A. M.	Mail and Express Daily Ex. Sun. P. M.	Daily A. M.	A. M.
NEW YORK		E 11.10	\$12.05	
MILLHAM		12.21	1.06	
TRENTON		E 12.23	\$ 1.10	\$ 1.15
MORRISVILLE				
LEVITTOWN-TULLEYTOWN				\$ 1.22
GRUNDY		12.38	1.19	
BRISTOL				\$ 1.27
CROYDON				\$ 1.32
EDDINGTON				
CORNWELLS HEIGHTS				\$ 1.36
ANDALUSIA				
TORRESDALE				\$ 1.41
HOLMESBURG JCT.		12.48	1.29	\$ 1.45
TACONY	Will Not Run Dec. 26 Jan. 2			\$ 1.46
WISSINOMING				\$ 1.47
BRIDESBURG				
FRANKFORD				
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.				
SHORE		12.50	1.34	1.53
NORTH PHILA.		12.54	D 1.39	\$ 1.58
ZOO		12.58	1.44	2.03
SUBURBAN STATION	\$12.50			
PHILA.- 30th ST.	Lower Level Upper Level Lower Level	E 1.07 # 1.30	\$ 1.49	\$ 2.07
SUBURBAN STATION				\$ 2.11
ARSENAL	12.56	1.33		
BRILL	12.59	1.36		
DARBY	\$ 1.01			
CURTIS PARK	\$ 1.02			
SHARON HILL	\$ 1.03			
FOLCROFT	\$ 1.04			
GLENOLDEN	\$ 1.06			
NORWOOD	\$ 1.07			
MOORE	\$ 1.09			
RIDLEY PARK	\$ 1.11			
CRUM LYNNE	\$ 1.13			
BALDWIN	1.15	1.43		
EDDYSTONE				
CHESTER	\$ 1.19			
LAMOKIN ST.				
HIGHLAND AVE.	\$ 1.23			
TRAINER				
MARCUS HOOK	\$ 1.27			
NAAMAN				
CLAYMONT	\$ 1.32			
BELL	1.37	1.52		
EDGE MOOR				
WILMINGTON	\$ 1.45	E 1.57		
WEST YARD		2.07		
DAVIS		2.15		
NEWARK	MU			MU
PERRYVILLE		2.32		
ABERDEEN				
EDGEWOOD		2.46		
BAY		2.59		
UNION JUNCTION		3.04		
BALTIMORE		E 3.23		
EDMONDSON				
FREDERICK ROAD				
HALETHORPE				
ODENTON		3.40		
JERICHO PARK				
BOWIE		3.45		
SEABROOK				
LANHAM				
LANDOVER		3.52		
CHEVERLY				
NEW YORK AVE. (W.T.)		4.02		
WASHINGTON		E 4.06		
	A. M.	A. M.	A. M.	A. M.

FIRST CLASS

	● 11 Mail and Express Daily A. M.	±● 3811 Daily Ex. Sat. & Sun. A. M.	191 Mail and Express Daily A. M.	● 3813 A. M.	◇ 177 Daily Ex. Sun. A. M.	±● 3815 Daily Ex. Sun. A. M.	±● 501 Daily Ex. Sun. A. M.
		\$12.15	E12.30	\$ 1.10	\$ 3.23	\$ 4.50	
	1.24	1.41	1.36	2.30	4.22	6.07	
	1.27	\$ 1.44	1.39	\$ 2.33	\$ 4.24	\$ 6.10	\$ 6.13
							\$ 6.20
	1.37		1.48		4.36		\$ 6.24
							\$ 6.27
							\$ 6.30
							\$ 6.33
	1.51		1.58		4.46		\$ 6.38
							\$ 6.39
							\$ 6.40
							\$ 6.41
							W 6.43
							\$ 6.45
	2.00		2.03		4.52		6.46
	2.06		2.07		\$ 4.57		\$ 6.51
	2.13		2.16		5.05		6.55
			E 2.21		\$ 5.09		
			# 2.45		# 5.19		\$ 6.58
							\$ 7.02
			2.48		5.22		
			2.51		5.25		
				Will Run Sat., Sun. and Dec. 25 Jan. 1			
			2.58		5.32		
			3.07		5.41		
			E 3.12		\$ 5.46		
			3.20		5.52		
			3.28		6.00		
		MU		MU		MU	MU
			3.43		6.16		
			3.56		Y 6.24		
			4.09		6.34		
			4.15		6.47		
			E 4.35		6.53		
					\$ 7.03		
			4.53		7.21		
			5.00		7.28		
			5.06		7.35		
			5.12		7.42		
			E 5.15		\$ 7.45		
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

NEW YORK TO WASHINGTON

STATIONS	FIRST CLASS			
	☛● 405	☛● 1000	☛● 503	☛● 505
	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sun. A. M.
NEW YORK				
MILLHAM				
TRENTON			\$ 6.42	\$ 7.02
MORRISVILLE				
LEVITTOWN-TULLEYTOWN			\$ 6.50	\$ 7.09
GRUNDY				
BRISTOL			\$ 6.55	\$ 7.15
CROYDON			\$ 6.58	\$ 7.19
EDDINGTON				
CORNWELLS HEIGHTS			\$ 7.01	\$ 7.25
ANDALUSIA				W 7.27
TORRESDALE			\$ 7.05	\$ 7.31
HOLMESBURG JCT.			\$ 7.08	\$ 7.35
TACONY				\$ 7.37
WISSINOMING				\$ 7.39
BRIDESBURG				\$ 7.41
FRANKFORD				W 7.43
UTICA AVENUE		\$ 6.45		
JERSEY		6.54		
FRANKFORD JCT.				\$ 7.45
SHORE		7.02	7.13	7.46
NORTH PHILA.		D 7.07	\$ 7.19	\$ 7.54
ZOO		7.12	7.23	7.57
SUBURBAN STATION				
PHILA.- 30th ST.	{ Lower Level Upper Level Lower Level	\$ 7.17		
			\$ 7.27	\$ 8.01
SUBURBAN STATION			\$ 7.31	\$ 8.05
ARSENAL				
BRILL				
DARBY				
CURTIS PARK				
SHARON HILL				
FOLCROFT				
GLENOLDEN				
NORWOOD				
MOORE				
RIDLEY PARK				
CRUM LYNNE				
BALDWIN				
EDDYSTONE				
CHESTER				
LAMOKIN ST.				
HIGHLAND AVE.				
TRAINER				
MARCUS HOOK				
NAAMAN				
CLAYMONT				
BELL				
EDGE MOOR				
WILMINGTON				
WEST YARD				
DAVIS				
NEWARK	MU		MU	MU
PERRYVILLE				
ABERDEEN				
EDGEWOOD				
BAY				
UNION JUNCTION				
BALTIMORE	\$ 6.20			
EDMONDSON	\$ 6.27			
FREDERICK ROAD	\$ 6.31			
HALETHORPE	\$ 6.35			
ODENTON	\$ 6.49			
JERICO PARK	\$ 6.57			
BOWIE	\$ 7.02			
SEABROOK	\$ 7.07			
LANHAM	\$ 7.09			
LANDOVER	\$ 7.13			
CHEVERLY	\$ 7.17			
NEW YORK AVE. (W.T.)	7.24			
WASHINGTON	\$ 7.27			
	A. M.	A. M.	A. M.	A. M.

WESTWARD-SOUTHWARD

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[illegible]

NEW YORK TO WASHINGTON

STATIONS	FIRST CLASS				
	☛ 131	● 971	☛ 909	☛ 507	☛ 1002
	Daily Ex. Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$ 6.30				
MILLHAM	7.29				
TRENTON	\$ 7.32			\$ 7.35	
MORRISVILLE					
LEVITTOWN-TULLEYTOWN				\$ 7.42	
GRUNDY	7.41				
BRISTOL				\$ 7.46	
CROYDON				\$ 7.49	
EDDINGTON					
CORNWELLS HEIGHTS				\$ 7.52	
ANDALUSIA					
TORRESDALE				\$ 7.56	
HOLMESBURG JCT.	7.51			8.01	
TACONY					
WISSINOMING					
BRIDESBURG					
FRANKFORD					
UTICA AVENUE					\$ 7.45
JERSEY					7.55
FRANKFORD JCT.					
SHORE	7.56			8.05	8.04
NORTH PHILA.	\$ 8.00			8.08	\$ 8.10
ZOO	8.04			8.12	8.15
SUBURBAN STATION		\$ 8.15	\$ 8.15		
PHILA.- 30th ST.	Lower Level Upper Level Lower Level	\$ 8.18	\$ 8.18	\$ 8.15	\$ 8.20
SUBURBAN STATION	\$ 8.10			\$ 8.19	
ARSENAL	8.13	8.21	8.21		
BRILL	8.16	8.24	8.24		
DARBY		\$ 8.26	\$ 8.26		
CURTIS PARK		\$ 8.27	\$ 8.28		
SHARON HILL		\$ 8.28	\$ 8.30		
FOLCROFT		\$ 8.29	\$ 8.32		
GLENOLDEN		\$ 8.31	\$ 8.34		
NORWOOD		\$ 8.32	\$ 8.36		
MOORE		\$ 8.33	\$ 8.38		
RIDLEY PARK		\$ 8.35	\$ 8.40		
CRUM LYNNE		\$ 8.36	\$ 8.42		
BALDWIN	8.23	8.37	\$ 8.43		
EDDYSTONE		\$ 8.38	\$ 8.45		
CHESTER		\$ 8.40	\$ 8.47		
LAMOKIN ST.		8.42			
HIGHLAND AVE.			\$ 8.51		
TRAINER					
MARCUS HOOK			\$ 8.55		
NAAMAN					
CLAYMONT			\$ 8.58		
BELL	8.32		9.02		
EDGE MOOR					
WILMINGTON	\$ 8.38		\$ 9.10		
WEST YARD	8.41				
DAVIS	8.49				
NEWARK		MU	MU	MU	
PERRYVILLE	9.05				
ABERDEEN					
EDGEWOOD	9.19				
BAY	9.32				
UNION JUNCTION					
BALTIMORE	\$ 9.39				
EDMONDSON					
FREDERICK ROAD					
HALETHORPE					
ODENTON	9.58				
JERICO PARK					
BOWIE	10.04				
SEABROOK					
LANHAM					
LANDOVER	10.10				
CHEVERLY					
NEW YORK AVE. (W.T.)	10.17				
WASHINGTON	\$10.20				
	A. M.	A. M.	A. M.	A. M.	A. M.

WESTWARD-SOUTHWARD

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[illegible]

NEW YORK TO WASHINGTON

STATIONS	FIRST CLASS			
	25	● 911	● 3821	● 111
	Daily	Daily	Saturday Only	Daily
	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$ 7.35		\$ 7.51	\$ 8.00
MILLHAM	8.32		9.13	8.56
TRENTON	\$ 8.35		\$ 9.16	\$ 8.59
MORRISVILLE				
LEVITTOWN-TULLEYTOWN				
GRUNDY	8.47			9.07
BRISTOL				
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.	8.57			9.17
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.				
SHORE	9.02			9.22
NORTH PHILA.	\$ 9.06			\$ 9.26
ZOO	9.19			9.30
SUBURBAN STATION		\$ 9.10		
PHILA.- 30th ST. { Lower Level		\$ 9.13		\$ 9.35
{ Upper Level				# 9.39
{ Lower Level				
SUBURBAN STATION				
ARSENAL		9.16		9.42
BRILL		9.19		9.45
DARBY		\$ 9.21		
CURTIS PARK		\$ 9.22		
SHARON HILL		\$ 9.23		
FOLCROFT		\$ 9.24		
GLENOLDEN		\$ 9.26		
NORWOOD		\$ 9.27		
MOORE		\$ 9.28		
RIDLEY PARK		\$ 9.30		
CRUM LYNNE		\$ 9.31		
BALDWIN		\$ 9.32		9.53
EDDYSTONE				
CHESTER		\$ 9.35		
LAMOKIN ST.		9.36		
HIGHLAND AVE.		\$ 9.39		
TRAINER				
MARCUS HOOK		\$ 9.42		
NAAMAN				
CLAYMONT		\$ 9.45		
BELL		9.48		10.02
EDGE MOOR				
WILMINGTON		\$ 9.55		\$10.08
WEST YARD				10.11
DAVIS				10.19
NEWARK		MU	MU	
PERRYVILLE				10.35
ABERDEEN				
EDGEWOOD				10.49
BAY				11.02
UNION JUNCTION				
BALTIMORE				\$11.09
EDMONDSON				
FREDERICK ROAD				
HALETHORPE				
ODENTON				11.28
JERICO PARK				11.33
BOWIE				
SEABROOK				
LANHAM				
LANDOVER				11.40
CHEVERLY				
NEW YORK AVE. (W.T.)				11.47
WASHINGTON				\$11.50
	A. M.	A. M.	A. M.	A. M.

WESTWARD-SOUTHWARD

[illegible]

NEW YORK TO WASHINGTON

STATIONS	FIRST CLASS			
	● 115	● 915	◇ 127	● 4203
	Daily	Daily	Daily	
	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$ 9.30		P10.00	\$ 9.45
MILLHAM	10.26		10.57	11.02
TRENTON	\$10.31		P11.00	\$11.05
MORRISVILLE				
LEVITTOWN-TULLEYTOWN				
GRUNDY	10.40		11.09	
BRISTOL				
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.	10.50		11.19	
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.				
SHORE	10.55		11.24	
NORTH PHILA.	\$11.00		P11.29	
ZOO	11.04		11.34	
SUBURBAN STATION		\$11.10		
PHILA.- 30th ST.	Lower Level \$11.10 Upper Level \$11.13 Lower Level #11.17			
SUBURBAN STATION			P11.39	
ARSENAL	11.20	11.16	11.42	
BRILL	11.23	11.19	11.45	
DARBY		\$11.21		
CURTIS PARK		\$11.22		
SHARON HILL	Last Trip \$11.23 Dec. 12		First Trip \$11.24 Dec. 13	
FOLCROFT		\$11.24		
GLENOLDEN		\$11.26		
NORWOOD		\$11.27		
MOORE		\$11.28		
RIDLEY PARK		\$11.30		
CRUM LYNNE		\$11.31		
BALDWIN	11.30	11.32	11.52	
EDDYSTONE		\$11.33		
CHESTER		\$11.35		
LAMOKIN ST.		11.37		
HIGHLAND AVE.		\$11.39		
TRAINER				
MARCUS HOOK		\$11.42		
NAAMAN				
CLAYMONT		\$11.45		
BELL	11.39	11.48	12.02	
EDGE MOOR				
WILMINGTON	\$11.45	\$11.55	P12.08	
WEST YARD	11.48		12.11	
DAVIS	11.56		12.19	
NEWARK		MU		MU
PERRYVILLE	12.12		12.36	
ABERDEEN				
EDGEWOOD	12.26		12.50	
BAY	12.40		1.03	
UNION JUNCTION				
BALTIMORE	\$12.47		P 1.09	
EDMONDSON				
FREDERICK ROAD				
HALETHORPE				
ODENTON	1.06		1.28	
JERICHO PARK				
BOWIE	1.11		1.33	
SEABROOK				
LANHAM				
LANDOVER	1.18		1.40	
CHEVERLY				
NEW YORK AVE. (W.T.)	1.27		1.47	
WASHINGTON	\$ 1.30		\$ 1.50	
	P. M.	A. M.	P. M.	A. M.

FIRST CLASS							
	● 517	● 973	±● 917	● 121	● 519	◇ 107	● 563
	Daily	Saturday Only	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat.	Daily	Saturday Only
	A. M.	P. M.	P. M.	A. M.	P. M.	A. M.	P. M.
				\$11.00		P11.15	
				11.56		12.13	
	\$11.10			\$12.00	\$12.10	P12.17	\$12.40
	\$11.16			12.08	\$12.15	12.26	\$12.46
	\$11.20				\$12.19		\$12.49
	\$11.23				\$12.22		\$12.52
	\$11.26				\$12.25		\$12.55
	\$11.29				\$12.28		\$12.58
	\$11.34			12.18	\$12.33	12.36	\$ 1.03
	\$11.35				\$12.34		\$ 1.04
	\$11.36				WW 12.35		\$ 1.05
	Q11.37				WW 12.36		\$ 1.06
	\$11.41				\$12.40		\$ 1.10
	11.42			12.23	12.41	12.41	1.11
	\$11.47			\$12.27	\$12.47	P12.46	\$ 1.16
	11.50			12.31	12.51	12.51	1.21
		\$12.10	\$12.10				
				\$12.36			
	\$11.54	\$12.13	\$12.13	#12.38	\$12.54	P12.56	\$ 1.24
	\$11.58				\$12.58		\$ 1.28
		12.16	12.16	12.41		12.59	
		12.19	12.19	12.44		1.02	
		\$12.21	\$12.21				
		\$12.22	\$12.22				
		\$12.23	\$12.23				
		\$12.24	\$12.24				
		\$12.26	\$12.26				
		\$12.27	\$12.27			First Trip	
		\$12.28	\$12.28			Dec. 13	
		\$12.30	\$12.30			Last Trip	
		\$12.31	\$12.31			Apr. 15	
		12.32	12.32	12.51		1.10	
		\$12.33	\$12.33				
		\$12.35	\$12.35				
		12.37	\$12.37				
			\$12.39				
			\$12.42				
			\$12.45				
			12.48	1.00		1.19	
			\$12.55	\$ 1.06		P 1.25	
				1.09		1.28	
				1.17		1.36	
	MU	MU	MU	1.33	MU	1.52	MU
				1.48		2.04	
				2.02		2.18	
				\$ 2.08		P 2.25	
				2.27		2.44	
				2.32		2.49	
				2.39		2.56	
				2.47		3.02	
				\$ 2.50		P 3.05	
	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

NEW YORK TO WASHINGTON

STATIONS	FIRST CLASS			
	● 211	● 3825	● 919	✱● 921
	Daily	Saturday Only	Daily	Daily Ex. Sat. & Sun.
	A. M.	A. M.	P. M.	P. M.
NEW YORK	\$11.45	\$11.55		
MILLHAM	12.47	1.14		
TRENTON	\$12.50	\$ 1.17		
MORRISVILLE				
LEVITTOWN-TULLEYTOWN				
GRUNDY	12.59			
BRISTOL				
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.	1.10			
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.				
SHORE	1.15			
NORTH PHILA.	D 1.20			
ZOO	1.25			
SUBURBAN STATION			\$ 1.10	\$ 2.05
PHILA.-30th ST. { Lower Level	\$ 1.30			
{ Upper Level			\$ 1.13	\$ 2.08
{ Lower Level				
SUBURBAN STATION				
ARSENAL			1.16	2.11
BRILL			1.19	2.13
DARBY			\$ 1.21	\$ 2.15
CURTIS PARK			\$ 1.22	\$ 2.17
SHARON HILL			\$ 1.23	\$ 2.19
FOLCROFT			\$ 1.24	\$ 2.21
GLENOLDEN			\$ 1.26	\$ 2.23
NORWOOD			\$ 1.27	\$ 2.25
MOORE			\$ 1.28	\$ 2.27
RIDLEY PARK			\$ 1.30	\$ 2.29
CRUM LYNNE			\$ 1.31	\$ 2.31
BALDWIN			1.32	2.32
EDDYSTONE			\$ 1.33	\$ 2.34
CHESTER			\$ 1.35	\$ 2.36
LAMOKIN ST.			\$ 1.37	\$ 2.38
HIGHLAND AVE.			\$ 1.39	\$ 2.40
TRAINER				
MARCUS HOOK			\$ 1.42	\$ 2.45
NAAMAN				
CLAYMONT			\$ 1.45	\$ 2.48
BELL			1.48	2.51
EDGE MOOR				
WILMINGTON			\$ 1.55	\$ 2.59
WEST YARD				
DAVIS				
NEWARK	MU	MU	MU	MU
PERRYVILLE				
ABERDEEN				
EDGEWOOD				
BAY				
UNION JUNCTION				
BALTIMORE				
EDMONDSON				
FREDERICK ROAD				
HALETHORPE				
ODENTON				
JERICHO PARK				
BOWIE				
SEABROOK				
LANHAM				
LANDOVER				
CHEVERLY				
NEW YORK AVE. (W.T.)				
WASHINGTON				
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

	◇171	●975	‡●521	‡●3827	23	●557	‡●923
	Daily	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily	Saturday Only	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$12.45			\$ 1.05	\$ 1.30		
	1.43			2.19	2.28		
	\$ 1.46		\$ 2.10	\$ 2.22	\$ 2.31	\$ 2.45	
			\$ 2.15			\$ 2.52	
	1.54		\$ 2.19		2.43	\$ 2.56	
			\$ 2.22			\$ 2.59	
			\$ 2.25			\$ 3.02	
			\$ 2.28			\$ 3.05	
	2.04		\$ 2.33		2.53	\$ 3.08	
			\$ 2.34			\$ 3.09	
			\$ 2.35			\$ 3.10	
			\$ 2.36			\$ 3.11	
			\$ 2.37				
			\$ 2.40			\$ 3.15	
	2.09		2.41		2.58	3.16	
	\$ 2.13		\$ 2.47		C 3.02	\$ 3.22	
	2.18		2.51		3.16	3.26	
		\$ 2.30					\$ 3.05
	\$ 2.22	\$ 2.33	\$ 2.54			\$ 3.29	\$ 3.08
	# 2.25		\$ 2.58			\$ 3.33	
							3.11
	2.28	2.36					3.14
	2.31	2.39					\$ 3.16
		\$ 2.41					\$ 3.17
		\$ 2.42					\$ 3.18
		\$ 2.43					\$ 3.19
		\$ 2.44					\$ 3.21
	Open	\$ 2.46					\$ 3.22
	Baggage	\$ 2.47					\$ 3.23
	Car	\$ 2.48					\$ 3.25
	30th St.	\$ 2.50					\$ 3.26
	Wilmsn.	\$ 2.51					\$ 3.27
	2.38	2.52					\$ 3.28
		\$ 2.53					\$ 3.33
		\$ 2.55					3.37
		2.57					
	2.47						
	\$ 2.53						
	2.56						
	3.04						
		MU	MU	MU		MU	MU
	3.20						
	\$ 3.27						
	3.37						
	3.52						
	\$ 3.58						
	4.18						
	4.23						
	4.30						
	4.37						
	\$ 4.40						
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

NEW YORK TO WASHINGTON

STATIONS	FIRST CLASS			
	● 957	● 149	● 3831	±● 925
		Daily	Saturday Only	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
NEW YORK		\$ 2.00	\$ 1.55	
MILLHAM		2.56	3.09	
TRENTON		\$ 3.00	\$ 3.12	
MORRISVILLE				
LEVITTOWN-TULLEYTOWN	Will Run Sat., Sun. and Dec. 25 Jan. 1			
GRUNDY		3.08		
BRISTOL				
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.		3.19		
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.				
SHORE		3.24		
NORTH PHILA.		\$ 3.29		
ZOO		3.33		
SUBURBAN STATION	\$ 3.25			\$ 3.40
PHILA.- 30th ST.....	Lower Level Upper Level Lower Level	\$ 3.28		\$ 3.43
SUBURBAN STATION		\$ 3.40		
ARSENAL	3.31	3.43		3.47
BRILL	3.34	3.46		3.49
DARBY	\$ 3.36			\$ 3.51
CURTIS PARK	\$ 3.37			\$ 3.52
SHARON HILL	\$ 3.38			\$ 3.54
FOLCROFT	\$ 3.39			\$ 3.56
GLENOLDEN	\$ 3.41			\$ 3.58
NORWOOD	\$ 3.42			\$ 4.00
MOORE	\$ 3.43			\$ 4.02
RIDLEY PARK	\$ 3.45			\$ 4.04
CRUM LYNNE	\$ 3.46			\$ 4.06
BALDWIN	3.47	3.53		\$ 4.08
EDDYSTONE	\$ 3.48			\$ 4.10
CHESTER	\$ 3.50			\$ 4.12
LAMOKIN ST.	\$ 3.52			\$ 4.14
HIGHLAND AVE.	\$ 3.54			\$ 4.16
TRAINER				
MARCUS HOOK	\$ 3.59			\$ 4.20
NAAMAN				
CLAYMONT	\$ 4.02			\$ 4.24
BELL	4.05	4.02		4.27
EDGE MOOR				\$ 4.30
WILMINGTON	\$ 4.12	\$ 4.09		\$ 4.35
WEST YARD		4.12		
DAVIS		4.20		
NEWARK	MU		MU	MU
PERRYVILLE		4.37		
ABERDEEN				
EDGEWOOD		4.50		
BAY		5.04		
UNION JUNCTION				
BALTIMORE		\$ 5.10		
EDMONDSON				
FREDERICK ROAD				
HALETHORPE				
ODENTON		5.29		
JERICHO PARK				
BOWIE		5.34		
SEABROOK				
LANHAM				
LANDOVER		5.41		
CHEVERLY				
NEW YORK AVE. (W.T.)		5.47		
WASHINGTON	\$ 5.50			
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

	±● 523	±● 3829	113	● 1022	±● 927	● 173	±● 929
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 2.05	P 2.40			\$ 3.00	
		3.20	3.37			3.56	
	\$ 3.10	\$ 3.23	P 3.42			\$ 4.00	
	\$ 3.15		3.50			4.09	
	\$ 3.19						
	\$ 3.22						
	\$ 3.25						
	\$ 3.28						
	\$ 3.33		4.00			4.19	
	\$ 3.34						
	\$ 3.35						
	\$ 3.36						
				4.00			
				4.09			
	\$ 3.41		4.05	4.17		4.24	
	3.42		P 4.10	D 4.22		\$ 4.29	
	\$ 3.48		4.15	4.27		4.33	
	3.51				\$ 4.20		\$ 4.44
				\$ 4.32			
	\$ 3.54		P 4.20		\$ 4.23	\$ 4.39	\$ 4.47
	\$ 3.58						
			4.23		4.26	4.42	4.50
			4.26		4.29	4.45	4.53
					\$ 4.31		\$ 4.55
					\$ 4.32		\$ 4.57
					\$ 4.34		\$ 4.58
					\$ 4.36		\$ 5.00
					\$ 4.38		\$ 5.02
					\$ 4.40		\$ 5.04
					\$ 4.42		\$ 5.06
					\$ 4.44		\$ 5.08
					\$ 4.46		\$ 5.10
			4.33		W 4.49	4.52	5.12
					\$ 4.51		
					\$ 4.54		
					\$ 4.56		
					\$ 4.58		
					\$ 5.02		
			4.43		\$ 5.05		
					5.08	5.02	
			P 4.49		W 5.10		
			4.52		\$ 5.17	\$ 5.08	
			5.00		5.25	5.11	
						5.19	
	MU	MU			W 5.39		MU
			5.16			5.36	
			5.30			5.50	
			5.44			6.04	
			P 5.50		MU	\$ 6.09	
			6.09			6.28	
			6.14			6.33	
			6.21			6.39	
			6.27			6.47	
			P 6.30			\$ 6.50	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

NEW YORK TO WASHINGTON

STATIONS	FIRST CLASS				
	±● 525	101	● 3835	±● 527	
	Daily Ex. Sat. & Sun. P. M.	Daily P. M.	Saturday Only P. M.	Daily Ex. Sat. & Sun. P. M.	
NEW YORK		P 3.10	\$ 3.03		
MILLHAM		4.08	4.22		
TRENTON	\$ 4.05	P 4.13	\$ 4.25	\$ 4.25	
MORRISVILLE					
LEVITTOWN-TULLEYTOWN	\$ 4.10			\$ 4.30	
GRUNDY		4.23			
BRISTOL	\$ 4.14			\$ 4.34	
CROYDON	\$ 4.17			\$ 4.37	
EDDINGTON	F 4.19				
CORNWELLS HEIGHTS	\$ 4.22			\$ 4.40	
ANDALUSIA					
TORRESDALE	\$ 4.25			\$ 4.43	
HOLMESBURG JCT.	\$ 4.29	4.33		\$ 4.48	
TACONY	\$ 4.30			\$ 4.49	
WISSINOMING	\$ 4.31			\$ 4.50	
BRIDESBURG	\$ 4.32			\$ 4.52	
FRANKFORD					
UTICA AVENUE					
JERSEY					
FRANKFORD JCT.	\$ 4.38			\$ 4.56	
SHORE	4.39	4.37		4.57	
NORTH PHILA.	\$ 4.44	P 4.42		\$ 5.03	
ZOO	4.47	4.46		5.06	
SUBURBAN STATION					
PHILA.- 30th ST.	Lower Level Upper Level Lower Level	\$ 4.50		\$ 5.09	
		P 4.51			
SUBURBAN STATION	\$ 4.54			\$ 5.13	
ARSENAL		4.54			
BRILL		4.57			
DARBY					
CURTIS PARK					
SHARON HILL					
FOLCROFT					
GLENOLDEN					
NORWOOD					
MOORE					
RIDLEY PARK					
CRUM LYNNE					
BALDWIN		5.04			
EDDYSTONE					
CHESTER					
LAMOKIN ST.					
HIGHLAND AVE.					
TRAINER					
MARCUS HOOK					
NAAMAN					
CLAYMONT					
BELL		5.13			
EDGE MOOR					
WILMINGTON		P 5.19			
WEST YARD		5.22			
DAVIS		5.30			
NEWARK	MU		MU	MU	
PERRYVILLE		5.46			
ABERDEEN					
EDGEWOOD		6.00			
BAY		6.14			
UNION JUNCTION					
BALTIMORE		P 6.20			
EDMONDSON					
FREDERICK ROAD					
HALETHORPE					
ODENTON		6.39			
JERICO PARK					
BOWIE		6.44			
SEABROOK					
LANHAM					
LANDOVER		6.51			
CHEVERLY					
NEW YORK AVE. (W.T.)		6.57			
WASHINGTON		P 7.00			
	P. M.	P. M.	P. M.	P. M.	

WESTWARD-SOUTHWARD

[illegible]

NEW YORK TO WASHINGTON

STATIONS	FIRST CLASS			
	☛ 937	● 959	☛ 3837	● 3839
	Daily Ex. Sat. & Sun. P. M.	P. M.	Daily Ex. Sat. & Sun. P. M.	Saturday Only P. M.
NEW YORK			\$ 3.55	\$ 4.20
MILLHAM			5.17	5.43
TRENTON			\$ 5.20	\$ 5.46
MORRISVILLE				
LEVITTOWN-TULLEYTOWN				
GRUNDY				
BRISTOL				
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.		Will Run Sat., Sun. and Dec. 25 Jan. 1		
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.				
SHORE				
NORTH PHILA.				
ZOO				
SUBURBAN STATION	\$ 5.23	\$ 5.25		
PHILA.- 30th ST.	Lower Level Upper Level Lower Level	\$ 5.26	\$ 5.28	
SUBURBAN STATION				
ARSENAL	5.29	5.31		
BRILL	5.32	5.34		
DARBY	\$ 5.34	\$ 5.36		
CURTIS PARK		\$ 5.37		
SHARON HILL	\$ 5.37	\$ 5.38		
FOLCROFT	\$ 5.39	\$ 5.39		
GLENOLDEN	\$ 5.41	\$ 5.41		
NORWOOD	\$ 5.43	\$ 5.42		
MOORE	\$ 5.45	\$ 5.43		
RIDLEY PARK	\$ 5.47	\$ 5.45		
CRUM LYNNE	\$ 5.49	\$ 5.46		
BALDWIN	5.51	5.47		
EDDYSTONE	\$ 5.53	\$ 5.48		
CHESTER	\$ 5.55	\$ 5.50		
LAMOKIN ST.	\$ 5.57	\$ 5.52		
HIGHLAND AVE.	\$ 5.59	\$ 5.54		
TRAINER				
MARCUS HOOK	\$ 6.04	\$ 5.57		
NAAMAN				
CLAYMONT	\$ 6.10	\$ 6.00		
BELL	6.13	6.03		
EDGE MOOR				
WILMINGTON	\$ 6.20	\$ 6.10		
WEST YARD				
DAVIS				
NEWARK	MU	MU	MU	MU
PERRYVILLE				
ABERDEEN				
EDGEWOOD				
BAY				
UNION JUNCTION				
BALTIMORE				
EDMONDSON				
FREDERICK ROAD				
HALETHORPE				
ODENTON				
JERICHO PARK				
BOWIE				
SEABROOK				
LANHAM				
LANDOVER				
CHEVERLY				
NEW YORK AVE. (W.T.)				
WASHINGTON	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

	● 153	±● 529	±● 939	±● 941	● 961	● 559	±● 221
	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.		Saturday Only	Daily Ex. Sat.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 4.30						\$ 5.00
	5.23						5.56
	5.25	\$ 5.27				\$ 5.60	\$ 6.00
		\$ 5.34				\$ 5.55	6.09
	5.32	\$ 5.40				\$ 5.59	
		\$ 5.45				\$ 6.02	
		\$ 5.49				\$ 6.05	
		\$ 5.54				\$ 6.08	
	5.42	\$ 5.59			Will Run Sat., Sun. and Dec. 25 Jan. 1	\$ 6.13	6.19
		\$ 6.01				F 6.14	
		\$ 6.03				F 6.15	
		\$ 6.05				\$ 6.16	
		\$ 6.09				F 6.21	
	5.46	6.10				6.22	6.24
	\$ 5.50	\$ 6.15				\$ 6.28	D 6.28
	5.54	6.20				6.31	6.33
			\$ 5.48	\$ 6.15	\$ 6.20		
		\$ 6.23	\$ 5.51	\$ 6.18	\$ 6.23	\$ 6.34	\$ 6.38
	\$ 5.59	\$ 6.27				\$ 6.38	
	6.02		5.54	6.21	6.26		
	6.05		5.57	6.24	6.29		
			\$ 5.59	\$ 6.26	\$ 6.31		
			\$ 6.00	\$ 6.27	\$ 6.32		
			\$ 6.02	\$ 6.29	\$ 6.33		
			\$ 6.04	\$ 6.31	\$ 6.34		
			\$ 6.06	\$ 6.33	\$ 6.36		
			\$ 6.08	\$ 6.35	\$ 6.37		
			\$ 6.10	\$ 6.37	\$ 6.38		
			\$ 6.12	\$ 6.39	\$ 6.40		
			\$ 6.15	\$ 6.41	\$ 6.41		
	6.12		6.18	6.43	6.42		
			\$ 6.20	\$ 6.45	\$ 6.43		
			\$ 6.23	\$ 6.47	\$ 6.45		
				\$ 6.49	\$ 6.47		
			\$ 6.28	\$ 6.51	\$ 6.49		
			\$ 6.33	\$ 6.55	\$ 6.52		
			\$ 6.36	\$ 6.58	\$ 6.55		
	6.20		6.39	7.02	6.58		
				\$ 7.04			
	\$ 6.25		\$ 6.46	\$ 7.10	\$ 7.05		
	6.28						
	6.36						
	6.52	MU	MU	MU	MU	MU	
	7.05						
	7.18						
	\$ 7.24						
	7.43						
	7.49						
	7.55						
	8.02						
	\$ 8.05						
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

NEW YORK TO WASHINGTON

STATIONS	FIRST CLASS				
	◇49	●3841	±●943	±●531	±●263
	Daily	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.
NEW YORK	T 5.05	\$ 5.00			\$ 5.08
MILLHAM	6.02	6.16			6.22
TRENTON	T 6.06	\$ 6.19		\$ 6.15	\$ 6.25
MORRISVILLE					
LEVITTOWN-TULLEYTOWN				\$ 6.20	\$ 6.32
GRUNDY	6.14				
BRISTOL				\$ 6.24	\$ 6.36
CROYDON				\$ 6.27	
EDDINGTON					
CORNWELLS HEIGHTS				\$ 6.30	
ANDALUSIA					
TORRESDALE				\$ 6.33	
HOLMESBURG JCT.	6.24			\$ 6.38	6.48
TACONY				\$ 6.39	
WISSINOMING				\$ 6.40	
BRIDESBURG					
FRANKFORD					
UTICA AVENUE					
JERSEY					
FRANKFORD JCT.				\$ 6.46	
SHORE	6.29			6.47	6.52
NORTH PHILA.	C 6.34			\$ 6.53	\$ 6.56
ZOO	6.39			6.56	7.02
SUBURBAN STATION			\$ 6.45		
PHILA.- 30th ST.	Lower Level Upper Level Lower Level		\$ 6.48	\$ 6.59	\$ 7.07
SUBURBAN STATION				\$ 7.03	
ARSENAL			6.51		
BRILL			6.54		
DARBY			\$ 6.56		
CURTIS PARK			\$ 6.57		
SHARON HILL			\$ 6.58		
FOLCROFT			\$ 6.59		
GLENOLDEN			\$ 7.01		
NORWOOD			\$ 7.02		
MOORE			\$ 7.03		
RIDLEY PARK			\$ 7.05		
CRUM LYNNE			\$ 7.06		
BALDWIN			7.07		
EDDYSTONE			\$ 7.08		
CHESTER			\$ 7.10		
LAMOKIN ST.			7.14		
HIGHLAND AVE.					
TRAINER					
MARCUS HOOK					
NAAMAN					
CLAYMONT					
BELL					
EDGE MOOR					
WILMINGTON					
WEST YARD					
DAVIS					
NEWARK		MU	MU	MU	
PERRYVILLE					
ABERDEEN					
EDGEWOOD					
BAY					
UNION JUNCTION					
BALTIMORE					
EDMONDSON					
FREDERICK ROAD					
HALETHORPE					
ODENTON					
JERICO PARK					
BOWIE					
SEABROOK					
LANHAM					
LANDOVER					
CHEVERLY					
NEW YORK AVE. (W.T.)					
WASHINGTON					
	P. M.	P. M.	P. M.	P. M.	P. M.

WESTWARD-SOUTHWARD

45

FIRST CLASS

#● 223	#● 533	#● 3845	175	#● 3847	● 945	#● 225	● 535
Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat.	Daily	Daily
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 5.30		\$ 5.25	\$ 5.45	\$ 5.33		\$ 6.00	
6.31		6.43	6.44	6.56		7.05	
\$ 6.35	\$ 6.45	\$ 6.46	Q 6.48	\$ 6.59		\$ 7.09	\$ 7.25
	\$ 6.50						\$ 7.30
6.43			6.56			7.18	
	\$ 6.54						\$ 7.34
	\$ 6.57						\$ 7.37
	\$ 7.00						\$ 7.40
	\$ 7.03						\$ 7.43
6.53	\$ 7.09		7.06			7.27	\$ 7.48
	\$ 7.10						\$ 7.49
	\$ 7.11						\$ 7.50
	\$ 7.12						
	\$ 7.16						\$ 7.56
6.58	7.17		7.11			7.32	7.57
D 7.03	\$ 7.22		\$ 7.15			D 7.36	\$ 8.02
7.07	7.26		7.19			7.41	8.06
					\$ 7.30		
\$ 7.13	\$ 7.30				\$ 7.33	\$ 7.46	\$ 8.09
	\$ 7.34		\$ 7.24				\$ 8.13
			7.27		7.36		
			7.30		7.39		
					\$ 7.41		
					\$ 7.42		
					\$ 7.43		
					\$ 7.44		
					\$ 7.46		
					\$ 7.47		
					\$ 7.48		
					\$ 7.50		
					\$ 7.51		
			7.37		7.52		
					\$ 7.53		
					\$ 7.55		
					W 7.57		
					\$ 7.59		
					\$ 8.03		
					\$ 8.07		
			7.46		8.10		
			\$ 7.52		\$ 8.17		
			7.55				
			8.03				
	MU	MU	R 8.20	MU	MU		MU
			8.34				
			8.47				
			\$ 8.53				
			9.12				
			9.18				
			9.25				
			9.32				
			\$ 9.35				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

NEW YORK TO WASHINGTON

STATIONS	FIRST CLASS			
	● 159	≠ 3849	≠ 137	3
		Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily
	P. M.	P. M.	P. M.	P. M.
NEW YORK	\$ 6.30	\$ 6.08	\$ 6.30	T 6.45
MILLHAM	7.26	7.27	7.30	7.44
TRENTON	\$ 7.29	\$ 7.30	\$ 7.33	7.46
MORRISVILLE				
LEVITOWN-TULLEYTOWN				
GRUNDY	7.37		7.47	7.54
BRISTOL				
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.	7.47		7.57	8.03
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.				
SHORE	7.52		8.02	8.08
NORTH PHILA.	\$ 7.57		\$ 8.05	C 8.12
ZOO	8.01		8.11	8.24
SUBURBAN STATION				
PHILA.- 30th ST.	Lower Level Upper Level Lower Level		\$ 8.16	
	\$ 8.07		8.26	
SUBURBAN STATION				
ARSENAL	8.10		8.29	
BRILL	8.13		8.32	
DARBY				
CURTIS PARK				
SHARON HILL				
FOLCROFT				
GLENOLDEN				
NORWOOD				
MOORE				
RIDLEY PARK				
CRUM LYNNE				
BALDWIN	8.20		8.39	
EDDYSTONE				
CHESTER				
LAMOKIN ST.				
HIGHLAND AVE.				
TRAINER				
MARCUS HOOK				
NAAMAN				
CLAYMONT				
BELL	8.29		8.48	
EDGE MOOR				
WILMINGTON	\$ 8.36		\$ 8.54	
WEST YARD	8.39		9.02	
DAVIS	8.47		9.10	
NEWARK		MU		
PERRYVILLE	9.04		9.27	
ABERDEEN				
EDGEWOOD	9.18		9.41	
BAY	9.32		9.54	
UNION JUNCTION			10.00	
BALTIMORE	\$ 9.40		\$10.10	
EDMONDSON				
FREDERICK ROAD				
HALETHORPE				
ODENTON	9.58		10.28	
JERICHO PARK				
BOWIE	10.05		10.35	
SEABROOK				
LANHAM				
LANDOVER	10.11		10.41	
CHEVERLY				
NEW YORK AVE. (W.T.)	10.17		10.47	
WASHINGTON	\$10.20		\$10.50	
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

#227	155	#947	3851	949	1038	#537
Daily	Daily	Daily	Saturday	Daily		Daily Ex.
P. M.	P. M.	Ex. Sun.	Only	Ex. Sat.	P. M.	Sat. & Sun.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 7.00	\$ 7.30		\$ 8.05			
8.01	8.26		9.27			
\$ 8.04	\$ 8.29		\$ 9.30			\$ 9.40
8.13	8.38					\$ 9.47
						\$ 9.52
						\$ 9.57
						\$10.01
						\$10.06
8.23	8.48					\$10.11
						\$10.13
						\$10.15
						\$10.17
					\$10.00	
					10.09	
8.28	8.53				10.17	\$10.21
\$ 8.32	\$ 8.57				\$10.22	10.22
8.37	9.02				10.27	\$10.27
		\$ 8.40		\$ 9.40		10.32
\$ 8.42	\$ 9.06				\$10.32	
	# 9.10	\$ 8.43		\$ 9.43		\$10.36
						\$10.40
	9.13	8.46		9.46		
	9.16	8.49		9.49		
		\$ 8.51		\$ 9.51		
		\$ 8.52		\$ 9.52		
		\$ 8.53		\$ 9.53		
		\$ 8.54		\$ 9.55		
		\$ 8.56		\$ 9.57	Will Run	
		\$ 8.57		\$ 9.59	Sunday	
		\$ 8.58		\$10.01	and	
		\$ 9.00		\$10.03	Dec. 25	
		\$ 9.01		\$10.05	Jan. 1	
	9.23	9.02		10.07		
		\$ 9.03		\$10.09		
		\$ 9.05		\$10.11		
		\$ 9.07		\$10.13		
		\$ 9.09		\$10.15		
		\$ 9.13		\$10.19		
		\$ 9.17		\$10.22		
	9.32	9.22		10.27		
		\$ 9.25		\$10.30		
	\$ 9.39	\$ 9.30		\$10.35		
	9.42					
	9.50					
	10.07	MU	MU	MU		MU
	10.21					
	10.34					
	\$10.40					
	10.59					
	11.04					
	11.10					
	11.17					
	\$11.20					
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

NEW YORK TO WASHINGTON

STATIONS	FIRST CLASS			
	◆● 963	141	◇55	◆● 539
	Daily Ex. Sat. & Sun.	Daily	Daily	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
NEW YORK		\$ 9.00	T 9.30	
MILLHAM		10.02	10.33	
TRENTON		\$10.04	10.35	\$10.55
MORRISVILLE				
LEVITOWN-TULLEYTOWN				\$11.00
GRUNDY		10.19	10.43	
BRISTOL				\$11.04
CROYDON				\$11.07
EDDINGTON				
CORNWELLS HEIGHTS				\$11.10
ANDALUSIA				
TORRESDALE				\$11.13
HOLMESBURG JCT.		10.29	10.52	\$11.18
TACONY				\$11.19
WISSINOMING				\$11.20
BRIDESBURG				\$11.21
FRANKFORD				\$11.23
UTICA AVENUE				
JERSEY				
FRANKFORD JCT.				\$11.26
SHORE		10.34	10.57	11.27
NORTH PHILA.		\$10.39	11.01	\$11.32
ZOO		10.45	11.05	11.36
SUBURBAN STATION	\$10.31			
PHILA.- 30th ST.	Lower Level Upper Level Lower Level	\$10.51 \$10.34 11.01	11.11	\$11.39
SUBURBAN STATION				\$11.43
ARSENAL	10.37	11.04		
BRILL	10.40	11.07		
DARBY	\$10.41			
CURTIS PARK	\$10.42			
SHARON HILL	\$10.43			
FOLCROFT	\$10.44			
GLENOLDEN	\$10.46			
NORWOOD	\$10.47			
MOORE	\$10.48			
RIDLEY PARK	\$10.50			
CRUM LYNNE	\$10.51			
BALDWIN	10.52	11.14		
EDDYSTONE	\$10.53			
CHESTER	\$10.56			
LAMOKIN ST.	10.59			
HIGHLAND AVE.				
TRAINER				
MARCUS HOOK				
NAAMAN				
CLAYMONT				
BELL		11.23		
EDGE MOOR				
WILMINGTON		\$11.29		
WEST YARD		11.39		
DAVIS		11.47		
NEWARK	MU			MU
PERRYVILLE		12.04		
ABERDEEN				
EDGEWOOD		12.18		
BAY		12.31		
UNION JUNCTION		12.37		
BALTIMORE		\$12.47		
EDMONDSON				
FREDERICK ROAD				
HALETHORPE				
ODENTON		1.06		
JERICO PARK				
BOWIE		1.12		
SEABROOK				
LANHAM				
LANDOVER		1.19		
CHEVERLY				
NEW YORK AVE. (W.T.)		1.32		
WASHINGTON		\$ 1.35		
	P. M.	A. M.	P. M.	P. M.

FIRST CLASS

	● 161	● 955	● 231				
	Sunday Only	Daily	Daily				
	P. M.	P. M.	P. M.				
	\$10.00		\$11.00				
	11.01		12.02				
	\$11.05		\$12.05				
	11.15		R12.09				
			G12.15				
	11.26		12.24				
	11.31		12.29				
	\$11.36		D12.34				
	11.41		12.39				
		\$11.45					
		\$11.48	\$12.44				
	\$11.46						
	11.49	11.51					
	11.52	11.54					
		\$11.56					
		\$11.57					
		\$11.58					
		\$11.59					
		\$12.01					
		\$12.02					
		\$12.03					
		\$12.05					
		\$12.06					
	12.00	12.07					
		\$12.08					
		\$12.10					
		\$12.12					
		\$12.14					
		\$12.17					
		\$12.20					
	12.08	12.23					
	\$12.15	\$12.30					
	12.18						
	12.26						
		MU					
	12.43						
	\$12.51						
	1.01						
	1.16						
	\$ 1.26						
	\$ 1.44						
	1.54						
	2.01						
	2.07						
	\$ 2.10						
	A. M.	A. M.	A. M.				

WASHINGTON TO NEW YORK

STATIONS	FIRST CLASS			
	● 286	108	±● 3810	108
	Sunday Only A. M.	Daily A. M.	Daily Ex. Sat. & Sun. A. M.	Daily A. M.
WASHINGTON.....		\$ 2.00		\$ 2.35
NEW YORK AVE. (W.T.).....		2.03		2.38
CHEVERLY.....				
LANDOVER.....		2.09		2.45
LANHAM.....				
SEABROOK.....				
BOWIE.....		2.16		2.52
JERICO PARK.....				
ODENTON.....		2.21		2.58
HALETHORPE.....				
FREDERICK ROAD.....				
EDMONDSON.....				
BALTIMORE.....		D 2.40		D 3.15
UNION JUNCTION.....		2.56		3.30
BAY.....		3.01		3.36
EDGEWOOD.....		3.14		3.50
ABERDEEN.....				
PERRYVILLE.....		3.28		4.04
NEWARK.....			MU	
DAVIS.....		3.44		4.20
WEST YARD.....		3.52		4.28
WILMINGTON.....		D 3.55		D 4.31
EDGE MOOR.....				
BELL.....		4.10		4.42
CLAYMONT.....				
NAAMAN.....				
MARCUS HOOK.....				
TRAINER.....				
HIGHLAND AVE.....				
LAMOKIN ST.....				
CHESTER.....				
EDDYSTONE.....				
BALDWIN.....		4.19		4.51
CRUM LYNNE.....				
RIDLEY PARK.....				
MOORE.....		Last Trip Dec. 13		First Trip Dec. 14
NORWOOD.....				
GLENOLDEN.....				
FOLCROFT.....				
SHARON HILL.....				
CURTIS PARK.....				
DARBY.....				
BRILL.....		4.26		4.58
ARSENAL.....		4.29		5.01
SUBURBAN STATION.....				
PHILA.- Lower Level		D 4.32		D 5.04
30th ST.- Upper Level				
Lower Level	\$ 1.05	#4.42		# 5.14
SUBURBAN STATION.....				
ZOO.....	1.10	4.47		5.18
NORTH PHILA.....	\$ 1.15	D 4.52		D 5.23
SHORE.....	1.19	4.56		5.27
FRANKFORD JCT.....				
JERSEY.....				
UTICA AVENUE.....				
FRANKFORD.....				
BRIDESBURG.....				
WISSINOMING.....				
TACONY.....				
HOLMESBURG JCT.....	1.25	5.02		5.33
TORRESDALE.....				
ANDALUSIA.....				
CORNWELLS HEIGHTS.....				
EDDINGTON.....				
CROYDON.....				
BRISTOL.....				
GRUNDY.....	1.35	5.12		5.42
LEVITTOWN-TULLEYTOWN.....				
MORRISVILLE.....				
TRENTON.....	\$ 1.43	D 5.20	\$ 5.35	D 5.50
MILLHAM.....	1.46	5.29	5.37	5.58
NEW YORK.....	\$ 2.45	\$ 6.50	\$ 6.45	\$ 7.00
	A. M.	A. M.	A. M.	A. M.

FIRST CLASS

	● 3812	22	✱ 502	■ ✱ 3814	● 118	✱ 3816	4
	Saturday Only	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sun.	Daily
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
					\$ 3.50		
					3.53		
					3.59		
					4.06		
					4.12		
					D 4.32		
					4.38		
					4.52		
					5.06		
	MU		MU	MU		MU	
					5.23		
					5.31		
					D 5.35		
					5.44		
					5.53		
					Last Trip Dec. 13		
					6.05		
					6.08		
			\$ 5.45				
			\$ 5.48		D 6.12		
		5.43			6.15		
		5.48	5.50		6.20		6.22
		5.53	\$ 5.55		D 6.25		D 6.26
		5.57	5.58		6.29		6.37
			\$ 5.59				
			\$ 6.01				
			\$ 6.02				
			\$ 6.03				
			\$ 6.05				
		6.02	\$ 6.08		6.36		6.43
			\$ 6.12				
			\$ 6.15				
			\$ 6.18				
			\$ 6.20				
		6.12			6.45		6.53
			\$ 6.24				
	\$ 5.58	\$ 6.21	\$ 6.31	\$ 6.52	D 6.56	\$ 6.55	D 7.05
	6.00	6.30		6.55	6.59	6.57	7.08
	\$ 7.20	\$ 7.48		\$ 7.44	\$ 7.58	\$ 8.24	\$ 8.15
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

WASHINGTON TO NEW YORK

STATIONS	FIRST CLASS				
	±●900	±●902	●952	±●904	
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	
	A. M.	A. M.	A. M.	A. M.	
WASHINGTON					
NEW YORK AVE. (W.T.)					
CHEVERLY					
LANDOVER					
LANHAM					
SEABROOK					
BOWIE					
JERICHO PARK					
ODENTON					
HALETHORPE					
FREDERICK ROAD					
EDMONDSON					
BALTIMORE					
UNION JUNCTION					
BAY					
EDGEWOOD					
ABERDEEN					
PERRYVILLE					
NEWARK	MU	MU	MU	MU	
DAVIS					
WEST YARD					
WILMINGTON	\$ 5.44	6.13	\$ 6.23	\$ 6.38	
EDGE MOOR				\$ 6.45	
BELL	5.51	6.21	6.30	6.47	
CLAYMONT	\$ 5.54	\$ 6.25	\$ 6.33	\$ 6.51	
NAAMAN					
MARCUS HOOK	\$ 5.57	\$ 6.28	\$ 6.36	\$ 6.54	
TRAINER				\$ 6.57	
HIGHLAND AVE.	\$ 6.00	\$ 6.33	\$ 6.39	\$ 6.59	
LAMOKIN ST.	\$ 6.02	\$ 6.35	\$ 6.41	\$ 7.01	
CHESTER	\$ 6.04	\$ 6.37	\$ 6.43	\$ 7.04	
EDDYSTONE	\$ 6.06	\$ 6.39	\$ 6.45	\$ 7.06	
BALDWIN	6.07	6.41	6.46	\$ 7.08	
CRUM LYNNE	\$ 6.08	\$ 6.43	\$ 6.47	\$ 7.10	
RIDLEY PARK	\$ 6.09	\$ 6.45	\$ 6.48	\$ 7.12	
MOORE	\$ 6.11	\$ 6.47	\$ 6.50	\$ 7.14	
NORWOOD	\$ 6.12	\$ 6.48	\$ 6.51	\$ 7.16	
GLENDEEN	\$ 6.13	\$ 6.50	\$ 6.52	\$ 7.18	
FOLCROFT	\$ 6.15	\$ 6.51	\$ 6.54	\$ 7.20	
SHARON HILL	\$ 6.16	\$ 6.53	\$ 6.55	\$ 7.22	
CURTIS PARK	\$ 6.17	\$ 6.54	\$ 6.56	\$ 7.24	
DARBY	\$ 6.18	\$ 6.56	\$ 6.57	\$ 7.26	
BRILL	6.20	6.58	6.59	7.29	
ARSENAL	6.23	7.01	7.02	7.32	
SUBURBAN STATION					
PHILA.- 30th ST.	Lower Level Upper Level Lower Level	\$ 6.26	\$ 7.06	\$ 7.05	\$ 7.36
SUBURBAN STATION		\$ 6.30	\$ 7.10	\$ 7.10	\$ 7.40
ZOO					
NORTH PHILA.					
SHORE					
FRANKFORD JCT.					
JERSEY					
UTICA AVENUE					
FRANKFORD					
BRIDESBURG					
WISSINOMING					
TACONY					
HOLMESBURG JCT.					
TORRESDALE					
ANDALUSIA					
CORNWELLS HEIGHTS					
EDDINGTON					
CROYDON					
BRISTOL					
GRUNDY					
LEVITTOWN-TULLEYTOWN					
MORRISVILLE					
TRENTON					
MILLHAM					
NEW YORK					
	A. M.	A. M.	A. M.	A. M.	

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WASHINGTON TO NEW YORK

STATIONS	FIRST CLASS				
	• 908	• 910	• 912	• 3822	
	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Saturday Only A. M.	
WASHINGTON					
NEW YORK AVE. (W.T.)					
CHEVERLY					
LANDOVER					
LANHAM					
SEABROOK					
BOWIE					
JERICO PARK					
ODENTON					
HALETHORPE					
FREDERICK ROAD					
EDMONDSON					
BALTIMORE					
UNION JUNCTION					
BAY					
EDGEWOOD					
ABERDEEN					
PERRYVILLE					
NEWARK	MU	MU	\$ 7.25	MU	
DAVIS					
WEST YARD			7.35		
WILMINGTON	7.17	7.29	\$ 7.38		
EDGE MOOR					
BELL	7.25	7.36	7.47		
CLAYMONT			\$ 7.60		
NAAMAN					
MARCUS HOOK	\$ 7.31		\$ 7.53		
TRAINER					
HIGHLAND AVE.	\$ 7.35		\$ 7.55		
LAMOKIN ST.			\$ 7.57		
CHESTER	\$ 7.39	\$ 7.47	\$ 7.59		
EDDYSTONE	\$ 7.41		\$ 8.01		
BALDWIN	\$ 7.43	7.50	8.03		
CRUM LYNNE	\$ 7.45		\$ 8.04		
RIDLEY PARK		\$ 7.52			
MOORE		\$ 7.54			
NORWOOD		\$ 7.56			
GLENOLDEN		\$ 7.58			
FOLCROFT	\$ 7.50		\$ 8.10		
SHARON HILL	\$ 7.52		\$ 8.12		
CURTIS PARK	\$ 7.54		\$ 8.14		
DARBY	\$ 7.56		\$ 8.16		
BRILL	8.00	8.06	8.19		
ARSENAL	8.04	8.10	8.23		
SUBURBAN STATION					
PHILA.- 30th ST.	\$ 8.07	\$ 8.13	\$ 8.26		
Lower Level					
Upper Level					
Lower Level					
SUBURBAN STATION	\$ 8.11	\$ 8.17	\$ 8.30		
ZOO					
NORTH PHILA.					
SHORE					
FRANKFORD JCT.					
JERSEY					
UTICA AVENUE			MU		
FRANKFORD					
BRIDESBURG					
WISSINOMING					
TACONY					
HOLMESBURG JCT.					
TORRESDALE					
ANDALUSIA					
CORNWELLS HEIGHTS					
EDDINGTON					
CROYDON					
BRISTOL					
GRUNDY					
LEVITTOWN-TULLEYTOWN					
MORRISVILLE					
TRENTON				\$ 8.15	
MILLHAM				8.18	
NEW YORK				\$ 9.35	
	A. M.	A. M.	A. M.	A. M.	

NORTHWARD-EASTWARD

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[illegible]

WASHINGTON TO NEW YORK

STATIONS	FIRST CLASS			
	● 956	114	±● 914	● 1001
		Daily	Daily Ex. Sat. & Sun.	Daily
	A. M.	A. M.	A. M.	A. M.
WASHINGTON		P 6.10		
NEW YORK AVE. (W.T.)		6.13		
CHEVERLY				
LANDOVER		6.19		
LANHAM				
SEABROOK				
BOWIE		6.26		
JERICO PARK	Will Run	6.31		
ODENTON	Sat., Sun.			
HALETHORPE	and			
FREDERICK ROAD	Dec. 25			
EDMONDSON	Jan. 1			
BALTIMORE		P 6.51		
UNION JUNCTION				
BAY		6.57		
EDGEWOOD		7.10		
ABERDEEN				
PERRYVILLE		7.24		
NEWARK	MU		MU	
DAVIS		7.41		
WEST YARD		7.49		
WILMINGTON	\$ 7.43	P 7.52		
EDGE MOOR				
BELL	7.50	7.58		
CLAYMONT	\$ 7.53			
NAAMAN				
MARCUS HOOK	\$ 7.56			
TRAINER				
HIGHLAND AVE.	\$ 7.59			
LAMOKIN ST.				
CHESTER	\$ 8.03			
EDDYSTONE	\$ 8.05			
BALDWIN	8.07	8.08	8.15	
CRUM LYNNE	\$ 8.09		\$ 8.17	
RIDLEY PARK	\$ 8.11		\$ 8.19	
MOORE	\$ 8.13		\$ 8.21	
NORWOOD	\$ 8.15		\$ 8.23	
GLENOLDEN	\$ 8.17		\$ 8.25	
FOLCROFT	\$ 8.19		\$ 8.27	
SHARON HILL	\$ 8.21		\$ 8.29	
CURTIS PARK	\$ 8.23		\$ 8.31	
DARBY	\$ 8.25		\$ 8.33	
BRILL	8.28	8.17	8.35	
ARSENAL	8.31	8.20	8.39	
SUBURBAN STATION				
PHILA.-	Lower Level	P 8.23		
30th ST.	Upper Level	\$ 8.42	\$ 8.42	
	Lower Level	# 8.35		\$ 8.40
SUBURBAN STATION	\$ 8.38		\$ 8.46	
ZOO		8.40		8.44
NORTH PHILA.		P 8.45		C 8.50
SHORE		8.49		8.54
FRANKFORD JCT.				
JERSEY				9.03
UTICA AVENUE				\$ 9.12
FRANKFORD				
BRIDESBURG				
WISSINOMING				
TACONY				
HOLMESBURG JCT.		8.54		
TORRESDALE				
ANDALUSIA				
CORNWELLS HEIGHTS				
EDDINGTON				
CROYDON				
BRISTOL				
GRUNDY		9.03		
LEVITTOWN-TULLEYTOWN				
MORRISVILLE				
TRENTON		P 9.14		
MILLHAM		9.17		
NEW YORK		P 10.15		
	A. M.	A. M.	A. M.	A. M.

NORTHWARD-EASTWARD

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[illegible]

WASHINGTON TO NEW YORK

STATIONS	FIRST CLASS				
	● 3824	● 920	● 970	±● 508	
	Saturday Only A. M.	Daily Ex. Sat. A. M.	Saturday Only A. M.	Daily Ex. Sat. & Sun. A. M.	
WASHINGTON					
NEW YORK AVE. (W.T.)					
CHEVERLY					
LANDOVER					
LANHAM					
SEABROOK					
BOWIE					
JERICHO PARK					
ODENTON					
HALETHORPE					
FREDERICK ROAD					
EDMONDSON					
BALTIMORE					
UNION JUNCTION					
BAY					
EDGEWOOD					
ABERDEEN					
PERRYVILLE					
NEWARK	MU	MU	MU	MU	
DAVIS					
WEST YARD					
WILMINGTON		\$ 9.20			
EDGE MOOR					
BELL		9.26			
CLAYMONT		\$ 9.29			
NAAMAN					
MARCUS HOOK		\$ 9.32			
TRAINER					
HIGHLAND AVE.		\$ 9.35			
LAMOKIN ST.		W 9.37	9.37		
CHESTER		\$ 9.39	\$ 9.39		
EDDYSTONE					
BALDWIN		9.41	9.41		
CRUM LYNNE		\$ 9.42	\$ 9.42		
RIDLEY PARK		\$ 9.43	\$ 9.43		
MOORE		\$ 9.45	\$ 9.45		
NORWOOD		\$ 9.46	\$ 9.46		
GLENOLDEN		\$ 9.47	\$ 9.47		
FOLCROFT		\$ 9.49	\$ 9.49		
SHARON HILL		\$ 9.50	\$ 9.50		
CURTIS PARK		\$ 9.51	\$ 9.51		
DARBY		\$ 9.52	\$ 9.52		
BRILL		9.56	9.56		
ARSENAL		10.00	10.00		
SUBURBAN STATION				\$ 9.30	
PHILA.- 30th ST.	Lower Level Upper Level Lower Level	\$10.03	\$10.03	\$ 9.33	
SUBURBAN STATION		\$10.07	\$10.07		
ZOO				9.36	
NORTH PHILA.				\$ 9.40	
SHORE				9.43	
FRANKFORD JCT.				\$ 9.44	
JERSEY					
UTICA AVENUE					
FRANKFORD					
BRIDESTBURG				\$ 9.47	
WISSINOMING				\$ 9.49	
TACONY				\$ 9.51	
HOLMESBURG JCT.				\$ 9.54	
TORRESDALE				\$ 9.57	
ANDALUSIA					
CORNWELLS HEIGHTS				\$10.00	
EDDINGTON					
CROYDON				\$10.04	
BRISTOL				\$10.07	
GRUNDY					
LEVITTOWN-TULLEYTOWN				\$10.11	
MORRISVILLE					
TRENTON	\$10.12			\$10.18	
MILLHAM	10.15				
NEW YORK	\$11.30				
	A. M.	A. M.	A. M.	A. M.	

FIRST CLASS

	◆ 206	◇ 126	● 922	◆ 510	◆ 924	● 552	● 172
	Daily Ex. Sun. A. M.	Daily A. M.	Daily A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Saturday Only A. M.	Daily A. M.
		\$ 8.30					\$10.00
		8.33					10.03
		8.39					10.09
		8.46					10.16
		8.51					10.21
		\$ 9.10					\$10.40
		9.16					10.46
		9.29					11.00
		\$ 9.37					
		9.45					11.13
			MU	MU	MU	MU	
		10.02					11.30
		10.10					11.38
		\$10.14	\$10.20		\$11.20		\$11.41
		10.20	10.26		11.26		11.47
			\$10.29		\$11.29		
			\$10.32		\$11.32		
			\$10.35		\$11.35		
			10.37				
			\$10.39		\$11.39		
			\$10.40				
		10.29	10.41		11.41		11.56
			\$10.42		\$11.42		
			\$10.43		\$11.43		
			\$10.45		\$11.45		
			\$10.46		\$11.46		
			\$10.47		\$11.47		
			\$10.49		\$11.49		
			\$10.50		\$11.50		
			\$10.51				
			\$10.52		\$11.52		
		10.36	10.56		11.55		12.03
		10.39	11.00		11.58		12.06
				\$11.10		\$11.30	
		\$10.43	\$11.03	\$11.13	\$12.01	\$11.33	\$12.09
	\$10.00	# 10.48	\$11.07		\$12.05		12.14
	10.04	10.52		11.16		11.36	12.18
	\$10.09	\$10.57		\$11.20		\$11.40	\$12.23
	10.13	11.01		11.23		11.43	12.27
				\$11.24		\$11.44	
						\$11.45	
						\$11.46	
				\$11.28		\$11.48	
				\$11.30		\$11.50	
	10.19	11.07		\$11.33		\$11.52	12.33
				\$11.36		\$11.55	
				\$11.39		\$11.58	
				\$11.44		\$12.03	
				\$11.47		\$12.07	
	10.29	11.17		\$11.51		\$12.11	12.43
	\$10.38	\$11.25		\$11.58		\$12.18	\$12.51
	10.40	11.27					12.53
	\$11.43	\$12.25					\$ 1.50
	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.

WASHINGTON TO NEW YORK

STATIONS	FIRST CLASS			
	#3828	● 926	50	#● 512
	Daily Ex. Sun. P. M.	Daily P. M.	Daily P. M.	Daily Ex. Sun. P. M.
WASHINGTON				
NEW YORK AVE. (W.T.)				
CHEVERLY				
LANDOVER				
LANHAM				
SEABROOK				
BOWIE				
JERICHO PARK				
ODENTON				
HALETHORPE				
FREDERICK ROAD				
EDMONDSON				
BALTIMORE				
UNION JUNCTION				
BAY				
EDGEWOOD				
ABERDEEN				
PERRYVILLE				
NEWARK	MU	MU		MU
DAVIS				
WEST YARD				
WILMINGTON		\$12 20		
EDGE MOOR				
BELL		12 26		
CLAYMONT		\$12 29		
NAAMAN				
MARCUS HOOK		\$12 32		
TRAINER				
HIGHLAND AVE.		\$12 35		
LAMOKIN ST.		\$12 37		
CHESTER		\$12 39		
EDDYSTONE		\$12 40		
BALDWIN		12 41		
CRUM LYNNE		\$12 42		
RIDLEY PARK		\$12 43		
MOORE		\$12 45		
NORWOOD		\$12 46		
GLENOLDEN		\$12 47		
FOLCROFT		\$12 49		
SHARON HILL		\$12 50		
CURTIS PARK		\$12 51		
DARBY		\$12 52		
BRILL		12 56		
ARSENAL		1 00		
SUBURBAN STATION				\$12 30
PHILA.- 30th ST.	Lower Level Upper Level Lower Level	\$ 1 03		\$12 33
SUBURBAN STATION		\$ 1 07		
ZOO			12 19	12 36
NORTH PHILA.			\$12 25	\$12 40
SHORE			12 29	12 43
FRANKFORD JCT.				\$12 44
JERSEY				
UTICA AVENUE				
FRANKFORD				
BRIDGESBURG				\$12 47
WISSINOMING				\$12 48
TACONY				\$12 50
HOLMESBURG JCT.			12 35	\$12 53
TORRESDALE				\$12 56
ANDALUSIA				
CORNWELLS HEIGHTS				\$12 59
EDDINGTON				
CROYDON				\$ 1 03
BRISTOL				\$ 1 06
GRUNDY			12 45	
LEVITTOWN-TULLEYTOWN				\$ 1 11
MORRISVILLE				
TRENTON	\$ 1 03		\$12 55	\$ 1 18
MILLHAM	1 05		12 58	
NEW YORK	\$ 2 23		\$ 2 00	
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

	±●212	10 Mail and Express	±●514	◇128	±●928	●972	●130
	Daily	Daily	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Saturday Only	Daily
	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.
				D 11.35			\$11.45
				11.38			11.48
				11.44			11.54
				11.51			12.01
				11.56			12.06
				P 12.16			\$12.26
				12.21			12.32
				12.34			12.45
				12.47			1.01
			MU		MU	MU	
				1.03			1.18
				1.11			1.26
				P 1.17	\$ 1.20		\$ 1.30
				1.23	1.26		1.36
					\$ 1.29		
					\$ 1.32		
					\$ 1.35		
						1.37	
					\$ 1.39	\$ 1.39	
				1.32	1.41	1.41	1.45
				First Trip Dec. 15	\$ 1.42	\$ 1.42	
					\$ 1.43	\$ 1.43	
					\$ 1.45	\$ 1.45	
					\$ 1.46	\$ 1.46	
					\$ 1.47	\$ 1.47	
					\$ 1.49	\$ 1.49	
					\$ 1.50	\$ 1.50	
					\$ 1.52	\$ 1.52	
				1.39	1.55	1.55	1.52
				1.42	1.58	1.58	1.55
			\$ 1.30				
			\$ 1.33		\$ 2.01	\$ 2.01	\$ 1.58
	\$ 1.00			P 1.46			2.00
					\$ 2.05	\$ 2.05	
	1.04	1.27	1.36	1.50			2.04
	\$ 1.10	1.34	\$ 1.40	P 1.55			\$ 2.09
	1.14	1.40	1.43	2.00			2.13
			\$ 1.44				
			\$ 1.46				
			\$ 1.48				
			\$ 1.50				
	1.20	1.49	\$ 1.53	2.05			2.19
			\$ 1.56				
			\$ 1.59				
			\$ 2.03				
			\$ 2.06				
	1.80	2.03		2.15			2.29
			\$ 2.11				
	\$ 1.39	2.13	\$ 2.18	P 2.24			\$ 2.38
	1.41	2.16		2.26			2.41
	\$ 2.43			\$ 3.25			\$ 3.37
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

WASHINGTON TO NEW YORK

STATIONS	FIRST CLASS			
	● 3830	◇ 106	● 930	✱ 516
	Saturday Only	Daily	Daily	Daily Ex. Sun.
	P. M.	P. M.	P. M.	P. M.
WASHINGTON		D 12 25		
NEW YORK AVE. (W.T.)		12 28		
CHEVERLY				
LANDOVER		12 34		
LANHAM				
SEABROOK				
BOWIE		12 41		
JERICHO PARK				
ODENTON		12 46		
HALETHORPE				
FREDERICK ROAD				
EDMONDSON				
BALTIMORE		P 1 06		
UNION JUNCTION				
BAY		1 12		
EDGEWOOD		1 25		
ABERDEEN				
PERRYVILLE		1 39		
NEWARK	MU		MU	MU
DAVIS		1 55		
WEST YARD		2 03		
WILMINGTON		P 2 07	\$ 2 20	
EDGE MOOR				
BELL		2 13	2 26	
CLAYMONT		First Trip	\$ 2 29	
NAAMAN		Dec. 15		
MARCUS HOOK		Last Trip	\$ 2 32	
TRAINER		Apr. 14		
HIGHLAND AVE.			\$ 2 35	
LAMOKIN ST.				
CHESTER			\$ 2 39	
EDDYSTONE			\$ 2 40	
BALDWIN		2 23	2 41	
CRUM LYNNE			\$ 2 42	
RIDLEY PARK			\$ 2 43	
MOORE			\$ 2 45	
NORWOOD			\$ 2 46	
GLENOLDEN			\$ 2 47	
FOLCROFT			\$ 2 49	
SHARON HILL			\$ 2 50	
CURTIS PARK			\$ 2 51	
DARBY			\$ 2 52	
BRILL		2 30	2 57	
ARSENAL		2 33	3 02	
SUBURBAN STATION				\$ 2 40
PHILA.- 30th ST.	Lower Level Upper Level Lower Level	P 2 36	\$ 3 06	\$ 2 43
SUBURBAN STATION			\$ 3 10	
ZOO		2 41		2 46
NORTH PHILA.		P 2 45		\$ 2 50
SHORE		2 51		2 53
FRANKFORD JCT.				\$ 2 54
JERSEY				
UTICA AVENUE				
FRANKFORD				
BRIDGESBURG				\$ 2 56
WISSINOMING				\$ 2 58
TACONY				\$ 3 00
HOLMESBURG JCT.		2 55		\$ 3 03
TORRESDALE				\$ 3 06
ANDALUSIA				\$ 3 08
CORNWELLS HEIGHTS				\$ 3 10
EDDINGTON				
CROYDON				\$ 3 14
BRISTOL				\$ 3 17
GRUNDY		3 05		
LEVITTOWN-TULLEYTOWN				\$ 3 21
MORRISVILLE				
TRENTON	\$ 2 48	P 3 15		\$ 3 28
MILLHAM	2 50	3 18		
NEW YORK	\$ 4 08	\$ 4 15		
	P. M.	P. M.	P. M.	P. M.

NORTHWARD-EASTWARD

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FIRST CLASS							
	±●218	●3846	±●518	±●3832	●556	●174	±●934
	Daily	Saturday	Daily Ex.	Daily Ex.	Saturday	Daily	Daily Ex.
	P. M.	Only	Sat. & Sun.	Sat. & Sun.	Only	P. M.	Sat. & Sun.
						\$ 1.45	
						1.48	
						1.54	
						2.01	
						2.06	
						\$ 2.26	
						2.32	
						2.45	
						2.59	
		MU	MU	MU	MU		MU
						3.16	
						3.24	
						\$ 3.27	\$ 3.30
							\$ 3.35
						3.33	\$ 3.38
							\$ 3.40
							\$ 3.43
							\$ 3.47
							\$ 3.50
							\$ 3.53
							\$ 3.55
						3.42	\$ 3.57
							\$ 3.59
							\$ 4.01
							\$ 4.03
							\$ 4.04
							\$ 4.06
							\$ 4.07
							\$ 4.09
							\$ 4.11
							\$ 4.12
						3.49	4.15
						3.52	4.18
			\$ 3.20		\$ 3.30		
			\$ 3.23		\$ 3.33	\$ 3.55	\$ 4.21
	\$ 3.00					4.00	\$ 4.25
	3.04		3.26		3.36	4.04	
	\$ 3.09		\$ 3.30		\$ 3.40	\$ 4.10	
	3.13		3.33		3.43	4.14	
			\$ 3.34		\$ 3.44		
			\$ 3.36		\$ 3.45		
			\$ 3.37		\$ 3.46		
			\$ 3.39		\$ 3.48		
			\$ 3.41		\$ 3.50		
	3.19		\$ 3.44		\$ 3.53	4.20	
			\$ 3.47		\$ 3.56		
			\$ 3.51		\$ 3.59		
			\$ 3.55		\$ 4.04		
			\$ 3.58		\$ 4.07		
	3.29		\$ 4.03		\$ 4.11	4.30	
	\$ 3.38	\$ 3.51	\$ 4.10	\$ 4.01	\$ 4.18	\$ 4.39	
	3.40	3.53		4.03		4.42	
	\$ 4.37	\$ 5.04		\$ 5.15		\$ 5.40	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

WASHINGTON TO NEW YORK

STATIONS	FIRST CLASS				
	● 960	● 962	±● 936	±● 3834	
	Saturday Only		Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	
	P. M.	P. M.	P. M.	P. M.	
WASHINGTON					
NEW YORK AVE. (W.T.)					
CHEVERLY					
LANDOVER					
LANHAM					
SEABROOK					
BOWIE					
JERICO PARK		Will Run Sunday and Dec. 25, Jan. 1			
ODENTON					
HALETHORPE					
FREDERICK ROAD					
EDMONDSON					
BALTIMORE					
UNION JUNCTION					
BAY					
EDGEWOOD					
ABERDEEN					
PERRYVILLE					
NEWARK	MU	MU	MU	MU	
DAVIS					
WEST YARD					
WILMINGTON		\$ 4.00	\$ 4.10		
EDGE MOOR			\$ 4.14		
BELL		4.06	4.17		
CLAYMONT		\$ 4.09	\$ 4.20		
NAAMAN					
MARCUS HOOK		\$ 4.12	\$ 4.24		
TRAINER			\$ 4.27		
HIGHLAND AVE.		\$ 4.15	\$ 4.29		
LAMOKIN ST.	3.57	\$ 4.17	\$ 4.31		
CHESTER	\$ 3.59	\$ 4.19	\$ 4.33		
EDDYSTONE		\$ 4.20	\$ 4.35		
BALDWIN		4.21	\$ 4.36		
CRUM LYNNE	\$ 4.02	\$ 4.22	\$ 4.38		
RIDLEY PARK	\$ 4.03	\$ 4.23	\$ 4.39		
MOORE	\$ 4.05	\$ 4.25	\$ 4.40		
NORWOOD	\$ 4.06	\$ 4.26	\$ 4.41		
GLENOLDEN	\$ 4.07	\$ 4.27	\$ 4.43		
FOLCROFT	\$ 4.09	\$ 4.29	\$ 4.45		
SHARON HILL	\$ 4.10	\$ 4.30	\$ 4.47		
CURTIS PARK	\$ 4.11	\$ 4.31	\$ 4.49		
DARBY	\$ 4.12	\$ 4.32	\$ 4.51		
BRILL	4.15	4.35	4.55		
ARSENAL	4.18	4.38	4.58		
SUBURBAN STATION					
PHILA.- 30th ST.	Lower Level Upper Level Lower Level	\$ 4.21	\$ 4.41	\$ 5.01	
SUBURBAN STATION		\$ 4.25	\$ 4.45	\$ 5.05	
ZOO					
NORTH PHILA.					
SHORE					
FRANKFORD JCT.					
JERSEY					
UTICA AVENUE					
FRANKFORD					
BRIDESBURG					
WISSINOMING					
TACONY					
HOLMESBURG JCT.					
TORRESDALE					
ANDALUSIA					
CORNWELLS HEIGHTS					
EDDINGTON					
CROYDON					
BRISTOL					
GRUNDY					
LEVITTOWN-TULLEYTOWN					
MORRISVILLE					
TRENTON				\$ 4.52	
MILLHAM				4.55	
NEW YORK				\$ 6.04	
	P. M.	P. M.	P. M.	P. M.	

NORTHWARD-EASTWARD

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[illegible]

WASHINGTON TO NEW YORK

STATIONS	FIRST CLASS			
	● 132	● 964	±● 938	±● 942
	Daily		Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	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.....	3.21	Will Run Sat., Sun. and Dec. 25 Jan. 1		
ODENTON.....				
HALETHORPE.....				
FREDERICK ROAD.....				
EDMONDSON.....				
BALTIMORE.....	\$ 3.41			
UNION JUNCTION.....				
BAY.....	3.47			
EDGEWOOD.....	4.00			
ABERDEEN.....				
PERRYVILLE.....	4.14			
NEWARK.....		MU	MU	MU \$ 5.05
DAVIS.....	4.30			
WEST YARD.....	4.38			5.14
WILMINGTON.....	\$ 4.41	\$ 4.50	\$ 4.50	\$ 5.20
EDGE MOOR.....			\$ 4.55	
BELL.....	4.47	4.56	4.58	5.26
CLAYMONT.....		\$ 4.59	\$ 5.01	\$ 5.29
NAAMAN.....				\$ 5.31
MARCUS HOOK.....		\$ 5.02	\$ 5.05	\$ 5.33
TRAINER.....			\$ 5.07	
HIGHLAND AVE.....		\$ 5.05	\$ 5.09	\$ 5.37
LAMOKIN ST.....		\$ 5.07	\$ 5.11	
CHESTER.....		\$ 5.09	\$ 5.13	\$ 5.41
EDDYSTONE.....				
BALDWIN.....	4.55	\$ 5.11	\$ 5.17	5.44
CRUM LYNNE.....		\$ 5.12	\$ 5.19	\$ 5.45
RIDLEY PARK.....		\$ 5.13	\$ 5.20	\$ 5.47
MOORE.....		\$ 5.15	\$ 5.21	\$ 5.49
NORWOOD.....		\$ 5.16	\$ 5.22	\$ 5.51
GLENOLDEN.....		\$ 5.17	\$ 5.25	\$ 5.53
FOLCROFT.....		\$ 5.19	\$ 5.27	\$ 5.55
SHARON HILL.....		\$ 5.20	\$ 5.29	\$ 5.57
CURTIS PARK.....		\$ 5.21	\$ 5.31	\$ 5.59
DARBY.....		\$ 5.22	\$ 5.33	\$ 6.01
BRILL.....	5.02	5.25	5.35	6.04
ARSENAL.....	5.05	5.28	5.38	6.07
SUBURBAN STATION.....				
PHILA.- 30th ST.....	Lower Level Upper Level Lower Level	\$ 5.31	\$ 5.41	\$ 6.11
SUBURBAN STATION.....		\$ 5.35	\$ 5.45	\$ 6.15
ZOO.....	5.13			
NORTH PHILA.....	\$ 5.18			
SHORE.....	5.22			
FRANKFORD JCT.....				
JERSEY.....				
UTICA AVENUE.....				
FRANKFORD.....				
BRIDESBURG.....				
WISSINOMING.....				
TACONY.....				
HOLMESBURG JCT.....	5.28			
TORRESDALE.....				
ANDALUSIA.....				
CORNWELLS HEIGHTS.....				
EDDINGTON.....				
CROYDON.....				
BRISTOL.....				
GRUNDY.....	5.38			
LEVITTOWN-TULLEYTOWN.....				
MORRISVILLE.....				
TRENTON.....	\$ 5.47			
MILLHAM.....	5.50			
NEW YORK.....	\$ 6.45			
	P. M.	P. M.	P. M.	P. M.

NORTHWARD-EASTWARD

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[illegible]

WASHINGTON TO NEW YORK

STATIONS	FIRST CLASS			
	±● 530	● 152	±● 222	±● 532
	Daily Ex. Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
WASHINGTON				
NEW YORK AVE. (W.T.)		\$ 4.00		
CHEVERLY		4.03		
LANDOVER		4.09		
LANHAM				
SEABROOK				
BOWIE		4.16		
JERICHO PARK				
ODENTON		4.21		
HALETHORPE				
FREDERICK ROAD				
EDMONDSON				
BALTIMORE		\$ 4.40		
UNION JUNCTION				
BAY		4.46		
EDGEWOOD		4.59		
ABERDEEN				
PERRYVILLE		5.12		
NEWARK	MU		MU	
DAVIS		5.28		
WEST YARD		5.36		
WILMINGTON		\$ 5.39		
EDGE MOOR				
BELL		5.44		
CLAYMONT				
NAAMAN				
MARCUS HOOK				
TRAINER				
HIGHLAND AVE.				
LAMOKIN ST.				
CHESTER				
EDDYSTONE				
BALDWIN		5.53		
CRUM LYNNE				
RIDLEY PARK				
MOORE				
NORWOOD				
GLENOLDEN				
FOLCROFT				
SHARON HILL				
CURTIS PARK				
DARBY				
BRILL		6.00		
ARSENAL		6.03		
SUBURBAN STATION	\$ 5.45			\$ 6.20
PHILA.- 30th ST.	Lower Level Upper Level Lower Level	\$ 5.48	\$ 6.06	\$ 6.15
SUBURBAN STATION				
ZOO	5.52	6.10	6.19	6.26
NORTH PHILA.	\$ 5.56	\$ 6.14	\$ 6.25	\$ 6.30
SHORE	6.00	6.18	6.29	6.33
FRANKFORD JCT.				\$ 6.34
JERSEY				
UTICA AVENUE				
FRANKFORD				
BRIDESBURG	\$ 6.03			\$ 6.36
WISSINOMING	\$ 6.05			\$ 6.38
TACONY	\$ 6.07			\$ 6.40
HOLMESBURG JCT.	\$ 6.09	6.23	6.35	\$ 6.43
TORRESDALE	\$ 6.12			\$ 6.46
ANDALUSIA	\$ 6.14			
CORNWELLS HEIGHTS	\$ 6.16			\$ 6.49
EDDINGTON				
CROYDON	\$ 6.20			\$ 6.53
BRISTOL	\$ 6.23		\$ 6.45	\$ 6.56
GRUNDY		6.33		
LEVITTOWN-TULLEYTOWN	\$ 6.27			\$ 7.01
MORRISVILLE				
TRENTON	\$ 6.34	\$ 6.40	\$ 6.55	\$ 7.08
MILLHAM		6.42	6.58	
NEW YORK		\$ 7.35	\$ 8.00	
	P. M.	P. M.	P. M.	P. M.

NORTHWARD-EASTWARD

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[illegible]

WASHINGTON TO NEW YORK

STATIONS	FIRST CLASS			
	● 272	±● 3840	● 3850	±● 534
	Saturday Only	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
WASHINGTON				
NEW YORK AVE. (W.T.)				
CHEVERLY				
LANDOVER				
LANHAM				
SEABROOK				
BOWIE				
JERICO PARK				
ODENTON				
HALETHORPE				
FREDERICK ROAD				
EDMONDSON				
BALTIMORE				
UNION JUNCTION				
BAY				
EDGEWOOD				
ABERDEEN				
PERRYVILLE				
NEWARK		MU	MU	MU
DAVIS				
WEST YARD				
WILMINGTON				
EDGE MOOR				
BELL				
CLAYMONT				
NAAMAN				
MARCUS HOOK				
TRAINER				
HIGHLAND AVE.				
LAMOKIN ST.				
CHESTER				
EDDYSTONE				
BALDWIN				
CRUM LYNNE				
RIDLEY PARK				
MOORE				
NORWOOD				
GLENOLDEN				
FOLCROFT				
SHARON HILL				
CURTIS PARK				
DARBY				
BRILL				
ARSENAL				
SUBURBAN STATION				\$ 7.30
PHILA.- 30th ST.-----	Lower Level Upper Level Lower Level			\$ 7.33
SUBURBAN STATION	\$ 7.17			
ZOO	7.22			7.36
NORTH PHILA.	\$ 7.27			\$ 7.40
SHORE	7.31			7.43
FRANKFORD JCT.				\$ 7.44
JERSEY				
UTICA AVENUE				
FRANKFORD				
BRIDESBURG				\$ 7.46
WISSINOMING				\$ 7.48
TACONY				\$ 7.50
HOLMESBURG JCT.	7.37			\$ 7.53
TORRESDALE				\$ 7.56
ANDALUSIA				
CORNWELLS HEIGHTS				\$ 7.59
EDDINGTON				
CROYDON				\$ 8.03
BRISTOL				\$ 8.06
GRUNDY	7.47			
LEVITTOWN-TULLEYTOWN				\$ 8.11
MORRISVILLE				
TRENTON	\$ 7.55	\$ 8.00	\$ 8.02	\$ 8.18
MILLHAM	7.58	8.03	8.04	
NEW YORK	\$ 8.55	\$ 9.03	\$ 9.20	
	P. M.	P. M.	P. M.	P. M.

NORTHWARD-EASTWARD

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[illegible]

WASHINGTON TO NEW YORK

STATIONS	FIRST CLASS			
	• 3842	• 536	• 282	• 158
	Daily Ex. Sat. & Sun.	Daily	Sunday Only	Daily
	P. M.	P. M.	P. M.	P. M.
WASHINGTON				\$ 7.30
NEW YORK AVE. (W.T.)				7.33
CHEVERLY				
LANDOVER				7.39
LANHAM				
SEABROOK				
BOWIE				7.46
JERICHO PARK				
ODENTON				7.51
HALETHORPE				
FREDERICK ROAD				
EDMONDSON				
BALTIMORE				\$ 8.11
UNION JUNCTION				
BAY				8.17
EDGEWOOD				8.30
ABERDEEN				
PERRYVILLE				8.44
NEWARK	MU	MU		
DAVIS				9.01
WEST YARD				9.09
WILMINGTON				\$ 9.12
EDGE MOOR				
BELL				9.19
CLAYMONT				
NAAMAN				
MARCUS HOOK				
TRAINER				
HIGHLAND AVE.				
LAMOKIN ST.				
CHESTER				\$ 9.26
EDDYSTONE				
BALDWIN				9.30
CRUM LYNNE				
RIDLEY PARK				
MOORE				
NORWOOD				
GLENOLDEN				
FOLCROFT				
SHARON HILL				
CURTIS PARK				
DARBY				
BRILL				9.37
ARSENAL				9.40
SUBURBAN STATION		\$ 8.40		
PHILA.- 30th ST.-----	Lower Level Upper Level Lower Level	\$ 8.43	\$ 9.15	\$ 9.43
SUBURBAN STATION				
ZOO		8.46	9.20	9.48
NORTH PHILA.		\$ 8.50	\$ 9.25	\$ 9.53
SHORE		8.53	9.29	9.58
FRANKFORD JCT.		\$ 8.54		
JERSEY				
UTICA AVENUE				
FRANKFORD				
BRIDESBURG		MM8.56		
WISSINOMING		\$ 8.58		
TACONY		\$ 9.00		
HOLMESBURG JCT.		\$ 9.03	9.35	10.03
TORRESDALE		\$ 9.06		
ANDALUSIA				
CORNWELLS HEIGHTS		\$ 9.09		
EDDINGTON				
CROYDON		\$ 9.13		
BRISTOL		\$ 9.16	\$ 9.45	
GRUNDY				10.13
LEVITTOWN-TULLEYTOWN		\$ 9.21		
MORRISVILLE				
TRENTON	\$ 9.12	\$ 9.28	\$ 9.56	\$10.21
MILLHAM	9.15		9.58	10.23
NEW YORK	\$10.31		\$11.10	\$11.30
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

✱ 538	✱ 540	160	● 950	✱ 542	◇ 176	194
Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sat.	Mail and Express Daily Ex. Sat.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 9.15			\$10.20	E11.00
		9.18			10.23	11.03
		9.24			10.29	11.09
		9.31			10.36	11.16
		9.36			10.41	11.21
		\$10.00			\$11.01	E11.40
		10.06			11.07	12.01
		10.19			11.20	12.06
						12.18
		10.33			11.38	12.34
MU	MU		MU	MU		
		10.50			11.55	12.51
		10.58			12.03	12.59
		\$11.03	\$11.10		\$12.07	E 1.05
		11.09	11.17		12.13	1.21
			\$11.20			
			\$11.22			
			\$11.25			
			W11.27			
			\$11.31			
			\$11.33			
		11.18	11.34		12.23	1.31
			\$11.35			
			\$11.37			
			\$11.39			
			\$11.40			
			\$11.41			
			\$11.43			
			\$11.45			
			\$11.49			
		11.25	11.52		12.30	1.38
		11.28	11.55		12.33	1.41
\$ 9.50	\$10.55			\$11.55		
\$ 9.53	\$10.58	\$11.32	\$11.58	\$11.58	\$12.36	E 1.45
		11.40			1.03	# 2.10
			\$12.02			
9.56	11.01	11.44		12.02	1.08	2.14
\$10.00	\$11.05	\$11.49		\$12.07	\$ 1.13	E 2.20
10.03	11.08	11.56		12.11	1.19	2.30
\$10.04	\$11.09			\$12.12		
\$10.06	\$11.11			\$12.19		
\$10.08	\$11.13			\$12.21		
\$10.10	\$11.15			\$12.24	1.25	2.35
\$10.13	\$11.18	12.02		\$12.29		
\$10.16	\$11.21					
\$10.18						
\$10.21	\$11.24			\$12.33		
\$10.25	\$11.28			\$12.37		
\$10.28	\$11.31	012.11		\$12.41		
					1.35	2.45
\$10.32	\$11.36			\$12.47		
\$10.38	\$11.43	\$12.20		\$12.55	\$ 1.43	E 2.53
		12.26			1.47	3.01
		\$ 1.35			\$ 2.50	E 4.05
P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.

PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS				
	• 369	• 11	±• 601	±• 001	±• 301
	Daily	Mail and Express Daily Ex. Mod.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.
SUBURBAN.....	\$12.50		\$ 5.45	\$ 6.30	\$ 7.10
PHILA.- { Upper Level	\$12.53		\$ 5.48	\$ 6.33	\$ 7.13
30th-ST..... { Lower Level					
ZOO.....	12.56	2.13	5.51	6.36	7.16
FIFTY-SECOND ST.....	12.58	2.16	\$ 5.53	\$ 6.38	\$ 7.19
OVERBROOK.....	\$ 1.01	2.21	\$ 5.56	\$ 6.42	\$ 7.22
MERION.....	\$ 1.03			\$ 6.44	\$ 7.24
NARBERTH.....	\$ 1.05		\$ 5.58	\$ 6.46	\$ 7.26
WYNNEWOOD.....	\$ 1.07			\$ 6.48	\$ 7.28
ARDMORE.....	\$ 1.09		\$ 6.00	\$ 6.50	\$ 7.30
HAVERFORD.....	\$ 1.11			\$ 6.52	\$ 7.32
BRYN MAWR.....	\$ 1.13	2.28	\$ 6.03	\$ 6.55	\$ 7.34
ROSEMONT.....	\$ 1.15		\$ 6.05		\$ 7.36
VILLANOVA.....	\$ 1.17				\$ 7.38
RADNOR.....	\$ 1.19				\$ 7.40
ST. DAVIDS.....	\$ 1.21				\$ 7.42
WAYNE.....	\$ 1.23		\$ 6.11		\$ 7.44
STRAFFORD.....	\$ 1.25				\$ 7.46
DEVON.....	\$ 1.27		\$ 6.14		\$ 7.48
BERWYN.....	\$ 1.29		\$ 6.16		\$ 7.50
DAYLESFORD.....					\$ 7.52
PAOLI.....	\$ 1.35				\$ 8.00
MALVERN.....		2.42	\$ 6.21		
WHITFORD.....					
DOWNINGTOWN.....			\$ 6.34		
THORN.....		2.58	6.37		
COATESVILLE.....			\$ 6.40		
PARKESBURG.....		3.08	6.45		
LANCASTER.....		3.38	\$ 7.07		
LANDIS.....					
MOUNT JOY.....			\$ 7.19		
ELIZABETHTOWN.....			\$ 7.26		
MIDDLETOWN.....		4.11	\$ 7.33		
CLY..... { York Haven					
LEMO..... { Line					
	MU		MU	MU	MU
HARRISBURG.....		\$ 4.25	\$ 7.45		
		# 4.45			
ROCKVILLE.....		4.55			
BANKS.....		5.00			
	A. M.	A. M.	A. M.	A. M.	A. M.

CHESTNUT HILL BRANCH

STATIONS	FIRST CLASS			
	±• 801	±• 803	±• 805	±• 807
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.
CHESTNUT HILL.....	\$ 6.19	\$ 6.45	\$ 7.08	\$ 7.21
HIGHLAND.....	\$ 6.20	\$ 6.46	\$ 7.09	\$ 7.22
ST. MARTINS.....	\$ 6.22	\$ 6.47	\$ 7.11	\$ 7.24
ALLEN LANE.....	\$ 6.24	\$ 6.49	\$ 7.13	\$ 7.26
CARPENTER.....	\$ 6.25	\$ 6.50	\$ 7.15	\$ 7.28
UPSAL.....	\$ 6.26	\$ 6.51	\$ 7.17	\$ 7.30
TULPEHOCKEN.....	\$ 6.28	\$ 6.53	\$ 7.19	\$ 7.32
CHELLEN AVENUE.....	\$ 6.30	\$ 6.55	\$ 7.21	\$ 7.34
QUEEN LANE.....	\$ 6.32	\$ 6.57	\$ 7.23	\$ 7.36
WESTMORELAND.....	\$ 6.34	\$ 6.59	\$ 7.25	\$ 7.38
NORTH PHILA.....	\$ 6.36	\$ 7.01	\$ 7.27	\$ 7.40
ZOO.....	6.41	7.06	7.32	7.45
PHILA.-30th ST. UL.....	\$ 6.44	\$ 7.09	\$ 7.35	\$ 7.48
SUBURBAN.....	\$ 6.48	\$ 7.13	\$ 7.39	\$ 7.52
	A. M.	A. M.	A. M.	A. M.

Note—All Regular Trains Will Operate With MU Equipment.

PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS			
	● 375	± 007	● 307	± 009
	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat.	Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.
SUBURBAN.....	\$ 8.30	\$ 8.30	\$ 8.45	\$ 9.00
PHILA.- { Upper Level	\$ 8.33	\$ 8.33	\$ 8.48	\$ 9.03
30th-ST. { Lower Level				
ZOO.....	8.36	8.36	8.51	9.06
FIFTY-SECOND ST.....	\$ 8.38	\$ 8.38	\$ 8.53	\$ 9.08
OVERBROOK.....	\$ 8.41	\$ 8.41	\$ 8.56	\$ 9.11
MERION.....	\$ 8.42	\$ 8.42	\$ 8.57	\$ 9.12
NARBERTH.....	\$ 8.44	\$ 8.44	\$ 8.59	\$ 9.14
WYNNEWOOD.....	\$ 8.45	\$ 8.45	\$ 9.00	\$ 9.15
ARDMORE.....	\$ 8.47	\$ 8.47	\$ 9.02	\$ 9.17
HAVERFORD.....	\$ 8.49	\$ 8.49	\$ 9.04	\$ 9.19
BRYN MAWR.....	\$ 8.52	\$ 8.52	\$ 9.07	\$ 9.22
ROSEMONT.....	\$ 8.54		\$ 9.09	
VILLANOVA.....	\$ 8.56		\$ 9.11	
RADNOR.....	\$ 8.58		\$ 9.13	
ST. DAVIDS.....	\$ 9.00		\$ 9.15	
WAYNE.....	\$ 9.01		\$ 9.16	
STRAFFORD.....	\$ 9.03		\$ 9.18	
DEVON.....	\$ 9.05		\$ 9.20	
BERWYN.....	\$ 9.07		\$ 9.22	
DAYLESFORD.....	\$ 9.09		\$ 9.24	
PAOLI.....	\$ 9.11		\$ 9.26	
MALVERN.....				
WHITFORD.....				
DOWNINGTOWN.....				
THORN.....				
COATESVILLE.....				
PARKESBURG.....				
LANCASTER.....				
LANDIS.....				
MOUNT JOY.....				
ELIZABETHTOWN.....				
MIDDLETOWN.....				
CLY..... } York Haven				
LEMO..... } Line	MU	MU	MU	MU
HARRISBURG.....				
ROCKVILLE.....				
BANKS.....				
	A. M.	A. M.	A. M.	A. M.

CHESTNUT HILL BRANCH

STATIONS	FIRST CLASS			
	● 821	± 823	± 825	± 827
	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.
	A. M.	A. M.	A. M.	A. M.
CHESTNUT HILL.....	\$ 9.43	\$10.13	\$10.43	\$11.13
HIGHLAND.....	\$ 9.44	\$10.14	\$10.44	\$11.14
ST. MARTINS.....	\$ 9.45	\$10.15	\$10.45	\$11.15
ALLEN LANE.....	\$ 9.47	\$10.17	\$10.47	\$11.17
CARPENTER.....	\$ 9.48	\$10.18	\$10.48	\$11.18
UPSAL.....	\$ 9.49	\$10.19	\$10.49	\$11.19
TULPEHOCKEN.....	\$ 9.51	\$10.21	\$10.51	\$11.21
CHELTEN AVENUE.....	\$ 9.53	\$10.23	\$10.53	\$11.23
QUEEN LANE.....	\$ 9.55	\$10.25	\$10.55	\$11.25
WESTMORELAND.....				
NORTH PHILA.....	\$ 9.59	\$10.29	\$10.59	\$11.29
ZOO.....	10.04	10.34	11.04	11.34
PHILA.-30th ST. UL.....	\$10.07	\$10.37	\$11.07	\$11.37
SUBURBAN.....	\$10.11	\$10.41	\$11.11	\$11.41
	A. M.	A. M.	A. M.	A. M.

Note—All Regular Trains Will Operate With MU Equipment.

WESTWARD

77

FIRST CLASS

		25	±●309	±●011	●311	●377	±●013
		Daily	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat.	Saturday Only	Daily Ex. Sat. & Sun.
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
		\$ 9.17	\$ 9.30	\$ 9.45	\$10.00	\$10.00	\$10.00
		\$ 9.20	\$ 9.33	\$ 9.48	\$10.03	\$10.03	\$10.03
		9.19	9.23	9.36	9.51	10.06	10.06
		9.22	\$ 9.25	9.38	9.53	10.08	10.08
		9.25	\$ 9.28	\$ 9.40	\$ 9.56	\$10.10	\$10.10
		G 9.29	\$ 9.41	\$ 9.58	\$10.11	\$10.11	\$10.11
		G 9.31	\$ 9.43	\$10.00	\$10.13	\$10.13	\$10.13
		\$ 9.32	\$ 9.44	\$10.02	\$10.14	\$10.14	\$10.14
		\$ 9.34	\$ 9.46	\$10.04	\$10.16	\$10.16	\$10.16
		G 9.36	\$ 9.48	\$10.06	\$10.18	\$10.18	\$10.18
	9.31	\$ 9.39	\$ 9.51	\$10.08	\$10.21	\$10.21	\$10.21
		\$ 9.41		\$10.10	\$10.23		
		\$ 9.43		\$10.12	\$10.25		
		\$ 9.45		\$10.14	\$10.27		
		\$ 9.47		\$10.16	\$10.29		
		\$ 9.48		\$10.18	\$10.30		
		\$ 9.50		\$10.20	\$10.32		
		\$ 9.52		\$10.22	\$10.34		
		\$ 9.54		\$10.24	\$10.36		
		\$ 9.56		\$10.26			
	\$ 9.40	\$ 9.58		\$10.30	\$10.40		
	# 9.43						
		9.57					
		\$10.02					
		10.10					
		\$10.32					
		#10.40					
		11.00					
			MU	MU	MU	MU	MU
		\$11.15					
		11.35					
		11.45					
		11.50					
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

WESTWARD

FIRST CLASS

	●829	±●831	±●833	●835	±●837	±●839	●841
	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily
	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$11.43	\$12.13	\$12.43	\$ 1.13	\$ 1.43	\$ 2.13	\$ 2.43
	F11.44	\$12.14	\$12.44	F 1.14	\$ 1.44	F 2.14	F 2.44
	\$11.45	\$12.15	\$12.45	\$ 1.15	\$ 1.45	\$ 2.15	\$ 2.45
	\$11.47	\$12.17	\$12.47	\$ 1.17	\$ 1.47	\$ 2.17	\$ 2.47
	\$11.48	\$12.18	\$12.48	\$ 1.18	\$ 1.48	\$ 2.18	\$ 2.48
	\$11.49	\$12.19	\$12.49	\$ 1.19	\$ 1.49	\$ 2.19	\$ 2.49
	\$11.51	\$12.21	\$12.51	\$ 1.21	\$ 1.51	\$ 2.21	\$ 2.51
	\$11.53	\$12.23	\$12.53	\$ 1.23	\$ 1.53	\$ 2.23	\$ 2.53
	\$11.55	\$12.25	\$12.55	\$ 1.25	\$ 1.55	\$ 2.25	\$ 2.55
	WW11.57		W12.57	W 1.27			WW2.57
	\$11.59	\$12.29	\$12.59	\$ 1.29	\$ 1.59	\$ 2.29	\$ 2.59
	12.04	12.34	1.04	1.34	2.04	2.34	3.04
	\$12.07	\$12.37	\$ 1.07	\$ 1.37	\$ 2.07	\$ 2.37	\$ 3.07
	\$12.11	\$12.41	\$ 1.11	\$ 1.41	\$ 2.11	\$ 2.41	\$ 3.11
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS			
	± 605	± 313	397	± 315
	Daily Ex. Sat. & Sun.	Daily Ex. Sun.		Daily Ex. Sun.
	A. M.	A. M.	A. M.	A. M.
SUBURBAN	\$10.25	\$10.30	\$10.45	\$11.15
PHILA.- 30th-ST. { Upper Level	\$10.28	\$10.33	\$10.48	\$11.18
{ Lower Level				
ZOO	10.31	10.36	10.51	11.21
FIFTY-SECOND ST.	10.33	10.38	10.53	11.23
OVERBROOK	10.35	\$10.40	\$10.55	\$11.25
MERION		\$10.41	\$10.56	\$11.26
NARBERTH		\$10.43	\$10.58	\$11.28
WYNNEWOOD		\$10.44	\$10.59	\$11.29
ARDMORE	\$10.38	\$10.46	\$11.01	\$11.31
HAVERFORD		\$10.48	\$11.03	\$11.33
BRYN MAWR	10.41	\$10.51	\$11.06	\$11.36
ROSEMONT		\$10.53	\$11.08	\$11.38
VILLANOVA		\$10.55	\$11.10	\$11.40
RADNOR		\$10.57	\$11.12	\$11.42
ST. DAVIDS		\$10.59	\$11.14	\$11.44
WAYNE		\$11.00	\$11.15	\$11.45
STRAFFORD		\$11.02	\$11.17	\$11.47
DEVON		\$11.04	\$11.19	\$11.49
BERWYN		\$11.06	\$11.21	\$11.51
DAYLESFORD			\$11.23	\$11.53
PAOLI		\$11.10	\$11.25	\$11.55
	\$10.51			
MALVERN				
WHITFORD				
DOWNINGTOWN	\$11.03		Will Run Sunday and Dec. 25 Jan. 1	
THORN	11.06			
COATESVILLE	\$11.09			
PARKESBURG	11.14			
LANCASTER	\$11.35			
LANDIS				
MOUNT JOY				
ELIZABETHTOWN				
MIDDLETOWN	11.57			
CLY				
LEMO				
	York Haven Line			
	MU	MU	MU	MU
HARRISBURG	\$12.07			
ROCKVILLE				
BANKS				
	P. M.	A. M.	A. M.	A. M.

CHESTNUT HILL BRANCH

STATIONS	FIRST CLASS			
	± 843	± 845	± 847	± 849
	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sun.
	P. M.	P. M.	P. M.	P. M.
CHESTNUT HILL	\$ 3.13	\$ 3.43	\$ 4.15	\$ 4.31
HIGHLAND	\$ 3.14	\$ 3.44	\$ 4.16	\$ 4.32
ST. MARTINS	\$ 3.15	\$ 3.45	\$ 4.17	\$ 4.33
ALLEN LANE	\$ 3.17	\$ 3.47	\$ 4.19	\$ 4.35
CARPENTER	\$ 3.18	\$ 3.48	\$ 4.20	\$ 4.36
UPSAL	\$ 3.19	\$ 3.49	\$ 4.21	\$ 4.37
TULPEHOCKEN	\$ 3.21	\$ 3.51	\$ 4.23	\$ 4.39
CHELLEN AVENUE	\$ 3.23	\$ 3.53	\$ 4.25	\$ 4.41
QUEEN LANE	\$ 3.25	\$ 3.55	\$ 4.27	\$ 4.43
WESTMORELAND	\$ 3.27		\$ 4.29	\$ 4.45
NORTH PHILA.	\$ 3.29	\$ 3.59	\$ 4.31	\$ 4.47
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.

WESTWARD

79

FIRST CLASS

	● 317	± 383	● 607	● 319	± 321	± 023	● 9
	Daily	Daily Ex. Sat. & Sun.	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Mail and Express Daily Ex. Mon.
	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$11.45	\$12.15	\$12.42	\$12.45	\$ 1.15	\$ 1.30	
	\$11.48	\$12.18	\$12.45	\$12.48	\$ 1.18	\$ 1.33	
	11.61	12.21	12.48	12.51	1.21	1.36	E 1.30
	11.63	12.23	12.50	12.53	1.23	1.38	1.37
	\$11.55	\$12.25	12.52	\$12.55	\$ 1.25	\$ 1.40	1.41
	\$11.56	\$12.26		\$12.56	\$ 1.26	\$ 1.41	1.45
	\$11.58	\$12.28		\$12.58	\$ 1.28	\$ 1.43	
	\$11.59	\$12.29		\$12.59	\$ 1.29	\$ 1.44	
	\$12.01	\$12.31		\$ 1.01	\$ 1.31	\$ 1.46	
	\$12.03	\$12.33		\$ 1.03	\$ 1.33	\$ 1.48	
	\$12.06	\$12.36	12.58	\$ 1.06	\$ 1.36	\$ 1.51	1.51
	\$12.08	\$12.38		\$ 1.08	\$ 1.38		
	\$12.10	\$12.40		\$ 1.10	\$ 1.40		
	\$12.12	\$12.42		\$ 1.12	\$ 1.42		
	\$12.14	\$12.44		\$ 1.14	\$ 1.44		
	\$12.15	\$12.45		\$ 1.15	\$ 1.45		
	\$12.17	\$12.47		\$ 1.17	\$ 1.47		
	\$12.19	\$12.49		\$ 1.19	\$ 1.49		
	\$12.21	\$12.51		\$ 1.21	\$ 1.51		
				Q 1.23	\$ 1.53		
	\$12.25	\$12.55		\$ 1.25	\$ 1.55		
			\$ 1.07				2.02
			\$ 1.20				
			1.23				2.18
			\$ 1.26				
			1.31				2.32
			\$ 1.52				2.58
			2.14				3.20
	MU	MU	MU	MU	MU	MU	
			\$ 2.25				E 3.35
							6.25
							6.35
							6.45
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

WESTWARD

FIRST CLASS

	± 851	± 853	± 855	● 857	± 859	± 861	● 863
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sat.	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 5.02	\$ 5.24	\$ 5.42	\$ 6.02	\$ 6.20	\$ 7.03	\$ 7.37
		\$ 5.25	\$ 5.43	\$ 6.03	\$ 6.21	\$ 7.04	\$ 7.38
	\$ 5.04		\$ 5.44	\$ 6.04	\$ 6.22	\$ 7.05	\$ 7.39
	\$ 5.06		\$ 5.46	\$ 6.06	\$ 6.24	\$ 7.07	\$ 7.41
	\$ 5.07		\$ 5.47	\$ 6.07	\$ 6.25	\$ 7.08	\$ 7.42
	\$ 5.08		\$ 5.48	\$ 6.08	\$ 6.26	\$ 7.09	\$ 7.43
	\$ 5.10		\$ 5.50	\$ 6.10	\$ 6.28	\$ 7.11	\$ 7.45
	\$ 5.12	\$ 5.30	\$ 5.52	\$ 6.12	\$ 6.30	\$ 7.13	\$ 7.47
	\$ 5.14	\$ 5.31	\$ 5.54	\$ 6.14	\$ 6.32	\$ 7.15	\$ 7.49
	\$ 5.16						
	\$ 5.18	\$ 5.34	\$ 5.58	\$ 6.18	\$ 6.36	\$ 7.19	\$ 7.53
	5.23	5.39	6.03	6.23	6.41	7.24	7.58
	\$ 5.26	\$ 5.42	\$ 6.06	\$ 6.26	\$ 6.44	\$ 7.27	\$ 8.01
	\$ 5.30	\$ 5.46	\$ 6.10	\$ 6.30	\$ 6.48	\$ 7.31	\$ 8.05
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS			
	● 323		33	✱ 325
	Daily P. M.		Daily P. M.	Daily Ex. Sun. P. M.
SUBURBAN.....	\$ 1.45			\$ 2.15
PHILA.- 30th-ST. { Upper Level	\$ 1.48			\$ 2.18
{ Lower Level			\$ 2.05	
ZOO.....	1.51		2.10	2.21
FIFTY-SECOND ST.....	1.53		2.12	2.23
OVERBROOK.....	\$ 1.55		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		2.21	\$ 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			
PAOLI.....	\$ 2.25			\$ 2.55
MALVERN.....			\$ 2.33	
WHITFORD.....				
DOWNINGTOWN.....				
THORN.....			2.48	
COATESVILLE.....			\$ 2.53	
PARKESBURG.....			2.58	
LANCASTER.....			\$ 3.23	
LANDIS.....				
MOUNT JOY.....				
ELIZABETHTOWN.....				
MIDDLETOWN.....			3.43	
CLY..... { York Haven				
LEMO..... { Line	MU			MU
HARRISBURG.....			\$ 3.55	
ROCKVILLE.....			4.05	
BANKS.....			4.15	
			4.20	
	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.....	\$ 8.18	\$ 9.05	\$ 9.36	\$10.16
HIGHLAND.....	\$ 8.19	\$ 9.06	\$ 9.37	\$10.17
ST. MARTINS.....	\$ 8.20	\$ 9.07	\$ 9.38	\$10.18
ALLEN LANE.....	\$ 8.22	\$ 9.09	\$ 9.40	\$10.20
CARPENTER.....	\$ 8.23	\$ 9.10	\$ 9.41	\$10.21
UPSAL.....	\$ 8.24	\$ 9.11	\$ 9.42	\$10.22
TULPEHOCKEN.....	\$ 8.26	\$ 9.13	\$ 9.44	\$10.24
CHELLEN AVENUE.....	\$ 8.28	\$ 9.15	\$ 9.46	\$10.26
QUEEN LANE.....	\$ 8.30	\$ 9.17	\$ 9.48	\$10.28
WESTMORELAND.....				
NORTH PHILA.....	\$ 8.34	\$ 9.21	\$ 9.52	\$10.32
ZOO.....	8.39	9.26	9.57	10.37
PHILA.-30th ST. UL.....	\$ 8.42	\$ 9.29	\$10.00	\$10.40
SUBURBAN.....	\$ 8.46	\$ 9.33	\$10.04	\$10.44
	P. M.	P. M.	P. M.	P. M.

Note—All Regular Trains Will Operate With MU Equipment.

WESTWARD

81

FIRST CLASS

		±● 027	±● 327	● 379	±● 029	±● 329	23
		Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.		Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 2.30	\$ 2.40	\$ 2.45	\$ 3.00	\$ 3.15	
		\$ 2.33	\$ 2.43	\$ 2.48	\$ 3.03	\$ 3.18	
		2.36	2.46	2.51	3.06	3.21	3.16
		2.38	2.48	2.53	\$ 3.08	3.33	3.19
		\$ 2.40	\$ 2.51	\$ 2.55	\$ 3.11	G 3.25	3.22
		\$ 2.41	\$ 2.53	\$ 2.56	\$ 3.12	G 3.26	
		\$ 2.43	\$ 2.55	\$ 2.58	\$ 3.14	G 3.27	
		\$ 2.44	\$ 2.58	\$ 2.59	\$ 3.15	G 3.28	
		\$ 2.46	\$ 3.00	\$ 3.01	\$ 3.17	\$ 3.29	
		\$ 2.48	\$ 3.03	\$ 3.03	\$ 3.19	\$ 3.31	
		\$ 2.51	\$ 3.06	\$ 3.06	\$ 3.22	\$ 3.33	3.28
			\$ 3.08	\$ 3.08		\$ 3.36	
			\$ 3.10	\$ 3.10		\$ 3.38	
			\$ 3.13	\$ 3.12		\$ 3.40	
			\$ 3.16	\$ 3.14		\$ 3.42	
			\$ 3.18	\$ 3.15		\$ 3.43	
			\$ 3.20	\$ 3.17		\$ 3.46	
			\$ 3.23	\$ 3.19		\$ 3.48	
			\$ 3.25	\$ 3.21		\$ 3.50	
			\$ 3.27	\$ 3.23		\$ 3.53	
			\$ 3.32	\$ 3.25		\$ 3.56	
							\$ 3.40
				Will Run Sat., Sun. and Dec. 25 Jan. 1			3.55
							\$ 4.00
							4.05
							\$ 4.27
							4.50
		MU	MU	MU	MU	MU	
							\$ 5.03
							5.20
							5.30
							5.35
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

WESTWARD

FIRST CLASS

±● 871	● 881						
Daily Ex. Sat. & Sun.							
P. M.	P. M.						
\$11.12	\$11.50						
\$11.13	\$11.51						
\$11.14	\$11.52						
\$11.16	\$11.54						
\$11.17	\$11.55						
\$11.18	\$11.56						
\$11.20	\$11.58						
\$11.22	\$12.00						
\$11.24	\$12.02						
\$11.28	\$12.06						
11.33	12.10						
\$11.36	\$12.14						
\$11.40	\$12.18						
P. M.	A. M.						

No. 881 Will Run Saturday and Sunday and Dec. 25, Jan. 1.

PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS			
	☛ 609	☛ 031	☛ 331	☛ 033
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
SUBURBAN.....	\$ 3.25	\$ 3.30	\$ 3.45	\$ 4.00
PHILA.- { Upper Level	\$ 3.28	\$ 3.33	\$ 3.48	\$ 4.03
30th-ST..... { Lower Level				
ZOO.....	3.31	3.36	3.51	4.06
FIFTY-SECOND ST.....	3.33	3.38	3.53	4.08
OVERBROOK.....	3.35	\$ 3.40	\$ 3.56	\$ 4.11
MERION.....		\$ 3.41	\$ 3.58	\$ 4.13
NARBERTH.....		\$ 3.43	\$ 4.00	\$ 4.15
WYNNEWOOD.....		\$ 3.44	\$ 4.02	\$ 4.17
ARDMORE.....		\$ 3.46	\$ 4.04	\$ 4.19
HAVERFORD.....		\$ 3.48	\$ 4.06	\$ 4.21
BRYN MAWR.....	3.40	\$ 3.51	\$ 4.08	\$ 4.25
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	
	\$ 3.50			
MALVERN.....				
WHITFORD.....	\$ 3.59			
DOWNINGTOWN.....	\$ 4.04			
THORN.....	4.07			
COATESVILLE.....	\$ 4.10			
PARKESBURG.....	4.15			
LANCASTER.....	\$ 4.37			
LANDIS.....				
MOUNT JOY.....				
ELIZABETHTOWN.....	\$ 4.53			
MIDDLETOWN.....	5.00			
CLY..... { York Haven				
LEMO..... { Line	MU	MU	MU	MU
	\$ 5.10			
HARRISBURG.....				
ROCKVILLE.....				
BANKS.....				
	P. M.	P. M.	P. M.	P. M.

SCHUYLKILL BRANCH

STATIONS	FIRST CLASS			
	☛ 651	☛ 653	☛ 655	☛ 657
	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sun.
	A M	A M	A M	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		\$ 8.06
CYNWYD.....	D 6.18	D 7.10	D 7.41	\$ 8.08
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

FIRST CLASS

PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS			
	#● 339	#● 041	● 387	#● 341
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
SUBURBAN.....	\$ 5.05	\$ 5.10	\$ 5.15	\$ 5.15
PHILA.- { Upper Level		\$ 5.13	\$ 5.18	\$ 5.18
30th-ST. { Lower Level				
ZOO.....	5.10	5.16	5.21	5.21
FIFTY-SECOND ST.....	5.12	5.18	5.23	5.23
OVERBROOK.....	\$ 5.15	\$ 5.22	5.25	5.27
MERION.....		\$ 5.24		
NARBERTH.....		\$ 5.26		
WYNNEWOOD.....	\$ 5.19	\$ 5.28		
ARDMORE.....	\$ 5.22	\$ 5.31	\$ 5.28	
HAVERFORD.....	\$ 5.24	\$ 5.33		
BRYN MAWR.....	\$ 5.27	\$ 5.36	\$ 5.31	5.34
ROSEMONT.....	\$ 5.29		\$ 5.33	\$ 5.36
VILLANOVA.....			\$ 5.35	\$ 5.38
RADNOR.....			\$ 5.37	\$ 5.41
ST. DAVIDS.....			\$ 5.39	\$ 5.43
WAYNE.....	\$ 5.34		\$ 5.40	\$ 5.46
STRAFFORD.....	\$ 5.36		\$ 5.42	\$ 5.48
DEVON.....	\$ 5.39		\$ 5.44	\$ 5.50
BERWYN.....	\$ 5.42		\$ 5.46	\$ 5.52
DAYLESFORD.....			\$ 5.48	\$ 5.54
PAOLI.....	\$ 5.48		\$ 5.50	\$ 5.56
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			
	#● 669	#● 671	#● 673	#● 675
	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	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.

FIRST CLASS

	±0043	±0611	●389	±0343	±0045	31	●391
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 5.24	\$ 5.28	\$ 5.30	\$ 5.33	\$ 5.36		\$ 5.48
	\$ 5.27	\$ 5.31	\$ 5.33	\$ 5.36	\$ 5.39		\$ 5.51
	5.30	5.34	5.36	5.39	5.42	5.45	5.54
	5.32	5.36	5.38	5.41	5.44	5.48	5.56
	\$ 5.36	5.39	\$ 5.40	5.44	\$ 5.48	5.51	\$ 5.58
	\$ 5.38		\$ 5.41		\$ 5.50		\$ 5.59
	\$ 5.40		\$ 5.43		\$ 5.53		\$ 6.01
	\$ 5.42		\$ 5.44		\$ 5.55		\$ 6.02
	\$ 5.44		\$ 5.46		\$ 5.57		\$ 6.04
	\$ 5.46		\$ 5.48		\$ 5.59		\$ 6.06
	\$ 5.50	5.46	\$ 5.51	5.50	\$ 6.03	5.57	\$ 6.09
			\$ 5.53	\$ 5.52			\$ 6.11
			\$ 5.55	\$ 5.55			\$ 6.13
			\$ 5.57	\$ 5.58			\$ 6.15
			\$ 5.59	\$ 6.01			\$ 6.17
			\$ 6.00	\$ 6.04			\$ 6.18
			\$ 6.02	\$ 6.06			\$ 6.20
			\$ 6.04	\$ 6.08			\$ 6.22
			\$ 6.07	\$ 6.11			\$ 6.25
			\$ 6.08	\$ 6.13			
			\$ 6.11	\$ 6.16			\$ 6.28
		C 5.58				\$ 6.09	
		\$ 6.04					
		\$ 6.11					
		\$ 6.16					
		6.19				6.24	
		\$ 6.22					
		6.27				6.32	
		\$ 6.48				\$ 6.54	
		\$ 7.05					
		7.12				7.14	
	MU	MU	MU	MU	MU		MU
		\$ 7.22				\$ 7.27	
						# 7.37	
						7.47	
						7.52	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Will Run
Sat. Sun.
and
Dec. 25
Jan. 1

WESTWARD

FIRST CLASS

	±0677	±0679	±0681	±0683	±0685		
	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sun.		
	P. M.	P. M.	P. M.	P. M.	P. M.		
	\$ 5.45	\$ 6.45	\$ 7.55	\$ 9.00	\$11.30		
	\$ 5.48	\$ 6.48	\$ 7.58	\$ 9.03	\$11.33		
	5.51	6.50	8.00	9.05	11.35		
	5.54	6.52	8.02	9.07	11.37		
	\$ 5.56	\$ 6.54	\$ 8.04	\$ 9.09	\$11.39		
	\$ 5.58	\$ 6.55	\$ 8.05	\$ 9.10	\$11.40		
	\$ 6.00	\$ 6.56	\$ 8.06	\$ 9.11	\$11.41		
	\$ 6.02	\$ 6.58	\$ 8.08	\$ 9.13	\$11.43		
	\$ 6.04	\$ 7.01	\$ 8.11	\$ 9.16	\$11.46		
	P. M.	P. M.	P. M.	P. M.	P. M.		

PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS				
	± 345	• 617	± 347	± 349	
	Daily Ex. Sat. & Sun.		Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	
	P. M.	P. M.	P. M.	P. M.	
SUBURBAN	\$ 5.54	\$ 5.55	\$ 5.57	\$ 6.10	
PHILA.- { Upper Level	\$ 5.57	\$ 5.58	\$ 6.00	\$ 6.13	
30th-ST. { Lower Level					
ZOO	6.00	6.01	6.03	6.16	
FIFTY-SECOND ST.	6.02	6.03	6.05	6.18	
OVERBROOK	6.04	6.05	\$ 6.09	\$ 6.21	
MERION			\$ 6.11	\$ 6.23	
NARBERTH			\$ 6.13	\$ 6.25	
WYNNEWOOD			\$ 6.16	\$ 6.27	
ARDMORE			\$ 6.18	\$ 6.29	
HAVERFORD			\$ 6.21	\$ 6.31	
BRYN MAWR	\$ 6.11	6.10	\$ 6.24	\$ 6.34	
ROSEMONT	\$ 6.13			\$ 6.36	
VILLANOVA	\$ 6.15			\$ 6.38	
RADNOR	\$ 6.17			\$ 6.40	
ST. DAVIDS	\$ 6.19	Will Run Sat., Sun. and Dec. 25 Jan. 1		\$ 6.42	
WAYNE	\$ 6.21			\$ 6.44	
STRAFFORD	\$ 6.23		\$ 6.32	\$ 6.46	
DEVON	\$ 6.25		\$ 6.34	\$ 6.48	
BERWYN	\$ 6.27		\$ 6.36	\$ 6.50	
DAYLESFORD	\$ 6.29		\$ 6.38	\$ 6.52	
PAOLI	\$ 6.33		\$ 6.41	\$ 6.56	
MALVERN		\$ 6.20			
WHITFORD					
DOWNINGTOWN		\$ 6.32			
THORN		6.35			
COATESVILLE		\$ 6.38			
PARKESBURG		6.43			
LANCASTER		\$ 7.05			
LANDIS					
MOUNT JOY					
ELIZABETHTOWN		\$ 7.21			
MIDDLETOWN		7.28			
CLY. { York Haven					
LEMO { Line	MU	MU	MU	MU	
HARRISBURG		\$ 7.38			
ROCKVILLE					
BANKS					
	P. M.	P. M.	P. M.	P. M.	

FIRST CLASS

	± 613	± 351	◇ 549	◇ 49	● 353	± 055	● 355
	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sat.	Daily Ex. Sat. & Sun	Daily
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 6.20	\$ 6.25			\$ 6.50	\$ 7.15	\$ 7.30
	\$ 6.23	\$ 6.28			\$ 6.53	\$ 7.18	\$ 7.33
	6.26	6.31		6.39	6.56	7.21	7.36
	6.28	6.33		6.42	6.58	7.23	7.38
	6.30	\$ 6.36		6.45	\$ 7.01	\$ 7.25	\$ 7.40
		\$ 6.38			\$ 7.03	\$ 7.26	\$ 7.41
		\$ 6.40			\$ 7.05	\$ 7.28	\$ 7.43
		\$ 6.42			\$ 7.07	\$ 7.29	\$ 7.44
		\$ 6.44			\$ 7.09	\$ 7.31	\$ 7.46
		\$ 6.46			\$ 7.11	\$ 7.33	\$ 7.48
	6.35	\$ 6.49		6.51	\$ 7.14	\$ 7.36	\$ 7.51
		\$ 6.51			\$ 7.16		\$ 7.53
		\$ 6.53			\$ 7.18		\$ 7.55
		\$ 6.55			\$ 7.20		\$ 7.57
		\$ 6.57			\$ 7.22		\$ 7.59
		\$ 6.59			\$ 7.24		\$ 8.00
		\$ 7.01			\$ 7.26		\$ 8.02
		\$ 7.03			\$ 7.28		\$ 8.04
		\$ 7.05			\$ 7.30		\$ 8.06
		\$ 7.07			\$ 7.32		
		\$ 7.11			\$ 7.36		\$ 8.10
	\$ 6.45			\$ 7.03			
	\$ 6.47						
	\$ 6.54						
	\$ 6.59						
	7.02			7.18			
	\$ 7.05						
	\$ 7.10			7.27			
	\$ 7.32			\$ 7.50			
	\$ 7.48						
	7.55			8.10			
	MU	MU	7.55		MU	MU	MU
	\$ 8.05		8.15				
			\$ 8.20	\$ 8.21			
				8.31			
				8.41			
				8.46			
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS			
	#● 357	3	#● 059	● 395
	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	
	P. M.	P. M.	P. M.	P. M.
SUBURBAN.....	\$ 8.00		\$ 8.25	\$ 8.25
PHILA.- { Upper Level	\$ 8.03		\$ 8.28	\$ 8.28
30th-ST..... { Lower Level				
ZOO.....	8.06	8.24	8.31	8.31
FIFTY-SECOND ST.....	8.08	8.27	8.33	8.33
OVERBROOK.....	\$ 8.10	8.30	\$ 8.35	\$ 8.35
MERION.....	\$ 8.11		\$ 8.36	\$ 8.36
NARBERTH.....	\$ 8.13		\$ 8.38	\$ 8.38
WYNNEWOOD.....	\$ 8.14		\$ 8.39	\$ 8.39
ARDMORE.....	\$ 8.16		\$ 8.41	\$ 8.41
HAVERFORD.....	\$ 8.18		\$ 8.43	\$ 8.43
BRYN MAWR.....	\$ 8.21	8.35	\$ 8.46	\$ 8.46
ROSEMONT.....	\$ 8.23			\$ 8.48
VILLANOVA.....	\$ 8.25			\$ 8.50
RADNOR.....	\$ 8.27			\$ 8.52
ST. DAVIDS.....	\$ 8.29			\$ 8.54
WAYNE.....	\$ 8.30			\$ 8.55
STRAFFORD.....	\$ 8.32			\$ 8.57
DEVON.....	\$ 8.34			\$ 8.59
BERWYN.....	\$ 8.36			\$ 9.01
DAYLESFORD.....	\$ 8.38			
PAOLI.....	\$ 8.40	\$ 8.46		\$ 9.05
		# 8.51		
MALVERN.....				
WHITFORD.....				
DOWNINGTOWN.....				Will Run Sat., Sun. and Dec. 25 Jan. 1
THORN.....		9.06		
COATESVILLE.....				
PARKESBURG.....		9.14		
LANCASTER.....		\$ 9.38		
LANDIS.....				
MOUNT JOY.....				
ELIZABETHTOWN.....				
MIDDLETOWN.....		9.58		
OLY..... } York Haven				
LEMO..... } Line	MU		MU	MU
HARRISBURG.....		\$10.15		
		10.35		
ROCKVILLE.....		10.45		
BANKS.....		10.50		
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

#● 359	● 361	● 615	● 363	575	● 365	◇ 55	● 367
Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat.	Daily	Daily	Daily	Daily	Daily
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 8.50	\$ 9.25	\$ 9.50	\$10.10		\$11.00		\$11.59
\$ 8.53	\$ 9.28	\$ 9.53	\$10.13		\$11.03		\$12.02
						C11.33	
8.56	9.31	9.56	10.16		11.06	11.38	12.05
8.58	9.33	9.58	10.18		11.08	11.40	12.08
\$ 9.00	\$ 9.36	10.00	\$10.20		\$11.11	11.43	\$12.11
\$ 9.01	\$ 9.38		\$10.21		\$11.13		\$12.13
\$ 9.03	\$ 9.40		\$10.23		\$11.15		\$12.15
\$ 9.04	\$ 9.42		\$10.24		\$11.17		\$12.17
\$ 9.06	\$ 9.44		\$10.26		\$11.19		\$12.19
\$ 9.08	\$ 9.46		\$10.28		\$11.21		\$12.21
\$ 9.11	\$ 9.48	10.05	\$10.31		\$11.23	11.49	\$12.23
\$ 9.13	\$ 9.50		\$10.33		\$11.25		\$12.25
\$ 9.15	\$ 9.52		\$10.35		\$11.27		\$12.27
\$ 9.17	\$ 9.54		\$10.37		\$11.29		\$12.29
\$ 9.19	\$ 9.56		\$10.39		\$11.31		\$12.31
\$ 9.20	\$ 9.58		\$10.40		\$11.33		\$12.33
\$ 9.22	\$10.00		\$10.42		\$11.35		\$12.35
\$ 9.24	\$10.02		\$10.44		\$11.37		\$12.37
\$ 9.26	\$10.04		\$10.46		\$11.39		\$12.39
\$ 9.28	\$10.06		\$10.48		\$11.41		\$12.41
\$ 9.30	\$10.10		\$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		MU		MU
		\$11.34				\$ 1.25	
				\$11.35		1.45	
				11.46		1.55	
						2.00	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.

BANKS TO PHILADELPHIA

STATIONS	FIRST CLASS			
	22	± 300	4	
	Daily	Daily Ex. Sat. & Sun.	Daily	
	A. M.	A. M.	A. M.	
BANKS.....	3.00		4.19	
ROCKVILLE.....	3.05		4.24	
HARRISBURG.....	\$ 3.15		\$ 4.34	
	3.30		# 4.42	
LEMO..... } York Haven CLY..... } Line		MU		
MIDDLETOWN.....	3.40		4.52	
ELIZABETHTOWN.....				
MOUNT JOY.....				
LANDIS.....				
LANCASTER.....	\$ 4.03			
	# 4.08		5.13	
PARKESBURG.....	4.29		5.35	
COATESVILLE.....				
THORN.....	4.37		5.43	
DOWNINGTOWN.....				
WHITFORD.....				
MALVERN.....				
PAOLI.....	\$ 4.50			
	# 4.55	\$ 5.47	D 5.59	
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		
DRYDEN MAWR.....	5.06	\$ 6.06	6.10	
HAVERFORD.....		\$ 6.08		
ARDMORE.....		\$ 6.09		
WYNNEWOOD.....		\$ 6.11		
NARBERTH.....		\$ 6.12		
MERION.....		\$ 6.14		
OVERBROOK.....	5.11	\$ 6.15	6.16	
FIFTY-SECOND ST.....	5.13	\$ 6.18	6.19	
ZOO.....	5.17	6.20	6.22	
PHILA.-30th ST.....	D 5.22			
{ Lower Level		\$ 6.24		
{ Upper Level		\$ 6.28		
SUBURBAN.....				
	A. M.	A. M.	A. M.	

CHESTNUT HILL BRANCH

STATIONS	FIRST CLASS			
	• 870	± 800	± 802	± 804
	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.
SUBURBAN.....	\$12.30	\$ 6.51	\$ 7.05	\$ 7.23
PHILA.-30th ST. UL.....	\$12.33	\$ 6.54	\$ 7.08	\$ 7.26
ZOO.....	12.37	6.58	7.12	7.30
NORTH PHILA.....	\$12.42	\$ 7.03	\$ 7.17	\$ 7.35
WESTMORELAND.....		\$ 7.05	\$ 7.19	\$ 7.37
QUEEN LANE.....	\$12.46	\$ 7.07	\$ 7.21	\$ 7.39
CHELTEN AVENUE.....	\$12.47	\$ 7.08	\$ 7.22	\$ 7.40
TULPEHOCKEN.....	\$12.48	\$ 7.09	\$ 7.23	\$ 7.41
UPSAL.....	\$12.49	\$ 7.10	\$ 7.24	\$ 7.42
CARPENTER.....	\$12.50	\$ 7.11	\$ 7.25	\$ 7.43
ALLEN LANE.....	\$12.51	\$ 7.12	\$ 7.26	\$ 7.44
ST. MARTINS.....	\$12.53	\$ 7.14	\$ 7.28	\$ 7.46
HIGHLAND.....	\$12.54	\$ 7.15	\$ 7.29	\$ 7.47
CHESTNUT HILL.....	\$12.58	\$ 7.19	\$ 7.33	\$ 7.51
	A. M.	A. M.	A. M.	A. M.

Note—All Regular Trains Will Operate With MU Equipment.

EASTWARD

91

FIRST CLASS

	574	●372	±●302	±●002	●304	±●600	±●306
	Daily	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	5.29						
	\$ 5.40						
		MU	MU	MU	MU	\$ 5.43	MU
						5.53	
						\$ 6.00	
						\$ 6.17	
						6.38	
						\$ 6.43	
						6.47	
						\$ 6.50	
						\$ 6.55	
						\$ 7.02	
		\$ 6.16	\$ 6.30		\$ 6.58	\$ 7.06	\$ 7.11
			\$ 6.32		\$ 7.00		\$ 7.13
		\$ 6.20	\$ 6.34		\$ 7.02		\$ 7.15
		\$ 6.22	\$ 6.36		\$ 7.04		\$ 7.17
		\$ 6.24	\$ 6.38		\$ 7.06		\$ 7.19
		\$ 6.26	\$ 6.40		\$ 7.08		\$ 7.21
		\$ 6.27	\$ 6.42		\$ 7.10		
		\$ 6.29	\$ 6.44		\$ 7.12		
		\$ 6.31	\$ 6.46		\$ 7.15		
		\$ 6.33	\$ 6.49		\$ 7.17		
		\$ 6.35	\$ 6.51	\$ 7.04	\$ 7.19	7.16	\$ 7.29
		\$ 6.37		\$ 7.06	\$ 7.21		\$ 7.31
		\$ 6.38		\$ 7.08	Q 7.22		\$ 7.33
		\$ 6.40		\$ 7.10	Q 7.24		\$ 7.35
		\$ 6.41		\$ 7.12	Q 7.25		\$ 7.38
		\$ 6.43		\$ 7.14	Q 7.27		\$ 7.40
		\$ 6.44	6.57	\$ 7.16	Q 7.28	7.21	\$ 7.42
		\$ 6.47	6.59	\$ 7.19	7.30	7.24	7.44
		6.49	7.01	7.22	7.32	7.27	7.46
		\$ 6.53	\$ 7.05	\$ 7.26	\$ 7.36	\$ 7.31	\$ 7.50
		\$ 6.57	\$ 7.09	\$ 7.30	\$ 7.40	\$ 7.35	\$ 7.54
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

EASTWARD

FIRST CLASS

		±●808	±●810	●812	±●814	±●816	±●818
		Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
		\$ 7.47	\$ 8.04	\$ 8.34	\$ 9.04	\$ 9.34	\$10.04
		\$ 7.50	\$ 8.07	\$ 8.37	\$ 9.07	\$ 9.37	\$10.07
		7.54	8.11	8.41	9.11	9.41	10.11
		\$ 7.59	\$ 8.16	\$ 8.46	\$ 9.16	\$ 9.46	\$10.16
		\$ 8.00	\$ 8.18	WWS 48	\$ 9.18		
		\$ 8.02	\$ 8.20	\$ 8.50	\$ 9.20	\$ 9.50	\$10.20
		\$ 8.04	\$ 8.21	\$ 8.51	\$ 9.21	\$ 9.51	\$10.21
		\$ 8.06	\$ 8.22	\$ 8.52	\$ 9.22	\$ 9.52	\$10.22
		\$ 8.07	\$ 8.23	\$ 8.53	\$ 9.23	\$ 9.53	\$10.23
		\$ 8.08	\$ 8.24	\$ 8.54	\$ 9.24	\$ 9.54	\$10.24
		\$ 8.09	\$ 8.25	\$ 8.55	\$ 9.25	\$ 9.55	\$10.25
		\$ 8.10	\$ 8.27	\$ 8.57	\$ 9.27	\$ 9.57	\$10.27
		F 8.12	F 8.28	F 8.58	F 9.28	F 9.58	F10.28
		\$ 8.16	\$ 8.32	\$ 9.02	\$ 9.32	\$10.02	\$10.32
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

BANKS TO PHILADELPHIA

STATIONS	FIRST CLASS			
	◆● 308	◇ 30	◆● 310	◆● 312
	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.
BANKS.....		5.42		
ROCKVILLE.....		5.47		
HARRISBURG.....		\$ 5.57		
LEMO..... } York Haven		# 6.04		
CLY..... } Line	MU		MU	MU
MIDDLETOWN.....		6.14		
ELIZABETHTOWN.....				
MOUNT JOY.....				
LANDIS.....				
LANCASTER.....		\$ 6.37		
PARKESBURG.....		7.00		
COATESVILLE.....				
THORN.....		7.08		
DOWNINGTOWN.....				
WHITFORD.....				
MALVERN.....				
PAOLI.....	\$ 7.18	\$ 7.24	\$ 7.25	\$ 7.30
DAYLESFORD.....				\$ 7.38
BERWYN.....			\$ 7.30	\$ 7.41
DEVON.....			\$ 7.32	\$ 7.43
STRAFFORD.....			\$ 7.35	\$ 7.45
WAYNE.....	\$ 7.25		\$ 7.39	\$ 7.47
ST. DAVIDS.....	\$ 7.27			\$ 7.49
RADNOR.....	\$ 7.29			\$ 7.51
VILLANOVA.....	\$ 7.32			\$ 7.53
ROSEMONT.....	\$ 7.34			\$ 7.56
BRYN MAWR.....	\$ 7.37	7.34	\$ 7.48	8.01
HAVERFORD.....	\$ 7.39		\$ 7.50	
ARDMORE.....	\$ 7.41		\$ 7.52	
WYNNEWOOD.....	\$ 7.44		\$ 7.54	
NARBERTH.....	\$ 7.46		\$ 7.56	
MERION.....	\$ 7.48		\$ 7.58	
OVERBROOK.....	\$ 7.51	7.40	\$ 8.00	8.08
FIFTY-SECOND ST.....	7.54	7.42	8.02	8.10
ZOO.....	7.56	7.47	8.04	8.12
PHILA. • { Lower Level				
30th-ST. • { Upper Level	\$ 8.00		\$ 8.08	\$ 8.16
SUBURBAN.....	\$ 8.04		\$ 8.12	\$ 8.20
	A. M.	A. M.	A. M.	A. M.

CHESTNUT HILL BRANCH

STATIONS	FIRST CLASS			
	● 820	◆● 822	◆● 824	◆● 826
	Daily	Daily Ex. Sun.	Daily Ex. Sun.	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.....	10.41	11.11	11.41	12.11
NORTH PHILA.....	\$10.46	\$11.16	\$11.46	\$12.16
WESTMORELAND.....				
QUEEN LANE.....	\$10.60	\$11.20	\$11.50	\$12.20
CHELLEN AVENUE.....	\$10.61	\$11.21	\$11.51	\$12.21
TULPEHOCKEN.....	\$10.62	\$11.22	\$11.52	\$12.22
UPSAL.....	\$10.63	\$11.23	\$11.53	\$12.23
CARPENTER.....	\$10.64	\$11.24	\$11.54	\$12.24
ALLEN LANE.....	\$10.65	\$11.25	\$11.55	\$12.25
ST. MARTINS.....	\$10.67	\$11.27	\$11.57	\$12.27
HIGHLAND.....	\$10.68	\$11.28	\$11.58	\$12.28
CHESTNUT HILL.....	\$11.02	\$11.32	\$12.02	\$12.32
	A. M.	A. M.	P. M.	P. M.

Note—All Regular Trains Will Operate With MU Equipment.

EASTWARD

93

FIRST CLASS

	◇48	●548	‡●012	‡●314	‡●014	‡●316	‡●318
	Daily	Daily	Daily Ex. Sat. & Sun.	Daily Ex. 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.
	5.54						
	5.59						
	\$ 6.09						
	# 6.16	\$ 6.40					
		6.45	MU	MU	MU	MU	MU
		7.05					
	6.26						
	\$ 6.48						
	7.10						
	7.18						
	D 7.33			\$ 7.42		\$ 7.56	\$ 8.02
				\$ 7.44		\$ 7.58	
				\$ 7.46		\$ 8.00	
				\$ 7.48		\$ 8.02	
				\$ 7.50		\$ 8.04	
				\$ 7.52		\$ 8.06	
				\$ 7.54		\$ 8.08	
				\$ 7.57		\$ 8.10	
				\$ 8.00		\$ 8.13	
				\$ 8.02		\$ 8.15	
	7.44		\$ 8.00	\$ 8.05	8.10	\$ 8.18	8.14
			\$ 8.02	\$ 8.08	\$ 8.13	\$ 8.21	
			\$ 8.04	G 8.09	\$ 8.15	\$ 8.23	
			\$ 8.06	G 8.11	\$ 8.17	\$ 8.25	
			\$ 8.08	G 8.13	\$ 8.19	\$ 8.27	
			\$ 8.10	\$ 8.14	\$ 8.21		
	7.50		\$ 8.12	\$ 8.16	\$ 8.23	\$ 8.31	8.20
	7.53		8.14	8.18	8.25	8.33	8.22
	7.56		8.16	8.20	8.27	8.35	8.24
			\$ 8.20	\$ 8.24	\$ 8.31	\$ 8.39	\$ 8.28
			\$ 8.24	\$ 8.28	\$ 8.35	\$ 8.43	\$ 8.32
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

EASTWARD

FIRST CLASS

	●828	‡●830	‡●832	●834	‡●836	‡●838	●840
	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$12.34	\$ 1.04	\$ 1.34	\$ 2.04	\$ 2.34	\$ 3.04	\$ 3.34
	\$12.37	\$ 1.07	\$ 1.37	\$ 2.07	\$ 2.37	\$ 3.07	\$ 3.37
	12.41	1.11	1.41	2.11	2.41	3.11	3.41
	\$12.46	\$ 1.16	\$ 1.46	\$ 2.16	\$ 2.46	\$ 3.16	\$ 3.46
			\$ 1.48		W 2.48		W 3.48
	\$12.50	\$ 1.20	\$ 1.50	\$ 2.20	\$ 2.50	\$ 3.20	\$ 3.50
	\$12.51	\$ 1.21	\$ 1.51	\$ 2.21	\$ 2.51	\$ 3.21	\$ 3.52
	\$12.52	\$ 1.22	\$ 1.52	\$ 2.22	\$ 2.52	\$ 3.22	\$ 3.53
	\$12.53	\$ 1.23	\$ 1.53	\$ 2.23	\$ 2.53	\$ 3.23	\$ 3.54
	\$12.54	\$ 1.24	\$ 1.54	\$ 2.24	\$ 2.54	\$ 3.24	\$ 3.56
	\$12.55	\$ 1.25	\$ 1.55	\$ 2.25	\$ 2.55	\$ 3.25	\$ 3.57
	\$12.57	\$ 1.27	\$ 1.57	\$ 2.27	\$ 2.57	\$ 3.27	\$ 3.59
	F 12.58	F 1.28	F 1.58	F 2.28	F 2.58	F 3.28	F 4.00
	\$ 1.02	\$ 1.32	\$ 2.02	\$ 2.32	\$ 3.02	\$ 3.32	\$ 4.03
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

BANKS TO PHILADELPHIA

STATIONS	FIRST CLASS			
	± 602	± 018	± 320	
	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	
	A. M.	A. M.	A. M.	
BANKS.....				
ROCKVILLE.....				
HARRISBURG.....				
LEMO.....	\$ 6.50			
CLY.....	MU	MU	MU	
MIDDLETOWN.....	7.00			
ELIZABETHTOWN.....				
MOUNT JOY.....				
LANDIS.....				
LANCASTER.....	\$ 7.22			
PARKESBURG.....	W 7.43			
COATESVILLE.....	\$ 7.49			
THORN.....	7.52			
DOWNINGTOWN.....	\$ 7.55			
WHITFORD.....	\$ 8.00			
MALVERN.....	W 8.06			
PAOLI.....	D 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	G 8.37	
ARDMORE.....		\$ 8.31	G 8.38	
WYNNEWOOD.....		\$ 8.32	G 8.39	
NARBERTH.....		\$ 8.33	G 8.40	
MERION.....		\$ 8.36	G 8.42	
OVERBROOK.....	8.26	\$ 8.38	G 8.43	
FIFTY-SECOND ST.	8.28	8.40	8.45	
ZOO.....	8.30	8.42	8.47	
PHILA.- 30th ST.....	{ Lower Level Upper Level			
SUBURBAN.....		\$ 8.34	\$ 8.46	\$ 8.51
		\$ 8.38	\$ 8.50	\$ 8.55
		A. M.	A. M.	A. M.

CHESTNUT HILL BRANCH

STATIONS	FIRST CLASS			
	± 842	± 844	± 846	± 848
	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
SUBURBAN.....	\$ 3.55	\$ 4.23	\$ 4.46	\$ 5.05
PHILA.-30th ST. UL.....	\$ 3.58	\$ 4.26	\$ 4.49	
ZOO.....	4.02	4.30	4.53	5.11
NORTH PHILA.....	4.07	\$ 4.35	\$ 4.58	5.16
WESTMORELAND.....		\$ 4.37	\$ 5.00	\$ 5.16
QUEEN LANE.....	\$ 4.11	\$ 4.39	\$ 5.02	\$ 5.18
CHELTEN AVENUE.....	\$ 4.13	\$ 4.41	\$ 5.04	\$ 5.20
TULPEHOCKEN.....	\$ 4.14	\$ 4.42	\$ 5.06	\$ 5.22
UPSAL.....	\$ 4.15	\$ 4.43	\$ 5.08	\$ 5.24
CARPENTER.....	\$ 4.16	\$ 4.45	\$ 5.10	\$ 5.26
ALLEN LANE.....	\$ 4.17	\$ 4.47	\$ 5.12	\$ 5.28
ST. MARTINS.....	\$ 4.19	\$ 4.48	\$ 5.13	\$ 5.30
HIGHLAND.....	F 4.20	F 4.49	F 5.14	F 5.31
CHESTNUT HILL.....	\$ 4.24	\$ 4.54	\$ 5.18	\$ 5.35
	P. M.	P. M.	P. M.	P. M.

Note—All Regular Trains Will Operate With MU Equipment.

BANKS TO PHILADELPHIA

STATIONS	FIRST CLASS			
	☛ 024	☛ 326	☛ 026	● 328
	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily
	A. M.	A. M.	A. M.	A. M.
BANKS.....				
ROCKVILLE.....				
HARRISBURG.....				
LEMO..... } York Haven CLY..... } Line	MU	MU	MU	MU
MIDDLETOWN.....				
ELIZABETHTOWN.....				
MOUNT JOY.....				
LANDIS.....				
LANCASTER.....				
PARKESBURG.....				
COATESVILLE.....				
THORN.....				
DOWNINGTOWN.....				
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.- } Lower Level 30th-ST. } Upper 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.	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
SUBURBAN.....	\$ 8.30	\$ 9.00	\$ 9.43	\$10.35
PHILA.-30th ST. UL.....	\$ 8.33	\$ 9.03	\$ 9.46	\$10.38
ZOO.....	8.37	9.07	9.50	10.42
NORTH PHILA.....	\$ 8.42	\$ 9.12	\$ 9.55	\$10.47
WESTMORELAND.....				
QUEEN LANE.....	\$ 8.46	\$ 9.16	\$ 9.59	\$10.51
CHELLEN AVENUE.....	\$ 8.47	\$ 9.17	\$10.00	\$10.52
TULPEHOCKEN.....	\$ 8.48	\$ 9.18	\$10.01	\$10.53
UPSAL.....	\$ 8.49	\$ 9.19	\$10.02	\$10.54
CARPENTER.....	\$ 8.50	\$ 9.20	\$10.03	\$10.55
ALLEN LANE.....	\$ 8.51	\$ 9.21	\$10.04	\$10.56
ST. MARTINS.....	\$ 8.53	\$ 9.23	\$10.06	\$10.58
HIGHLAND.....	\$ 8.54	\$ 9.24	\$10.07	\$10.59
CHESTNUT HILL.....	\$ 8.58	\$ 9.28	\$10.11	\$11.03
	P. M.	P. M.	P. M.	P. M.

Note—All Regular Trains Will Operate With MU Equipment.

EASTWARD

97

FIRST CLASS

	• 028	• 330	• 332	• 606	• 334	50	• 336
	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily	Daily
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
						10.09	
						10.14	
						\$10.24	
				\$10.05		10.40	
	MU	MU	MU	MU	MU		MU
				10.15		10.50	
				\$10.37		\$11.13	
				10.58		11.35	
				\$11.03		\$11.40	
				11.06		11.43	
				\$11.09			
		\$10.30	\$11.00	\$11.22	\$11.30	\$11.58	\$12.05
		\$10.32	\$11.02		\$11.32		
		\$10.34	\$11.04		\$11.34		\$12.09
		\$10.36	\$11.06		\$11.36		\$12.11
		\$10.38	\$11.08		\$11.38		\$12.13
		\$10.40	\$11.10		\$11.40		\$12.15
		\$10.41	\$11.11		\$11.41		\$12.16
		\$10.43	\$11.13		\$11.43		\$12.18
		\$10.45	\$11.15		\$11.45		\$12.20
		\$10.47	\$11.17		\$11.47		\$12.22
	\$10.35	\$10.49	\$11.19	11.32	\$11.49	12.08	\$12.24
	\$10.37	\$10.51	\$11.21		\$11.51		\$12.26
	\$10.38	\$10.52	\$11.22		\$11.52		\$12.27
	\$10.40	\$10.54	\$11.24		\$11.54		\$12.29
	\$10.41	\$10.55	\$11.25		\$11.55		\$12.30
	\$10.43	\$10.57	\$11.27		\$11.57		\$12.32
	\$10.44	\$10.58	\$11.28	11.42	\$11.58	12.14	\$12.33
	10.46	11.00	11.30	11.44	12.00	12.16	12.35
	10.48	11.02	11.32	11.46	12.02	12.19	12.37
	\$10.52	\$11.06	\$11.36	\$11.50	\$12.06		\$12.41
	\$10.56	\$11.10	\$11.40	\$11.54	\$12.10		\$12.45
	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.

EASTWARD

FIRST CLASS

	• 868						
	Daily						
	P. M.						
	\$11.15						
	\$11.18						
	11.22						
	\$11.27						
	\$11.31						
	\$11.32						
	\$11.33						
	\$11.34						
	\$11.35						
	\$11.36						
	\$11.38						
	\$11.39						
	\$11.43						
	P. M.						

BANKS TO PHILADELPHIA

STATIONS	FIRST CLASS			
	● 338	● 340		‡● 370
	Daily	Daily		Daily
	P. M.	P. M.		Ex. Sun. P. M.
BANKS.....				
ROCKVILLE.....				
HARRISBURG.....				
LEMO..... } York Haven	MU	MU		MU
CLY..... } Line				
MIDDLETOWN.....				
ELIZABETHTOWN.....				
MOUNT JOY.....				
LANDIS.....				
LANCASTER.....				
PARKESBURG.....				
COATESVILLE.....				
THORN.....				
DOWNINGTOWN.....				
WHITFORD.....				
MALVERN.....				
PAOLI.....	\$12.30	\$ 1.00		\$ 1.30
DAYLESFORD.....	\$12.32			W 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.- } Lower Level				
30th-ST..... } Upper Level	\$ 1.11	\$ 1.36		\$ 2.06
SUBURBAN.....	\$ 1.15	\$ 1.40		\$ 2.10
	P. M.	P. M.		P. M.

SCHUYLKILL BRANCH

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

Note—All Regular Trains Will Operate With MU Equipment.

EASTWARD

99

FIRST CLASS

	☛ 608	☛ 042	● 342	☛ 344	☛ 044	● 346	☛ 046
	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily	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			
			\$ 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	\$ 3.23	\$ 3.42
		\$ 2.08	\$ 2.22	\$ 2.51	\$ 3.03	\$ 3.26	\$ 3.43
		\$ 2.10	\$ 2.24	\$ 2.53	\$ 3.05	\$ 3.28	\$ 3.45
		\$ 2.11	\$ 2.25	\$ 2.54	\$ 3.06	\$ 3.30	\$ 3.46
		\$ 2.13	\$ 2.27	\$ 2.55	\$ 3.08	\$ 3.33	\$ 3.48
	2.10	\$ 2.14	\$ 2.28	\$ 2.56	\$ 3.09	\$ 3.36	\$ 3.49
	2.12	2.16	2.30	2.58	3.11	\$ 3.40	3.51
	2.14	2.18	2.32	3.00	3.13	3.42	3.53
	\$ 2.18	\$ 2.22	\$ 2.36	\$ 3.04	\$ 3.17	\$ 3.46	\$ 3.57
	\$ 2.22	\$ 2.26	\$ 2.40	\$ 3.08	\$ 3.21	\$ 3.50	\$ 4.01
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

EASTWARD

FIRST CLASS

	☛ 656	☛ 658	● 686	☛ 660	● 688	☛ 662	☛ 664
	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sun.	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.		Daily	Daily Ex. Sat. & Sun.
	P. M.		P. M.	P. M.
BANKS.....			2.01	
ROCKVILLE.....			2.06	
HARRISBURG.....			\$ 2.16	
			# 2.30	
LEMO.....	MU			MU
CLY.....				
MIDDLETOWN.....			2.40	
ELIZABETHTOWN.....				
MOUNT JOY.....				
LANDIS.....				
LANCASTER.....			\$ 3.05	
PARKESBURG.....			3.28	
COATESVILLE.....			Q 3.34	
THORN.....			3.38	
DOWNINGTOWN.....				
WHITFORD.....				
MALVERN.....				
PAOLI.....	\$ 3.30		\$ 3.57	
			# 3.59	
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		4.10	\$ 4.00
HAVERFORD.....	G 3.50			\$ 4.02
ARDMORE.....	\$ 3.51			\$ 4.03
WYNNEWOOD.....	\$ 3.53			\$ 4.05
NARBERTH.....	G 3.54			\$ 4.06
MERION.....	G 3.55			\$ 4.08
OVERBROOK.....	\$ 3.56		4.16	\$ 4.09
FIFTY-SECOND ST.	3.58		4.18	\$ 4.12
ZOO.....	4.00		4.22	4.14
PHILA.- 30th-ST.....	\$ 4.04			\$ 4.18
{ Lower Level				
{ Upper Level				
SUBURBAN.....	\$ 4.08			\$ 4.22
	P. M.		P. M.	P. M.

SCHUYLKILL BRANCH

STATIONS	FIRST CLASS			
	#● 666	#● 668	#● 670	#● 672
	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.
	P. M.	P. M.	P. M.	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.

BANKS TO PHILADELPHIA

STATIONS	FIRST CLASS				
	☛ 354	● 8	● 610	☛ 356	☛ 058
	Daily Ex. Sun.	Ma land Express Daily	Daily Ex. Sat.	Daily Ex Sat & Sun.	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.
BANKS.....		3.05			
ROCKVILLE.....		3.10			
HARRISBURG.....		E 3.20			
LEMO..... } York Haven		3.55	\$ 4.25		
CLY..... } Line	MU		MU	MU	MU
MIDDLETOWN.....		4.08	4.35		
ELIZABETHTOWN.....			\$ 4.41		
MOUNT JOY.....					
LANDIS.....					
LANCASTER.....		4.37	\$ 4.58		
PARKESBURG.....		5.07	5.19		
COATESVILLE.....			\$ 5.24		
THORN.....		5.17	5.27		
DOWNINGTOWN.....			\$ 5.30		
WHITFORD.....					
MALVERN.....					
PAOLI.....	\$ 5.10	5.33	\$ 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	5.47	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	5.54	5.58	6.16	\$ 6.29
FIFTY-SECOND ST.....	\$ 5.44	5.57	6.00	\$ 6.19	\$ 6.32
ZOO.....	5.47	6.02	6.02	6.22	6.35
PHILA.- { Lower Level		E 6.10			
30th-ST. { Upper Level	\$ 5.51		\$ 6.06	\$ 6.26	\$ 6.39
SUBURBAN.....	\$ 5.55		\$ 6.10	\$ 6.30	\$ 6.43
	P. M.	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

	● 398	◆ 358	◆ 612		● 360	◇ 16	
		Daily Ex. Sun.	Daily Ex. Sun.		Daily	Daily	
	P. M.	P. M.	P. M.		P. M.	P. M.	
						5.45	
						5.50	
						\$ 6.00	
						# 6.08	
	MU	MU	MU		MU		
			W 5.38			6.18	
			\$ 5.46				
			W 5.53				
			\$ 6.06			\$ 6.41	
			6.27			7.02	
	Will Run Sunday and Dec. 25 Jan. 1		\$ 6.32			R 7.07	
			6.35			7.12	
			\$ 6.38				
	\$ 6.00	\$ 6.20	\$ 6.50		\$ 7.00	\$ 7.27	
	\$ 6.02						
	\$ 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			\$ 7.11		
	\$ 6.13	\$ 6.34			\$ 7.13		
	\$ 6.15	\$ 6.36			\$ 7.15		
	\$ 6.17	\$ 6.38			\$ 7.17		
	\$ 6.19	\$ 6.40	7.00		\$ 7.19	7.38	
	\$ 6.21	\$ 6.42			\$ 7.21		
	\$ 6.22	\$ 6.44	\$ 7.03		\$ 7.22		
	\$ 6.24	\$ 6.46			\$ 7.24		
	\$ 6.25	\$ 6.48			\$ 7.25		
	\$ 6.27	\$ 6.50			\$ 7.27		
	\$ 6.28	\$ 6.52	7.06		\$ 7.28	7.44	
	6.30	6.54	7.08		W 7.30	7.47	
	6.32	6.56	7.10		7.32	7.50	
	\$ 6.36	\$ 7.00	\$ 7.14		\$ 7.36		
	\$ 6.40	\$ 7.04	\$ 7.18		\$ 7.40		
	P. M.	P. M.	P. M.		P. M.	P. M.	

HARRISBURG—BUFFALO

WESTWARD			EASTWARD		
STATIONS	FIRST CLASS		STATIONS	FIRST CLASS	
	575			574	
	P. M.			A. M.	
HARRISBURG	\$11.35		MONTANDON	F 3.57	
ROCKVILLE	11.46		KASE	4.07	
MILLERSBURG	F12.13		SUNBURY	\$ 4.10	
SUNBURY	\$12.48		MILLERSBURG	# 4.20	
KASE	#12.58		ROCKVILLE	5.29	
MONTANDON	1.00		HARRISBURG	\$ 5.40	
	F 1.10			A. M.	
	A. M.				
Will Run Odd Dates April, May and August			Will Run Even Dates June, July, September and October		
Will Run Even Dates June, July, September and October			Will Run Odd Dates April, May and August		

BANKS TO PHILADELPHIA

STATIONS	FIRST CLASS			
	± 060		• 362	
	Daily Ex. Sat. & Sun. P. M.		Daily P. M.	
BANKS				
ROCKVILLE				
HARRISBURG				
LEMO. { York Haven	MU		MU	
CLY { Line				
MIDDLETOWN				
ELIZABETHTOWN				
MOUNT JOY				
LANDIS				
LANCASTER				
PARRESBURG				
COATESVILLE				
THORN				
DOWNINGTOWN				
WHITFORD				
MALVERN				
PAOLI			\$ 7.55	
DAYLESFORD				
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	\$ 8.06		\$ 8.39	
	P. M.		P. M.	

PEMBERTON BRANCH—NORTHWARD

STATIONS	FIRST CLASS			
	± 988		± 990	± 986
	Daily Ex. Sat. & Sun. A. M.		Daily Ex. Sat. & Sun. A. M.	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
12TH STREET	\$ 7.26		\$ 8.25	\$ 5.37
	A. M.		A. M.	P. M.

EASTWARD

105

FIRST CLASS

	±0064	•614	•364	•366	24	•368	
	Daily Ex Sat & Sun	Daily Ex Sat.	Daily	Daily	Daily Ex. Sat.	Daily	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
					9 16		
					9 21		
					\$ 9 31		
		\$ 7.55			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	
				\$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

FIRST CLASS

STATIONS	±00989	±00985	±00983	±00987
	Daily Ex Sat & Sun.	Daily Ex Sat & Sun.	Daily Ex Sat & Sun.	Daily Ex. Sat & Sun.
	A. M.	A. M.	P. M.	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	\$ 5.56
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.

Note—All Regular Trains Will Operate With MU Equipment.

WEST CHESTER BRANCH—SOUTHWARD

FIRST CLASS

STATIONS	● 743		● 745		● 747		● 749		● 751		● 753		● 755		● 757		● 759		● 0759	
	Daily Ex. Sat.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	P. M.
SUBURBAN	\$ 4.25	\$ 4.25	\$ 4.55	\$ 4.55	\$ 5.03	\$ 5.03	\$ 5.16	\$ 5.16	\$ 5.19	\$ 5.19	\$ 5.35	\$ 5.35	\$ 5.45	\$ 5.45	\$ 5.05	\$ 5.05	\$ 5.30	\$ 5.30	\$ 5.30	\$ 5.30
PHILA. 30th ST. UL.	\$ 4.28	\$ 4.28	\$ 4.58	\$ 4.58	\$ 5.06	\$ 5.06	\$ 5.22	\$ 5.22	\$ 5.26	\$ 5.26	\$ 5.41	\$ 5.41	\$ 5.48	\$ 5.48	\$ 5.08	\$ 5.08	\$ 5.33	\$ 5.33	\$ 5.33	\$ 5.33
ARSENAL	4.30	4.30	5.01	5.01	5.09	5.09							5.51	5.51	6.11	6.11	5.36	5.36	5.36	5.36
FORTY-NINTH ST.	\$ 4.33	\$ 4.33							\$ 5.27	\$ 5.27			\$ 5.55	\$ 5.55	\$ 5.13	\$ 5.13	\$ 5.41	\$ 5.41	\$ 5.41	\$ 5.41
ANGORA	\$ 4.35	\$ 4.35			\$ 5.13	\$ 5.13			\$ 5.30	\$ 5.30			\$ 5.57	\$ 5.57	\$ 5.16	\$ 5.16	\$ 5.43	\$ 5.43	\$ 5.43	\$ 5.43
PERNWOOD-YEADON	\$ 4.37	\$ 4.37			\$ 5.17	\$ 5.17			\$ 5.32	\$ 5.32			\$ 5.59	\$ 5.59	\$ 5.18	\$ 5.18	\$ 5.45	\$ 5.45	\$ 5.45	\$ 5.45
LANSOWNE	\$ 4.39	\$ 4.39			\$ 5.19	\$ 5.19			\$ 5.34	\$ 5.34	\$ 5.46	\$ 5.46	\$ 5.61	\$ 5.61	\$ 5.20	\$ 5.20	\$ 5.47	\$ 5.47	\$ 5.47	\$ 5.47
GLADSTONE	\$ 4.40	\$ 4.40			\$ 5.21	\$ 5.21			\$ 5.36	\$ 5.36			\$ 5.63	\$ 5.63	\$ 5.22	\$ 5.22	\$ 5.49	\$ 5.49	\$ 5.49	\$ 5.49
CLIPTON-ALDAN	\$ 4.42	\$ 4.42			\$ 5.23	\$ 5.23			\$ 5.38	\$ 5.38			\$ 5.65	\$ 5.65	\$ 5.24	\$ 5.24	\$ 5.51	\$ 5.51	\$ 5.51	\$ 5.51
PRIMOS	\$ 4.44	\$ 4.44			\$ 5.25	\$ 5.25			\$ 5.40	\$ 5.40			\$ 5.67	\$ 5.67	\$ 5.26	\$ 5.26	\$ 5.53	\$ 5.53	\$ 5.53	\$ 5.53
SECANE	\$ 4.46	\$ 4.46	\$ 5.13	\$ 5.13	\$ 5.27	\$ 5.27	\$ 5.33	\$ 5.33			\$ 5.53	\$ 5.53	\$ 5.69	\$ 5.69	\$ 5.28	\$ 5.28	\$ 5.55	\$ 5.55	\$ 5.55	\$ 5.55
NORTON-RUTLEDGE	\$ 4.48	\$ 4.48	\$ 5.15	\$ 5.15			\$ 5.35	\$ 5.35			\$ 5.55	\$ 5.55	\$ 5.71	\$ 5.71	\$ 5.30	\$ 5.30	\$ 5.57	\$ 5.57	\$ 5.57	\$ 5.57
SWARTHMORE	\$ 4.50	\$ 4.50					\$ 5.37	\$ 5.37					\$ 5.73	\$ 5.73	\$ 5.32	\$ 5.32	\$ 5.59	\$ 5.59	\$ 5.59	\$ 5.59
WALLINGFORD	\$ 4.52	\$ 4.52	\$ 5.19	\$ 5.19			\$ 5.39	\$ 5.39			\$ 5.59	\$ 5.59	\$ 5.75	\$ 5.75	\$ 5.34	\$ 5.34	\$ 5.61	\$ 5.61	\$ 5.61	\$ 5.61
MOYLAN-ROSE VALLEY	\$ 4.54	\$ 4.54	\$ 5.21	\$ 5.21			\$ 5.41	\$ 5.41			\$ 5.61	\$ 5.61	\$ 5.77	\$ 5.77	\$ 5.36	\$ 5.36	\$ 5.63	\$ 5.63	\$ 5.63	\$ 5.63
MEDIA	\$ 4.56	\$ 4.56	\$ 5.23	\$ 5.23	\$ 5.37	\$ 5.37	\$ 5.44	\$ 5.44	\$ 5.50	\$ 5.50	\$ 5.63	\$ 5.63	\$ 5.79	\$ 5.79	\$ 5.38	\$ 5.38	\$ 5.65	\$ 5.65	\$ 5.65	\$ 5.65
ELWYN					\$ 5.39	\$ 5.39														
WILLIAMSON SCHOOL					\$ 5.41	\$ 5.41														
GLEN RIDDLE					\$ 5.43	\$ 5.43														
LENNI					\$ 5.45	\$ 5.45														
WAWA					\$ 5.47	\$ 5.47														
DARLINGTON					\$ 5.49	\$ 5.49														
GLEN MILLS					\$ 5.51	\$ 5.51														
LOCKESLEY					\$ 5.53	\$ 5.53														
CHEYNEY					\$ 5.55	\$ 5.55														
WESTTOWN					\$ 5.57	\$ 5.57														
NIELDS ST.					\$ 5.59	\$ 5.59														
WEST CHESTER					\$ 5.61	\$ 5.61														

Note—All Regular Trains Will Operate With MU Equipment

WEST CHESTER BRANCH—SOUTHWARD

FIRST CLASS

STATIONS	#761	#763	#765	#0765	#767	#769	#771	#785	#773
	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.
QUERBRAN	\$ 7 00	\$ 7 25	\$ 7 55	\$ 7 55	\$ 8 55	\$ 9 55	\$10 55	\$11 20	\$11 55
PHILA. 30th ST. UL.	\$ 7 03	\$ 7 28	\$ 7 58	\$ 7 58	\$ 8 58	\$ 9 58	\$10 58	\$11 23	\$11 58
ARSENAL	7 06	7 30	8 01	8 01	9 00	10 00	11 00	11 25	12 00
FORTY-NINTH ST.	7 07	7 32	8 02	8 04	9 02	10 04	11 02	11 29	12 04
ANGORA	7 09	7 34	8 04	8 06	9 04	10 06	11 04	11 31	12 06
PERNWOOD-YEADON	7 11	7 36	8 06	8 08	9 06	10 08	11 06	11 33	12 08
LANDOWNE	7 13	7 38	8 08	8 09	9 08	10 09	11 08	11 34	12 09
GLADSTONE	7 14	7 39	8 09	8 11	9 09	10 11	11 09	11 36	12 11
CLIPTON-ALDAN	7 16	7 41	8 11	8 13	9 11	10 13	11 11	11 38	12 13
PRINOS	7 18	7 43	8 13	8 15	9 13	10 15	11 13	11 40	12 15
SECANE	7 20	7 45	8 15	8 17	9 15	10 17	11 15	11 42	12 17
MORTON-RUTLEDGE	7 22	7 47	8 17	8 19	9 17	10 19	11 17	11 44	12 19
SWARTHMORE	7 24	7 49	8 19	8 21	9 19	10 21	11 19	11 46	12 21
WALLINGFORD	7 26	7 51	8 21	8 23	9 21	10 23	11 21	11 48	12 23
MOYLAN-ROSE VALLEY	7 28	7 53	8 23	8 25	9 23	10 25	11 23	11 50	12 25
MEDIA	7 35	8 00	8 29	8 31	9 30	10 30	11 30	11 52	12 30
ELWYN									
WILLIAMSON SCHOOL									
GLEN RIDDLE									
LENNI									
WAWA									
DARLINGTON									
GLEN MILLS									
LOCKESLEY									
CHEYNEY									
WESTTOWN									
NIELDS ST.									
WEST CHESTER									

Note—All Regular Trains Will Operate With MU Equipment.

WEST CHESTER BRANCH—NORTHWARD

110

FIRST CLASS

STATIONS	● 700	● 702	● 704	● 776	● 706	● 708	● 778	● 710	● 712	● 0714	● 780	● 716	● 718	● 720	● 0722
	Daily A M	Daily Ex. Sun. A M	Daily Ex. Sat. & Sun. A M	Saturday Only A M	Daily Ex. Sat. & Sun. A M	Daily Ex. Sat. & Sun. A M	A M	Daily Ex. Sat. & Sun. A M	Daily Ex. Sat. & Sun. A M	Daily Ex. Sat. & Sun. A M	Saturday Only A M	Daily Ex. Sat. & Sun. A M	Daily Ex. Sat. & Sun. A M	Daily Ex. Sat. & Sun. A M	Daily Ex. Sat. & Sun. A M
WEST CHESTER															
NIELDS ST.			\$ 6.06							\$ 7.13					\$ 7.48
WESTTOWN			F 6.07				Will Run			F 7.13					F 7.49
CHEYNEY			F 6.13				Sat., Sun.			F 7.16					F 7.54
LOCKESLEY			F 6.15				and			F 7.21					F 7.57
GLEN MILLS			F 6.16				Dec. 25			F 7.22					F 8.01
DARLINGTON			F 6.20				Jan. 1			F 7.26					F 8.06
WAWA			F 6.22							F 7.28					F 8.08
LENNI			F 6.25							F 7.31					F 8.09
GLEN RIDDLE			F 6.26							F 7.32					F 8.11
WILLIAMSON SCHOOL			F 6.28							F 7.34					F 8.13
ELWYN			F 6.31							F 7.37					F 8.17
MEDIA	\$12 10	\$ 5.55	\$ 6.36	\$ 6.45	\$ 7.00	\$ 7.15	\$ 7.16	\$ 7.22	\$ 7.34	\$ 7.42	\$ 7.45	\$ 7.53	\$ 7.55	\$ 8.04	\$ 8.17
MOYLAN-ROSE VALLEY	\$12 12	\$ 5.57	\$ 6.42	\$ 6.47	\$ 7.02	\$ 7.17	\$ 7.18		\$ 7.36		\$ 7.47		\$ 7.57		
WALLINGFORD	\$12 14	\$ 5.59	\$ 6.44	\$ 6.49	\$ 7.04	\$ 7.19	\$ 7.20		\$ 7.38		\$ 7.49				
WARTHMORE	\$12 16	\$ 6.01	\$ 6.46	\$ 6.51	\$ 7.06	\$ 7.21	\$ 7.22		\$ 7.40		\$ 7.51		\$ 7.59		
MORTON-RUTLEDGE	\$12 18	\$ 6.03	\$ 6.48	\$ 6.53	\$ 7.08	\$ 7.23	\$ 7.24		\$ 7.42		\$ 7.53		\$ 8.01	\$ 8.10	
MECANE	\$12 20	\$ 6.05	\$ 6.50	\$ 6.55	\$ 7.10	\$ 7.25	\$ 7.26	\$ 7.28	\$ 7.44		\$ 7.55	\$ 7.51	\$ 8.03	\$ 8.12	
PRIMOS	\$12 22	\$ 6.07	\$ 6.52	\$ 6.57	\$ 7.12	\$ 7.27	\$ 7.28	\$ 7.30			\$ 7.57	\$ 7.53	\$ 8.05	\$ 8.14	
CLIFTON-ALDAN	\$12 24	\$ 6.09	\$ 6.54	\$ 6.59	\$ 7.14	\$ 7.29	\$ 7.30	\$ 7.32			\$ 7.59	\$ 7.55	\$ 8.07	\$ 8.16	
GLADSTONE	\$12 25	\$ 6.11	\$ 6.56	\$ 7.01	\$ 7.17	\$ 7.31	\$ 7.32	\$ 7.34			\$ 8.01	\$ 7.57	\$ 8.09	\$ 8.18	
LANSDOWNE	\$12 27	\$ 6.13	\$ 6.58	\$ 7.03	\$ 7.19	\$ 7.33	\$ 7.34	\$ 7.36			\$ 8.03	\$ 7.59	\$ 8.11	\$ 8.20	
FERNWOOD-YEADON	\$12 29	\$ 6.15	\$ 7.00	\$ 7.05	\$ 7.21	\$ 7.35	\$ 7.36	\$ 7.38			\$ 8.05	\$ 8.01	\$ 8.13	\$ 8.22	
ANGORA	\$12 31	\$ 6.17	\$ 7.02	\$ 7.07	\$ 7.23	\$ 7.37	\$ 7.38	\$ 7.40			\$ 8.07	\$ 8.02	\$ 8.15	\$ 8.24	
PORTY-NINTH ST	\$12 33	\$ 6.19	\$ 7.04	\$ 7.09	\$ 7.25	\$ 7.39	\$ 7.40	\$ 7.42			\$ 8.09	\$ 8.04	\$ 8.17	\$ 8.26	
ARSENAL	12 35	\$ 6.22	\$ 7.08	\$ 7.12	\$ 7.28	\$ 7.43	\$ 7.44	\$ 7.46			\$ 8.13	\$ 8.08	\$ 8.19	\$ 8.28	
PHILA-30th ST. UL.	\$12 38	\$ 6.26	\$ 7.11	\$ 7.16	\$ 7.31	\$ 7.46	\$ 7.47	\$ 7.49	\$ 7.59	\$ 8.01	\$ 8.16	\$ 8.11	\$ 8.20	\$ 8.31	
SUBURBAN	\$12 42	\$ 6.30	\$ 7.15	\$ 7.20	\$ 7.35	\$ 7.46	\$ 7.50	\$ 7.53	\$ 8.03	\$ 8.08	\$ 8.20	\$ 8.14	\$ 8.25	\$ 8.35	
	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

STATIONS	FIRST CLASS													
	#722 Daily Ex. Sat. & Sun.	#782 Saturday Only	#724 Daily Ex. Sat. & Sun.	#0726 Saturday Only	#726 Daily Ex. Sat.	#0728 Daily Ex. Sat. & Sun.	#728 Daily Ex. Sun.	#730 Daily Ex. Sun.	#732 Daily Ex. Sun.	#734 Daily	#0736 Daily Ex. Sun.	#738 Daily	#740 Daily Ex. Sun.	#742 Daily
	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.	P. M.
WEST CHESTER														
NIELDS ST.				\$ 8 26		\$ 8 54					\$10 46			
WESTTOWN				\$ 8 27		\$ 8 55					\$10 48			
CHEYNEY				\$ 8 32		\$ 8 01					\$10 51			
LOCKESLEY				\$ 8 36		\$ 8 04					\$10 54			
GLEN MILLS				\$ 8 38		\$ 8 09					\$10 58			
DARLINGTON				\$ 8 40		\$ 8 11					\$11 02			
WAWA				\$ 8 42		\$ 8 13					\$11 03			
LENNI				\$ 8 44		\$ 8 17					\$11 04			
GLEN RIDDLE				\$ 8 46		\$ 8 18					\$11 06			
WILLIAMSON SCHOOL						\$ 8 19					\$11 08			
ELWYN											\$11 10			
MEDIA	\$ 8 18	\$ 8 19	\$ 8 36	\$ 8 55	\$ 8 55	\$ 9 21	\$ 9 22	\$ 9 45	\$10 16	\$10 46	\$11 16	\$11 46	\$12 15	\$12 45
MOYLAN-ROSE VALLEY	\$ 8 20	\$ 8 21	\$ 8 38	\$ 8 57	\$ 8 57		\$ 9 24	\$ 9 47	\$10 17	\$10 47	\$11 17	\$11 47	\$12 17	\$12 47
WALLINGFORD	\$ 8 22	\$ 8 23	\$ 8 40	\$ 8 59	\$ 8 59		\$ 9 26	\$ 9 49	\$10 19	\$10 49	\$11 19	\$11 49	\$12 19	\$12 49
WARTHMORE	\$ 8 24	\$ 8 25	\$ 8 42	\$ 9 01	\$ 9 01		\$ 9 28	\$ 9 51	\$10 21	\$10 51	\$11 21	\$11 51	\$12 21	\$12 51
MORTON-RUTLEDGE	\$ 8 27	\$ 8 27	\$ 8 44	\$ 9 02	\$ 9 03		\$ 9 29	\$ 9 53	\$10 23	\$10 53	\$11 23	\$11 53	\$12 23	\$12 53
KECANE	\$ 8 29	\$ 8 29	\$ 8 46	\$ 9 04	\$ 9 05		\$ 9 30	\$ 9 55	\$10 25	\$10 55	\$11 25	\$11 55	\$12 25	\$12 55
PRINOS		\$ 8 31	\$ 8 48	\$ 9 06	\$ 9 07		\$ 9 32	\$ 9 57	\$10 27	\$10 57	\$11 27	\$11 57	\$12 27	\$12 57
CLIFTON-ALDAN		\$ 8 33	\$ 8 50	\$ 9 08	\$ 9 09		\$ 9 34	\$ 9 59	\$10 29	\$10 59	\$11 29	\$11 59	\$12 29	\$12 59
GLADSTONE		\$ 8 35	\$ 8 52	\$ 9 11	\$ 9 11		\$ 9 35	\$10 00	\$10 30	\$11 00	\$11 30	\$12 00	\$12 30	\$ 1 00
LANSDOWNE	\$ 8 34	\$ 8 37	\$ 8 54	\$ 9 13	\$ 9 13		\$ 9 37	\$10 02	\$10 32	\$11 02	\$11 32	\$12 02	\$12 32	\$ 1 02
FERNWOOD-YEADON		\$ 8 39	\$ 8 56	\$ 9 15	\$ 9 15		\$ 9 39	\$10 04	\$10 34	\$11 04	\$11 34	\$12 04	\$12 34	\$ 1 04
ANGORA		\$ 8 41	\$ 8 58	\$ 9 17	\$ 9 17		\$ 9 41	\$10 06	\$10 36	\$11 06	\$11 36	\$12 06	\$12 36	\$ 1 06
FORTY-NINTH ST				\$ 9 19	\$ 9 19			\$10 08	\$10 38	\$11 08		\$12 08	\$12 38	\$ 1 08
ARGENAL	\$ 8 41	\$ 8 45	\$ 9 03	\$ 9 21	\$ 9 21		\$ 9 45	\$10 10	\$10 40	\$11 10	\$11 40	\$12 10	\$12 40	\$ 1 10
PHILA-30th ST. UL	\$ 8 44	\$ 8 51	\$ 9 08	\$ 9 26	\$ 9 26		\$ 9 50	\$10 13	\$10 43	\$11 13	\$11 43	\$12 13	\$12 43	\$ 1 13
SUBURBAN	\$ 8 48	\$ 8 56	\$ 9 10	\$ 9 30	\$ 9 30		\$ 9 54	\$10 17	\$10 47	\$11 17	\$11 47	\$12 17	\$12 47	\$ 1 17
	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.	P. M.

Note—All Regular Trains Will Operate With MU Equipment.

WEST CHESTER BRANCH—NORTHWARD

FIRST CLASS

STATIONS	#0744 Daily Ex. Sat. & Sun. P. M.	#744 Saturday Only P. M.	#746 Daily P. M.	#748 Daily Ex. Sun. P. M.	#750 Daily Ex. Sun. P. M.	#752 Daily Ex. Sun. P. M.	#754 Daily P. M.	#756 Daily Ex. Sat. & Sun. P. M.	#758 Daily Ex. Sun. P. M.	#0760 Daily Ex. Sat. & Sun. P. M.	#760 Daily P. M.	#762 Daily Ex. Sat. & Sun. P. M.	#0786 Saturday Only P. M.	#764 Daily Ex. Sat. & Sun. P. M.
WEST CHESTER	\$12.45									\$4.45			\$5.35	\$6.18
NIELDS ST.	F12.46									F4.46			F5.36	\$6.20
WESTTOWN										F4.51			F5.41	\$6.22
CHEYNEY	F12.56									F4.54			F5.44	\$6.24
LOCKSLEY										F4.55			F5.45	\$6.26
GLEN MILLS	F1.01									F4.57			F5.47	\$6.28
DARLINGTON										F4.59				\$6.30
WAWA										F5.00			F5.50	\$6.32
GLEN RIDDLE	F1.06									F5.01			F5.51	\$6.33
WILLIAMSON SCHOOL	F1.07									F5.02			F5.52	\$6.35
ELWYN										F5.04			F5.54	\$6.37
MEDIA	\$1.15	\$1.15	\$1.46	\$2.15	\$2.45	\$3.15	\$3.45	\$4.15	\$4.45	\$5.14	\$5.15	\$5.35	\$6.05	\$6.18
MOYLAN-ROSE VALLEY	\$1.17	\$1.17	\$1.48	\$2.17	\$2.47	\$3.17	\$3.47	\$4.17	\$4.47		\$5.17	\$5.37	\$6.07	\$6.20
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	\$6.22
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	\$6.24
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	\$6.26
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	\$6.28
PRINCE	\$1.27	\$1.27	\$1.57	\$2.27	\$2.57	\$3.27	\$3.57	\$4.27	\$4.57		\$5.27	\$5.47	\$6.17	\$6.30
CLIPTON-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	\$6.32
GLADSTONE	\$1.30	\$1.30	\$2.00	\$2.30	\$3.00	\$3.30	\$4.00	\$4.30	\$5.00		\$5.30	\$5.50	\$6.20	\$6.33
LANSWYNE	\$1.32	\$1.32	\$2.02	\$2.32	\$3.02	\$3.32	\$4.02	\$4.32	\$5.02		\$5.32	\$5.52	\$6.22	\$6.35
PERNWOOD-YEADON	\$1.34	\$1.34	\$2.04	\$2.34	\$3.04	\$3.34	\$4.04	\$4.34	\$5.04		\$5.34	\$5.54	\$6.24	\$6.37
ANGORA	\$1.36	\$1.36	\$2.06	\$2.36	\$3.06	\$3.36	\$4.06	\$4.36	\$5.06		\$5.36	\$5.56	\$6.26	\$6.39
FORTY-NINTH ST.		\$2.08	\$2.08	\$2.38	\$3.08	\$3.38	\$4.08	\$4.38	\$5.08		\$5.38	\$5.58	\$6.28	
ARSENAL	1.40	1.40	2.10	2.40	3.10	3.40	4.10	4.40	5.12		5.40	6.00	6.30	6.43
PHILA. 30th ST. UL.	\$1.43	\$1.43	\$2.13	\$2.43	\$3.13	\$3.43	\$4.13	\$4.43	\$5.16		\$5.43	\$6.06	\$6.33	\$6.46
SUBURBAN	\$1.47	\$1.47	\$2.17	\$2.47	\$3.17	\$3.47	\$4.17	\$4.50	\$5.20		\$5.50	\$6.10	\$6.37	\$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.	P. M.	P. M.

Note—All Regular Trains Will Operate With MU Equipment

WEST CHESTER BRANCH—NORTHWARD

FIRST CLASS

STATIONS	#0766	#0766	#0768	#774	#0770	#770	#784	#772	
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Saturday Only	P. M.	Daily Ex. Sat. & Sun.	
WEST CHESTER	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
NIELDS ST.	\$ 6.45	Will Run	\$ 7.43		\$ 9.30				
WESTTOWN	F 6.46	Sat. Sun.	F 7.44		F 9.31		Will Run		
CHEYNEY	F 6.50	and	F 7.49		F 9.36		Sunday		
LOCKSBLEY		Dec. 25	F 7.52		F 9.39		and		
GLEN MILLS		Jan. 1	F 7.55		F 9.42		Dec. 25		
DARLINGTON							Jan. 1		
WAWA			F 7.58						
LENNI									
GLEN RIDDLE					F 9.47				
WILLIAMSON SCHOOL					F 9.55				
ELWYN									
MEDIA	\$ 7.05	\$ 7.15	\$ 8.10	\$ 8.50	\$ 10.00	\$ 10.00	\$ 10.40	\$ 11.00	
MOYLAN-ROSE VALLEY	\$ 7.07	\$ 7.17	\$ 8.12	\$ 8.52	\$ 10.02	\$ 10.02	\$ 10.42	\$ 11.02	
WALLINGFORD	\$ 7.09	\$ 7.19	\$ 8.14	\$ 8.54	\$ 10.04	\$ 10.04	\$ 10.44	\$ 11.04	
SWARTHMORE	\$ 7.11	\$ 7.21	\$ 8.16	\$ 8.56	\$ 10.06	\$ 10.06	\$ 10.46	\$ 11.06	
MORTON-ROUTLEDGE	\$ 7.13	\$ 7.23	\$ 8.18	\$ 8.58	\$ 10.08	\$ 10.08	\$ 10.48	\$ 11.08	
AFKANE	\$ 7.15	\$ 7.25	\$ 8.20	\$ 9.00	\$ 10.10	\$ 10.10	\$ 10.50	\$ 11.10	
PRINOS	\$ 7.17	\$ 7.27	\$ 8.22	\$ 9.02	\$ 10.12	\$ 10.12	\$ 10.52	\$ 11.12	
CLIFTON-ALDAN	\$ 7.19	\$ 7.29	\$ 8.24	\$ 9.04	\$ 10.14	\$ 10.14	\$ 10.54	\$ 11.14	
GLADSTONE	\$ 7.20	\$ 7.30	\$ 8.25	\$ 9.05	\$ 10.15	\$ 10.15	\$ 10.55	\$ 11.15	
LANDSOWNE	\$ 7.22	\$ 7.32	\$ 8.27	\$ 9.07	\$ 10.17	\$ 10.17	\$ 10.57	\$ 11.17	
PERNWOOD-YEADON	\$ 7.24	\$ 7.34	\$ 8.29	\$ 9.09	\$ 10.19	\$ 10.19	\$ 10.59	\$ 11.19	
ANGORA	\$ 7.26	\$ 7.36	\$ 8.31	\$ 9.11	\$ 10.21	\$ 10.21	\$ 11.01	\$ 11.21	
FORTY-NINTH ST	\$ 7.28	\$ 7.38	\$ 8.33	\$ 9.13	\$ 10.23	\$ 10.23	\$ 11.02		
AKENAL	7.30	7.40	8.35	9.15	10.25	10.25	11.04	11.25	
PHILA. 30th ST. UL.	\$ 7.33	\$ 7.43	\$ 8.38	\$ 9.18	\$ 10.28	\$ 10.28	\$ 11.06	\$ 11.28	
SUBURBAN	\$ 7.37	\$ 7.47	\$ 8.42	\$ 9.22	\$ 10.32	\$ 10.32	\$ 11.10	\$ 11.32	
	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

SOUTH END TO WASHINGTON—NORTHWARD

FIRST CLASS

[illegible]

TRAINS WAIT FOR CONNECTIONS PHILADELPHIA DIVISION

Trenton

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
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.
517	11.10	4203	11.05	3828	1.03	172	12.51
	P.M.			3830	2.48	130	2.38
519	12.10	121	12.00	3834	4.52	174	4.39
557	2.45	23	2.31	3838	5.50	132	5.47
523	3.10	149	3.00	3840	8.00	154	7.55
529	5.27	3837	5.20	3850	8.02	272	7.55
559	5.50	3839	5.40	4210	9.00	104	8.55
533	6.45	223	6.35	3842	9.12	156	9.07
535	7.25	225	7.09				

AT PENN CENTRAL 30th ST. STATION-PHILADELPHIA

Train No.	Due to Leave	Mins. Wait	Train No.	Due	For Page.
369	12.53 AM	5	231	12.44 AM	
701	12.58 AM	5	231	12.44 AM	
901	12.53 AM	5	231	12.44 AM	
234	7.00 AM	5	372	6.53 AM	
607	12.45 PM	5	121	12.30 PM	
0759	6.33 PM	5	221	6.33 PM	
353	6.53 PM	5	221	6.38 PM	
359	8.53 PM	5	227	8.42 PM	
771	10.58 PM	5	141	10.51 PM	
365	11.03 PM	5	141	10.51 PM	
160	11.40 PM	5	24	11.35 PM	

AT NORTH PHILADELPHIA

870	12.42 AM	3	231	12.34 AM	
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	7.12 PM	3	223	7.03 PM	
860	7.52 PM	3	225	7.36 PM	
862	8.42 PM	3	227	8.32 PM	
866	10.47 PM	3	141	10.39 PM	

AT MEDIA

Train No.	Wait for	Train No.	Wait for
0709	709	716	0714
0739	739	722	0722
0745	745	728	0728
0753	753	760	0760

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.

PRSL 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 Penn Central 30th St. Station, Philadelphia with the last local train, the Conductor must notify the Superintendent as to the number of passengers and their destinations.

EXTRA STOPS—PASSENGER TRAINS**Philadelphia Division**

Train No.	Stop At	For
601	Paoli Shops.....	Employees.

Chesapeake Division

1951 953 903 905 904 907 912 ▲ 919 925 934 936 938 940 952 950 ▲ 955	Wilmington Shop Overhead Bridge.....	Employees.
414	Ivy City Enginehouse, on Signal.....	Employees.

†Saturday Only

▲ Daily Except Saturday and Sunday.

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	18	24
Due Lancaster.....	10.32	3 23	7.50	.....	8.33	3.05	6.41	10 17
	A. M.	P. M.	P. M.		A. M.	P. M.	P. M.	P. M.

OFFICES OPEN FOR SALE OF TICKETS

PHILADELPHIA DIVISION

Station	Monday to Friday	Saturday	Sunday and Holidays
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
Frankford Jct.	4.00 PM to 5.00 PM	Closed	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
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	7.00 AM to 9.15 AM	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 11.40 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

*Holiday hours same as Monday to Friday.

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
Moylan-Rose Valley	7.00 AM to 9.47 AM	Closed	Closed
Media	7.15 AM to 11.00 AM 1.01 PM to 3.30 PM	Closed	Closed
Glen Mills	10.12 AM to 11.30 AM 12.30 PM to 3.24 PM	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	Closed	Closed
Mt. Holly	1.16 PM to 3.44 PM	Closed	Closed
Utica Avenue	6.35 AM to 11.45 AM 12.45 PM to 3.45 PM	Closed	Closed
Wynnefield Ave.	7.15 AM to 11.15 AM	Closed	Closed
Bala	7.15 AM to 9.15 AM	Closed	Closed
Cynwyd	7.45 AM to 11.15 AM	Closed	Closed

CHESAPEAKE DIVISION

Station	Monday to Friday	Saturday	Sunday and Holidays
Sharon Hill	6.15 AM to 11.45 AM 12.45 PM to 3.15 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 9.36 AM	Closed	Closed
Norwood	6.40 AM to 11.40 AM 12.40 PM to 3.40 PM	Closed	Closed
Moore	6.00 AM to 11.00 AM 12.00 Noon to 3.30 PM	Closed	Closed
Ridley Park	6.15 AM to 11.15 AM 12.15 PM to 3.15 PM	Closed	Closed
Chester (Note 1)	6.20 AM to 6.10 PM	Closed	Closed
Marcus Hook	7.45 AM to 9.45 AM	Closed	Closed
Claymont	7.00 AM to 4.00 PM	Closed	Closed
Wilmington	6.10 AM to 9.45 PM	6.10 AM to 9.45 PM	6.10 AM to 9.45 PM
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

Note 1—When Bowie or Delaware Park Race Trains operate, will open one hour in advance of arrival time of Race Train on Saturday.

Station	Monday to Friday	Saturday	Sunday and Holidays
Baltimore	6.10 AM to 11.00 PM	6.10 AM to 11.00 PM	6.10 AM to 11.00 PM
Odenton	6.30 AM to 5.00 PM	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	7.00 AM to 8.30 AM	Closed	Closed
Harrisburg	Continuously	Continuously	Continuously
York	7.00 AM to 4.00 PM	Closed	Closed
Sunbury	10.00 AM to 1.00 PM 2.00 PM to 5.00 PM	Closed	Closed
Millersburg	8.00 AM to 11.59 AM	Closed	Closed

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

PHILADELPHIA 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)
Phillipsburg		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.	P. M.	P. M.	P. M.	P. M.
Fair				2.45	2.15				8.00			1.30						6.30
Morrisville					3.00		3.00	5.00	11.00			4.30	5.00	8.30	8.45			8.30
Bordentown						3.25	7.30	5.20		2.55		6.00		8.40	9.30			
Copper		5.25																
Holmes			2.10						12.15	P. M.	2.30		5.50			7.45	9.30	P. 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.	P. M.	P. M.	P. M.	P. M.	P. M.

STATIONS	Note	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)
Phillipsburg		P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Fair		11.10	9.30			12.30		2.30	3.30	
Morrisville										
Bordentown										
Copper		11.25		12.40	12.40		3.10			4.40
Holmes		P. M.	1.00	A. M.	A. M.	1.05	A. M.	A. M.	4.15	A. 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.

PHILADELPHIA 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)	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)
Phillipsburg		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.
Millham			2.50							10.30	5.25			10.30	
Morrisville			12.30					3.30		5.00		5.00	6.15	6.45	
Bordentown							3.25								
MA		12.05													8.00
Holmes		A. M.	A. M.	1.00	1.10	2.40	A. M.	A. M.	A. M.	4.00	4.45	A. M.	5.45	4.45	A. M.

STATIONS	Note	MD-6 (1)	TTX Spe. (8)	EM-2 (1)	CS-8 (1)	TTX Spe. (10)	BL-2 (3-★)	TT-24 (12)	MD-18 (1)	AST-4 (1)	A-30 (3)	BL-34 (7)
Phillipsburg		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.
Millham							11.59	9.30				
Morrisville							7.30			10.20	3.30	12.15
Bordentown										10.30	10.30	11.50
MA		9.15	10.10	11.30	12.59	1.15		8.30	8.30	10.15		
Holmes		A. M.	A. M.	A. 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-2-4-6 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	PR-7 (7)	TT-3 (7)	B-1 (1)	TT-23 (2)	PE-3 (1)	P-7 (1)	NE-1 (1)	EA-1 (1)	TT-5 (7)	TT-1 (7)	A-1 (2)	EC-7 (3)	PR-1 (6)	YE-3 (1)	S-15 (6)	ED-3 (23)	N-3 (10)	P-5 (7)	EB-3 (1)
Millham.....	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.	A.M.
Pavonia.....	12 20	12 25		12 40			1 00			1 50	2 15					3 30			
Jersey.....																3 45			
Frankford Jet.				1 55		1 00		Trenton 1 00 A.M.		2 55						5 00	4 30		
Stadium.....						4 00										8 00			
52nd St.....																			
Jeff.....																			
Copper.....		12 40					Leave Phillips- burg 9 30 P.M.	3 10						York 2 35	3 00		Trenton 3 30 A.M.	4 40	
Nest.....											Morris- ville 3 00				3 45			5 25	
Reading.....															6 15				
Thorn.....						5 00										8 30		7 15	
Park.....	2 30	2 30				5 15		5 45	York 1 45	5 05									
Cork.....					1 00	5 45													
Cres.....			12 30																
Cola.....			12 40																
Gly.....									2 15	6 40				3 20					
State.....	4 00	4 00							3 00										
Harrisburg...																			
Day.....			2 45		2 15	8 00		8 15								11 30		8 45	5 00
Enola.....														4 05					5 30
Rockville.....																			
Banks.....	5 00	5 15								7 40		2 30	2 30			1 30	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.	P.M.	A.M.	A.M.	A.M.

Frequency Notes are shown on page 126.

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

The time shown conveys no timetable authority

Stations	EM-1 (1)	P-3A (1)	CV-61 (2)	TH-1 (1)	EC-5 (1)	BL-5 (6)	S-80 (1)	HD-4 (1)	CV-85 (1)	CB-9 (6)	PMC-3 (1)	PG-5 (1)	YE-1 (1)	S-3 (2)	P-3 (1)	P-9 (1)
Millham	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.	P.M.
Pavonia																3.00
Jersey																3.15
Frankford Jct.																4.30
Stadium																
52nd St.														2.30		
Jeff																
Copper	5 20	5.25				Leave Phillips- burg 8.00A M.									2.55	
Nest	7.00															
Norris																
Reading																
Thorn	7.55												York 1.05			7.15
Park	8.40	8.00													5.15	7.45
Cork	9.30															8.15
Cree				7.50	8.00					11.00						
Cola																
Cly													1.50			
State																
Harrisburg ..																
Day	12.45	10.30	6.00	9.15	9.15		8.00	9.00	10.15	1.00					7.00	10.45
Enola							8.30	9.15					3.05			
Rockville																
Banks	P.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	2.30	12.15	1.00	P.M.	P.M.	P.M.	P.M.

Frequency Notes are shown on page 126.

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

The time shown conveys no timetable authority

Stations	EB-5 (1)	EC-3 (1)	PG-3 (1)	HC-1 (1)	HD-1 (2)	MD-13A (1)	S-82 (1)	SWC-1 (1)	EC-9 (1)	PR-3 (4)	NWC-1 (23)	ED-1 (6)	TH-3 (1)	MD-13 (1)
Millham	P.M.	P.M.	P.M.	P.M.	P.M.	5.50	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Pavonia								6.40		7.30				9.00
Jersey										7.45				
Frankford Jet						6.10				9.30			8.00	10.45
Stadium										10.40				
52nd St.														
Jeff											7.30			
Copper								8.40						
Neet														
Norris														
Reading														
Thorn														
Park								10.45		12.05	9.35			
Cork													3.30	
Cres					5.30									
Cola														
Cly										2.00				
State														
Harrisburg					7.30			1.15			12.30		5.30	
Day		4.30					6.00							
Enola	3.45	5.00					6.30							
Rockville	4.15													
Banks	P.M.	P.M.	5.00	5.30	P.M.	P.M.	P.M.	2.45	7.00	3.00	3.00	8.00	8.00	P.M.
			P.M.	P.M.	P.M.			A.M.	P.M.	A.M.	A.M.	P.M.	A.M.	

Frequency Notes are shown on page 126.

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

The time shown conveys no timetable authority

Stations	PT-85 (6)		PR-9 (4)		TP-1 (1)		MD-117 (1)	
	P.M.		P.M.		P.M.		P.M.	
Millham			10.30					
Pavonia	10.00						11.59	
Jersey	10.15						12.14	
Frankford Jct.	11.15						1.30	
Stadium	2.00			11.00				
62nd St.								
Jeff								
Copper			11.25					
Nest								
Norria								
Reading								
Thorn								
Park			1.10					
Cork								
Cres								
Cola								
Cly								
State			2.45					
Harriaburg								
Day								
Enola								
Rockville								
Banks			3.45					
	A.M.		A.M.		P.M.		A.M.	

NORTHWARD AND WESTWARD				
Stations	A-31 (6)	CB-21 (21)	A-33 (2)	A-39 (2)
PAVONIA	A.M.		P.M.	P.M.
BEVERLY	10.00	5.30	9.15	10.15
BURLINGTON				
FLORENCE			8.45	7.15
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, Tong 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 recognised holidays.

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

The time shown conveys no timetable authority

Stations	CNY-4 (1)	CE-4 (1)	TP-2 (1)	N-28 (4)	CG-8 (1)	M-10 (1)	TT-6 (22)	WPB-4 (1)	EM-2 (1)	SW-2 (1)	TH-4 (1)	BL-6 (8)	A-2 (2)	PT-84 (6)	FJ-2 (1)	HD-2 (10)	S-81 (1)	CS-8 (1)	CG-2B (1)
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.	A.M.
Rockville.....	12.01	12.45			1.30	1.30		2.40		4.00							6.10	6.15	
Enola.....																	6.40		
Day.....		2.45									4.00				6.00			8.15	6.45
Harrisburg.....							2.15	4.30	3.40										
State.....	3.00																		
Cly.....																			
Cola.....																8.30			
Cres.....		4.15						6.15			5.30								
Cork.....							3.00								7.45				
Park.....	5.00						4.05		6.00						8.20			10.30	9.00
Thorn.....									7.30						11.00				
Reading.....																			
Norris.....																			
Nest.....	6.30								10.30									1.00	12.05
MA.....	8.00								11.30										
Jeff.....																			
52nd St.....															2.00				
Stadium.....		2.00	1.00	1.15									Morrisville 5.00	5.00					
Frankford Jet.....				5.30			6.15							7.30	5.30				
Jersey.....														7.45	6.45				
Pavonia.....														8.00	7.00				
Mulham.....	8.15			6.15			7.25					5.00							
	A.M.	P.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.	A.M.	A.M.	P.M.	P.M.

Frequency Notes are shown on page 126

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

The time shown conveys no timetable authority

Stations	CG-6 (1)	MD-116 (1)	YE-4 (1)	NE-2 (1)	AC-10 (1)	MD-6 (1)	PR-4 (1)	BL-34 (5)	CH-2 (1)	CG-2 (1)	CV-60 (1)	SP-24 (1)	B-4 (1)	SW-6 (1)	BAL-2 (1)	S-4 (2)	BF-4 (1)
Banks.....	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.	P.M.	P.M.
Rockville.....											Hager 12.01						3.00
Enola.....																	3.30
Day.....	7.00		8.30														10.00
Harrisburg..								5.00		5.00	7.00	12.01	12.30		3.45		
State.....					2.00		12.30										
Cly.....			9.50														
Cola.....																	
Cres.....			York 10.15		4.00								1.55		4.45		11.25
Cork.....							2.40	8.00		8.15		3.00					
Park.....	10.00																
Thorn.....																	
Reading.....																2.30	
Norris.....																9.00	
Nest.....																	
MA.....								11.50		10.15							
Jeff.....																	
52nd St.....							5.45										
Stadium.....												7.00				9.30	
Frankford Jet		7.35					6.45									11.00	
Jersey.....		8.35															
Pavonia.....		8.50					7.30										
Millham.....	12.25	A.M.	A.M.	A.M.	P.M.	9.45	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

Frequency Notes are shown on page 126.

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

The time shown conveys no timetable authority

Stations	PG-4 (5)	B-6 (1)	CV-88 (1)	SW-8 (1)	AST-4 (1)	TT-8 (7)	SP-2 (1)	SW-84 (1)	S-83 (1)	CH-10 (2)	CH-10 (6)	TT-24 (23)	MD-18 (1)	TT-2 (1-y)	YE-2 (1)	TT-4 (1-y)
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.	P.M.	P.M.
Rockville.....	4.30		Hager 6.30	6.35		6.45		8.00	8.15	8.15	8.15			9.55	10.00	10.40
Enola.....					6.45				8.45							
Day.....	10.30	5.30	10.45				7.30									
Harrisburg...																
State.....						12.30								10.55		12.00
Cly.....						1.50									10.50	
Cola.....																
Cree.....		7.00														
Cork.....																
Park.....	3.30				9.00		10.00								York 11.35	1.15
Thorn.....						York 2.30	10.45									
Reading.....																
Norris.....																
Nest.....					12.05											
MA.....																
Jeff.....																
52nd St.....	6.30						1.30					8.50		2.35		3.05
Stadium.....																
Frankford Jct.																
Jersey.....																
Pavonia.....																
Millham.....	A. M.	P. M.	P. M.	P. M.	1.05 A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	9.30 P. M.	9.00 P. M.	3.20 A. M.	P. M.	4.00 A. M.

Frequency Notes are shown on page 126.

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

The time shown conveys no timetable authority

Stations	S-14 (2)	EA-2 (1)													EASTWARD AND SOUTHWARD			
	P.M.	P.M.													A-30 (6)	A-38 (2)	A-34 (2)	Stations
Banks															P.M.	P.M.	A.M.	
Rockville															10.30	12.15	11.30	
Enola																4.15	3.30	
Day		11.45																
Harrisburg ..															8.45	P.M.	P.M.	
State															A.M.			
Cly																		
Cola																		
Cres																		
Cork																		
Park		1.15																
Thorn																		
Reading	11.00																	
Norris	1.30																	
Neet	2.00																	
MA		4.40																
Jeff																		
52nd St.																		
Stadium																		
Frankford Jet.																		
Jersey																		
Pavonia																		
Millham	A.M.	5.50																
		A.M.																

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-6 (4)	B-4 (1)	AC-10 (1)	BAL-2 (1)	BP-125 (1)	B-6 (1)	MD-13 (1)	MD-13A (1)	BF-4 (1)	TH-3 (1)
Bell	1.50	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.										
Edge Moor	2.15	2.15	2.45	2.50	5.00			1.40									
Edge Moor	2.30	2.30	3.00		5.15			1.55									
Perryville	3.00	4.00			6.00			8.00									
Cres.	7.50																
Perryville	Newark					6.15	8.30		1.55	4.00	4.45		7.00			11.25	3.30
Bay View	4.30	5.30			8.00	8.30	10.00		4.45	8.00	5.45		9.15	12.30	1.00	2.00	Newark
Bay View		6.15				11.5%			5.15		6.45		10.15	1.00			12.30
Gwynne Run	1.30						Newark										Thurflow
Washington							10.45	1.15	6.45								10.00
Potomac Yard		8.30		6.15	11.00			2.15	7.35					3.00			
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.

Will not operate on 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-4 (1)	EC-5 (1)	CB-9 (1)	TH-4 (1)	CE-4 (1)	MD-18 (1)	TT-24 (13)	BL-6 (5)	HD-1 (2)	PE-3 (1)	B-1 (1)	NE-2 (1)	TP-2 (1)	MD-116 (1)
Bell	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.	P. M.	A. M.
Edge Moor	8.00	8.00	8.00	8.00	10.00	11.45	7.15	7.20	2.15	Newark			4.45	9.15	4.45
Edge Moor	7.45	7.45			9.00	11.30			2.00	3.15			4.30	9.00	4.30
Edge Moor	6.45	6.45							8.45				2.15		2.55
Perryville															
Perryville					6.10	4.15				5.30		12.30			
Perryville					5.30	Newark				4.00		10.20			
Bay View						10.30	5.00					9.00	12.15	10.15	1.10
Bay View	5.00				Thurlow	Thurlow							11.45		12.10
Gwynne Run					10.30	12.30									
Washington															
Potomac Yard	1.30	2.30	3.30	4.00			2.45	3.15					9.30		10.30
	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.	P. M.

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

†Will not operate on 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) Mon., Wed., Fri. (12) As Required. (13) Daily Ex. Mon. and Tue.

HARRISBURG DIVISION —ARRANGED FREIGHT SERVICE

The time shown conveys no timetable authority.

STATIONS	WESTWARD-NORTHWARD					EASTWARD-SOUTHWARD			
	EB-3 (1)	HD-4 (1)	EB-5 (1)	CSB-7 (1)		CSB-8 (1)	BF-4 (1)	BNY-16 (1)	
BUTTONWOOD	A. M.	A. M.	P. M.	P. M.		A. M.	P. M.	P. M.	
NORTHUMBERLAND		11.15		10.00		3.45			
ROCKVILLE	5.30	9.15	4.15	1.30		1.00			
	A. M.	A. M.	P. M.	A. M.			3.00	6.25	
						A. M.	P. M.	P. M.	

- (1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Holidays. (6) Daily except day after Holidays.
 (7) Daily except Saturday. (8) Daily except Wednesday.

SPECIAL INSTRUCTIONS

GENERAL RULES

100A-A1. 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.

100C-A1. 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

100J-A1. 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.

B.&P. Tunnel—(Chesapeake Division)

100L-E1. 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 light.

Snow Melting Oil—Use of

100L-F1. 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.)

100M-A1. Train, Engine and Other Transportation Employees (Except Station Employees) are required to know the Safety Rule of the day, which is printed on page 311. 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.

100 O-A1. 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.

Station Masters 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

100R-A1. Injuries to persons or employees must be reported immediately to the Superintendent by wire and a full report made to the head of the department within twenty-four hours.

100R-A2. Medical Officers and Surgeons

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 Penn Central Station H. B. McFlwain, 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
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. Ehmman, M.D. 22 Federal Street Paul M. Mccray, 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. Rahouser, M.D. 634 Lincoln Way East (By Appointment)	264-6211 263-3419 264-6185

Location	Name and Address	Telephone Number
Chester, Pa.	W. G. Crothers, M.D. 407 E. 9th Street	TR 2-3113
Coatesville, Pa.	C. H. Stone, III, M.D. (Surgeon) 590 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
Havre de Grace, Md.	§Wallace H. Sadowsky, M.D. 504 Lewis Street Maher W. Ishak, M.D. 504 Lewis Street	939-0700 939-5552
Lambertville, Pa.	Lloyd A. Hamilton 46 York Street	397-0125
Lancaster, Pa.	S. G. Pontius, M.D. (Surgeon) 320 N. Lime Street J. L. Farmer, M.D. (Surgeon) 571 West Lemon Street §R. M. Landis, M.D. 653 W. Chestnut Street	392-1023 397-6257 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: James Beebe, Jr., M.D. Res.: Office: Res.:	645-6218 Rehoboth 2051 645-6218 8587
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
Newark, Del.	Wallace M. Johnson, M.D. 257 E. Main Street	737-5445
Norfolk, Va.	§Southgate Leigh, Jr., M.D. Office: 300 Colonial Avenue Res.: §Richard D. Bowles, M.D. Office: Mathews Court House Res.: Mathews, Va.	622-6924 622-6924 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
Northumberland, Pa.	B. E. Longwell (Surgeon) Office, 340 Locust St. Res., 334 Gardner St., South- mont	536-4186 255-5623

Location	Name and Address	Telephone Number
Oxford, Pa.	G. T. Holcombe, M.D. N. 4th Street	932-8141
Paoli, Pa.	Andrew J. Lotz, M.D. 147 W. Lancaster Avenue Joseph S. Bennett, M.D. 74 State Road	NI 4-2525 NI 4-6116
Philadelphia, Pa.	§L. W. Dibert, M.D. Regional Medical Director Medical Center—Room 474 Penn Central Sta., 30th St. 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 Robert S. Stein, M.D., Medical Officer—Room 474 Penn Central Station, 30th Street E.M. Larmore, M.D. Medical Officer—Room 474 Penn Central Station, 30th Street	594-3322 EVergreen 2-2211 EVergreen 2-4200 PEnnypacker 5-1392 Baldwin 3-8000 Baldwin 3-6693 KI 5-5900 594-3322 594-3322
Phoenixville, Pa.	Vasilios A. Viachos, M.D. 286 Griffin Street	933-7978
Pottsville, Pa.	§Gabriel M. Lizak, M.D. 415 W. Market Street	622-7803
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
Shamokin, Pa.	J. R. Vastine (Surgeon) Part-Time Medical Officer 302 E. Sunbury St.	648-4663
Sunbury, Pa.	J. H. C. Wentzel Part-Time Medical Officer 36 N. Fourth St. G. A. Deitrich, Jr. (Surgeon) 28 N. 3rd St. J. H. Landau (Surgeon) 70 Fairmount Ave. R. M. Johnston (Oculist) 12 North Front St.	Atlantic 6-2401 AT 6-6201 AT 6-2503 AT 6-5934
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 514 083-1852
West Chester, Pa.	W. F. Beyer, M.D. 19 S. Church Street Chester County Hospital	696-3524 696-7700

Location	Name and Address	Telephone Number
Wilkes-Barre, Pa.	C. A. Miller (Surgeon) Part-Time Medical Officer Res., 17 West Union St. Office, 17 West Union St.	Valley 3-1027 Valley 3-8767
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 658-4141-Extension 288
York, Pa.	Earl K. Bernatine, 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.

Personal Injuries—(Philadelphia Division)

100R-B1. 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-B2. Medical Officers will make preemployment, periodic, special and return to duty from furlough examinations. Each employee notified to report for Medical examination will contact conveniently located Medical Officer direct for appointment, unless otherwise instructed.

100R-B3. Equipment involved in personal injury must be reported to inspectors immediately for their inspection and report.

100R-A3. Locations of Hospitals

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 4-0000
Columbia, Pa.	Columbia Hospital Seventh and Popular Streets	684-2841

Location	Name and Address	Telephone Number
Crisfield, Md.	Edw. W. McCready Memorial Hospital	75
Dover, Del.	Kent General Hospital	REdfield 4-4701
Easton, Md.	Memorial Hospital	TAibert 2-1000
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	230-7011 236-3031
Havre de Grace, Md.	Harford Memorial Hospital	WEstmore 9-2400
Lancaster, Pa.	General Hospital 52S N. Lime Street	393-5801
Lebanon, Pa.	Good Samaritan Hospital Fourth and Walnut Streets	272-7611
Lewes, Del.	Beebe Hospital	645-6211
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
Norfolk, Va.	Norfolk General Hospital De Paul Hospital	MAadison 5-1481 MAadison 5-3251
Norristown, Pa.	Montgomery Hospital Powell and Fornanco Streets	275-6000
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 KINGsley 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

Location	Name and Address	Telephone Number
Reading, Pa.	Community General 135 North Sixth Street	376-4881
	Reading Hospital Sixth Avenue and Spruce Streets	376-6868
	West Reading St. Joseph's Hospital	376-4901
	Walnut and Birch Streets	
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
Shamokin, Pa.	State Uniontown	648-4621
Sunbury, Pa.	Sunbury Community N. 11th Street	AT 2-3671
Trenton, N. J.	St. Francis Hamilton Ave. and Chambers St.	396-7676
	Helene Fuld Memorial Brunswick Avenue	396-6575
Washington, D. C.	Casualty Hospital 8th & Massachusetts Ave., N.E.	269-7000
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
Wilkes-Barre, Pa.	Wyoming Valley 149 Dana Street	VA 4-4621
Willingboro, N. J.	Rancocas Valley Hospital Sunset Road	877-6000
Wilmington, Del.	Delaware Division Hospital	OLympia 4-5111
	Memorial Division Hospital	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-A4. First-Aid Boxes and Stretchers, Location of 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-A5. Gas Masks—(Chesapeake Div.)

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

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 in this Region.

TIMETABLES

1004-A. All First Class trains on pages 26 to 115 are passenger carrying trains unless otherwise indicated.

Letters and Characters

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

- S**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- 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 Dec. 25 and Jan. 1.
- #—Train may leave at scheduled arriving time when station work is completed.

1004-B1.

- O**—Regular stop Monday.
- P**—Regular stop to receive or discharge passengers to or from south of Washington.
- Q**—Regular stop Saturday, Sunday, and Dec. 25 and Jan. 1.
- R**—Regular stop Sunday and Dec. 25 and Jan. 1.
- 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, Dec. 25 and Jan. 1.
- DC**—Regular stop to discharge passengers daily except Sunday and Dec. 25 and Jan. 1 and regular stop to receive and discharge passengers Sunday and Dec. 25 and Jan. 1.
- 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, Dec. 25 and Jan. 1.
- MU**—Multiple Unit operation.
- NN**—Regular stop to discharge passengers except Sunday and Dec. 25 and Jan. 1.
- WW**—Regular stop daily except Sunday and Dec. 25 and Jan. 1.
- YY**—Regular stop daily except Saturday.
- 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.

SIGNALS

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

EMERGENCY SIGNALS AT INTERLOCKINGS AND OTHER DESIGNATED POINTS

1013-A1. Emergency Signals—whistle or horn in service as follows:

Philadelphia Division

All attended interlocking stations except Norris, Creek, Brooke, Pay, Frenchtown and MG.

Harrisburg Division

All attended interlocking stations except Landis, Pennroad and Hager.

Northumberland and Kase (Horn on oscillating white light).

Chesapeake Division

All attended interlocking stations except Iron Hill, North East, Chadd, 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.

NON-INTERLOCKING SWITCHES AND SIGNALS

Emergency Signals

1013-A4. (Phila. Div.). Whistle or Horn at the following non-interlocked locations. The requirements of **Rule 13** must be observed.

Yard Masters' Office.....44th Street and Greenwich
Block Station.....Nest

Movements of Trains and Engines at 52nd Street, Penn Coach Yard and Enola

1013-A5. (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

1013-A6. (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.

ENGINE WHISTLE OR HORN SIGNALS

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

PHILADELPHIA DIVISION

Track	Between	And
No. 1 Chestnut Hill Branch	North Phila.	Westmoreland
No. 1 Schuylkill Branch	Jeff	Valley
No. 1 West Chester Branch	49th Street	Ardenal
No. 1 D R R R & B Co Branch	Shore	Jersey

CHESAPEAKE DIVISION

Track	Between	And
No. 2 No. 1 Shellpot Branch	Virginia Ragan	Landover Bridge

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

PHILADELPHIA DIVISION

Track	Between	And
No. 2 Chestnut Hill Branch No. 2 Schuylkill Branch No. 2 West Chester Branch No. 2 D R R R & B Co Branch	Westmoreland Valley Arsenal Jersey	North Phila. Jeff 49th Street Shore

CHESAPEAKE DIVISION

Track	Between	And
No. 3 No. 2 Shellpot Branch	Landover Bridge	Virginia 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.	} Account local ordinances.
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1014(1)-A6. Portable whistle sign (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 sign is displayed.

Running Tracks between
Millham and Coalport
Robbinsville Secondary Track
Belvidere—Delaware Branch
Running Track
Coalport—Hamilton Ave.
Flemington Track
Trenton Branch
Philadelphia and Thorndale Branch

Bordertown Branch and Secondary
Track between Pavonia and
Fair
Pemberton Branch
Dix Running Track
Kinkora Running Track
Medford Running Track
Landover—South End
Riderwood—Wago Jct.
Shellpot Branch
Columbia and Port Deposit Branch

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

1014(1)-B2. (Harrisburg Div.) Rule 14(1) will not apply at the following locations:

SUNBURY—Within city limits between Bridge 137.26 east of Creek and Bridge 285.86 east of Northumberland. Grade crossings between Adam, and SF.

WILKES-BARRE—Grade crossing east of Carey Avenue.

TRAIN SIGNALS

1019-A. Night signals will be displayed on rear of trains while passing through tunnels.

1019-A1. Trains of foreign Railroads may display train signals as required by the operating rules of their respective railroads when on this Region.

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

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

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. (Philadelphia 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. Enginemen of MU engines will use whistle in complying with Rule 30.

1030-A2. 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.

Fusees and Torpedoes

1035-B1. 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 Suburban Sta. and Zoo interlocking.

Between Fulton and Biddle Street.

Between Union Junction and Calvert.

Between Grantley and York.

1035-C1. 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	3	6
Engine Helper Service	6	6
Track Cars	4	8
Crossing Watchmen	3	None
Detector Cars and Burro Cranes	6	12

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

SUPERIORITY OF TRAINS

1072-A2. (Phila. Div.). Southward trains are superior by direction to trains of the same class in the opposite direction, except on the Belvidere Delaware Branch, Northward trains are superior by direction to trains of the same class in the opposite direction, unless provided by train order.

1072-A3. (Philadelphia Division). 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, except on the Wilkes-Barre Branch, Eastward 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.

NOTE—X indicates in service.

Bulletin Board and Bulletin Book	Employees' Register	Standard Clock	Locations	Other Regions Divisions and Railroads
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PHILADELPHIA DIVISION

X	X	X	Trenton—Yard Office Barracks Yard	N.Y. & L.B.R.R.
X	X	X	Trenton—Yard Master's Office, Coalport	
X	X	X	Trenton—Crew Dispatcher's Office, Passenger Station	Washington Terminal.
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	
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			Lehigh & Hudson River Ry. Warwick, N. Y.	
X			Train Dispatcher's Office	
X			Engine House	
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		Engelside Freight Station	
X	X		Trainmaster's Office 38th and Wyalusing Ave.	
X	X	X	Pennsylvania Coach Yard	
X	X	X	Penn Central—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		Tloga 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	

Bulletin Board and Bulletin Book	Employees' Register	Standard Clock	Locations	Other Regions Divisions and Railroads
X	X	.....	Penrose Yard	.....
X	X	.....	Gray's Ferry	.....
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	.....
X	X	X	Northumberland, Yard Master's Office	LV RR
X	X	X	Sunbury, Baggage Room	.....
X	X	X	Southport, Yard Master's Office	E-L RR
X	X	X	Weigh Scales, Yard Office	LV RR
X	X	X	Buttonwood, Yard Master's Office	LV RR D&H RR

Bulletin Board and Bulletin Book	Employees' Register	Standard Clock	Locations	Other Regions Divisions and Railroads
CHESAPEAKE DIVISION				
X	X	X	Eddystone—Yard Office	.....
X	X	X	ThurLOW Yard—Yard Office	.....
X	X	X	Stony Creek—Yard Office	.....
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—Penn Central 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.	.....
X	.....	.....	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	.....

Bulletin Board and Bulletin Book	Employees' Register	Standard Clock	Locations	Other Regions Divisions and Railroads
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ALL DIVISIONS

.....		X	All Block & Interlocking Stations	
X		X	Train Dispatcher's Offices	

Qualification of Conductor or Engineman—(Phila. Div.)

1075-A5. 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-A6. 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.

1075-A7. All Divisions. In the application of Rules C, 75 and 400C-1, all train and engine service employees will be required to indicate their name and occupation upon page designated "Qualified for Service."

Conductors and Enginemen will continue to list qualifications.

In addition, all above employees must insert or have inserted at time of examination by Examiner, date promoted, date qualified, date of last physical examination, date last instructed on Brake and Train Air Signals (**99-D-1**), date last examined on Book of Rules, Timetable, and Safety Rules.

Passenger Crews Reporting and Registering for Duty

1075-A7. 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
Trenton			15		20
Suburban Station	MU Trains.....		25		25
Penn Central— 30th St. Station, Philadelphia	Trains from 30th St. Sta., Phila., Zoo, Penna. coach yard and adjacent points.....			70	45
	Trains from North Phila.....			90	
	Relief crews.....			60	
	Trains from 30th St. Sta., Phila., Penna. coach yard, Mail Platform and adjacent points.....		35		
	Trains from North Phila., Zoo and Suburban Station.....		60		
Paoli Chestnut Hill Media West Chester	MU Trains.....		25		25
	MU Trains.....		20		20
	MU Trains.....		25		25
	MU Trains.....		25		25
Pavonia	Pemberton-Moorestown.....		30	30	
Pemberton	Pemberton-12th Street.....		35	35	
Rally Street, Harrisburg	Through trains and originating trains.....			75	
Harrisburg Passenger Station	Originating trains.....		25	75	25
	Through trains; train crew reports 25 minutes ahead of scheduled arriving time.....			75	
Wash.	Trains from Union Sta.....	1	30	50	30
	Trains from 10 H Yd. or 50 Track.....	1	75	75	
	Trains from Potomac Yd.....	2	30	75	
Balto.— Orangeville	Trains from Penn Central Sta.....	1		75	
Penn Central Station	Trains from Penn Central Sta.....	1	25	60	25
Wilm.— Penna. Sta.	Trains from Penna. Sta.....	1	25	75	25
West Yd.	Trains from West Yd.....	1	25	75	25

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

NOTES:

1—Prior to schedule departure.

2—Prior to reporting at Potomac Yard.

Crews Relieved. No Register

1075-A8. Conductor of crew relieving a crew at point where there is no employes' register will be responsible for the engine and train crew when starting work, but all employes must personally register at the first opportunity after going on duty.

Deadheading

1075-A9. When deadheading is necessary in connection with all classes of service, it will be combined with service (4-E-1), unless otherwise notified.

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-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 78d, 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. 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. Penn Central 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 pushbutton. 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. Penn Central 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 No. 1 track 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 elevator adjacent to No. 1 track. Light to be extinguished by the Operator after train has departed. ~~extinguished by the operator after train has departed.~~

1084-A5. Penn Central Station—Baltimore. 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 engineer 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 engineer to proceed unless otherwise instructed.

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

Yard Limits

1093-A1. Yard Limits indicated by yard limit signs as follows:

PHILADELPHIA DIVISION

Track	Between	And
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
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. 23 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. 54 2840 feet south of M.P. 75 M.P. 95 1784 feet south of M.P. 102 Winchester (end of track)
Winchester Secondary 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
Shamokin Secondary Track	Crowl	2865 feet west of Mile Post 20

CHESAPEAKE DIVISION

Porter Branch	Farnhurst	End of Block—Porter
Delmarva Branch	Northward Home Signal— Davis 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

CHESAPEAKE DIVISION (CONTINUED)

Track	Between	And
Seaford Secondary	290 feet north of M.P. 95	Hearn
Pocomoke Secondary	Patton	M.P. 11
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. (Phila. Div.).



← Reflectorized
Background

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

Authority to Proceed as an Extra

1097-A1. Referring to the Note to Rule D-97 when a train is to run as a Passenger Extra it will be notified by the operator except:

At Suburban Station, Penn Central 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, Penn Central 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. Movements of trains or engines on tracks of this region over non-interlocked railroad crossings at grade will be governed as follows:

PHILADELPHIA DIVISION

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
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

HARRISBURG DIVISION

PC-Reading Co.: Lebanon	Stop Signs	Stop	See Note	5
PC-Reading Co.: Cornwall	Stop Signs	Stop	See Note	11
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.	

CHESAPEAKE DIVISION

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	

CHESAPEAKE DIVISION (CONTINUED)

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
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
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 Rule 292, Figure C and Rule 281, 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

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 PC 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 engineman 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.

Movable Bridge—Not Part of an Interlocking

1098-B1. (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)

Delanco (0.3 mile east of Mile Post 12)

April 1 to November 30 inclusive: Bridge Watchman on duty at Delanco 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 at Delanco continuously. Bridge will be locked up for train movements. Signals will be displayed in proceed position.

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.

1098-B2. (Philadelphia 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."

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

PROTECTION OF TRAINS

1099-A2. APPLICATION OF RULE 99, STATE OF NEW JERSEY.

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.

PROTECTION OF TRAINS

1099-A3. APPLICATION OF RULE 99, STATE OF MARYLAND.

Pursuant to Court Order, employees operating in the State of Maryland are reminded:

1. "Where either of the two Notes to Rule 99 apply, flagging protection shall nevertheless be required where employees have knowledge of emergency conditions affecting the safety of following trains when such conditions are of a nature which the engineer of such following train or trains is not required to know or to anticipate on the basis of signals, train orders, rules or otherwise. This instruction does not relieve employees from compliance with other applicable rules."

2. "Movements at restricted speed must be made prepared to stop within the range of forward vision, short of train, obstruction or switch not properly lined and to look out for broken rail. Speed must be reduced to not exceeding fifteen miles per hour."

Calling Rear Trainman, Overbrook and Paoli

1099-A5. (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.

1103-A1. 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.

Attention is called to the following extract from an order issued by the Pennsylvania Public Utility Commission, State of Pennsylvania.

"A light shall be displayed on the head end of drafts of railroad cars being pushed or dropped over a public highway crossing, at grade, during hours of darkness whether or not the tracks constitute a part of a railroad yard, except at times when such crossing is protected either by gates, automatic highway crossing signals, watchmen or train-service employees."

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.

PHILADELPHIA DIVISION

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
MAIN LINE: 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						

PHILADELPHIA DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
MAIN LINE: (CONTINUED) Morrisville	Pennsylvania Ave.	Old Line Tracks	X						37
	Washington St.		X						37
	All Crossings	Delmorr Ave. Industrial	X						42
Tullytown	Philadelphia and Bristol Turnpike	Naught Track Warner Company	X						37
Edgely	North Radcliffe St.	Patterson Parchment Paper Co.	X						37
Grundy	Beaver Dam Rd.	M. & M. Co. Inc.		X					1
	Route 13		X						43
Bristol	All street crossings	Old Line Tracks	X						37
Cornwells Heights	State Rd.	Penn-Salt Chemical Co.	X						37
Andalusia		Edgcomb Steel Co.	X						37
Torresdale		Filtration	X					X	2
BELVIDERE— DELAWARE BRANCH: Trenton	All crossings	All Tracks							39
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							44
Martins Creek	Broad St.	Siding and Yard		X				X	
BORDENTOWN SECONDARY TRACK: Trenton	Hamilton Ave.	Industrial					X		39
	South Broad St.	Industrial					X		39
		Connecting						X	2-39
		Lead						X	2-39
	Cass St.	Industrial	X				X		39-40
	Lalor St.						X		39
ROBBINSVILLE SECONDARY TRACK: Windsor	Edinburg Rd.	Robbinsville Secondary	X						
Bordentown	Park St.	Wye	X						
Yardville	Trenton Rd.	Storage		X					
Robbinsville Second- ary with automatic protection	All crossings with automatic protection	All Tracks							38
COALPORT— HAMILTON AVE. RUNNING TRACK: Trenton	East State St.	Running							39-41

PHILADELPHIA DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
OTHER TRACKS: Trenton	Mulberry St.	Industrial	...	X	...	...	X	...	39
	New York Ave.	Enterprise	...	...	...	...	X	...	39
East End	Browns Hill Rd.	No. 1 Running	...	X	...	...	...	...	
Industrial	C.R.R. of N.J. Private Crossing	400 feet west of Rigid Frog Cross- ing with PATH	...	...	...	...	X	...	
PHILADELPHIA:	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	...	...	...	...	...	1-13
543 feet west of Tacony Freight Station	Wissinoming St.		X	...	...	...	...	...	1
Tacony	Tacony St.		X	...	...	...	...	...	1
	Aramingo Ave. be- tween 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	...	...	...	...	...	
		Bligh 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.	Glard Point	X	...	...	...	...	...	16
	All public crossings	Swanson St.	X	...	...	...	...	...	
		Delaware Ave.	X	...	...	...	...	...	
	Darien St. Greenwich Yard	Merchants Ware- house Co.	X	...	...	...	...	...	
	Pattison Ave. Greenwich Yard		X	...	...	...	...	...	15
		U.S. Cold Storage Co.	X	...	...	...	...	...	15
1350 feet from con- nection with Industrial Track		Food Distribution Center	...	X	...	...	...	...	1

PHILADELPHIA DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
D.R. R.R. & B. CO. BRANCH: 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	...	...	...	...	.....
WEST CHESTER BRANCH: Lansdowne	Union Ave.	No. 1 and No. 2	...	...	X	...	...	...	3-33
	Wycombe Ave.		...	...	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	...	...	...	...	...	...	35
SCHUYLKILL SECONDARY TRACK: Spring Mill	Righter St.	Storage	...	X	...	...	...	...	.....
Conshohocken	Cherry St.	Secondary	...	X	X	...	...	...	33-34
	Harry St.		...	...	X	...	...	...	7-33
Earnest	Conshohocken Hghy.	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 Priser-Painter and Orr & Sembower Companies east of Reading	U.S. Route No. 10	Industrial	X	...	...	...	...	...	.....

PHILADELPHIA DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
SCHUYLKILL SECONDARY TRACK: (CONTINUED) 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
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	
TRENTON BRANCH: Plymouth Meeting	Gravers Rd.	Industrial		X			X		
		No. 1			X				33
TB-22	Henderson Rd.	No. 1 and No. 2			X				33
BORDENTOWN BRANCH: 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						
BORDENTOWN SECONDARY TRACK: 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						

PHILADELPHIA DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
BORDENTOWN SECONDARY TRACK: (CONTINUED) 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	.....	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	.....	.....	.....	.....	.....	.....
PEMBERTON BRANCH: 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
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	.....	.....	.....	.....	.....	.....

PHILADELPHIA DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table					Notes
			1	2	3	4	5	6
PEMBERTON BRANCH: (CONTINUED) Lenola- West Moorestown	Flynn Ave. (1375 Feet South of MP 9)	Main	...	...	X	...	...	33
West Moorestown	New Albany Rd.	International Pulverizing	X	...	...	...	...	...
	Flynn Ave.	Main	...	...	X	...	...	33
	Mill St.	Industrial	X	...	...	...	...	...
	Locust St.	Industrial	X	...	...	...	...	...
	Chester Ave.	Main	...	...	X	...	...	9
South of Moorestown	Chestnut St.		...	...	X	...	...	10
Lumberton	Main St.	Medford	X	...	...	...	...	...
Medford	N. J. Route 70		X	...	...	...	...	19
	Pointville Rd.		X	...	...	...	...	...
DIX RUNNING TRACK: Lewis	Pemberton— Wrightstown Rd.	Running	X	...	...	...	...	...
KINKORA RUNNING TRACK: Jobstown	Monmouth Rd.	Running	X	...	...	...	...	...
Juliustown	Main St.	Kinkora Running	...	X	...	...	...	...
Columbus	U.S. Route No. 206		...	X	...	X	...	...
OTHER TRACKS:								
	Red Lion Road	Industrial	...	...	...	...	X	...
West of Northeast Airport	Grant Ave.		...	...	...	...	X	...
Upper Darby	Garrett Rd.	Newtown Square	...	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	...	...	...	...	...

PHILADELPHIA DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
OTHER TRACKS: (CONTINUED)									
Llanerch	West Chester Pike	Newtown Square	X	.....	.....	.....	.....	.....	20
Grassland	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
Roebing	Kulckerbocker 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.

NOTES (Continued)

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 1600 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 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, engineman, 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.

NOTES (Continued)

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.
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.
35. Before switching movements are made a member of the crew must protect the crossing.
37. 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.
38. All trains and engines operating on 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.
39. 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.
40. 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.
41. 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.
42. 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.
43. 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.
44. Trains and engines in either direction must approach crossing prepared to stop.

CHESAPEAKE DIVISION

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
MAIN LINE: 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	.....	.....	.....
NORTHERN CENTRAL BRANCH: 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
OCTORARO SECONDARY TRACK: Kennett Square	Broad St.	Secondary	X	.....	.....	.....	.....	.....	.....
Avondale	Route 41	Secondary	.....	X	X	.....	.....	.....	36
	State St.		.....	X	.....	.....	.....	.....	36
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 Sta.		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	.....	.....	.....	.....	.....	.....

CHESAPEAKE DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
OCTORARO SECONDARY TRACK: (CONTINUED) Rising Sun	Wards Road	Secondary	X						
	Queen St.		X						
500 feet south of M. P. 58	State Hwy. Rt. 276		X						
Colora	Browns Road		X						
PORTER BRANCH: New Castle	9th St.	Main	X						
Porter	County Rd. 383	Running		X			X		
		Main			X				12
DELMARVA BRANCH: 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
Cheswold—Dover	Walker Road— 2827 feet south of Mile Post 46	Main		X					
		Switching					X		
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	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

CHESAPEAKE DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
SEAFORD SECONDARY TRACK: (CONTINUED) Laurel	Tenth St.	Secondary	...	X	...	...	...	...	19
		Switching	...	X	...	...	X	...	19-36
Delmar	State Rd.	Siding and Switching	...	X	...	...	X	...	...
	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	...	...
Parksley	Adelaide St.	Siding	...	X	...	...	X	...	...
		Secondary and Siding	...	X	...	...	...	...	21
	Bennett St.	Siding	...	X	...	...	X	...	...
		Secondary and Siding	...	X	...	...	...	...	21
NEW CASTLE SECONDARY TRACK: Wilmington	Christina St.	Secondary	X	...	...	...	...	...	32
New Castle	South St.		...		...	X	...	...	...
CENTREVILLE SECONDARY TRACK: Millington	Route 291	Secondary	X	...	...	...	...	...	...
Barclay	Routes 302-313		X	...	...	...	...	...	...
Mile Post 32—1130 feet south of	Route 301		X	...	...	...	...	...	29
CHESTERTOWN SECONDARY TRACK: Kennedyville	Route 213	Secondary	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	...	...	...	...	...	...
OXFORD SECONDARY TRACK: Clayton	Smyrna Ave.	Switching	...	X	...	...	X	...	41
	Main St.		...	X	...	...	X	...	41
Marydel	Route 454	Secondary	X	...	...	...	...	...	30

CHESAPEAKE DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
OXFORD SECONDARY TRACK: (CONTINUED) Queen Anne	State Route 309	Secondary and Connecting	...	X	...	...	X	...	40
Easton	Brookletts Ave.	Secondary	X	...	...	...	...	...	...
D. M. & V. SECONDARY TRACK: Harrington	U.S. Route 13	Secondary	...	X	...	...	X	...	39
Milford	Lake Ave.	Station	...	X	...	...	X	...	...
		Secondary	...	...	...	X	...	...	...
	Walnut St.		...	...	X	...	...	...	23
Dagsboro	Main St.	Station	...	X	...	...	X	...	1
		Secondary	...	...	...	X	...	...	...
Frankford		Station	...	X	...	...	X	...	1
		Secondary	...	...	...	X	...	...	...
	Carey St.		...	...	...	X	...	...	...
CAMBRIDGE SECONDARY TRACK: Seaford	Dupont	Siding	...	X	...	...	X	...	1
Mile Post 9—207 feet south of			...	X	...	...	...	...	...
Mile Post 10—3870 feet south of	State Route 318	Secondary	...	X	...	...	...	...	...
Hurlock	Main St.		...	X	...	...	...	...	...
Federalburg	State Route 313		...	...	X	...	...	...	24
CRISFIELD SECONDARY TRACK: Mile Post 2—637 feet west of	Route 13	Secondary	...	X	...	...	...	...	...
Marion	Route 357		...	X	...	...	...	...	...
POPE'S CREEK SECONDARY TRACK: Hall	State Route 214	Secondary	...	...	X	...	...	...	17
N. & D. C. RUNNING TRACK: Corbit—north of	State Road 70	Running	...	X	...	...	...	...	...
Corbit	U.S. Route 13		...	X	...	...	...	...	31
Reybold	State Route 9		...	X	...	...	X	...	...
DENTON RUNNING TRACK: Queenstown—12,480 feet east of	Bloomington	Running	...	X	...	...	...	...	...
Willoughby	Route 404		...	X	...	...	X	...	...
Hillsboro			...	X	...	...	X	...	...
Denton	Route 313		...	X	...	...	...	...	...
REHOBOTH RUNNING TRACK: Lewes	Route 18	Running	...	X	...	...	...	...	...
	Freeman Hwy.		...	X	...	...	...	...	29
	King's Hwy.		...	X	...	...	...	...	...

CHESAPEAKE DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
OTHER TRACKS:									
Eddystone	Market St.	Chester and Phila.	...	X	...	...	...	...	
Easington	Wanamaker Ave. and Island Rd.	Chester and Phila.	X	...	...	...	...	...	
Eddystone	Philadelphia Electric	Yard	...	X	...	...	X	...	
Eddystone	Philadelphia Electric	Chester and Philadelphia	...	...	...	...	...	...	43
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	...	X	...	...	
		Linwood Yard	...	...	...	...	X	...	
		General Chemical	X	...	...	...	...	...	
		Sun Oil Co.	X	...	...	...	...	...	
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	...	...	...	...	...	
Elkton— 2588 feet west of Main Track Switch	Route 279	Triumph Ind. track	X	...	...	...	...	...	
	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

CHESAPEAKE DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
OTHER TRACKS: (CONTINUED) 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. Corpn.	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							
Salisbury	Intersection of Delaware Ave., West Rd. and Isabella Street	Cypress Street	X						33
Pocomoke	Clark St.	Exchange 1, 2, 3 and 4	X						
	Second St.	Lead to Team Track	X						
Capes—4553 feet south of	New U.S. Route 13	Klptoake	X						
CAPE TRACK: 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.

NOTES (Continued)

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 1269 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.

NOTES (Continued)

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.
42. Due to rust on rails the track circuits which operate automatic highway crossing protection may not function properly. Trains or engines using crossing must stop before passing over crossing and a member of the crew must protect the crossing in advance of each movement over crossing.
43. Operating circuits extend 440 feet 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	
MAIN LINE ROCKVILLE- MONTANDON JCT. Halifax (east)	Rice Street				X				
	Market Street				X				
	Armstrong Street				X				
Hernden	Pottville St.	Siding		X					
Sunbury	Spruce Street	Main			X				
	Linden Street				X				
	Walnut Street				X				
	Church Street				X				
	Market Street					X			17
	Arch Street					X			17
	Race Street					X			17
Northumberland	King Street	E-L RR Inter- change	X						21
NEW HOLLAND SECONDARY TRACK 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						
COLUMBIA BRANCH Rohrerstown	E. Petersburg Road	Main			X				5
Mountville	Manor Street	Main & Industrial				X			2
YORK HAVEN LINE 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
CUMBERLAND VALLEY BRANCH 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				

HARRISBURG DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
CUMBERLAND VALLEY BRANCH (CONTINUED) Carlisle	At Passenger Station	Main	...	...	X	...	...	...	6
	Shippensburg		...	...	...	...	...	...	13
	Fayette Street		...	...	...	...	...	...	13
		Industrial	...	X	...	...	...	...	
So. of Greencastle	U. S. Route 11	Greencastle Old Line	...	X	...	X	...	...	2
Greencastle Old Line- South of Greencastle		Main	...	...	...	...	...	...	13
WINCHESTER SECONDARY TRACK Martinsburg	King Street	Main	X	...	...	...	...	...	
	John Street		...	...	...	...	...	...	13
		Industrial	...	X	...	...	X	...	2
580 ft. south of Mile Post 95	Route 45	Main	...	...	...	...	...	...	13
South of Bunkerhill	Route 11		...	...	...	...	...	...	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	...	...	...	...	...	
WILKES-BARRE BRANCH Wilkes-Barre	Division Street	All	X	...	...	...	...	...	21
	South Franklin St.		X	...	...	...	...	...	21
	South Main Street		X	...	...	...	...	...	21
	Hazle	Yard	...	X	...	...	...	...	
	Dana	No. 1 Yard	...	X	...	...	X	...	
		Main	...	...	X	...	...	...	19
	Barney	No. 1 Yard	...	X	...	...	...	...	20
		Main	...	...	X	...	...	...	18
	Horton Street	No. 1 Yard	...	X	...	...	...	...	20
		Main	...	...	X	...	...	...	18
	Carey Street	Yard	...	X	...	...	...	...	
Nanticoke	Public Road	Industrial Lead	X	...	...	...	...	...	21
	Broadway	Susquehanna Lumber Co., east leg of Wye	X	...	...	...	...	...	
		Gibbs Milling Co.	X	...	...	...	...	...	21
	Warsaw, Saba and Allan Streets	West Nanticoke	X	...	...	...	...	...	21
		Siding	...	X	...	...	...	...	
Nescopeck	Third Street	Siding	...	X	...	...	...	...	
		Industrial	X	...	...	...	...	...	21

HARRISBURG DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
WILKES-BARRE BRANCH (CONTINUED) Catawissa	Second Street	Catawissa	X						21
	Main Street	Main			X				
South Danville	Mill Street	Siding		X	X				
DILLSBURG SECONDARY TRACK Between Dillsburg Jct. and Dillsburg	All	Main	X						
Dillsburg	U. S. Route 15			X			X		1
WAYNESBORO SECONDARY TRACK Fayetteville	Route 30	Main							13
East Fayetteville	Route 997								13
Waynesboro	Prices Crossing								13
	Route 16		X						
MERCERSBURG SECONDARY TRACK South of Marion	Route 11	Main	X						
LEBANON SECONDARY TRACK 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 Corpn.		X			X		
FREDERICK SECONDARY TRACK 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				
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						

HARRISBURG DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
L. V. JCT. SECONDARY TRACK Lykens	Main and Market Streets	All	X						21
SELINGSGROVE SECONDARY TRACK Kreamer	Routes 25 & 522	Secondary							22
Selinsgrove	Walnut Street								22
	Pine Street				X				22
SHAMOKIN SECONDARY TRACK Sunbury	10th Street	Haas Lead	X						21
	Lenker Avenue		X						21
	4th Street		X						21
	AWL Street		X						21
Paxinos	Elysburg Road	Secondary			X				18
	Schlagel Road				X				18
Weigh Scales	Legislative Route 49036	Secondary					X		23
Shamokin	Sixth Street Market Street		X						21
	Eighth, Liberty Washington, Rock & Franklin Streets		X						21
	Ninth Street Orange Street		X						21
Sagon-3061 feet east of	U.S. Route No. 122	Richards	X						21
Sagon-3180 feet east of		Green Ridge	X						21
Sagon-3405 feet east of	Route No. 54		X						21
Mt. Carmel	Maple Street	Montelius Industrial							21
	Hickory Street								
	Market Street								
	Chestnut Street								
	Walnut Street								
	Locust Street								
MONTANDON SECONDARY TRACK Lewisburg	State Highway Route 15								
			X						21
OTHER TRACKS Lancaster	Prince & Walnut Sta.	Yard	X						
	Manheim Avenue	Industrial	X						
Middletown	Route 230	Freuhauf Co.		X		X	X		
Mount Joy	Route 230	Industrial	X						
Columbia	Union & Perry Sta. (Shifting Movements)	Columbia	X						
Mountville	Fridy Street	Industrial	X						
3000 ft. south of Mile Post 10	Memory Lane	North York Industrial	X						
York	North Queen Street	Crane	X						16
	North George Street	P.A.&S. Small Co.	X						
	North Street	Smyser Royer Co.	X						16

HARRISBURG DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Notes
			1	2	3	4	5	6	
OTHER TRACKS (CONTINUED) Lancaster	All within city limits	Quarryville	X						
South of Lancaster	Route 222	Industrial	X						
Between New Providence and West Willow (Seners Road) Inclusive	All	Industrial	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.
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.

NOTES (Continued)

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.
17. To avoid unnecessary operation of automatic highway crossing protection, eastward trains stopping at Sunbury Passenger Station must stop 70 feet west of Market Street grade crossing indicated by "CC" Sign, and a member of the crew must push button in box on building at east end of Sunbury Passenger Station to stop operation of the lights. When train is ready to depart, a member of the crew must start button and signals must be in operation 30 seconds before train reaches Market Street.
18. Train and engine crews must familiarize themselves with the location of CC Signs and rails marked with yellow stripe, which indicate the operating limits of automatic highway crossing signals.
To avoid unnecessary operation of automatic signals protecting highway grade crossing, trains and engines, in either direction, stopping to do work for other reasons, must stop with train short of crossing circuit.
Switching movements, movements at slow speed or movements resumed after having been stopped, must approach highway crossing prepared to stop before passing over crossing, unless automatic protection is known to be in operation and area is clear.
If automatic highway crossing protection is not operating, protection must be provided for movement.
Cars must not be left standing on crossing circuit.
19. Westward train and engines must not exceed a speed of 10 miles per hour between CC Sign, 440 feet east of Dana Street and Dana Street.
20. Each movement of a locomotive, car or train on the tracks approaching the crossings, at grade, shall come to a complete stop clear of the highways and within the short track circuits, approximately 70 feet east of Barney Street and 70 feet west of Horton Street, and shall not proceed across the highways until a period of at least 20 seconds has elapsed, and until it has been determined that the crossing is clear of vehicles and pedestrian traffic.
21. Every movement of a locomotive, car or train across the highway at the crossing shall be stopped clear of the highway and shall not proceed thereover until a member of the train crew, equipped with a red flag during daylight hours and with a lighted red lantern and a lighted white lantern during the hours of darkness has entered upon the highway and properly warned the travelling public of the approaching of said locomotive, car or train.
22. Due to rust on rails the track circuits which operate automatic highway crossing protection may not function properly.
Trains or engines using crossing must stop before passing over crossing and a member of the crew must protect the crossing in advance of each movement over crossing.
23. Manual switch key devices, located 200 feet east of crossing on north side of Shamokin Secondary track and 200 feet east of crossing on south side of yard track to operate crossing protection.
Protection must operate a minimum of 25 seconds before proceeding over the crossing.
After each movement is completed, the device must be operated to normal position which will release the key.

Referring to First Paragraph Rule 103

1103-A2. (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.

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.

1104-A1. Normal Position of Switches and Crossovers at Specified Locations

PHILADELPHIA DIVISION

Switch Located at	Connecting	With	Normal Position is for Movements
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
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. Psgr. Sta.	No. 4 Yard Track Lead	B Yard Ladder	Through to Derrail 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
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
Mass	Chestertown 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
Woodzell	Pope's Creek Secondary Track	Morgantown Secondary Track	To Morgantown Secondary Track
Hearn	Seaford Secondary Track	Delmar Siding	To Seaford Secondary Track
Patton	Pocomoke Secondary Track	Delmar Siding	To Pocomoke Secondary Track

HARRISBURG DIVISION

Switch Located at	Connecting	With	Normal Position is for Movements
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 Reilly Street (Phone 210) for instructions.

1104-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. Under-grade Bridge and switch leading to Tioga 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 Maclay 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.

1104-C1. Operators in Charge of Main Track Hand-operated Switches when Block Station is Open

CHESAPEAKE DIVISION

Location	Switches	Note
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.	

1104-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.

1104-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

1104-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.

Hand-Operated Switches Equipped With Electric Locks

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

PHILADELPHIA DIVISION

Location	Switch	Controlled by	Notes
Main Line: No. 4 track, Holmes	Prison	Holmes	
D.R.R.R. & B. Co. Branch Frankford Jct.	Crossover between No. 2 and No. 1 tracks	Shore	
Westward from 42nd St. Overhead Bridge, Phila. Zoo Interlocking	Hand-operated crossover be- tween No. 2 Main and De- parture track	Zoo	
52nd St. (West of)	No. 2 track to 53rd St. yard	Overbrook	
52nd St. (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	General Electric Co.	Brill	
Philadelphia, South of 71st St. Overhead Bridge	Keystone Coal Co. Woolford Co.		
West Chester Branch: Arsenal Interlocking	Breyer Co.	Arsenal	
Delaware Extension: Arsenal Interlocking	Philadelphia Electric Co.		

PHILADELPHIA DIVISION (CONTINUED)

Location	Switch	Controlled by	Notes
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	
Jersey—Hatch	Weyerhaeuser Container Co. 2 switches	Jersey	
Hatch—Minson	Leading to Storage Track	Jersey	
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.

CHESAPEAKE DIVISION

Location	Switch	Controlled by	Notes
Baldwin	No. 4 Track to Pittsburgh Mill Steel Co. Indus. track	Baldwin	
Charlestown	Mason Dixon Sand and Gravel Co.	Perryville	
Tome	Wiley Equipment Co. Industrial Track	Cola	
Port Deposit	Port Deposit Quarries Co. Industrial Track	Cola	
3672 feet East of MP 7	Crippled Car Track	Cola	
Conowingo	Public Delivery Track	Cola	
Pilot	Public Delivery Track	Cola	
Peach Bottom	Public Delivery Track	Cola	
Fishing Creek	Public Delivery Track	Cola	
McCalls Ferry	Public Delivery Track	Cola	
McCalls Ferry	Penna. Water & Power Co. Track	Cola	
Pequea	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	

CHESAPEAKE DIVISION (CONTINUED)

Location	Switch	Controlled by	Notes
Canton Jct.	Industrial Track (Loney's Lane)	Bay	
Baltimore	Morgan Millwork Track	B.&P. Jct.	
Baltimore	Waverly Press Co. Track	Union Jct.	
Jct. 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. Jct.	
Mt. Vernon	Main Track to Mt. Vernon Running Track	B.&P. Jct.	
Clayton	No. 1 Storage	Clayton	
Seaford	Cambridge Secondary Track	Seaford	
	River Track		

HARRISBURG DIVISION

Location	Switch	Controlled by	Notes
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	
Kase	Wilkes-Barre Branch to cripple car Track	Kase	1
	Wilkes-Barre Branch to Oil Track		
Sunbury	Main Track to Central Builders M. P. 286	SF	
	Haas lead crossing Main Line		
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	Town	

NOTE 1. When switches in this territory are to be used, following procedure must be observed:

NOTE 1. (Continued)

- (a) Portion of train must occupy main track or siding within one hundred feet immediately ahead of switch points.
- (b) Contact operator for permission to use switch, then remove switch lock.
- (c) Report back to operator after switch lock is removed. Operator will then release the electric lock.
- (d) Restore switch and switch lock to normal position after use and report same to operator.

1104-D2. The following switches are equipped with electric lock, not controlled by operator:

PHILADELPHIA 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	5
2215 feet east of MB	Facing switch in No. 1 Main Track leading to Outward Track Fairless Spur No. 1	5
4745 feet east of MB	Facing switch in No. 1 Main Track leading to Inward Track Fairless Spur No. 1	5
4710 feet west of MY	Facing switch in No. 2 Main Track leading to east leg of Wye Track	5
4730 feet east of MB	Trailing crossover between No. 1 Main Track and running track	5
2205 feet east of MB	Trailing crossover between No. 1 Main Track and running track	5
3650 feet west of MB	Facing crossover between No. 1 Main Track and tail track at west end of Eastward Receiving Yard	5
Nickel	Facing crossover between No. 1 Main Track and west end Eastward Receiving Yard	5
2500 feet east of MA	Facing crossover between No. 1 Track and Middle Secondary Track	5
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.	
1875 feet east of Allen Lane Passenger Station	Center thrown locking device on crossover between No. 1 and No. 2 tracks	
1635 feet east of Allen Lane Passenger Station	Facing hand-operated switch in No. 1 track leading to Fort Washington 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 between 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	

PHILADELPHIA DIVISION (CONTINUED)

Location	Switch	Notes
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	1
	Facing hand-operated switch for southward movement leading to Weyerhaeuser Co. track	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.

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.

NOTE 5—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.

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	
Columbia Branch: Between Roy and State	Hand-operated switch, 530 feet east of MP-99, leading to west end Highspire yard	1
	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
Halifax	Facing switch for westward movement leading to Station Track	2
L. V. Jct.	Facing switch for westward movement leading to Industrial track	2
	Facing switch for eastward movement leading to L. V. Jct. Yard	2
Dalmatia	Trailing switch for eastward movement from single track to Dalmatia delivery track	2
Herndon	Facing switch for eastward movement from single track to Herndon delivery track	2
Selinsgrove Jct.	Facing switch for eastward movement from single track to Selinsgrove secondary track	2
East end Creek Storage	Trailing switch for eastward movement from single track to east end Creek storage track	2
Northumberland	Facing switch for eastward movement in single track to E-LRR Interchange	2
	Facing crossover for eastward movement in single track west of station	2
	Facing crossover for westward movement in single track to No. 1 Thoroughfare Track	2
Montandon	Facing switch for westward movement leading to Montandon Secondary Track	2

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.
- (2) To enter side track from main track train or engine must occupy track circuit which extends 150 feet in advance of switch, before switch can be opened.

1105-A1. Spring Switches Located

PHILADELPHIA DIVISION

Location	Normal Position	Route for Which Sprung	Note
Lead Switch Kent—connecting lead track to main track	Main Track	Southward movements from lead track to main track	

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	
Nescopeck— East end Siding	Main Track	Siding to Main 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 derailling 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 derailling position.

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

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

- Penn Central Station—30th St. (Lower Level), Phila.
- Penn Central Station—Baltimore.
- Penna. Station—Harrisburg.

Track Assignments**1151-A1. Single Track****PHILADELPHIA DIVISION**

Track	Between	And
Belvidere Delaware Branch	MG	G
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	Farnhurst	Porter
Delmarva Branch	Davis	Seaford
Columbia and Port Deposit Branch	Quarry West Rock McCallis	Tome Midway Division Post (Hbg. Div.)

HARRISBURG DIVISION

Track	Between	And
Main Line	Rockville	Montandon Jct.,
Columbia Branch	Shocks	State
Northern Central Branch	Div. Post (Ches. Div.)	Cly
Cumberland Valley Branch	State	Town
Wilkes-Barre Branch	Log	Kase

1151-B1. Two or More Tracks

Current of traffic or TCS as follows:

PHILADELPHIA DIVISION

Between: Main Line	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Millham 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
Branches 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
Suburban Line 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
River Line 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 Morris 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; Penn Central 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: Nos. 5, 6, 7, 8, 9, 10, 11 and 12. Penn Central 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
Brill 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 Jct.....	Southward	Southward	Northward	Northward
B. & P. Jct. 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 McCallis.....			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. Secondary Tracks of Assigned Direction

PHILADELPHIA DIVISION

Track	From	To	Assigned Direction	Controlled by	Note
Zoo	Zoo	N. Phila.	Eastward	Train Dir. Zoo	1
No. 1 Bel-Del	Fair	MG	Northward	MG	2
No. 2 Bel-Del	MG	Fair	Southward	MG	2

NOTES

- Signal indication at Zoo is authority to operate via this track.
- Signal indication at Fair or MG is authority for movement on 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.	Virginia	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. Secondary Tracks of No Assigned Direction

PHILADELPHIA DIVISION

Track		Between	And	Controlled by	Note
Schuylkill	(W)	Man	End of track 2633 feet west of Mile Post 90	Norris	1-6
Pomeroy	(S)	Pomeroy	End of track	Park	2
Bordertown	(E)	Minson	BO	Jersey	1-7
Naught	(W)	Millham	Fair	Fair	8-9
No. 5	(W)	Millham	Fair	Fair	8-9
Naught	(W)	Morris	Grundy	Grundy	8-9
Middle	(W)	Morris	MA	Morris	8-9
Robbinsville	(E)	BO	End of Track (4500 feet east of Windsor)	Fair	9
Bordertown	(E)	BO	Fair	Fair	8-9-10

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

NOTE 1—Authority for the movement of passenger extras must be in writing.

NOTE 2—Rule 110 applies.

NOTE 6—Block Signal indication at Man is authority to operate via Schuylkill Secondary track.

NOTE 7—Block signal indication at Minson, MJ and BO is authority to operate via Bordertown Sec. Track.

NOTE 8—Where fixed signal governs movement, it will be the authority to occupy this track.

NOTE 9—When movement has been completed it must be reported clear except when clearing at an interlocking or block station.

NOTE 10—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.

CHESAPEAKE DIVISION

Track		Between	And	Controlled by	Note
Chester Creek	(S)	Lamokin	Wawa	Lamokin	21-22
Octoraro	(S)	Wawa	Colora	Lamokin	20
B	(N)	Landlith	Bell	Bell for Yd. Mstr., North- bound Hump, Edge Moor	
No. 0	(N)	Landlith	Edge Moor	Wilmington	2
Meat House	(S)	Wilmington	West Yard	Wilmington	1
No. 1		Bay	River	Bay	3
Western		Eager St.			5
Maryland	(W)	(Overhead Bridge)	Hillen Jct.	Union Jct.	8-10
Pope's Creek	(S)	Bowie	Pope's Creek	Bowie	8-9- 13
Herbert	(S)	Wine	Herbert	Bowie	4-9
Morgantown	(S)	Woodzell	Morgantown	Bowie	4-9
No. 1	(N)	Anacostia	Landover	Yd. Mstr., Benning	
No. 4	(S)	Deanwood	Anacostia	Yd. Mstr., Benning	6
Chestertown	(S)	Mass	Chestertown	Clayton	7
Centreville	(S)	Townsend	Centreville	Clayton	8-16
Oxford	(S)	Clayton	Cross	Clayton	8-16
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.

NOTES (Continued)

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

NOTE 20—Authority for the movement of passenger extras must be in writing.

NOTE 21—Southward signal indication at Lamokin is authority to operate to Upland.

NOTE 22—Rule 110 applies.

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
Lemoine	(S)	Lemo	Camp	Lemo	4
Dillsburg	(S)	Dillsburg Junction	End of track	Lemo	4
Waynesboro	(S)	Wood	End of track	Pennroad	4
Mercersburg	(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 2640 feet east M.P. 18	Cork	Cork	4
Montandon	(W)	Montandon	Mile Post 11.6	Kase	6
Shamokin	(E)	Kase	Mt. Carmel	Kase	6-7
Selinsgrove	(W)	Sal	Mile Post 29.9	Kase	6
L. V. Jct.	(W)	L. V. Jct.	Lykens	Kase	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.
- (6) See Special Instruction 1250-A1.
- (7) At Kase, extra trains and passenger extras, may proceed on proper Manual Block Signal indication in lieu of verbal permission of operator. When a train is to be operated as a passenger extra it will be notified in writing by the Operator.

1151-E1. Employees in Charge of Sidings of Assigned Direction

Siding	Employee in charge	Note
PHILADELPHIA DIVISION		
Siding between Switch 2 and Switch 5, Phillipsburg—Northward	Operator at G	
HARRISBURG DIVISION		
Wood—Southward	Pennroad	1
Town—Northward	Town	
Kips—Eastward	Operator Kips	
Kips—Westward	Operator Kips	
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-F1. Employees in Charge of Sidings of No Assigned Direction.

Siding	Employee in charge	Note
PHILADELPHIA DIVISION		
Oaks, Spring City, Look, Shoemakersville, Hamburg Dale	Norris Thorn	
HARRISBURG DIVISION		
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
CHESAPEAKE DIVISION		
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-G1. Running Tracks of Assigned Direction

PHILADELPHIA DIVISION

Track	From	To	Assigned Direction	Controlled By	Note
No. 5	Calm	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

Track	From	To	Assigned Direction	Controlled by	Note
Eastward	Rockville	Maclay St.	Eastward	Yard Master Raily	1-4
Westward	Maclay St.	Rockville	Westward	Yard Master Raily	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
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-H1. Running Tracks of No Assigned Direction

PHILADELPHIA DIVISION

Track	Between	And	Controlled By	Note
Eastward (W)	Millham	East End of Coalport Yard	Operator Millham	1
Westward (W)	Old Cabin E	East End of Coalport Yard	Operator Millham	1
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)	Yard Master 44th St. (Yard Master Margie phone 2046 when 44th St. Yard Office is closed)	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)		1-12
No. 5 (River Line) (S).....	Penn Interlocking	Shifting track		1
No. 11 (River Line) (S).....	Penn Interlocking	South End Mail House	Train Director Penn	1
No. 0 (E).....	North Phila.	Shore	Operator Shore	1
Inward track of Fairless Spur (E)	No. 1 Trenton Branch	U.S. Steel Co. private tracks	Operator Morris	1
Outward track of Fairless Spur (E)	No. 1 Trenton Branch	U.S. Steel Co. private tracks	Operator Morris	1
No. 7 "C" Yard	West End	East End	Yard Master Morrisville	1
Morrisville (E)	"C" Yard	"C" Yard		
W-4 (E)	West End "B" Yard	East End "B" Yard		
Eastward Running (E)	East End Eastward Receiving Yard	East End "A" Yard	Operator MG	1
Running (W)	Coalport	Hamilton Avenue		
Naught (E)	Coalport	East Trenton		
Flemington (N)	Lambertville	Flemington	Operator MG	1
Lead (S)	Phillipsburg Yard	Lead Switch Kent	Yard Master Phillipsburg	1
No. 7 Upper Yard Phillipsburg (N)	No. 1 Switch Cabin	No. 3 Switch Cabin		
Old Main (N)	Kent	Switch 6 Phillipsburg		
No. 1 Lower Yard Phillipsburg (N)	Kent	Yard Office	North Philadelphia	6
Fort Washington (E).....	Connection with Chestnut Hill Branch	End of track 1.6 miles east of Allen Lane		
Shifting (S).....	Walnut Street Overhead Bridge	Arsenal	Arsenal	1
Naught (S).....	Grays Ferry Yard	Brill	Yardmaster Grays Ferry Yd.	1

PHILADELPHIA DIVISION (CONTINUED)

Track	Between	And	Controlled By	Note
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
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
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		1
Dix (S).....	Pemberton	Camp	Cooper	1
Medford (S).....	Mt. Holly	Medford		1
Kinkora (S).....	Lewis	2000 feet south Columbus		1
No. 1 Running (E).....	Pem	Hatch		1
No. 2 Running (W)....	Hatch	3000 feet west of M.P. 3	Yardmaster 27th Street, Pavonia	1-13
No. 10 Running (W)....	485 feet east of Cooper	305 feet west of Pavonia	Yardmaster 27th Street, Pavonia	—

(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 3—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 521-3722 located in "T" box at Island Road.

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.

NOTES (Continued)

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., Daily.

Note 13—Proceed signal indication at Hatch is authority for westward movement on No. 2 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
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 3895 feet south of Town	Hager		1
Run-Around (South leg of Wye) (N).....	Winchester Second- ary Track 2895 feet south of Hager	Brick Yard Tracks	Hager	1
Union Bridge (S)	Keymar Siding	Union Bridge	York	
Honey Pot (E)	Hunlock	Lomis	Operator, Hunlock	

(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)	Hillen Jct.	Madison St.	Union Jct.	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
Roselyn (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	2
Chester and Phila. (S).....	Center of Island Rd.	Market St. Chester	Asst. Yardmaster Eddy- stone. Yardmaster Thurlow when Eddy- stone is closed	1-7
Naught (N).....	Hook	Trainer	Yardmaster Thurlow	1-8
Octoraro (S).....	550 feet north of Wawa Passenger Station	Conn. with Octoraro Secondary Track	Media	1

CHESAPEAKE DIVISION (CONTINUED)

Track	Between	And	Controlled by	Note
Danton (E)	End of track Queenstown	Danton	Clayton	2
McDaniel (E)	McDaniel	Easton Jct.		2
Milton (S)	Ellendale	Milton	Harrington	
Rahoboth (S)	Georgetown	Rahoboth		
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.	
			Yardmaster at Cape Charles between 11.00 P.M. and 7.00 A.M.	

(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 2.—Controlled by Harrington when Clayton is not in service.

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 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.

NOTE 7.—Bell Telephone 521-3722 located in "T" box at Island Road.

NOTE 8.—When yardmaster cannot be contacted promptly, northbound movements may report clear to operator Hook who will advise yardmaster as soon as practicable.

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. (Philadelphia Division). 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

1154-A3. (Philadelphia 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. 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. 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. (All Divisions). Passenger trains that develop equipment defects enroute, should, if safety to the train will permit, proceed to a point where M. of E. forces and repair equipment are available, so as not to delay following trains.

Steam in Engine Boilers and Steam-line of Trains.

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

Between Millham and Holmes:

(l) In event train steam line becomes waterlogged or does not clear of condensation, Rear Trainman must notify Conductor who will signal Engineman [Rule 16 (j)] for additional steam pressure and 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.

Train Announcements—Station Announcements

1154-A11. (New York and Phila. Divs.)

Announcements must be made in each car before train departs from Suburban Station and between Suburban Station and Penn Central 30th St. Sta., Phila., to enable passengers who have boarded wrong train to transfer.

The same announcements must be made on all trains between Penn Central 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. 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.

At Penn Central 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:

NORTHEARD 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	16	17	18	19
16-17-18 cars.....	16	17	18	19	20

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. 13 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:

Trenton
North Philadelphia
Penn Central 30th St. Philadelphia (Lower Level)
Wilmington
Penn Central—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 L**, articles found on trains terminating at the following stations must be delivered to the point designated:

Suburban Station—to Station Master's Office.

Penn Central 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, Penn Central 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. 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. 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 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. Toilet room doors must be locked at the following locations:

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-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. 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. 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. 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. 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

Instructions for Preparation and Handling of Freight Trains on Grades, etc.

1155-A2. 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. 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 to start, radio should be used to coordinate movement, if radio is not working properly, then the following procedure must be used:

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 approach 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 approach 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 approach 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. (Philadelphia 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. 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. 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. 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, or K and T 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.

1155-A26. (Harrisburg Div.) When pushing freight trains enginemen of all pusher engines will ease off throttle passing over crossovers or turnouts when making diverging movements, exercising care to avoid slack action.

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.

1155-A29. (Harrisburg Div.) In the application of Rules 28, 36 and 39 of the Brake and Train Air Signal Instructions 99-D-1:

Whenever a train or portion of a train is stopped on a grade where train cannot be held at rest by the locomotive brakes while the brake pipe is being recharged, the angle cock or end cocks must not be closed and no attempt to recharge the brake pipe should be made until the Conductor and Engineman know that the train is properly secured.

1155-A30. (Harrisburg Div.) The minimum number of pressure retaining valves which must be turned to proper position for service on front end of freight trains on descending grades, is shown below:

LV Junction Secondary Track

Eastward—Lykens to L.V. Jct.

Loaded Trains

20%

The number of retaining valves to be increased when conditions require.

Mt. Carmel to Weigh Scales and All Connecting tracks:

Conductors and enginemen of freight trains and mine crews will confer relative to the consist of their train, and use sufficient retaining valves to insure safety.

1155-A31. (Harrisburg Div.) Flashing color light signal system for use in doubling yard and road movements located as follows:

Northumberland—mounted on signal bridge, south of Kase siding, 550 feet west of Kase;

mounted on telephone pole, north of main track, 100 feet east of Mile Post 286.

These signals will be under control of a member of the train crew engaged in doubling yard or road drafts at these points. Push button controls are located as follows:

Northumberland—mounted on telephone pole, south of siding, 150 feet west of eastward home signal at Northumberland;

mounted in telephone shelter box, south of siding, near westward home signal at Northumberland.

Flashing light signal aspects governing doubling of yard or road movements have been assigned the following indications:

One long flash —Stop

Two short flashes —Move Forward

Three short flashes —Move Backward

Flashing light signals will be extinguished when not in use.

These signals do not supersede the observance of Block and Interlocking Signals.

FREIGHT AND PASSENGER TRAIN OPERATION

Braking Over Movable Bridges

1156-A4. (Chesapeake Division)

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. 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. (Harrisburg Div.) On Secondary tracks, Industrial tracks, Running tracks, Sidings, Spur tracks, Yard tracks and Team tracks enginemen and trainmen will, when weather conditions are such that flangeways of road crossings or switches may be obstructed with snow or ice, assure themselves that road crossings and switches are in safe condition to use. If necessary, trains and engines will be stopped and road crossings inspected by member of crew before passing over them.

1156-A7. (Chesapeake Div.) Hand-operated derail located 325 feet south of M.P.-18 in service part-time, 8.00 A.M., Friday until 8.00 A.M., Tuesday, protecting movements on Octoraro Running Track for Wawa and Concordville Inc.

Derail equipped with private lock during time in service.

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.

1156-A11. (Harrisburg Div.) Referring to Instructions 26-a Brake and Train Air Signal Instructions No. 99-D-1.

Brake may remain applied over all bridges on this Division.

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. 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. 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. 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.

1156-A21. MU cars Class MP-85E-3, Nos. T-1 and T-3, are fitted with streamlined front ends for testing purposes.

These cars must not be coupled with streamlined ends together, nor with streamlined end to any other type of equipment, except to a hauling engine.

1156-A22. (Harrisburg Div.) Trainmen after obtaining permission from operator at Hunlock to make movement over main track on West Nanticoke track, will operate the mechanism at derail which, when thrown, will cause signals to display Restricting aspects, Rule 290, Fig. B.

1156-A23. (Harrisburg Div.) Movements on thoroughfare track between Log and crossover at south end of two or more tracks, Wilkes-Barre Connecting Railroad, governed as follows:

Eastward or northward trains receiving a restricting signal on eastward home signal at Log may proceed to Carey Avenue unless otherwise directed by yardmaster.

Eastward or northward trains from Buttonwood will obtain permission from yardmaster.

Southward trains will stop clear of trailing crossover north of Carey Avenue for instruction from yardmaster.

Westward trains from Buttonwood will obtain permission from operator at Buttonwood. Operator at Buttonwood will not authorize movements on thoroughfare track unless directed by yardmaster.

1156-A24. (Harrisburg Div.) Movements on Haas lead will be in charge of operator at Kase.

1156-A25. (Harrisburg Div.) All trains must approach and proceed through Beaver Dam and Paddy Mountain tunnels, **Montandon Secondary Track**, and at a point one-half mile east of Mile Post 17, prepared to stop short of any obstruction.

1156-A26. (Harrisburg Div.) Permission for eastward trains to use No. 1 and No. 2 thoroughfare tracks, Northumberland, will be given by signal indication at Molly or by verbal permission from the yardmaster.

Eastward trains receiving fixed signal indication to use No. 2 thoroughfare track Northumberland will proceed to switch leading to pit and engine running track, 7950 feet east of Molly, and call yardmaster by telephone from this point for instructions.

1156-A27. (Harrisburg Div.) Permission for westward trains to use No. 1 and No. 2 thoroughfare tracks, Northumberland, will be given by signal indication at Kase or by verbal permission from the yardmaster.

1156-A28. When riding freight locomotives in the normal performance of their duties, at least one member of the train crew will ride in the front cab.

1157-A. Speed Table

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-A2.

White marker posts installed along sides of track at the following locations for the purpose of checking speedometers.

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.

PHILADELPHIA DIVISION

Between	Location
Main Line—Morris to Holmes:	
Mile Post 63 and Mile Post 64	East of Grundy
Mile Post 73 and Mile Post 74	East of Torresdale
Main Line—Philadelphia to Parkesburg:	
Mile Post 14 and Mile Post 15	West of St. Davids
Mile Post 24 and Mile Post 25	West of Fraser
Mile Post 41 and Mile Post 42	West of Coatesville
Trenton Branch—Dale to MP41	
Mile Post 3 and Mile Post 4	East of Dale
Mile Post 28 and Mile Post 29	East of Heaton
Mile Post 38 and Mile Post 39	East of Langhorne

CHESAPEAKE DIVISION

Between	Location
Main Line—Darby to Washington: Mile Post 8 and Mile Post 9 Mile Post 20 and Mile Post 21 Mile Post 130 and Mile Post 131	South of Folcroft North of Holly Oak South of Landover
Northern Central Branch—Baltimore to (Divn. Post Hbg. Divn.): Mile Post 11 and Mile Post 12	West of Lutherville

HARRISBURG DIVISION

Between	Location
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.

SPEEDS

PASSENGER TRAINS AND FREIGHT TRAINS

1157-C1. Maximum speeds, unless otherwise specified

PHILADELPHIA DIVISION

Main Line Between:	No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track		Other Track	
	Reg.	L.T.	Reg.	L.T.	Reg.	L.T.	Reg.	L.T.	Reg.	L.T.
	Miles per Hour									
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 East end Delaware River Bridge and MP76	80	50	80	50	80	50	80	50	10	10

NOTE:

Between the following locations where passenger train speed is 60 MPH or more, except where otherwise restricted, TT, PR, CB, CG-8 and Trans. Amer. Special symbolized freight trains are authorized to operate at a maximum speed of 60 MPH: Main Line—between east end Delaware River Bridge and MP76.

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)

	Other Tracks		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Main Line Between:	Miles per Hour									
MP76 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	.....	.....	50	40	50	40	50	40	50	40
Westward Station	50	40	.....	.....	.....	.....	.....	.....	.....	.....
Eastward Station	50	40	.....	.....	.....	.....	.....	.....	.....	.....
Westward Limits North Phila. Interlocking and Girard Ave. UG Br.	.....	.....	70	45	70	45	70	45	70	45
Girard Ave. UG Br. and Zoo Interlocking Station	.....	.....	30	15	15	15	30	20	30	20
Zoo Interlocking Station and 44th St. OH Br. via New York-Pgh. Subway	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Westward Track	35	35	.....	.....	.....	.....	.....	.....	.....	.....
Westward Track (East. Movement)	15	15	.....	.....	.....	.....	.....	.....	.....	.....
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	65	20
Overbrook westward interlocking limits and Paoli eastward interlocking limits	.....	.....	70	50	70	50	70	50	70	50
Through Paoli interlocking	.....	.....	65	40	65	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
Suburban Line Between:										
Conn. with No. 1 and No. 4 River Line and 34th St. OH Br. (Zoo Interlocking)	.....	.....	.....	.....	30	15	30	15	.....	.....
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	10	30	10	30	10	30	10
30th St. Station Upper Level (Broad Interlocking) and North End Market St. Tunnel (Arsenal Interlocking):	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1M	30	.....	.....	.....	.....	.....	.....	.....	.....	.....
4M	15	15	.....	.....	.....	.....	.....	.....	.....	.....
34th St. OH Br. and Tracks 1M and 4M UG Br. No. 1.17 30th St. Station Upper Level (Broad Interlocking)	.....	.....	30	.....	30	.....	30	.....	30	.....
Tracks 1M and 4M UG Br. No. 1.17 30th St. Station Upper Level and Suburban Station (Broad Interlocking)	.....	.....	.....	.....	.....	.....	15	.....	15	.....
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

PHILADELPHIA DIVISION (CONTINUED)

	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										
River Line Between: Zoo Interlocking Station and Southward Home Signal located 1035 ft. south of Spring Garden St. OH Br. All Routes Southward Movements	.....	.....	60	30	.....	.....	.....	.....	60	20
	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
Southward Home Signal located 1035 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 except northward freight 20 M.P.H.									
South end of Penn Interlocking and Arsenal Interlocking Station Southward Movements	.....	.....	60	30	.....	.....	.....	.....	60	20
	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
Bordentown Secondary Track West end of Fair Interlocking and Hamilton Ave.	Single Track		.....	.....	.....	.....	.....	.....	.....	.....
	20	20	.....	.....	.....	.....	.....	.....	.....	.....
Hamilton Ave. and Signal M-273	30	30	.....	.....	.....	.....	.....	.....	.....	.....
Signal M-273 and BO	20	20	.....	.....	.....	.....	.....	.....	.....	.....
Trenton Branch Between: Morris and MP41	.....	.....	.....	.....	.....	.....	30	30	30	30
Belvidere Delaware Branch Between: 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	.....	.....	.....	.....	.....	.....	.....	.....
36th Street Connection Between: Zoo (36th St.—Conn. with Suburban Line) and Penn (Conn. with River Line)	.....	.....	30	15	.....	.....	.....	.....	30	15
D.R.R.R. & B. Co. Branch Between: Shore Interlocking Station and Jersey Jersey and Divide	.....	.....	.....	.....	.....	.....	30	30	30	30
	.....	.....	.....	.....	.....	.....	50	40	60	40
Divide and Division Post (P.R.S.L.)	60	40	.....	.....	.....	.....	.....	.....	.....	.....
Chestnut Hill Branch Between: North Philadelphia and West End of Interlocking Chestnut Hill	.....	.....	.....	.....	.....	.....	50	25	50	40
West Philadelphia Elevated Branch Between: Zoo and Arsenal Interlocking Station	.....	.....	.....	.....	30	30	30	30	.....	.....
Conn. with No. 2 Main Line and 34th St. OH Br.	.....	.....	.....	.....	.....	.....	15	15	.....	.....
34th St. OH Br. and North end Arsenal Interlocking	.....	.....	.....	30	30	30	30	.....	.....	.....

PHILADELPHIA 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.
River Line (Continued) Between:	Miles per Hour									
North end Arsenal Interlocking and Northward Interlocking signal on No. 2 Track located 1020 feet north of Arsenal Block Station. Southward Movement					15	15	15	15		
North end Arsenal Interlocking and Brill Block Station					45	40	45	40		
West Phila. Elevated Branch OH Br. No. 1.07 and Suburban Station (Broad Interlocking)			15		15					
Grays Ferry Branch Between: Zoo Interlocking and Arsenal Interlocking	30	20								
West Chester Branch Between: 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 Between: Arsenal Interlocking and End of Main Track							30	30	30	30
Conn. with West Phila. Elevated Branch and Arsenal Movable Bridge							15	15	15	15
Schuylkill Branch Between: Valley and Cynwyd Cynwyd and Barmouth Barmouth and Man							50	30	50	20
							50	30	50	40
							50	40	50	40
Trenton Branch Between: MP41 and Nest Nest and Dale Dale and Glen							50	50	50	50
	40	40					40	40	50	50
Phila. and Thorndale Branch Between: Dale and Thorn							40	40	50	50
Connecting Tracks Between:										
Jersey and Hatch	30	30								
Jersey and Minson	20	20								
Jordan and Pennsauken	15	15								
Hatch and Divide	15	15								
Bordentown Branch Between:										
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 Between:										
Cooper and Pem	15	15								
Pem and Birmingham	45	45								
Birmingham and Pemberton	45	30								

CHESAPEAKE DIVISION

	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Post	M.	Post	M.	Post	M.	Post	M.	Post	M.
Main Line Between:	Miles per Hour									
Mile Post 6 and Hook			80	50	80	50	80	50	80	50
Hook and Bell			80	50	50	50	50	50	80	50
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					80	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
	Gauntlet Track		.....	.....	.....	.....	.....	.....	.....	.....
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	.....	.....
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	.....	.....
Northern Central Branch Between:										
B.&P. Jct. and Division Post (Hbg. Div.)	55	40	.....	.....	.....	.....	.....	.....	.....	.....
Columbia and Port Deposit Br. Between:										
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 McCalla							40	40	40	40
McCalla and Division Post (Hbg. Div.)	40	40	.....	.....	.....	.....	.....	.....	.....	.....
Shellpot Branch Between:										
Bridge and Ward							30	15	30	15
Ward and Ragan							30	30	30	30
Porter Branch Between:										
Farnhurst and Porter	50	45	.....	.....	.....	.....	.....	.....	.....	.....

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.
Miles per Hour										
Delmarva Branch										
Between:										
Davis and Mile Post 15	15	15	.....	.....	.....	.....	.....	.....	.....	.....
Mile Post 15 and Seaford	50	45	.....	.....	.....	.....	.....	.....	.....	.....

HARRISBURG DIVISION

	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										
Main Line										
Between:										
Park Interlocking Station and Cork Eastward Interlocking limits	.....	.....	75	50	.....	.....	.....	.....	75	50
Through Cork Interlocking Westward Station Eastward Station	60	50	.....	.....	.....	.....	75	50	75	50
	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	.....	.....	.....	.....	.....	.....	.....	.....
Main Line—Harrisburg—Buffalo										
Between:										
Rockville & MP 138	50	50	.....	.....	.....	.....	.....	.....	.....	.....
MP 138 & Horn	20	20	.....	.....	.....	.....	.....	.....	.....	.....
Horn & Northumberland	30	30	.....	.....	.....	.....	.....	.....	.....	.....
Northumberland and MP 278.0	50	50	.....	.....	.....	.....	.....	.....	.....	.....
Atglen and Susquehanna Br.										
Between:										
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
Columbia Branch										
Between:										
Cork and Cola	Single		.....	.....	.....	.....	35	35	35	35
Shocks and State	35	35	.....	.....	.....	.....	.....	.....	.....	.....
Columbia and Port Deposit Br.										
Between:										
Division Post (Chesapeake Division) and Port	.....	.....	.....	.....	.....	.....	30	30	30	30

HARRISBURG DIVISION (CONTINUED)

	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	P. S.	E. S.	P. S.	E. S.	P. S.	E. S.	P. S.	E. S.	P. S.	E. S.
Miles per Hour										
Northern Central Branch										
Between:										
Division Post (Ches. Div.) and York	55	40	.....	.....	.....	.....	.....	.....	.....	.....
York and Wago Junction	50	40	.....	.....	.....	.....	.....	.....	.....	.....
Wago Junction and Cly	40	40	.....	.....	.....	.....	.....	.....	.....	.....
York Haven Line										
Between:										
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
Stell and Day	.....	.....	.....	.....	25	25	25	25	25	25
Cumberland Valley Branch										
Between:										
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	.....	.....	.....	.....	.....	.....	.....	.....
Norfolk and Western Rwy.										
Between:										
Hager and Vardo (Shomo Yard)	20	20	.....	.....	.....	.....	.....	.....	.....	.....
Wilkes-Barre Branch—Between:										
Kase within interlocking limits	.....	.....	.....	.....	.....	.....	30	30	30	30
Kase & Log	40	40	.....	.....	.....	.....	.....	.....	.....	.....

NOTE—Trains must not exceed speed indicated when passing following distant signals:

Location	Direction	Signal No.	Miles per Hour
Kips	Eastward	Dist. Sig. to Kips	30
Kips	Westward	Dist. Sig. to Kips	30

PASSENGER TRAINS

1157-C1a. Passenger Trains and Freight Trains Maximum Speeds, Unless Otherwise Specified.

Trains with 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 or more, passenger trains consisting of more than 30 cars of all passenger equipment, or including box and refrigerator type freight cars not equipped for passenger service, may be operated at a maximum speed of 60 miles per hour, except where otherwise restricted.

Trains consisting exclusively of passenger Flexivan cars (PC, NYC and MFVX with 4 digit numbers), passenger, mail, or express cars, are authorized to operate at passenger train speed, unless otherwise restricted.

Where maximum speed for passenger trains is 60 miles per hour or more, freight trains are authorized to operate at special speeds as follows:

Freight trains consisting exclusively of Flexivan, passenger, mail, express, multilevel automobile carrying cars, or TOFC cars, when not otherwise restricted—60 miles per hour.

Where maximum authorized speed for passenger trains is 60 miles per hour or more, trains symbolized TT, BAL-2, PR, CG-2 and CG-8, are authorized to operate at a maximum speed of 60 miles per hour between the following locations:

Main Line—Philadelphia Division

East end Delaware River Bridge and MP76.

Paoli and Park—TT Only.

Main Line—Chesapeake Division

Brill and Bay southward—TT Only.

Bell and Baldwin northward—TT Only.

Gwynn and Landover.

Main Line—Harrisburg Division

Park and State.

When any of the above symbolized freight trains are combined with any other freight train, the maximum authorized speed of 60 miles per hour must not be exceeded.

1157-C2a. Maximum speeds, 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—The above trains must not exceed speed indicated in Special Instruction 1157-C1 when operating on tracks not shown.

PHILADELPHIA DIVISION

Main Line Between:	Train:		A					B				
	Track:		4	3	2	1	.....	4	3	2	1	.....
	Miles per Hour											
Millham and Morris, except adjacent Trenton Station Platforms	80	100	100	80	.....	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 MP76	80	100	100	90	.....	80	100	100	90	.....	.....	.....

PHILADELPHIA DIVISION (CONTINUED)

Main Line Between:	Train:					Track:				
	A					B				
	4	3	2	1	.....	4	3	2	1	.....
Miles per Hour										
MP 76 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	.....	.....	.....	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	.....
River Line Between: 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:					Track:				
	A					B				
	4	3	2	1	.....	4	3	2	1	.....
Miles per Hour										
Brill Interlocking Station and Hook	90	100	100	90	.....	80	100	100	80	.....
Hook and Bell	115	50	50	115	.....	100	50	50	100	.....
Bell and Landlith	.....	115	115	.....	.....	100	100	.....	.....	.....
Landlith and West Yard, except No. 2 track within interlocking limits at Wilmington	.....	80	80	.....	.....	60	60	.....	.....	.....
Wilmington, within interlocking limits	.....	.....	30	.....	.....	.....	30	.....	.....	.....
West Yard and Ragan	.....	115	115	.....	.....	95	95	.....	.....	.....
Ragan and Stanton, MP33	70	115	115	.....	.....	70	100	100	.....	.....
Stanton, MP33 and Davis	70	120	120	.....	.....	70	100	100	.....	.....
Davis and Iron Hill	70	120	120	35	.....	70	100	100	35	.....
Iron Hill and North East	70	115	115	.....	.....	70	100	100	.....	.....
North East and Principio	.....	115	115	.....	.....	100	100	.....	.....	.....
Principio and Perryville	65	115	115	65	.....	65	100	100	65	.....
Perryville and Havre de Grace	.....	70	70	.....	.....	60	60	.....	.....	.....
Havre de Grace and Oak	115	80	80	115	.....	100	80	80	90	.....
Oak and Aberdeen	115	80	115	.....	.....	100	80	100	.....	.....
Aberdeen and Bush	120	80	120	.....	.....	100	80	100	.....	.....
Bush and Gunpow	.....	120	120	.....	.....	100	100	.....	.....	.....
Gunpow and MP85, north of Stemmer's Run	120	65	120	50	.....	100	65	100	50	.....
MP85, north of Stemmer's Run and River	115	65	115	50	.....	100	65	100	50	.....
River and North Point	115	65	115	.....	.....	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	115	115	50	.....	80	100	100	50	.....
Winans and Vern	80	115	115	.....	.....	80	100	100	.....	.....
Vern and Bowie	.....	115	115	50	.....	100	100	50	.....	.....
Bowie and Seabrook, MP125	.....	120	120	50	.....	100	100	50	.....	.....
Seabrook, MP125 and Landover	.....	115	115	50	.....	100	100	50	.....	.....
Landover and MP133		115	115			100	100			
MP133 and Division Post (W.T.)		100	100			80	80			

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HARRISBURG DIVISION

Main Line Between:	Train:					Track:				
	A					B				
	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	.....	.....	75	75	.....	.....	.....	75	75	.....
Eastward Station	.....	.....	.....	60	.....	.....	.....	.....	60	.....
Cork Westward Interlocking Limits and State	.....	.....	75	75	.....	.....	.....	75	75	.....

1157-C2. Operating against current of traffic, except where Rule 261 is in effect, unless otherwise Specified	Miles per Hour	
	Pgr	Frt
Philadelphia Division		
Main Line.....	50	40
Arsenal Interlocking Sta and Division Post (Chesapeake Division).....	50	40
Chestnut Hill Branch		
No. 1 track.....	40	30
No. 2 track.....	40	25
West Chester Branch		
Arsenal to Media except No. 1 track Fernwood to Lansdowne.....	40	30
Fernwood to Lansdowne—No. 1 track.....	30	30
Trenton Branch: Morris-MA-Copper	20	20
Trenton Branch	40	40
Philadelphia & Thorndale Branch	40	40
Harrisburg Division		
Main Line.....	50	40
Branches:		
Atglen & Susquehanna Branch.....	40	40
Chesapeake Division		
Main Line.....	50	40
Branches:		
Shellpot.....	30	30

MAIN LINE* OTHER TRAINS AND EQUIPMENT—MAXIMUM SPEED UNLESS OTHERWISE SPECIFIED.

1157-C3. 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.

PHILADELPHIA DIVISION	Miles per Hour		
	Wire Train	Wreck & Work	
		Boom Trailing	Boom Forward
Main Line			
Between:			
Holmes and Paoli.....	50	50	40
Paoli and Parks:			
Passenger tracks.....	50	50	40
Freight tracks.....	40	40	30
Arsenal and Mile Post 6	50	50	40
Branches and Secondary Tracks:			
Suburban Line.....	30	30	20
River Line	30	30	20
D. R. R. R. & B. Co. Branch	30	30	20
Belvidere Delaware Branch		30	20
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
Bordentown Branch	30	30	20
Pemberton Branch	30	30	20
Bordentown Secondary Track	30	30	20
Pomeroy Secondary Track	15	15	10

HARRISBURG DIVISION	Miles per Hour		
	Wire Train	Wreck & Work	
		Boom Trailing	Boom Forward
Main Line			
Between:			
Park and Banks.....	50	50	40
Main Line—Harrisburg-Buffalo			
Rockville to MP278.0.....		25*	25*
L.V. Jct. Secondary Track.....		20	15
Shamokin Secondary Track		25*	20
Wilkes-Barre Branch			
Between:			
Log and Kase.....		30*	25*
Selinsgrove Secondary Track			
Between:			
Selinsgrove Jct. and Sal		10	10
Sal and End of Block		15	15
Montandon Secondary Track.....		25*	20
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
Frederick Secondary Track			
York and Frederick.....	30	30	30
New Holland, Lebanon, Dillsburg, Waynesboro, and Mercersburg secondary tracks.....	15	15	10

*On Curves—20 MPH.

CHESAPEAKE DIVISION	Miles per Hour				
	Wire Train	Boom Trailing		Boom Forward	
		Wreck	Work	Wreck	Work
Main Line Between:					
Division Post (Phila. Div.) and Division Post (W.T.).....	50	50	30	40	30
Landover and Division Post (R.F.&P.).....	30	30	30	30	30
Branches and Secondary Tracks Between:					
Northern Central Branch					
Baltimore and Div. Post (Hbg. Div.).....	40	40	30	40	30
C. & P. D. Branch					
Perryville and Div. Post (Hbg. Div.).....	40	40	30	30	30
Shellpot Branch					
Bridge and Ragan.....	30	30	30	30	30
Porter Branch					
Farnhurst and Porter.....	40	40	30	30	30
Delmarva Branch					
Davis and Mile Post 15.....	15	15	15	15	15
Mile Post 15 and Seaford.....	40	40	30	30	30
Octoraro Secondary Track					
Wawa and Ox.....	30	30	30	30	30
Ox and Colors.....	15	15	15	15	15
Seaford Secondary Track					
Seaford and Hearn.....	40	40	30	30	30
Pocomoke Secondary Track					
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
Pope's Creek Secondary Track					
Bowie and La Plata.....	30	30	30	30	30
La Plata and Lothair.....	15	15	15	15	15
Centreville Secondary Track					
Townsend and Centreville.....	30	30	30	20	20
Chestertown Secondary Track					
Mass and Chestertown.....	30	30	30	20	20
Oxford Secondary Track					
Clayton and Cross.....	30	30	30	20	20
D. M. & V. Secondary Track					
Harrington and Snow Hill.....	30	30	30	20	20
Branches and Other Tracks Between:					
Cambridge Secondary Track					
Seaford and Coke.....	15	15	15	15	15
Coke and Tank.....	30	30	30	20	20
Crisfield Secondary Track					
Kings Creek and Field.....	30	30	30	20	20
Rehoboth Track					
Georgetown and Rehoboth.....	20	20	20	20	20
Vienna Track					
Hurlock and Vienna.....	30	30	30	20	20
Denton Track					
End of track 1750 feet west of Queenstown and Queen Anne.....	30	30	30	20	20
Mardela Track					
Salisbury and Hebron.....	30	30	30	20	20
Willard Track					
Salisbury and End of track Pittsville.....	30	30	30	20	20
Ocean City Track					
Berlin and West Ocean City.....	30	30	30	20	20
Capes Track					
End of Block and 2491 feet south of Mile Post 92.....	15	15	15	15	15

Main Line*	Miles per Hour
1157-C4. Circus Trains	40
1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels— —on straight track..... —on curves.....	30 20
1157-C6. Freight trains with 30 or more cars of mineral freight	40
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... Jenny type cars, loaded or empty.....	20 40
NOTE—When handling such trains conductors must know that enginemen have been so advised.	
1157-C7. Snow Plows in service	20
Snow Flangers in service	20
Passing station platforms, trains on adjacent tracks and over all grade crossings	5
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.	
1157C-8. Passenger train assisted by an engine on rear and air brake controlled by leading engine	30 20
Schuylkill Secondary Track	
1157-C9. Pushing Cars—Passenger Trains —Freight Trains.....	30 20
1157-C10. Diesel engines when operated from rear unit or other than leading end for direction of movement	30
1157-C11. (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	40
1157-C16. (Phila. Div.) Speed over grade crossings when protected by a member of the crew	6
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. Riverside—Fairview Street and Pavilion Avenue Through Riverton and Palmyra—(between ½ mile west of Mile Post 7 and ½ mile east of Mile Post 9)	15 35
Other Tracks	
1157-C18. (Chesapeake & Harrisburg Divs.) Movement on surface tracks over road or street crossings south of Sixth Street, within the city limits of Chester Movements over surface tracks over road and street crossings within the City limits of Wilmington Movements on City Block Route, on Boston St., on Fleet St., on Alliceanna St. and on Gullford Ave., Baltimore... New Freedom Westward storage track	10 6 4 4
1157-C19. (Harrisburg Div.) Engines moving over turntables	4
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.	

TURNOUTS**1157-D1. Maximum Speed****PHILADELPHIA DIVISION**

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Lead Switch, Kent connecting lead track to main track	Trailing—Springing Switch through turnout.....	.....
Interlocked Switches		
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:

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.

BELVIDERE-DELAWARE SECONDARY TRACK:

Fair—Crossover between tracks No. 1 and No. 2.

	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

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

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.....	
Nescopeck— East end of siding	Facing	40
	Trailing—Not Springing Switch..	40
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.

1157-E1. Maximum speed, approaching a Movable Bridge on a track not protected by both a Home Signal and an Approach Signal.

Location	Miles per Hour
PHILADELPHIA DIVISION	
D. R. R. & B. Co. Branch: Jersey (against current of traffic).....	15
Bordentown Branch: West Yard Lead: Cooper.....	6
CHESAPEAKE DIVISION	
Main Line: Anacostia.....	20
Potomac River.....	20
Chester and Philadelphia Track: Darby Creek.....	15
Shellpot Branch: Ward.....	20
Bridge.....	20
Lewes Beach Track: Lewes.....	6
McDaniel Track: Royal Oak.....	6
Denton Track: Denton.....	6

CURVES, BRIDGES, ETC.**1157-F1. Maximum Speed****PHILADELPHIA 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
First curve west of Trenton Passenger Station.....	65
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
River Line:	
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
D. R. R. R. and B. Co. Branch:	
Curve north of PRSL Division Post.....	30
Chestnut Hill Branch:	
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
West Chester Branch:	
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

PHILADELPHIA DIVISION (CONTINUED)	Miles per Hour
West Chester Branch (Continued)	
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-B9.	
Belvidere-Delaware Branch:	
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
Bordentown Secondary Track:	
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
Bordentown Branch:	
Bridge 1.50 Cooper River Movable Bridge	20
Bridge 3.26 Petty Island Movable Bridge.....	10
Robbinsville Secondary Track:	
Yardville—Between 500 feet east and 500 feet west of Trenton Road grade crossing.....	15
Robbinsville—Over Allentown road grade crossing.....	10
Martins Creek Spur:	
Curve at south end of Spur.....	10
Lambertville—Flemington:	
Bridge 1.80, Alexauken Creek.....	10
Bridge 3.84, Alexauken Creek.....	10
Bridge 9.75, Neshanic Creek.....	10
Bridge 10.90, Neshanic Creek.....	10
Coalport-Hamilton Ave., Running Track:	
Trenton: Over East State Street and Perry Street grade crossings.....	6
Schuylkill Branch:	
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
Schuylkill Secondary Track:	
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 Kelm Street Grade Crossing, Pottstown	15
Crossing, Reading Co. Brooke.....	15

PHILADELPHIA DIVISION (CONTINUED)		Miles per Hour
Speed Ordinances:		
Within City Limits, Philadelphia, over highway or street crossings at grade not protected by crossing watchmen or flashing light signals.....		10
Bordentown Secondary Track:		
Delanco Movable Bridge.....		20
Pemberton Branch:		
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 Moorestown 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
Dix Running Track:		
Lewis—Over the following highway crossings: Juliustown Road on U. T. Co. R. R.....		6
Kinkora Running Track:		
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
CHESAPEAKE DIVISION		
Main Line:		Miles per Hour
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
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 Interlocking 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 between 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

CHESAPEAKE DIVISION (CONTINUED)		Miles per Hour
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 Virginia Block and Interlocking Station 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
Northern Central Branch:		
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.		
Porter Branch:		
Curve at New Castle Station.....		20
Delmarva Branch:		
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
Octoraro Secondary Track:		
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
Seaford Secondary Track:		
Seaford movable bridge.....		30

CHESAPEAKE DIVISION (CONTINUED)	Miles per Hour
Pocomoke Secondary Track:	
Salisbury—Church Street Crossing.....	20
Corporate limit Salisbury, College Ave. to Naylor Street	35
Cassatt movable bridge.....	30
Columbia and Port Deposit Branch:	
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
Popes Creek Secondary Track:	
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
Centreville Secondary Track:	
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
Chestertown Secondary Track:	
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
Oxford Secondary Track:	
Curve at Clayton.....	15
Goldsboro—Over State Route 313—1510 feet north of Mile Post 20.....	15
Easton—All grade crossings.....	6
D.M.&V. Secondary Track:	
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
Cambridge Secondary Track:	
East New Market—over State Highway Crossing, Route 14.....	15
Crisfield Secondary Track:	
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
Lewes Beach Track:	
Nassau—over State Highway Crossing, Route 14.....	6
Lewes movable bridge.....	6
Milton Track:	
Curve at Ellendale.....	10

CHESAPEAKE DIVISION (CONTINUED)		Miles per Hour
Denton Track:		
Denton bridge.....		6
Hillsboro, first and second road crossings west of.....		6
Bloomington road crossing.....		6
Track connecting Denton track with Oxford Secondary track.....		8
McDaniel Track:		
McDaniel to Easton Junction—all grade crossings.....		6
Royal Oak movable bridge.....		6
Mardela Track:		
Curve at Salisbury station.....		5
Ocean City Track:		
Berlin, first crossing west of station.....		6
Berlin, State road crossings.....		6
Chester and Philadelphia Track:		
Eddystone, between "CC" signs located 440 feet north and south of Philadelphia Electric Co. Crossing.....		10
HARRISBURG DIVISION		
Main Line:		Miles per Hour
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
Main Line: Harrisburg—Buffalo		
Curve 1700 feet west of Rockville.....		30
1st Curve 6978 feet west of Rockville.....		45
Second curve west of Mile Post 92.....		45
Third curve west of Mile Post 92.....		40
First curve west of Mile Post 133.....		45
First curve east of Mile Post 135.....		40
Horn and 300 feet west of Northumberland station.....		30
Columbia Branch:		
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
Atglen and Susquehanna Branch:		
No. 2 track between Block Signal L-255 and Block Signal L-325, looking for slides.....		20
Northern Central Branch:		
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

HARRISBURG DIVISION (CONTINUED)

Miles
per Hour

Northern Central Branch (Continued)

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 1328 feet west of Mile Post 54.....	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.

York Haven Line:

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

Wilkes-Barre Branch:

First curve east of Mile Post 59.....	15
First curve west of Mile Post 59.....	30
First and second curves east of Mile Post 58.....	30
Curve at Lomis.....	30
Curve at Mile Post 56.....	30
West Nanticoke track crossing.....	30
Curve 1500 feet east of Mile Post 55.....	30
First curve east of Norca.....	30

Cumberland Valley Branch:

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.
Bridge 41.25 North of Pennroad	
Bridge 41.36 North of Pennroad	

Winchester Secondary Track:

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

New Holland Secondary Track:

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

Lebanon Secondary Track:

Bridge 0.63 Lebanon.....	10
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Waynesboro Secondary Track:

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

HARRISBURG DIVISION (CONTINUED)	Miles per Hour
Mercersburg Secondary Track:	
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.	
Shamokin Secondary Track:	
Curve at Mile Post 14	20
First curve west of Mile Post 14	20
First curve east of Mile Post 16	15
Locust and State	10
Selinsgrove Secondary Track:	
Curve at east end Bridge 44.40	10
Bridge 44.40 and Bridge 44.04—Susquehanna River	10
Selinsgrove, street crossings	10
Sal and End of Block	15
Second curve east of Mile Post 41	15
First curve east of Mile Post 38	15
L. V. Junction Secondary Track:	
L. V. Junction to a point 1000 feet west	10
Montandon Secondary Track:	
Curve at Montandon	15
Between Water Street, Lewisburg and Derr Drive, Lewisburg	25
Curve west of Bridge 1.08	15
Between Home Signals UR interlocking	20
Curves between Mile Post 21 and Mile Post 26	20
Curves between Mile Post 30 and Mile Post 37	25
Curves between Mile Post 41 and Mile Post 46	25
Curves between Mile Post 55 and Mile Post 59	25
North York Industrial Track:	
Between Mile Post 12 and York Block Station	10
Frederick Secondary Track:	
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
Speed Ordinances:	
Mechanicsburg	20
Carlisle	20
Shippensburg	6
Hagerstown	10
Martinsburg	10
Winchester	12
Waynesboro	6

SPEEDS

PASSENGER TRAINS

1157-F1a. 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 860, inc. and Nos. 880 to 889, inc., (Metroliners.) 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
PHILADELPHIA DIVISION		
Main Line:	Miles per Hour	
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	.....
First curve west of Morris.....	100	.....
Curve west of Croydon.....	100	.....
Reverse curves between MP74 and MP75:		
No. 2 and No. 3 tracks.....	90	90
No. 1 track.....	80	80
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 Over- brook 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 MP 3....	60	60
River Line:		
All curves between Zoo Interlocking Station and 34th St. overhead Br.....	30	30
All curves 34th St. overhead Br. to South St. over- head Bridge.....	40	40
All curves South St. overhead Br. to Arsenal Inter- locking Station.....	50	50

CHESAPEAKE DIVISION Main Line:	Train:	
	A	B
	Miles per Hour	
Reverse curves between Brill and Sharon Hill	70	70
Curve under Jumpover north of Bell—No. 2 and No. 3 tracks	30	30
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 Stanton, MP33	110	.....
Curve at Mile Post 50, north of North East	90	90
North East Interlocking	100	.....
First curve south of Mile Post 53, south of North East	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 MP102, north of Winans	110	.....
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

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HARRISBURG DIVISION**Main Line:**

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. Maximum Speeds, unless otherwise restricted

CLASS	MILES PER HOUR		
	Single Unit Light	Multiple Light	With Train
Electric Units:			
B-1.....	25	—	25
DD-1.....	50	—	50
E-44.....	50	60	80
GG-1 4887 to 4938 only.....	50	60	100
GG-1 4800 to 4886.....	50	60	90

	Miles per Hour
MU Cars except Class MP-85.....	65
MU Cars Class MP-85 Nos. 201 to 219 inc., Nos. 251 to 269 inc and 294 to 299 inc.....	75*
MU Cars Class MP-85 DE-2—Nos. 220 to 229 inc.....	75*
MU Cars Class MP-85 EE-2—Nos. 230 and 231.....	75*
MU Cars Class MP-85 FE-2—Nos. 232 and 233.....	75*
MU Cars Class MP-85 GE-2—Nos. 234 and 235.....	75*
MU Cars Class MP-85 HE-2—Nos. 236 and 237.....	75*
MU Cars Class MP-85 JE-2—Nos. 238 and 239.....	75*
MU Cars Class MP-85 F-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-6—Nos. 100 to 134 inc.....	100
MU Cars Class MP-85 E-3—Nos. T-1, T-2, T-3 and T-4....	160
RDC (Budd Cars) Multiple Units.....	80
RDC (Budd Cars) Single Units.....	50
Rail Detector Cars.....	50
Rail Motor Car or Cars.....	65

*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	MILES PER HOUR		
	Single Unit Light	Multiple Light	With Train
Diesel Units:			
All Classes, except EP-20 and EP-22.....	30	—	—
Classes EP-20 and EP-22.....	50	60	80
FFP-15.....	30	60	75
Freight, except EE-15, ERS-17, ER-17.....	30	60	70
EF-15, ERS-17, ER-17.....	30	60	65
All passenger, freight and road switcher classes.....	30	60	—
All switcher classes.....	30	45	—
Switcher Types:			
All classes, except following:.....	30	45	60
ARS-16, ARS-18, AS-24, ERS-15, ERS-17, ER-17, FRS-16, FRS-20X.....	30	45	65
ARS-24S.....	30	45	75
EF-15A.....	30	45	55
PRSL BS-16MS—Nos. 6011, 6016, 6024 to 6027 incl.....	30	50	80
PRSL BS-15MS—6000 to 6005 incl.....	30	50	65
PRSL BS-16MS—Nos. 6007 to 6010 incl.....	30	50	70
PRSL BS-16M—Nos. 6022 and 6023.....	30	50	65
PRSL EF-20A—Nos. 2000 to 2004 incl.....	30	50	70

NOTE: Diesel unit type designations:

Second letter (and third where used) in type designation indicates service as follows:

"P"—Passenger.

"F"—Freight.

"FP"—Freight-Passenger.

"RS"—Road Switcher.

"S"—Yard Switcher.

Numerals indicate engine horsepower in nearest hundreds.

Electric Units—Horsepower

Class E44	4400 horsepower
Class E44A	5000 horsepower
Class GG1	4620 horsepower

SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS

1157-H1. Maximum Speeds, unless otherwise specified

PHILADELPHIA DIVISION

Track	Between	And	Miles per Hour
Belvidere			
Delaware No. 1 and 2 Tracks.....	Pair.....	MG	20
Zoo.....	Zoo.....	North Phila.....	30
No. 0.....	North Phila.....	Shore.....	15
Schuylkill	Man.....	End of track	
		2633 feet west of	
		Mile Post 90.....	30
No. 5.....	Caln.....	Thorn.....	15
Pomeroy.....	Pomeroy.....	End of track.....	15
Robbinsville.....	BO.....	End of Track....	20
Bordentown.....	Fair.....	BO.....	30
Bordentown.....	Minson.....	BO.....	40
No. 1 Running....	PFM.....	Hatch	15
No. 10 Running..	485 feet east of	305 feet west of	
	Cooper.....	Pavonia.....	15
No. 2 Running....	Hatch.....	3000 feet west of	
		Mile Post 3.....	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	Miles per Hour
Chester Creek.....	Lamokin.....	Wawa.....	15
Octoraro.....	Wawa.....	Ox.....	30
Octoraro.....	Ox.....	Colora.....	15
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
	End of Track		
Denton.....	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
Morgantown.....	Woodzell.....	Morgantown.....	20

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
Frederick.....	York.....	Frederick.....	30
New Holland.....	Honeybrook.....	Cork.....	20
Lebanon.....	Conewago.....	9th St. Lebanon.....	15

HARRISBURG DIVISION (CONTINUED)

Track	Between	And	Miles per Hour
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
Montandon.....	Montandon.....	MP 11.6.....	30
L.V. Junction.....	L.V. Junction.....	Lykens.....	20
Selinsgrove.....	Selinsgrove Junction.....	Sal.....	10
	Sal.....	End of Block.....	15
Shamokin.....	Kase.....	Tenth Street, East Sunbury....	20
	Tenth Street, East Sunbury....	MP 18.....	30
	MP 18.....	Luke.....	20
	Luke.....	1129 feet West of MP 25.....	30
Sidings—			
Ferry.....	East Ferry.....	West Ferry.....	30
Miller.....	East Miller.....	West Miller.....	30
Boyles.....	East Boyles.....	West Boyles.....	30
Kase.....	Horn.....	Northumberland	20
Northumber- land.....	Northumberland	Molly.....	30

*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. (Philadelphia 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 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

PHILADELPHIA DIVISION

1160-A1a. 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.

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.

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	12
	AS6, BS6, BS7, BS7M, ES6	AF24, AF24A, ARS10, ARS10S, ARS10SX, ARS18, AS10, AS10A, BS10, BS10M, BS10S, BRS12, BRS12S, BRS12SX, BS12, BS12M, EF25, ES10, ES12, ES12M, FS10	AF25, ARS16, ARS16S, ARS16X, EF15, EF15A, EF22, EF25, ERS15, ERS16, ERS17, FRS16, FRS20, FRS20X, FS12, FS12M, GF25	ARS18A, ARS24, BRS16, EP20, EP22, L6	AF27, AF30, AF36, ARS16A, ARS24S, EF25A, EF34, ERS15AX, ERS17A, FRS24, GF25A, GF28A, GF33A	GG1, E44					
MAIN LINE											
TRENTON											
Bridge 57.54, second bridge east of Delaware River.....								60	45	X	
FAIR TO MORRIS										X	
Morrisville:											
Bridge 58.03, east of.....								50	45	X	
Bridge 58.16, west of.....								50	45	X	
MORRIS TO GRUNDY										X	
GRUNDY TO HOLMES										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. (f).....		X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	12
Corowella Heights:											
Baldenhansen Track (f).....		X	X	X	X	X	X	X	X	X	X
Shutte & Koerting Co. (f).....		X	X	X	X	X	X	X	X	X	X
F. A. Simmons, Nos. 1 and 2 (f).....		X	X	X	X	X	X	X	X	X	X
Andalusia:											
Brown Oils Co. (f).....		X	X	X	X	X	X	X	X	X	X
Torresdale:											
Bridge 74.10, east of Torresdale.....							55	40	X		
Team Track.....			X	X	X		X	X	X	X	
Trestle.....			X	X	X	X	X	X	X	X	X
MILLHAM—EAST TRENTON SWITCHES										X	
BORDENTOWN SECONDARY TRACK										X	
Trenton:											
Hutchinson and Hawk Co. Track.....	X	X	X	X	X	X	X	X	X	X	X
Note. Class AS6 BS6, BB6E and ES6 diesel engines are not restricted											
Wilson Stokes Trestle, beyond sign.....	X	X	X	X	X	X	X	X	X	X	X
Roebings—(Front Entrance).....			X	X	X	X	X	X	X	X	X
Trenton Pottery Co.....			X	X	X	X	X	X	X	X	X
Bordentown:											
Bridge 0.14 Park St.....									30	X	
Bridge 0.49, Crosswick Creek.....						15		15	15	X	15
East leg of WYE.....						X				X	
BELVIDERE-DELAWARE SECONDARY TRACK—TRENTON TO MG						X				X	X
Electric engines permitted to operate on electrified track.											
Trenton:											
Barracks Yard Wye:											
South Plug Track.....						X	5	X	X	X	
Bel.-Del. Connection.....						X			X	X	
Bank Track.....						X			X	X	
Coalport Yard							5				
Industrial tracks leading to Trenton Pottery Company Muirhead Ave. plant (f).....		X	X	X	X	X	X	X	X	X	X
Eastward Running Track											
Hamilton Ave. Coalport.....						X	5	X	X	X	
BELVIDERE-DELAWARE BRANCH MG TO BELVIDERE						X				X	X
Bridge 2.40 over Canal Freeder.....							25	15	X	X	
Bridge 3.06 over Park Tunnel.....								20	X		
Lambertville:											
King-ton Trap Rock Co. No. 3 (f).....		X	X	X	X	X	X	X	X	X	X
Stockton:											
J. W. Smith's Sons (f).....		X	X	X	X	X	X	X	X	X	X
Milford:											
Chemical Industrial Track (f).....		X	X	X	X	X	X	X	X	X	X
Tirral Bros. (f).....		X	X	X	X	X	X	X	X	X	X
Phillipsburg:											
Phillipsburg Grocery Co. Track (f).....		X	X	X	X	X	X	X	X	X	X
Baker Chemical Track (f).....		X	X	X	X	X	X	X	X	X	X
National Biscuit Co. Track (f).....		X	X	X	X	X	X	X	X	X	X
ENTERPRISE TRACK (f)		X	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
LAMBERTVILLE—FLEMINGTON (m)			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 (f).....		X	X	X	X	X	X	X	X	X	X
MARTINS CREEK SPUR						X				X	X
ROBINNSVILLE SECONDARY TRACK						X				X	
Bordentown:											
Reeder's Coal Track.....			X	X	X	X	X	X	X	X	X
Yardville											
Martin Brothers.....			X	X	X	X	X	X	X	X	X
Smith Coal Co.....			X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	12
MAIN LINE:											
Between Mile Post 76											
Division and Loc (r)									X	X	
Industry Tracks Holmesburg			X	X	X	X	X	X	X	X	
Br. 77.68—Princeton St.				70	70		45	45	20	X	
Br. 78.29—Maggie St.				60	60		45	45	45	X	
Br. 80.71—Tacony St.							45	45	40	X	
Br. 81.53—Castor Ave.							45	45	35	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	
Margie St. Yard Tracks 7 to 10, inc.											
East 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											
BUSTLETON TRACK:											
0.81 trestle		10	10	10	X	X	X	X	X	X	
FORD TO KENSINGTON:											
All bridges and viaducts (q)		15	15	15	15	15	15	15	15	X	
K. & T. TRACK				X	X	X	X	X	X	X	
FRANKFORD STREET TRACK			(gg)	X	X	X				X	
TIOGA STREET TRACK			(gg)								
WESTMORELAND STREET TRACK			(gg)								
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	
ENGLESDALE:											
Yard except No. 1 Track and 1 Spur			X	X	X	X	X	X	X	X	
No. 1 Track and No. 1 Spur						X	X	X	X	X	
ZOO-OVERBROOK:											
Curves at west end of Tracks 8 to 12.											
Mantua Yard						X	X	X	X	X	
Tracks 13 to 19 inc. Mantua Yard (j)								X	X	X	
Curves at west end of Track 20.											
Mantua Yard (j)				X	X	X	X	X	X	X	
No. 3 West Phila. Elevated at Junction											
with N. Y. & P. Sub.—Zoo.								X		X	
No. 1 Main track under 42nd Street											
Bridge											
South Side Yard, Tracks 1, 2 and 3						X	X	X	X	X	
Industrial Tracks				X	X	X	X	X	X	X	
Oil House Lead Track								X	X	X	
Coal Track, Park Power Plant					X	X	X	X	X	X	
Crossover and Curves to Parkside Ave.											
Public Delivery Tracks				X	X	X	X	X	X	X	
092 Ladder East of 82nd St.				X	X	X	X	X	X	X	
Bridge 4.17 (Jumpover)									25	X	
Industrial Tracks 59th Street to											
Overbrook					X	X	X	X	X	X	
OVERBROOK—PAOLI:											
Wynnewood, Br. 7.52							45	40	25	X	
Bryn Mawr:											
All Yard Tracks except No. 1				X	X	X	X	X	X	X	
Rosemont, Team Track								X	X	X	
Mehl & Latta Track				X	X	X	X	X	X	X	
St. Davids Industrial Tracks				X	X	X	X	X	X	X	
Wayne, Burkets Coal Track				X	X	X	X	X	X	X	
Br. 14.54							55	35			
Stratford Industrial Tracks				X	X	X	X	X	X	X	
Berwyn: Industrial and Shifting Tracks				X	X	X	X	X	X	X	
Paoli:											
Yard Tracks 4 to 8 inclusive						X	X	X	X	X	
Industrial and Team Tracks					X	X	X	X	X	X	
East end of Car Shop Tracks					X	X	X	X	X	X	
West end of Car Shop Tracks and											
west end of No. 4 Spur Track				X	X	X	X	X	X	X	
Duck Under Track (p)						5	X	X	X	X	
MALVERN:											
Atlantic Refining Co. track				X	X	X	X	X	X	X	
J. V. Nolan track (a)											

LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	12
DOWNINGTOWN:											
Beloit Eastern (a).....				X	X	X	X	X	X	X	...
Eastward over West leg of "Y".....						X				X	...
Public delivery trestle.....	X	X	X	X	X	X	X	X	X	X	...
Bridge 34.38.....									40	X	...
THORNDALE:											
Public delivery track.....				X	X	X	X	X	X	X	...
Bridge 35.27, No. 6 Track.....								20	10	X	...
Bridge 36.63; West of Caln.....									35	X	...
COATESVILLE:											
Richard Scully track (a).....											
Yard tracks 4, 5, 6, 7, and Strade Ave.....				X	X	X	X	X	X	X	...
Senseniga track.....											
W. & N. Junction (e).....					X	X	X	X	X	X	...
PARKESBURG:											
Coal track off electric light track.....					X	X	X	X	X	X	...
Bridge 44.15.....									40	X	...
Bridge 44.70, West of Parkesburg.....								40	30	X	...
BETWEEN ARSENAL AND CHESAPEAKE DIVISION POST:											
All main tracks (r).....											
General Electric Co. tracks (portion of).....				X	X	X	X	X	X	X	...
Purex Corp. (Wreck derricks must not use trestle.).....											
Other Industry tracks.....			X	X	X	X	X	X	X	X	...
SUBURBAN LINE:											
ZOO—BROAD—ARSENAL:											
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.											
PASSENGER REPAIR YARD, Phila.:											
Scrap dock Track.....											
Curve at west end No. 1 and 2 Shops.....				X	X	X	X	X	X	X	...
Oil House Track.....											
Leads to Steam Heat Plant and Storehouse.....											
RIVER LINE (p).....											
D. R. R. & B. Co. BRANCH:											
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		15	10	X	X
See Special Instruction 1160-A4.											
CHESTNUT HILL BRANCH:											
North Philadelphia Interlocking (cc).....						X			X	X	...
Between—											
Main } North Phila. and											
Track } Allen Lane (l).....									X	X	X
} Allen Lane and											
} Chestnut Hill (n).....					X	X	X	X	X	X	...
Electric Storage Battery Co. (Straight Track only).....					X	X	X	X	X	X	...
(Curves).....	X	X	X	X	X	X	X	X	X	X	...
Zingers, American Ice, Pioneer Paper, Chevrolet Co.....											
Budd's at Hunting Park.....				X	X	X	X	X	X	X	...
Midvale Yard—Industrial Tracks (gg).....											
Lead to Chelton Ave. Yard.....											
Br. 3.47—Pamona St.....				50	50	20	20	X	X	X	...
Br. 5.44—Cresheim Valley (h).....	10	5	X	X	X	X	X	X	X	X	...
Keystone Coal Co. (d).....			X	X	X	X	X	X	X	X	...
Peter Lumber Co.....			X	X	X	X	X	X	X	X	...
FORT WASHINGTON											
RUNNING TRACK (dd) (ff).....			(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	...
WEST PHILA. ELEVATED BRANCH								20	20	X	...
BELMONT RUNNING TRACK								X	X	X	...
GRAYS FERRY MOVABLE BRIDGE		15	15	15	15	X	X	X	X	X	...

LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	12
60th STREET, CHESTER and PHILADELPHIA, track (dd) (ff)..... Hanso Lumber Co.....				X	X	X	X	X	X	X	X
GRAYS FERRY BRANCH.....							X	X	X		
DELAWARE EXTENSION: Arsenal Movable Bridge..... Industrial Leads—Arsenal to Penrose... Lead to Phila. Electric Co.....		15	15	15	15	15	15	15	15	X	X
GIRARD POINT: Mud Yard—Storage Yard..... New Yard—Old Yard.....						X	X	X	X		
SWANSON STREET.....				X	X	X	X	X	X	X	
GREENWICH: East End Tidewater Yard..... West End Tidewater Yard..... Produce Terminal Leads..... Long Curve Running Track to Pay Yard..... Short Curve Running Track to Pay Yard..... Lead to Swanson St. Track at Pay Yard Under Ore Loading Hoppers on loop tracks.....				X	X	X	X	X	X	X	
DELAWARE AVENUE: Between Greenwich and Junction with Port Richmond Running Trk.(s) Buildings of Twin Packing Co. plant, Vandalia and Oregon Aves.....	X	X	X	X	X	X					
WASHINGTON AVE. (dd) (ff) (hh).....											
CANAL STREET: Commerce St. Washington Ave. to South St.....		X	X	X	X	X	X	X	X	X	
WEST CHESTER BRANCH: (g) (dd) (ee) 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	
Br. 7.11—Gladstone..... Br. 11.87—N of Wallingford..... Br. 14.41—Media..... Br. 20.31—N. of Glen Mills..... Br. 25.75—First Undergrade Bridge North of M. P. 26..... All industrial tracks.....	35	35	15	15	15	15	X	X	X	X	
NEWTOWN SQUARE RUNNING TRACK..... Wm. Roberts Coal Co..... Washington Lumber Co.....	X	X	X	X	X	X	X	X	X	X	
CARDINGTON TRACK..... Phila & Western Ry. Co..... Millbourne Mills J. E. Kunkel Coal and Fuel Co.....	X	X	X	X	X	X	X	X	X	X	
NAUGHT TRACK WAWA.....						X	X	X	X	X	
WEST CHESTER: Trestle—C. C. Hipple No. 1..... Trestle—C. C. Hipple No. 2..... Trestle—J. L. Haggerty.....	X	X	X	X	X	X	X	X	X	X	
SCHUYLKILL BRANCH: Between 52nd St. and Jeff No. 2 Main Track..... Between 52nd St. and Jeff No. 1 Yard Track..... Industrial Tracks, Wynnefield Ave. to Manayunk Station..... Br. 5.29—Woodbine Ave..... Percy Track.....						X				X	
SCHUYLKILL SECONDARY TRACK: MANAYUNK: Hendren Coal Track..... Robinson Steel Co. Track.....				X	X	X	X	X	X	X	

LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	12
MIQUON: Industrial Track.....				X	X	X	X	X	X	X	...
SPRING MILL: Lee Tire and Rubber Co.....				X	X	X	X	X	X	X	...
Quaker Oil Products Co.....											...
CONSHOHOCKEN: 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	...
Leroy & Williams Track.....					X	X	X	X	X	X	...
IVY ROCK: Industrial Tracks.....					X	X	X	X	X	X	...
EARNEST: 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	...
NORRIS: Classification Tracks, East End Extension Track.....								X		X	...
Mann Co. Track to Scale only.....					X	X		X	X	X	...
Kneass Lumber Co.....					X	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	...
HAWS AVENUE: 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	...
BETZWOOD: Taylor Track.....						X	X	X	X	X	...
Team Track.....											...
CREEK: B. F. Goodrich Co.....	5	5	5	5	5	X	X	X	X	X	...
BETWEEN OAKS AND PHOENIXVILLE: Container Corp. Co. Track 1600 feet west Mile Post 26.....						X	X	X	X	X	...
PHOENIXVILLE: Devault Running Track.....											...
New Mill coal trestle Phoenix.....				X	X	X	X	X	X	X	...
Iron Co., Industrial Tracks.....											...
SPRING CITY: Canal Track.....											...
Dust Mill.....											...
Tracks south of Freight Station.....				X	X	X	X	X	X	X	...
Royersford Track.....											...
Royersford Spring Bed.....											...
Buchwalter 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	...
PARKERFORD: Track between station track and H. W. Johnson coal trestle.....						X	X	X	X	X	...
Wm. E. Wells except trestle.....	X	X	X	X	X	X	X	X	X	X	...
Wm. E. Wells trestle.....											...
Kinsey Distillery Corporation beyond a point 280 feet east of bridge over Schuylkill River.....					X	X	X	X	X	X	...
POTTSTOWN: Firestone Tire & Rubber Co.....											...
Yard Tracks 3, 4, 5, 6, 7, 8, 9, 13 and 14 (ex).....						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.....											...
MONOCACY: Reading Casting Co.....						X	X	X	X	X	...
Samuel Hoppel.....											...

LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	12
BIRDSBORO:											
Track west of Brooke Block Station leading to Reading Company.....						X	X	X	X	X	
Forbt & Lacey Company.....											
West End, Brooke track.....					X	X	X	X	X	X	
Freight House Track.....						X					
Birdsboro Steel Foundry & Machine Co.....											
READING:											
East Reading Yard.....						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 Fryermouth.....				X	X	X	X	X	X	X	
Berks Art Metal Service.....											
Switch must be lined for No. 2 or No. 3 Fr. Sta.....											
MUHLENBERG:											
Fair Ground Track.....						X	X	X	X	X	
TEMPLE:											
Beryllium Co.....					X	X		X	X	X	
Trestle Station Track.....	X	X	X	X	X	X	X	X	X	X	
LEESPORT:											
All Industrial Tracks.....						X		X	X	X	
HAMBURG:											
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	
SCHUYLKILL HAVEN:											
Team Track.....					X	X	X	X	X	X	
Trestle at Freight Station.....	X	X	X	X	X	X	X	X	X	X	
TRENTON BRANCH:											
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	
Fort Hill, East leg of Wye.....						X		X	X	X	
Plymouth Meeting:											
Lavino tracks.....				X	X	X	X	X	X	X	
Philip Carey track.....						X		X	X	X	
Phila. Electric track.....						X		X	X	X	
Swedeland track.....						X				X	
Interchange tracks.....						X		X	X	X	
Henderson track (i).....			X	X	X	X	X	X	X	X	
Thrift way track.....						X		X	X	X	
Thompson-Weiman track.....			E	E	E	E	X	X	X	X	
Earnest:											
Scale track.....						X		X	X	X	
Engine track.....						X		X	X	X	
Eastbound yard (west end all tracks).....						X		X	X	X	
Rambo, North side.....				X	X	X	X	X	X	X	
King:											
Public Delivery track.....						X		X	X	X	
Phila. Gear track (i).....			X	X	X	X	X	X	X	X	
Dale, Phoenixville track.....						X		X	X	X	
PHILA. and THORNDALE BRANCH:											
Bridge 24.74 west of Dale.....								30		X	
Bridge 31.31.....								35		X	
FRAZER RUNNING TRACK (e).....						X	X	X	X	X	
POMEROY SECONDARY (ee).....					X	X	X	X	X	X	
Buck Run: General Paper Co. track (a).....				X	X	X	X	X	X	X	
BETWEEN JERSEY AND DIVISION POST (P.R.S.L.).....											
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	

LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	1	M	I	J	12
BRIDGE 2.74: South of Jersey.....							25	X	X	X	...
BRIDGE 4.34: North of Jordan.....							25	X	X	X	...
WEYERHAEUSER CO. No. 2 BLDG.	X	X	X	X	X	X	X				...
BORDENTOWN BRANCH:			(b)								...
BRIDGE 1.50: West of Cooper.....	20	20	20	20	20	15	15	15	10	X	...
COOPER, East of: Elmer Stevens.....						X					...
JERSEY, West of: Weyerhaeuser Container Co. First switch west of Jersey; beyond a point 1000 feet from switch..... Second switch west of Jersey..... Rundle Mfg. Co..... Precision Drawn Steel.....				X	X	X					...
JERSEY, East of: Lead to Ford Co.....						X					...
BORDENTOWN SEC. TRACK: PALMYRA: Trap Rock, Inc..... H. L. Williams Co.—(Beyond Sign).....	X	X	X	X	X	X					...
RIVERTON: Wiltsell Inc.....						X					...
RIVERSIDE: Florence Thread Co..... Riverside Metal Co.....			X	X	X	X	X	X	X	X	...
BEVERLY: Wall Rope Works..... Wall Paper Co. (Beyond Sign).....			X	X	X	X					...
EDGEWATER PARK: Bridge 15.52, Warren Street.....						35	35	30	25	X	...
BURLINGTON YARD TRACKS.....			(gg)								...
FLORENCE: Nat'l. Gypsum Co.....						X					...
PEMBERTON BRANCH: Between Cooper and Birmingham.....			(b)			(bb)	X	X			...
COOPER, South of: Standard Oil Co..... Warren Webster Co..... Du Bell Lumber Co..... Di Medlo Lime Co..... Concrete Steel Co..... R. M. Hollingshead Co..... Iowa Soap Co..... Keystone Coal Co..... Pavonia Ice & Coal..... Pavonia Station Pub. Del.....			X	X	X	X					...
MERCHANTVILLE, South of: McAllister Coal Co..... Freight house track..... Delivery track.....						X					...
BRIDGE 5.26: South of Merchantville.....			20	20	20	X	20	X	X	X	...
MAPLE SHADE, North of: J. B. Collins & Sons.....						X					...
MAPLE SHADE, South of: Graham Brick Co.....						X					...
MOORESTOWN: Hollingshead Co..... Moorestown Supply..... 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	...

LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	12
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					...
Tetaco 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					...
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) 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.
- (g) EF-25 restricted to 30 M.P.H.
- (h) Two engines except MU engines, must not be coupled together crossing the bridge over Cressheim 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) FS-10, FS-12, FS-12m, restricted on Undergrade Bridge 4.22, Chestnut Hill Branch.
- (m) Engine 60 of B. R. & W. Corporation permitted.
- (n) FS-12, FS-12m, restricted by Station platform, Chestnut Hill.
- (p) ARS18, ARS24 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, Penn Central 30th St. Station and east of Schuylkill River on Suburban Line.
- (q) ES-6, ES-10, ES-12, FS-12m, ERS15, ERS15S, ERS17, 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, ERS15, ERS15S and ERS17 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.

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
BRIDGE 12.28: North of Eddystone All tracks.....								40	25	15
All bridges between Bridge 12.28, North of Eddy- stone to Bridge 14.02, Lamokin St., inc.....								40	25	15
EDDYSTONE: Belmont Iron Works.....			X	X	X	X	X	X	X	X
CHESTER: 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
Baldr Anchor & Chain Corp.....			X	X	X	X	X	X	X	X
MU Yd. No. 2 & 3 tracks.....										
Atlantic Steel Casting Co. Valley track.....			X	X	X	X	X	X	X	X
All in lustries 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
THURLOW: Continental Oil Co.....			X	X	X	X	X	X	X	X
MARCUS HOOK: 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
NAAMAN: Naaman Yard.....						X	X	X	X	X
Phoenix Steel Co.....						X		X	X	
MAIN LINE All bridges between 24.69, south of Edgemoor Sta- tion and Bridge 27.85, West Yard, incl.								30	30	20
WILMINGTON SHOPS: Passenger Car Shops.....						X	X	X	X	X
Locomotive Shop; Store- house Back track; "O" track, Oil House Spur; Store House Spur; No. 6; No. 6 Spur; No. 7; No. 8; No. 9 Spur; No. 9; No. 9 Spur; No. 10; No. 11; Lumber Yard; Sand Blast, No. 20			X	X	X	X	X	X	X	X
Pullman Co. tracks			X	X	X	X	X	X	X	X
WILMINGTON DISTRICT: South leg Landfill Wye.....										
Third St. Yard— Nos. 1, 2, 3, 4 & 5 tracks.....						X		X	X	X
Nos. 6, 7, 8, 9 and Benl. Shaw Co track			X	X	X	X	X	X	X	X
Hajoca, Church St. and Al- lied 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

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
WILMINGTON DISTRICT: (CONTINUED)										
Fourth St. Yard— Nos 1 and 2 Yard tracks and Lead track to Sev- enth 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 & 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. (Rear 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
RAGAN: No 1 Industrial track Ra- gan to Koppers Wood Preserving Plant Lincoln Fibre Co.; Hollingsworth; DuPont Co. and Koppers Wood Preserving Co. tracks.....				X	X	X	X	X	X	X
BRIDGE 33.00: Stanton.....									30	30
STANTON: Stanton tracks.....						X	X	X	X	X
Delaware Park track and all endings therefrom.....								X	X	X
NEWARK: Track from Davis Y to Newark Centre Wilson track Pomeroy Br. (k)(m).....						X		X	X	X
Continental Fibre Co.; North End Frt. House track; Curtis Paper Co. and National Fibre Co.....						X	X	X	X	X
Chrysler Corporation In- dus track.....						X		X	X	X
BRIDGE 40.12: South of Newark.....								45	30	20
IRON HILL: Public Delivery track.....			X	X	X	X	X	X	X	X
ELKTON: Triumph Explosives, Inc.....						X	X	X	X	X
Old Line—All tracks off lead track.....						X	X	X	X	X
NORTHEAST: Arundel track.....			X	X	X	X	X	X	X	X
Fire Brick track.....			X	X	X	X	X	X	X	X
BRIDGE 60.07: Perryville-Havre-de-Grace: Three or more electric en- gines coupled.....						30			25	15
Light Engines.....	35	35	35	35	35	35			25	15
BRIDGE 72.14: Bush River.....									35	30
BRIDGE 78.86: Gunpow.....									35	30
BENGIES: O. S. A. track.....			X	X	X	X	X	X	X	X
BRIDGE 3.22: Philadelphia Road, fourth bridge North of Canton Jct.....							35	25	10	10

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
BRIDGE 3.04: Monument Street, second bridge North of Canton Jct.....							35	25	10	10
BRIDGE 2.19: North Linwood Ave., first bridge South of Canton Jct.							35	25	10	10
BALTIMORE DISTRICT:										
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	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 House— Aliceanna 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
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	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
BALTIMORE DISTRICT:										
Gwynne Run—										
American Brake Shoe.....						X	X	X	X	X
W. M. Ry. Connection.....						X	X	X	X	X
American Stores track.....						X	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	X
Samuel Pistoria Co.....						X	X	X	X	X
Westinghouse Electric Co.....										X
General Electric Co.....										X
Jewel Tea Co.....										X
ODENTON										
National Plastics.....						X	X	X	X	X
BRIDGE 118.09:										
North of Arundel, all tracks							40	30	20	10
WASHINGTON DISTRICT:										
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	X
Hudson Brick Co. track.....			X	X	X	X	X	X	X	X
Cero 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
BRIDGE 130.67:										
No. 1 track.....									30	20
BRIDGE 132.11									35	35
BRIDGE 132.19:										
No. 1 track.....							40	30	15	10
BRIDGE 134.35:										
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
BRIDGE 138.45:										
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
NORTHERN CENTRAL BR										
Between B & P Jet. and Div. Post (Hbg. Div.).....						X				X
Bridge No. 139 west of B&P Jet.....							20		10	10

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
NORTHERN CENTRAL BR.										
Woodberry—										
Delivery track						X	X	X	X	X
Bears			X	X	X	X	X	X	X	X
Balmar track			X	X	X	X	X	X	X	X
Mt. Washington—										
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
BRIDGE 25.38:										
East of White Hall						X			30	X
White Hall—										
White Hall Feed Co.			X	X	X	X	X	X	X	X
SHELLPOT BRANCH										
Eastern Malleable Iron Co.			X	X	X	X	X	X	X	X
Morheat 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	10	10	10	10	10	10	X	X
Bridge No. 4	10	10	10	10	10	10	10	10	X	X
C. & P.D. Branch										
Perryville to Cross										
PORT DEPOSIT:										
Wiley Equipment Co.			X	X	X	X	X	X	X	X
Stone Quarry track			X	X	X	X	X	X	X	X
CHESTER AND PHILA. TRACK										
All tracks to industries on this track			X	X	X	X				
Easington to Eddystone (Loop Track)					(w)	(w)	X			
SO. CHESTER TRACK (hh)										
LAMOKIN RUN YARD TRACK										
All tracks to industries			X	X	X	X	X	X	X	X
LINWOOD YARD TRACK.										
North leg of Wye			X	X	X	X				
All tracks to industries			X	X	X	X	X	X	X	X
CLAYMONT YARD TRACK (dd) (hh)										
All tracks to industries			X	X	X	X	X	X	X	X
CHESTER CREEK SEC- ONDARY TRACK (dd)										
(ee) (hh)						X				X
Runaround track along leg of Wye			X	X	X	X	X	X	X	X
OCTORARO SECONDARY TRACK (u) (dd) (ee):										
Between:										
Wawa and Rising Sun			(v)	(v)	(v)	X	X	X	X	X
Between:										
Rising Sun and Colors						X		X	X	X
CHESTER HEIGHTS:										
Richardson & Schrader			X	X	X	X	X	X	X	X
CONCORDVILLE:										
Richardson & Schrader			X	X	X	X	X	X	X	X
BRANDYWINE SUMMIT:										
Clemens track			X	X	X	X	X	X	X	X
KENNETT SQUARE:										
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 Speciality Co.			X	X	X	X	X	X	X	X
TOUGHKENAMON:										
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
AVONDALE:										
Passmore Supply Co.			X	X	X	X	X	X	X	X
(Trestle track).....			X	X	X	X	X	X	X	X
W. W. Walp.....			X	X	X	X	X	X	X	X
Pennock track.....			X	X	X	X	X	X	X	X
KELTON:										
Penna.-Del Supply Co.....			X	X	X	X	X	X	X	X
OXFORD:										
Abbotts Dairy.....			X	X	X	X	X	X	X	X
NOTTINGHAM:										
Coal Trestle track.....			X	X	X	X	X	X	X	X
EDGE MOOR YARD										
E. I. DuPont-Nemours Co.....					X	X	X	X	X	X
Artic Roofing.....			X	X	X	X	X	X	X	X
Elec. Hose & Rubber Co.....			X	X	X	X	X	X	X	X
Freight Car Repair Yards—										
All tracks.....						X	X	X	X	X
BRANDYWINE INDUS-										
TRIAL TRACK (k) (m) ...						X	X	X	X	X
All other tracks.....			X	X	X	X	X	X	X	X
NEWARK AND DELA-										
WARE CITY TRACK:										
Porter to Delaware City.....						X				
NEW CASTLE SEC-										
ONDARY TRACK.....						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
HAVRE DE GRACE YARD										
TRACK (k) (m).....						X	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
PRESIDENT ST. YARD										
TRACK.....										
Crossover southbound trk.										
to Trappe Rd. trk.....						X				
Weiskittel track.....			X	X	X	X	X	X	X	X
Highland Yard.....						X	X	X	X	X
PRESIDENT ST TRACK:										
Bayview to President Sta-										
tion (k) (m).....			X	X	X	X				
President St. Yard.....			X	X	X	X	X	X	X	X
BEAR CREEK TRACK:										
Bridge 3.17:										
Phila Pike.....					(h)					
Canton Jet to Sollers.....						X				
The Pompeian.....			X	X	X	X	X	X	X	X
Highlandtown Yard.....			X	X	X	X	X	X	X	X
Eskay.....			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
Interostal 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
CLAREMONT										
TRACK: (k) (m)										
Bridge 0.60:										
Wilkena Avenue.....	10	10	X	X	X	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
Bloodes tracks, 1 and 2.....			X	X	X	X	X	X	X	X
CATONSVILLE TRACK.....			X	X	X	X				

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
FORT MEADE RUNNING TRACK:						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
BOWIE RACE TRACK						X	X	X	X	X
POPE'S CREEK SECONDARY TRACK (k) (m) (u) (p) (t)						X		X	X	X
BOWIE:										
Wye track						X		X	X	X
ROSSLYN TRACK			X	X	X	X				
Pentagon Power Plant track			X	X	X	X	X	X	X	X
PORTER BRANCH (n)										
Farnhurst to Porter								X	X	X
FARNHURST:										
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
NEW CASTLE:										
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
DELMARVA BRANCH										
Between:						X				
Davis to Porter								X	X	X
Porter and Seaford								X	X	X
NEWARK:										
Newark Concrete Products Co. track						X		X	X	X
COOCH:										
Dayette Industrial track						X	X	X	X	X
GLASGOW:										
Storage tracks						X		X	X	X
STATE ROAD:										
Station track						X		X	X	X
BEAR:										
Station track						X		X	X	X
KIRKWOOD:										
Station track						X		X	X	X
CANAL MOVABLE BRIDGE 18:05:			45f	45	45	X	45	20	X	X
MT. PLEASANT:										
All tracks						X		X	X	X
MIDDLETOWN:										
Short and Walls track			X	X	X	X	X	X	X	X
CLAYTON:										
Smyrna track (k) (m)						X	X	X	X	X
DOVER:										
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
HARRINGTON:										
Harrington Lumber Co.				X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
SEAFORD:										
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
SEAFORD SECONDARY TRACK.....								X	X	X
POCOMOKE SECONDARY TRACK:										
Between Patton and End of Block.....								X	X	X
POCOMOKE SECONDARY TRACK:										
SALISBURY:										
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
POCOMOKE:										
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
EXMORE:										
Chandler's track.....						X	X	X	X	X
MACHIPONGO:										
Station track No. 3.....						X		X	X	X
CAPE TRACK:										
Between End of Block and 2491 feet south of Mile Post 02.....								X	X	X
CAPE CHARLES:										
Reliable Coal Treats.....	X	X	X	X	X	X	X	X	X	X
CENTREVILLE SECOND- ARY TRACK (k) (m) (q).....						X		X	X	X
CHESTERTOWN SECOND- ARY TRACK (k) (m) (q).....						X		X	X	X
CHESTERTOWN:										
Kibler's track.....			X	X	X	X	X	X	X	X
OXFORD SECONDARY TRACK (k) (m) (s).....						X		X	X	X
HENDERSON:										
Public delivery tracks.....						X	X	X	X	X
GREENSBORO:										
Back track, Pet Milk Co.....						X	X	X	X	X
D.M. & V. SECONDARY TRACK (k).....						X		X	X	X
CAMBRIDGE SECOND- ARY TRACK (k) (m) (q).....						X		X	X	X
CRISFIELD SECONDARY TRACK (k) (m) (q).....						X		X	X	X
CRISFIELD:										
Potomac & Handy track.....						X	X	X	X	X
REHOBOTH TRACK (k) (r).....						X		X	X	X
LEWES:										
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

LOCATION	CLASS OF ENGINES °						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
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
SALISBURY:										
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
Pocahontas 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
OCEAN CITY 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.

(u)—GG-1 Engines on Nos. 2 and 3 Tracks 75 m.p.h. over Bridge 9.56 South of Moore.

(s)—ES-6, ES-10, ES-12, ES-12M, ERS-15, ERS-15S and ERS-17, prohibited.

HARRISBURG DIVISION

1160-A1d. 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.

LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	
	AS6, BS6, BS7, BS7M, ES6, B1	AF24, AF24A, ARS10, ARS10S, ARS10SX, ARS19, AS10, AS10A, BR12, BR12S, BR12SX, BS10, BS10M, BS10S, BS12, BS12M, FF23, ES10, ES12, ES12M, FS10	AF25, ARS16, ARS16S, ARS16X, FF15, FF15A, FF22, FF23, ER15, ER15S, ER17, FRS16, FRS20, FRS20X, FS12, FS12M, GF25	ARS24, EP20, EP22, L6	AF27, AF30A, AF36, ARS16A, ARS24S, FF25A, FF30A, FF36A, FRS15AX, FRS17A, FRS24, GF25A, GF28A, GF30A, GF33A	GG1, E4					
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	X	....
Denlinger 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	
LANCASTER:											
Bridge 87.54								10	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											
Bogart 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, Eshelms Feed Co.											
Paint Company track											
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											
Miller Junk Co. track			X	X	X	X	X	X	X	X	
Lancaster Iron Co. track											
Penna. Power & Light Co. track			X	X	X	X	X	X	X	X	
Ice Plant track											
LANDIS, WEST OF:											
Interchange track											
Warehouse track				X	X	X	X	X	X	X	
Nissley track											
Heinstand Co. track											
FLORIN:											
Bachman Chocolate Co. track						X	X	X	X	X	
Foundry track											
Stock track				X	X	X	X	X	X	X	
Farm Bureau Assn. track											
RHEEMS:											
Wenger Feed Mill track						X	X	X	X	X	
ELIZABETHTOWN:											
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)											
MIDDLETOWN:											
Brick Yard track						X	X	X	X	X	
New Siding			X	X	X	X	X	X	X	X	
Bridge 94.74								15	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	
HARRISBURG:											
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											
Parson 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	
HARRISBURG:											
North St. Yard:											
Tracks 3 & 4.....				X	X	X	X	X	X	X	
Tracks 5 & 6.....						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	
Reily 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	
Rutens Junk Co.....											
John Stapf.....						X	X	X	X	X	
Firestone.....						X	X	X	X	X	
All others.....			X	X	X	X	X	X	X	X	
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	
ROCKVILLE YARD:											
All tracks.....						X		X	X	X	
ATGLEN and SUSQUEHANNA											
BRANCH:											
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	
COLUMBIA BRANCH:											
Bridge 70.00 west of Lancaster.....									25	X	
ROHRERSTOWN:											
Miller and Bushong.....								X	X	X	
Station track.....											
MOUNTVILLE:											
Station track.....								X	X	X	
Paper Mill track.....											
New Holland Machine Co. track.....				X	X	X	X	X	X	X	
Brick Co. track (a).....											
WEAVERS:											
Newcomers Mill track.....								X	X	X	
COLUMBIA:											
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	
MARIETTA:											
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.....											
BILLMYER:											
All tracks except track adjacent to											
main track.....				X	X	X	X	X	X	X	
No. 8 track to Rotary Mill.....											
HIGHSPIRE:											
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.....											
Hosiery Mill track.....											
STEELTON:											
Canal Branch track.....						X	X	X	X	X	
YORK HAVEN LINE:											
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	
CLY:											
Wye track.....			X	X	X	X	X	X	X	X	
BRIDGE 72.06 east of Goldsboro,											
Nos. 1 and 2 tracks.....								50	30	X	
MARSH RUN:											
U. S. Depot track.....						X	X	X	X	X	

LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	
LEMO:											
Curve to C. V. Bridge.....						X		X	X	X	
West leg of "Y" (bb).....						X		X	X	X	
NEW HOLLAND SECONDARY (j) (u).											
O A. Smith Co. Track.....		X	X	X	X	X	X	X	X	X	
QUARRYVILLE INDUSTRIAL (j).....											
LEBANON SECONDARY (j).....						X				X	
Bridge 16.29 west of Cornwall (g).....						X				X	
CUMBERLAND VALLEY BRANCH:											
CAMP:											
Summit Corp. track.....											
Spanier Flour Mill track.....											
General Foods Corp. track.....				X	X	X	X	X	X	X	
Pennay Supply Co. track.....											
Moore's Wholesale Co. track.....											
SHIREMANSTOWN:											
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.....											
MECHANICSBURG:											
D. Wilcox track.....				X	X	X	X	X	X	X	
CARLISLE:											
Ettinger & Sons track.....						X	X	X	X	X	
Beetern side track (a).....											
SHIPPENSBURG:											
Bridge 37.85 north of Shippensburg.....						X		25	X		
Elevator track.....				X	X	X	X	X	X	X	
CHAMBERSBURG:											
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	
GREENCASTLE:											
Milk track.....						X		X		X	
Omwake and Oliver.....				X	X	X	X	X	X	X	
WINCHESTER SECONDARY:											
HAGERSTOWN:											
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.....											
BRIDGE 82.13 Potomac River.....										X	
CV-87:											
DuPont tracks.....						X	X	X	X	X	
CUMBO SECONDARY:											
Security Cement & Lime Co. track.....						X	X	X	X	X	
W. S. Frey track.....											
MARTINSBURG:											
Bridge 92.56 north of Martinsburg.....						X		20	20	X	
North leg of "Y".....						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 106.56 south of Ridgeway.....						X		30	20	X	
DILLSBURG SECONDARY (j).....					16	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—Hothor (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. Glen Rock— Station track						X	X	X	X	X
YORK DISTRICT: Certain-teed Roofing Co. Nos. 1 and 2 Bowen & McLaughlin Co. Reed Machinery Co.; Nos. 1 and 2 tracks McKay Chain track Schmidt & Ault track Crossover, King St. Yd. No. 1 track; King St. Yd. Gerber's No. 1 and No. 2 track Andrews Paper track York Ice Mach. Co.— All tracks Grantley Plant Keystone Color and Co. Edison Light & Power Co. track Heaspenhede & Thompson track Incline at George Street Smysen-Royer Co. Crossover to Small's track E and F tracks D, G and H tracks Crossover—Queen St. between Nos. 1 and 2 Sidings Switch to M.&P.R.R. Runaround crossover Crane track P. A. & S. Small track Warehouse tracks, Nos. 9, 10, 11 and 12 Crossover in Jail St. Crossing, track 5 to track 6 No. 7 crossover Asphalt track No. 1 Running track New Shop track No. 2 Safe Works Foundry track Stacey-Schmidt— Track No. 1 Track No. 2 Diesel Fuel track Yorktowne Paper Co. tracks York Safe & Lock— All tracks York Ice & Coal track New U.S. Expansion Bolt Co. Keystone Roofing Co. tracks Rummevelt Garage tracks Medusa Cement Co. tracks National Gypsum Co.— All switches in Yard Emilgville— American Acme Co. Mt. Wolf— G. A. Wolf & Sons			X	X	X	X	X	X	X	X
NORTH YORK INDUSTRIAL TRACK: MP 7 to York Caterpillar track Bendix track Highland Industries track E. & S. Healy Co. track Standard Register Co. track Sears track			X	X	X	X				X
FREDERICK SECONDARY TRACK:(j) York to Frederick (u) (c) Palmer's Industrial track						X	X	X	X	X
SPRING GROVE: P. H. Gladfelter tracks P. H. Gladfelter No. 4 track						X	X	X	X	X
HANOVER: Doubleday Co. Hoke & Blair Coal Co. Trestle Revonah track			X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	1	M	I	J	
UNION BRIDGE TRACK											
Walkersville Canning Co.		(k)		X	X	X	X	X	X	X	
track				X	X	X	X	X	X	X	
Walkersville-Jamison's trk				X	X	X	X	X	X	X	
BRIDGE 41.58:											
South of Kingsdale			X	X	20	X	15	X	X	X	
BRIDGE 65.20:											
North of Frederick			X	X	20	X	15	X	X	X	
NORTHUMBERLAND:											
Keystone Forging Co. Coal Trestle			X	X	X		X	X	X	X	
SUNBURY:											
Sunbury Barret Div. Allied Chemical			X	X	X		X	X	X	X	
MILLERSBURG:											
Trestle on F G Boyer Track	X	X	X	X	X		X	X	X	X	
L. V JUNCTION											
SECONDARY TRACK:											
MP 1 to Lykens				X	X		X	X	X	X	
SELINGSGROVE											
SECONDARY TRACK:											
Selingsgrove Jet. to Selingsgrove					X		10	X	X	X	
Selingsgrove to End of Block				X	X			X	X	X	
Bridge 44.04, Susquehanna River	10	10	10	10	10		10	X	X	X	
Bridge 44.40, Susquehanna River	10	10	10	10	10		10	X	X	X	
SHAMOKIN SECONDARY TRACK:											
CROWL:											
West of, Bridge 10.63										15	
ADAM—EAST OF:											
Bridge 2.85										20	
Bridge 1.47										15	
EAST SUNBURY:											
All Industrial Tracks between Horn and											
Adam			X	X	X						
Bridge 0.63										15	
Bridge 0.48										15	
HAAS LEAD:											
All Industrial and Station Tracks be-											
tween Adam and Front St., Sunbury			X	X	X		X	X	X	X	
Sunbury Supply Co.	X	X	X	X	X		X	X	X	X	
MT. CARMEL:											
Montelius Track				X	X						
Public Delivery Track, beyond east				X	X						
end of A. Ondo produce house	X	X	X	X	X						
BRIDGE 22.39:											
							10	10	10		
BRIDGE 22.30:											
164 feet east of MP 22								15	15	15	
SCOTT TRACK:											
				X	X		X	X	X	X	
BRIDGE 20.59:											
1697 feet east of MP 20									25	25	
BRIDGE 19.81:											
275 feet east of Luke										15	
SHAMOKIN:											
Freight Sta. Tracks				X	X						
All Industrial Tracks				X	X						
GLENBURN:											
Empty Car Track				X	X						
WILKES-BARRE BRANCH:											
WILKES-BARRE:											
Freight Station and Industrial Tracks			X	X	X						
Hazard Wire Rope	X	X	X	X	X						
HART—WEST OF:											
Spur Tracks leading off Vulcan Iron											
Works Track	X	X	X	X	X						
BUTTONWOOD:											
All Industrial Tracks			X	X	X						
NANTICOKE:											
Station and all Industrial Tracks				X	X						

LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	
WEST NANTICOKE TRACK.....				X	X		X	X	X	X	
GLEN LYON TRACK.....				X	X						
Breaker No. 6, empty car tracks, Nos. 5 and 6 beyond clearance point.....	X	X	X	X	X						
NESCOPECK:											
Lumber Co. Track.....				X	X						
Station Tracks.....				X	X						
Storage Tracks 2 and 3.....				X	X						
Other Industrial Tracks.....				X	X						
CATAWISSA:											
Station Tracks.....				X	X						
SOUTH DANVILLE:											
Ammonia tracks Nos. 1 and 2 and Power House track.....				X	X						
MONTANDON SECONDARY TRACK: 1000 feet west of Montandon to MP11.6.....				X	X		X	X	X	X	

NOTES:

- (a) Engines must not use track beyond point designated.
 (c) Class ERS-17 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-10A, may operate double headed over the following bridges:
 Bridge 16.29—West of Cornwall
 Bridge 61.37—Hother
 Bridge 70.20—West of Lehmasters
 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. 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, ERS17 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-A7. (Harrisburg Div.) All engines with six wheel trucks (AF-27, EF-25a, GF-25a, etc.) are prohibited on Circle track, Northumberland Yard.

1160-A8. (Harrisburg Div.) When a train containing loaded foreign covered hoppers of 90 to 100 ton capacity and/or Norfolk and Western loaded hoppers of 90 to 100 ton capacity cannot maintain a speed of 25 miles per hour or more, speed must be reduced to not exceeding 10 miles per hour. If excessive rocking is observed speed must be reduced accordingly.

When such cars originate on Harrisburg Division, Agents or Yardmasters at point of origin must notify Conductor and Dispatcher. Conductor must notify Engineman.

For interdivisional trains, Dispatcher will notify connecting division and for relay trains, Conductor and Engineman must notify relieving Conductor and Engineman.

Conductors on trains from connecting regions must assure themselves that Engineman of train and dispatcher has been notified before entering Harrisburg Division.

*Does not apply to former PRR or NYC equipment.

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.

OTHER EQUIPMENT RESTRICTIONS

1160-B1. The handling of freight cars by RDC (Budd) cars is prohibited.

1160-B2. 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 1, 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.

Special Handling of Multiple Loads

1160-B3. 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.

WRECK DERRICKS—RESTRICTIONS

1160-B5. (Harrisburg Division)

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.

Derricks, 250 ton

1160-B6 (Phila. & Hbg. Divs.) 250-ton derricks are restricted except: Main Line—between Paoli and Banks and Rockville to Montandon Jct.

Branches - Prenton, Phila. and Thorndale, Atglen and Susquehanna, Columbia, York Haven Line, Cumberland Valley, Wilkes-Barre and Shamokin Secondary Track.

Note:

When in the above territory they must be governed by restrictions applying to column 1 as shown in Special Instructions 1160-A1b and A1d.

1160-B7. (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-B8. (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-B9. (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-B10. (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-B11. (Chesapeake Division). Wrecking derricks exceeding a maximum weight of 100 tons must not be moved over the following:

Denton track

McDaniel track

1160-C2. 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.

1160-C3. 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.

1160-C7. (Philadelphia 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-C8. (Philadelphia Div.) Yards:

Industrial tracks leading to Trenton Potteries Company Muirhead Avenue Plant, Coalport Yard, restricted for cars exceeding 52 feet 6 inches in length.

Movement of Cars Maximum Weight—Various Tracks

1160-D1. (Philadelphia, Chesapeake and Harrisburg 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
Dillsburg
Waynesboro
Mercersburg
Chester Creek
Octoraro

Tracks:

Fort Washington
Kensington and Tacony
Midvale
Bustleton
Fairhill
Stiftown
Washington Ave.
60th Street
Devault
Claymont
South Chester
Chester and Phila.
Quarryville
North York Industrial

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-D2. (Philadelphia 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-D3. 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-D4. (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-D5. (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-D6. (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
Selinsgrove
L.V. Junction (MP 14—
MP 14.7)
Montandon

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-D7. (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-D8. (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-D9. 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-D10. (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-D11. (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.

1160-D12. (Harrisburg Div.) All cars 75 feet or more in length are restricted at the following locations:

NOTE—X—Prohibited.

Column 1—Restrictions applying to these cars when coupled to cabin cars, type N-5.

Column 2—Restrictions applying to these cars when two or more are coupled, or are coupled to conventional type freight cars.

Column 3—Restriction of these types of cars when not coupled to other cars or engines.

LOCATION:	Column:	Length of cars:			75 and 85 feet			87 and 89 feet					
		1	2	3	1	2	3						
SELINGSGROVE SECONDARY TRACK:													
Curve at Selingsgrove Jct.....		X	X	.....	X	X	.....	.....	.....	.....	.....	.....	
WILKES-BARRE BRANCH													
WILKES-BARRE:													
Hazard Nos. 2 and 3 tracks.....		X	X	.....	X	X	.....	.....	.....	.....	.....	.....	
NANTICOKE:													
West Leg of Wye track.....		X	X	.....	X	X	.....	.....	.....	.....	.....	.....	

1160-D13. (Harrisburg Div.) Train orders issued for movement of snow plows must specify whether single or multiple track plow.

1160-D14. (Harrisburg Div.) When plowing, engine must be coupled to plow with longest hood end positioned between plow and operating cab of engine. If engine is improperly turned and there are no facilities for turning, then a steel gondola should be placed between plow and engine.

1160-D15. (Harrisburg Div.) All personnel riding moving snow plows must maintain proper hand hold to avoid injury.

1160-D16. (Harrisburg Div.) On two or more tracks, passenger trains and train handling single track snow plow or Jordan Spreader when used in snow removal service, must not be moved in the opposite directions between two block or interlocking stations.

1160-D17. (Harrisburg Div.) A train handling snow plow, Jordan Spreader or like equipment in snow removal service must not be admitted to a block which is occupied by another train.

Overhead Clearance

1163-A1a. Close clearance exists at various locations. Employees 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 Penn Central-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. Employees 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. (Chesapeake Div.) 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-A4. While shifting at freight stations, coal and coke operations, industries, industrial sidings and station platforms, care must be exercised to avoid injury from side obstructions.

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**.

**Main Line—Harrisburg to Buffalo
Dalmatia**

1163-A6. (Harrisburg Div.) On account of close clearance, engine and box cars must not be moved under loading tipple on the Stone Crusher Track, 2 miles east of Dalmatia.

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.

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, Penn Central-30th Street Station, Philadelphia, Lower Level and Suburban Station.

Cars Placarded Explosives

1165-B2. 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 Tunnel 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. Electrical Operating Instructions, C.T. 290, in effect.

1167-A2. Power Directors are located at Philadelphia, Harrisburg and Baltimore

1167-A3. Employees working on or near energized wires must obtain permission and proper protection from Power Director.

1167-A4. 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. Following tracks equipped for AC electrical operation:**PHILADELPHIA DIVISION**

Main Line	Between	And
All Main tracks	Division Post (New Jersey 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	Zoo	Arsenal
West Chester	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.
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	Morris	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 Neat, Howellville and Dale Sidings
Philadelphia and Thorndale	Dale	Thorn
Secondary tracks		
Zoo	Zoo	North Phila.
Bordentown	Trenton	180 feet west of Interlocking
Naught No. 5	Fair	Millham
Naught	Morris	Grundy
Middle, including all crossovers to No. 2 Main track	Morris	MA

PHILADELPHIA DIVISION (CONTINUED)

Running tracks	Between	And
No. 5	Penn Interlocking	Arsenal (connection with shifting track).
No. 11	Penn Interlocking	South end Mail House
Shifting	Arsenal Interlocking	South St.
Naught	Brill	49th St. connection with Grays Ferry yard
Port Richmond	Connection with DRR&R Co Br	Ontario St.
Eastward Jersey	Zoo	44th Street.
Westward Jersey	Connections with Eastward Jersey track	Westward yard running track west of 44th St
Westward	Zoo	42nd Street O. H. Br. No. 303.
No. 14	Overbrook	44th Street Overhead Bridge No. 323.
No. 15	42nd Street Overhead Bridge No. 303	Overbrook
No. 1 and No. 2 Thoroughfare	Broad St. overhead Bridge	7900 feet east including cross over 7525 feet east of Bridge
Westward Engine	Greenwich Hump	Stadium
No. 5	Thorn	Caln

OTHER TRACKS

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

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.

YARD AND OTHER TRACKS BETWEEN HOLMES AND THORNDALE

Location	Track	Portion equipped for AC Electrical Operation
Frankford Junction yard	No. 0 Eastward Westward No. 1 Receiving yard	From its jct., with westward track to a point 30 feet east from Frankford passenger Station. From No. 0 track to its connection with Port Richmond R.T. track 300 feet east of Venango St. From conn. with No. 0 track to conn., with Port Richmond Running track, 300 feet east of Venango St. From its connection with eastward track westward a distance of 300 feet.
North Phila. to Shore North Philadelphia Interlocking and Margie yard	No. 0 No. 5	Entire 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 Departure Crossovers	375 feet from east end of tracks. Between connection with Ladder track (42nd St.) and connection to Departure track (44th St. Overhead bridge). Between connection with No. 2 track Zoo Interlocking and Cut track All connections between energized tracks.
44th Street	C-1 A-28 B-18 B-19	200 feet, east end. 250 feet, east end. 125 feet, east end. 200 feet, east end.
46th Street Enginehouse	Inward engine Electric engine Inspection pit Nos. 1 and 2 electric engine storage	Between connections with No. 15 Running Track at 44th St. and 150 feet west of switch to engine yard. Entire
44th Street to 52nd Street	7 Overflow Overflow ladder A-12 B-20 Departure Crossovers	Entire 325 feet, west end. Between connections with No. 14 Running Track and Eastward Belt. 160 feet, west end. 280 feet, west end. 315 feet, west end. All connections between energized tracks
52nd Street to Overbrook and Jeff	No. 1 PSV No. 8 No. 7 No. 3, 4, 5, 6 Ladder, West end Crossovers	Between connection with No. 15 Running track and Jeff 775 feet, west end. 700 feet, west end. Entire Entire All connections between energized tracks.
Bryn Mawr Paoli coach yard	Pass. car track, MU storage, south side Pit Nos. 0 to 8, inc. Hill connecting	381 feet Entire Entire Entire Entire
Paoli West yard	Running Storage Nos. 3 and 4 Duck Under	Entire Entire Entire Entire
Paoli Shop	Nos. 1 to 8, inc.	Entire Leading to Shop Building (East and West side).
Thorndale	No. 6 storage A-B-C-D A-B-C-D	Entire West end to AC Motor stop sign. 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
	Nos. 9 and 10	300 feet on north and south ends.
Penrose Yard	Run-around	Between connection with No. 1 Main track and AC Motor Stop sign.
Stadium	Nos. 11 and 12	Entire.
	Crossovers	Connections between energized yard tracks.
Greenwich yard	North & south leads	Entire
	Crossovers	Connection between North Lead and E yard lead.
	Westward engine running connecting inward engine	Trailing crossover for eastward movement
	No. 8 departure	2170 feet, west end.
	No. 7 departure	2030 feet, west end.
	E Yard lead	830 feet, west end.
	Nos. 5 & 6 departure	700 feet, west end.
	Nos. 11 and 12 inbound receiving yard	Entire, including connection to inward engine track.
	Nos. 13 and 14 inbound receiving yard	Entire
	Crossovers	Connecting ladder track (east end inbound receiving yd) and engine track.
	Ladder	Between east end inbound receiving yd. and a point 80 feet west of Gwob. switch cabin.
	No. 3 departure	465 feet from west end.
	No. 4 departure	1135 feet from west end.
	No. 2 departure	460 feet eastward from connection with No. 3 departure.
Greenwich coal yard (Receiving)	North ladder	Entire
	South ladder	390 feet eastward from connection with north ladder.
	No. 7	180 feet, west end.
	Nos. 9 and 10	Entire
	Ladder	Between Nos. 7 and 10 tracks (east end of Hump).
South Phila. Enginehouse facilities	Engine running	Entire
	Inward engine	1425 feet eastward from connection with engine running track.
	Pit	Entire
	Engine storage	1000 feet, west end.
	Cabin	300 feet, west end.
West end of Ore yard	No. 14	840 feet from west end.
	No. 15	595 feet from west end.
	No. 16	1075 feet from west end.
	No. 18	740 feet from west end.
	No. 19	580 feet from west end.
	No. 20	615 feet from west end.
	Ladder	Between west ends No. 14 and No. 20
Earnest	East middle	Entire
	West end of west middle	To AC Motor stop sign
	West end Nos. 1 and 2	To AC Motor stop sign
	East end Nos. 1, 2 & 3	To AC Motor stop sign

CHESAPEAKE DIVISION

Main Line:—Division Post, south of Darby, 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, Bladenburg Road. Landover to South End, including all main track crossovers, except crossover north of Mile Post 131.

Branches	Yard Tracks
Shellpot Columbia and Port Deposit—Perryville to Division Post (11bg Division) and interlocked crossovers and including Pilot and Harbor Sidings. North & South legs of Wye, No. 1 and No. 5 tracks Perryville. Northern Central Branch—Main track from B&P Jct. to a point 1154 feet west of Cedar Ave. bridge.	Edge Moor—Nos 10 & 11 Advance tracks South end of Southward advance tracks from connection with ladder track and secondary track as follows: No 1 & No. 2 tracks 300 ft. northward. Nos 2 & 3 northward receiving No. 11 northward receiving yard North end of northward advance tracks from connection with Shellpot secondary track as follows: No. 2 & No. 3 tracks 270 ft. southward. No. 4 & No. 5 tracks 570 ft. southward.
Secondary Tracks	
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.	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 & 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 & boiler House spur leading off No. 2 & connection to No. 0 track.
Running Tracks	
B & P Jct.—Woodberry—Mt. Vernon Running Track from B&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&P Jct. west to connection with Main Track. No. 4 running track from B&P Jct. to and including facing crossover to No. 3 running track, 1000 feet west of B&O R R. bridge No. 0 Highland Avenue—Hook	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 650 feet south.
Other Tracks	
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 & 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.	Bay View Yard—North end of north & 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 & 20 tracks at River. Southward Running track from connections with south end of Nos. 14, 16, 18 & 20 tracks Inbound Receiving Yard to connection with north end of No. 2 Yard track at Bay Interlocking.

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.

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.

Location	Track	Portion equipped for AC Electrical Operation
Lamokin	MU coach yard	Entire
Highland Ave.	No. 0	Entire
	No. 5	Highland Ave., to Hook
	Electric Engine storage and ladder connection to No. 3	Entire
	No. 1 yard	North end to AC motor top 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

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, J.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	Cres 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. Nos. 4P and 5P	Entire To AC Motor Stop sign. Harris to Reilly including crossovers east of Reilly leading into these tracks To AC Motor Stop sign. Macy Street to AC Motor stop sign. Entire To AC Motor stop sign.
Harrisburg yard	Nos. 8 to 13 inc. Nos. 5, 6, 7 and Eastward Nos. 13 to 18 inc. 4E inward engine track	Entire To westbound hump. Day to west end of tracks To AC Motor Stop sign.
No. 1 class yard		Entire
No. 3 relay yard		To AC Motor stop sign.
No. 4 receiving yard		Entire
Harrisburg enginehouse		To AC Motor stop sign.
Enola yard		Entire
Westbound relay yard	Ramp Ramp and G Nos. 2 to 16 inc. Nos. 6 to 10 inc. Paint Shop and Ladder track Nos. 11 to 18 and 20 to 40 inc. High Line	Entire To westbound hump. Day to west end of tracks To AC Motor Stop sign.
Relay yard		Entire
Eastbound classification yard		To AC Motor stop sign. West end of westbound receiving yard to AC Motor stop sign west of coal wharf. West of coal wharf to inspection pit.
Enola Enginehouse		Entire Between electric engine storage yard and east end yard office. AC Motor Stop sign. Entire To AC Motor stop sign To AC Motor stop sign
	Electric engine E2, E3, E4, E5 electric engine storage yard Electric engine (44)	
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 Nos. 1 & 2 and east leg of Wye Interlocked crossover between No. 2 and No. 1 tracks, 650 feet west of Lemo.	Entire To AC Motor stop sign To AC Motor stop sign To AC Motor stop sign To AC Motor stop sign To AC Motor stop sign To AC Motor stop sign. Entire.
Lemoigne		

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:

PHILADELPHIA DIVISION

P. & T. Branch.
 Trenton Branch
 West Philadelphia Elevated—Zoo to Arsenal.
 Delaware Extension.
 South Philadelphia Yard.
 D.R.R.R. & B. Co. Branch.

CHESAPEAKE DIVISION

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. (Philadelphia and Chesapeake Divisions)****PHILADELPHIA DIVISION**

Location	Tracks	Catenary Br. or Signal Br.	Distance of Break
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. (Philadelphia and Chesapeake Divisions)****PHILADELPHIA DIVISION**

Location	Tracks	Location of Indicator	Distance to Indicator from Nearest Point of Recognition in the Direction of Traffic
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.

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

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. 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.****PHILADELPHIA 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:

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.

Penn Central-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 employees 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. 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.

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 employee performing this operation must stand on the end ladder of car.

On account of close catenary clearance on tracks, employees 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 Penn Central Baltimore, pantographs must not be dropped on Station platform tracks Nos. 1 to No. 7, inclusive; tracks Nos. 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 Numeral

1167-A18. Heat numeral signs 0-1-2-3 will be displayed at:

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.
Penn Central 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

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. (Phila. 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.

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 Penn Central-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.

TRAIN DISPATCHERS

1201-A1. Location of Train Dispatchers—

Train Dispatchers in charge as follows:

Philadelphia (Philadelphia Division)

Main Line: Millham to Park
Arsenal to Brill

Branches:	Secondary Tracks:	Connecting Tracks:
D.R.R.R. & B. Co. (Shore to Divide)	Zoo	Jordan to Pennsauken
Chestnut Hill	Schuylkill	Jersey to Minson
Suburban Line	Bordentown—	Jersey to Hatch
River Line	Minson to BO	Hatch to Divide
Grays Ferry	Belvidere-Delaware	
West Chester	Bordentown—Fair to BO	
West Phila. Elevated		
Delaware Extension		
Schuylkill		
Trenton—MA-Copper to Glen		
Philadelphia and Thorndale		
Bordentown		
Pemberton		
Belvidere-Delaware		
Trenton—Morris to MA		

Camden (P.R.S.L.)

Main Line: Divide to Division Post (P.R.S.L.).

NOTE—Train orders will be issued over the signature of General Manager, P.R.S.L.

Baltimore (Chesapeake Division)

Main Line: Brill to New York Avenue.
Landover to South End.

Branches:	Secondary Tracks:
Porter	Octoraro
Delmarva	Pope's Creek
Columbia and	Centreville
Port Deposit	Chestertown
Shellpot	Oxford
Northern Central—	Cambridge
Calvert to York	Crisfield
	D.M. & V.
	Seaford
	Pocomoke

Harrisburg (Harrisburg Division)

Main Line: Park to Banks

Branches:	Secondary Tracks:
Atglen and	Winchester
Susquehanna	Frederick
Columbia	
York Haven Line	
Northern Central—York to Cly	
Cumberland Valley	
Columbia and Port Deposit—Cres to Port	

Williamsport (Williamsport Division)

Train Dispatchers in charge as follows:

Main Line: Between Rockville to Montandon Jct. (MP 278.0)

Branches:	Secondary Tracks:
Wilkes-Barre	L.V. Jct.
	Montandon
	Shamokin and Selinsgrove.

1204-A1. Referring to Rule 204: A copy of the train order for the engineman of each helping engine pushing the train need not be supplied. This applies whether engine is coupled directly ahead of or behind the cabin car.

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.

PHILADELPHIA DIVISION

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
		MAIN LINE											
Millham	Morris	2 and 3	X						X	X	C	C	
Millham	Morris	1 and 4	X				A		X		C		
Morris	North Phila.	1, 2, 3 and 4	X				A		X		C		
Shore Interlocking		0									X		
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 Interlocking	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		

PHILADELPHIA DIVISION (CONTINUED)

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
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	Calm	5 running							X		C		B
Arsenal	Brill	1 and 4		X					X	X	C	C	
		Branches Secondary Tracks and Sidings											
Arsenal	Stadium	Delaware Extension 1 and 2		X					X	X	C	C	
Morris	Dale	Trenton Branch 1 and 2					P		X		C		H
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. 38th St. (tunnel)	34th St. OH Br.	Connecting Tracks 2 and 3									C		
38th St.	Penn	38th 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				
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	I
North Phila.	Chestnut Hill	Chestnut Hill Branch 1 and 2		X			A		X				
N. Phila. Inter.		2									C		

PHILADELPHIA DIVISION (CONTINUED)

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
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
Valley	Man	Schuylkill Br. 1 and 2		X					X	X			
Man	Orchard	Schuylkill Secondary			X	P							D-E-G
Orchard	End of Track 2633 feet west of Mile Post 90				X	A							D
Divn. Post (P.R.S.L.)	Cooper	Bordentown Br. Single		X					X				
Hatch	Minson	Single		X					X				
Minson	BO	Bordentown Secondary			X	P							G
Jersey Jersey Jordan Hatch	Minson Hatch Pennsauken Divide	Connecting Tracks Single Single Single Single		X					X				
				X			A		X		C		
				X					X		C		
Cooper	Pemberton	Pemberton Br.				P							
MG	G	Belvidere Delaware Branch				P							
Fair	BO	Bordentown Secondary			X	P							F
Fair	MG	Belvidere Delaware Secondary 1 and 2			X		P		X				F

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 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.

NOTE G—Referring to Rule 271 extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at Man, Minson, MJ or BO.

NOTE H—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 I—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											
Brill	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 Jet.	2, 3 and 4	X				A		X		C		
Bay	Union Jet.	1		X					X	X	C	C	A
Biddle St.	Union Jet.	3									C		I
Union Jet.	B. & P. Jet.	A, B, and F									C		I
B. & P. Jet.	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				
		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	

CHESAPEAKE DIVISION (CONTINUED)

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
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	
McCall's	Division Post (Htg. Div.)	Single	X						X		C		
Farnhurst	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 (Htg. Div.)		X						X				D
Bowie	Pope's Creek	Pope's Creek			X	P							J
		Shellpot Branch											
Bridge	Signal S25-28	1 and 2					A		X				O
Signal S25-28	Ragan	1 and 2					A		X		C		O
Eager Street (Overhead Bridge)	Hillen Jct.	Western Maryland			X	P							
Wawa	End of Track (Colora)	Octoraro Secondary			X	A							C
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	Cheertown	Cheertown 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 C—Authority for the movement of passenger extras must be in writing.

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				
		MAIN LINE											
Rockville	Montandon Jct.	Harrisburg- Buffalo Single		X					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
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

HARRISBURG DIVISION (CONTINUED)

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
		Wilkes-Barre Branch											
LOG	Hunlock	Single	...	X	...	A	X	...					
Hunlock	Kips	Single	...			P	...						
Kips	Kase	Single	...	X	...	A	...						
		Shamokin Secondary Track											
Kase	State	Secondary	...		X	A	...						E-F
		Selinsgrove Secondary Track											
SAL	End of Block Mile Post 29.9	Secondary	...		X	A	...						E-F
		Montandon Secondary Track											
Montandon	Mile Post 11.0	Secondary	...		X	A	...						E-F

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.

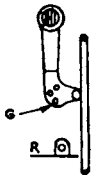
NOTE D—Referring to Rule 271 extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at Hager.

NOTE E—Second paragraph Rule 271 will apply at Kase.

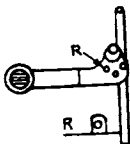
NOTE F—Authority for movement of passenger extras must be in writing.

NOTES E and F apply to Column 3, Rules 271, 272 and 273.

1280-A to 1297-A1. Signal aspects not in conformity with the typical aspects, in service:



INDICATION—Proceed.
NAME—Clear.



INDICATION—Stop.
NAME—Stop-Signal.

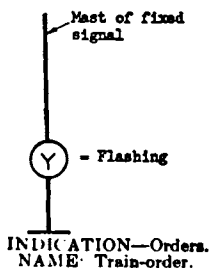
SMASH BOARD SIGNALS

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.)

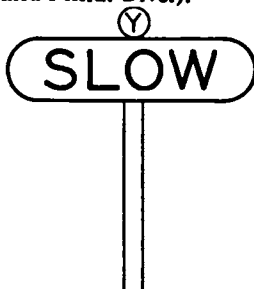
NOTE—To apply to trains governed by fixed signal under which located.



1280-A to 1297-A5. (Chesapeake and Phila. Divs.).

INDICATION
APPROACH NEXT SIGNAL
PREPARED TO STOP

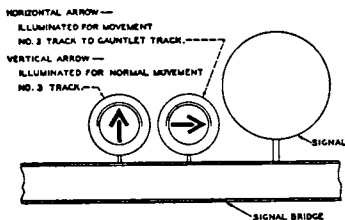
Rule 285



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

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. A2), 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. C1), 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.

Mile Post 135 and Mile Post 137 West of Selinsgrove Jct.	Westward SP Signal No. 1327, east of slide detector. Eastward home signals at Creek Interlocking, west of side detector.
Mile Post 98 and Mile Post 99 East of East Ferry	Westward SP Signal No. 977, east of slide detector. Eastward home signals at East Ferry, west of slide detector.

A&S {Signal SP L-271 located 933 feet west of Mile Post 27.
Bch {Signal SP L-289 located 284 feet east of Mile Post 29.
{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

1331-A1. Train orders must be used to advance a train or engine at the following Manual Block Signals when they cannot be cleared:

PHILADELPHIA 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
BO	Eastward	Single	Block Signal and Switch leading to Robbinsville Secondary track
West Chester Branch: Media	Southward	Single	Block Station and M. P. 15
Schuylkill Secondary Track: Haws Avenue	Westward	Second- ary	Block Station and M. P. 19
Haws Avenue	Eastward	Second- ary	Block Station and Fixed Signal at Norris
Norris	Eastward	Second- ary	Block Station and M. P. 15
Norris	Westward	Second- ary	Block Station and Fixed Signal at Haws Avenue
Brooke	Eastward	Second- ary	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

*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.

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 Northward	Single Single	Block Station and M. P. 53 Block Station and Scotland
Town	Northward	Single	Block Station and M. P. 70
Hunlock	Eastward	Single	1579 feet west M. P. 35 and 2263 feet west M. P. 36 also 240 feet east M. P. 36.
Hunlock	Westward	Single	2353 feet west M. P. 38 and 1697 feet east M. P. 36 also 1060 feet east M. P. 36.
Wilkes-Barre Branch: Kips	Eastward	Single	Kips and M.P. 11
Hunlock	Westward	Single	Hunlock and 3000 feet West of M.P. 51

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.

Trains Approaching Block-Limit Stations with Form K Clearance Cards.

1340a-A1. (Philadelphia 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.

1400N-3A. When riding freight engines in the normal performance of their duties, Trainmen will ride in the front cab.

When a Fireman 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

Columbia and Port Deposit Branch:	No. 1 track, 3180 feet east of Mile Post 23.	Muddy Run Construction.
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1509-A1. 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	Authority must be obtained from Operator at:
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PHILADELPHIA DIVISION

6615 feet west of Copper	No. 2	Westward	Morris
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CHESAPEAKE DIVISION

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 No. 1	Eastward	Cola

HARRISBURG DIVISION

Mile Post 284		Northumberland Siding	Kase
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CAB SIGNALS

1550-A1. 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

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.
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Baltimore, Md.	Washington, D. C.
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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. 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.

Penn Central 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.

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. A2**, 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. A2**, 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. A2**, 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.

Exceptions Authorized (Philadelphia and Chesapeake, 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. (Philadelphia and Chesapeake Divs.). 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 **Rule 557**.

1553-B1. (Philadelphia 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. 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:

Zoo and Bryn Mawr,
Zoo and Holmes,
Shore and Jersey,
Zoo and Brill,
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.)

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. 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.

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.

INTERLOCKINGS—TRACK CIRCUITS WHICH MAY NOT SHUNT

(State of New Jersey)

1638-A2. (Philadelphia Division). 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.

Interlockings Operated Automatically

1663-A2. (Philadelphia and Chesapeake Divisions)

PHILADELPHIA DIVISION

Automatic Interlockings in service at the following locations:

Location	Interlocking	Railroad Crossing	Location of Instructions
Schuylkill Secondary track	Creek	Reading Co.	Shelter box
South Phila Swanson St tracks	Pav	R&O RR	Shelter box

CHESAPEAKE DIVISION

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. In the application of **Rule 670:** The second paragraph of **Rule 670** will not apply on this region.

RADIO AND TELEPHONE SYSTEMS

1701-A1. New light-weight stream-lined Pullman cars are equipped with telephone, radio and train line connectors which are connected and disconnected by Pullman employes.

If necessary to part these cars, care must be exercised to see that connectors have been removed before cars are separated.

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-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.

1704-A1. RADIOS LOCATED AT OTHER THAN BLOCK STATIONS

LOCATION

CHANNEL

PHILADELPHIA DIVISION

Morrisville Area:

Hump Yard Office.....	Yard-1
A Yard Office.....	Yard-1
Fairless Yard Office.....	Yard-1
Barracks Yard Office.....	Yard-1
Bristol Yard Office.....	Yard-1

Phillipsburg Yard Office.....	Yard-1-4
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Philadelphia—Train Dispatchers Office.....	Road-1
	Yard-1-5

Tacony Yard Office.....	Yard-1
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Frankford Jct. Yard Office.....	Yard-1
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Shackamaxon Yard Office.....	Yard-1
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Margie Street Yard Office.....	Yard-3
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Asst. Trainmasters Office—38th St. and Wyalusing Ave..	Yard-3
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Grays Ferry Yard Office.....	Yard-2
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Midvale Yard Office.....	Yard-3
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Penrose Yard Office.....	Yard-2
--------------------------	--------

Greenwich Coal Yard Office.....	Yard-3
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Penna. Produce Terminal.....	Yard-3
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Tidewater Yard Office.....	Yard-3
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South Phila. Ore Yard Office.....	Yard-3
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D-16 Yard Office.....	Yard-2
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Penn Coach Yard Office.....	Yard-6
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P-5 Yard Office.....	Yard-6
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C-Street—Fairhill.....	Yard-1
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Tioga Street Yard Office.....	Yard-1
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Greenwich Hump Yard Office.....	Yard-3
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44th Street.....	Yard-3
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South Street Yard Office.....	Yard-2
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Norristown Yard Office.....	Yard-5
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Phoenixville Agents Office.....	Yard-5
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Pottstown Yard Office.....	Yard-5
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Reading Yard Office.....	Yard-5
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Earnest Yard Office.....	Yard-5
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Pavonia Yard Office (27th St.).....	Yard-3
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Pavonia Yard Hump Tower.....	Yard-3
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CHESAPEAKE DIVISION

Washington—"K" Tower.....	Road-1
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Delmar—Yard Masters Office.....	Road-1
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Thurlow Yard Office.....	Yard-3
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HARRISBURG DIVISION

Lancaster Yard Office

Harrisburg Station—Yard Office East End and West End

—Stationmasters Office

Enola—East End Yard Office

Eastbound Hump

Westbound Hump

West End Yard Office

SAFETY CALENDAR

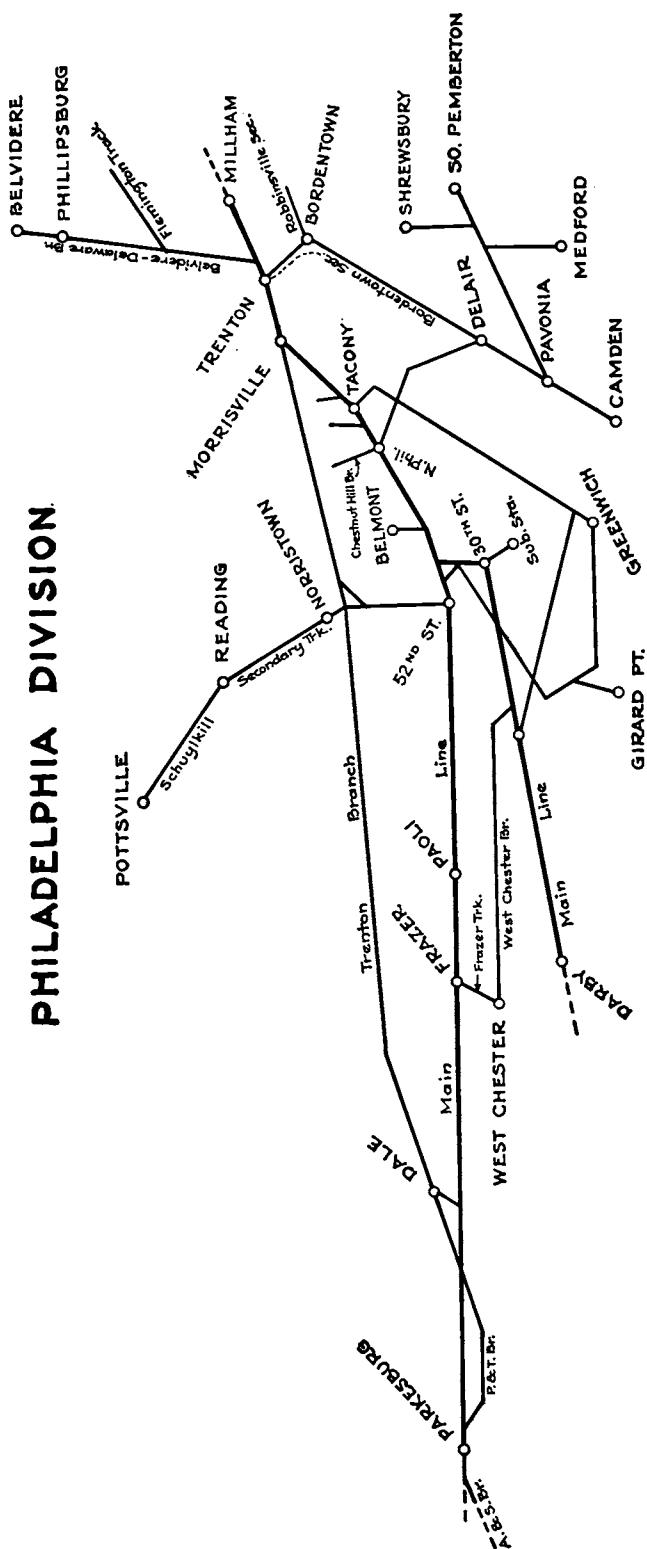
Train, Engine and Other Transportation Employees

A Safe day is a Pay day

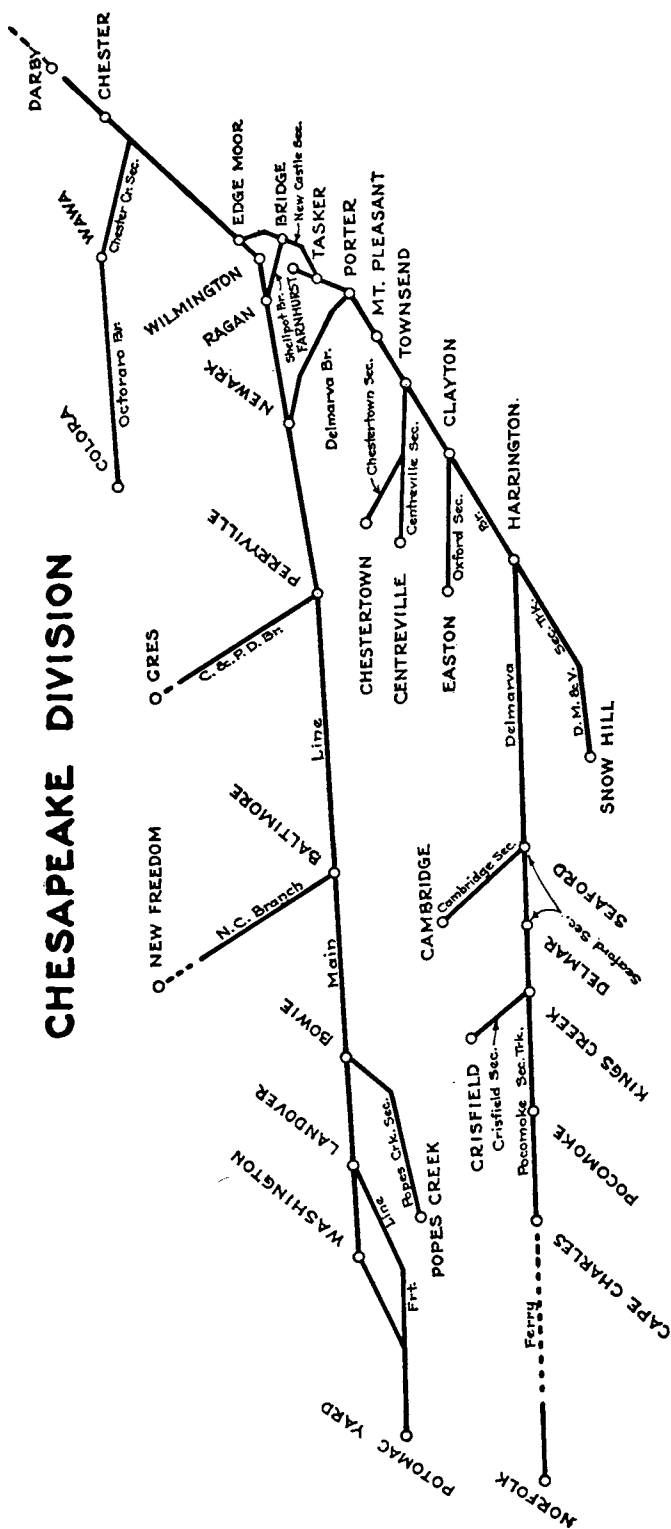
Accident prevention starts by knowing, understanding and obeying the Safety Rule, let it be your guide each and every day.

Date	Dec.	Jan.	Feb.	Mar.	Apr.
1	1000(b)	1000(a)	1000(b)	1011(a)	1101
2	1001(a)	1000(b)	1000(a)	1001(d)	1100(a)
3	1153(b)	1105(i)	1175(j)	1176(h)	1000(b)
4	1111(f)	1013(c)	1010(a)	1050	1152(b)
5	1017	1175(e)	1208	1154(b)	1103(m)
6	1004	1111(a)	1002(c)	1003(a)	1051(g)
7	1154(a)	1010(c)	1152(d)	1118	1111(i)
8	1114(c)	1105(c)	1121	1222	1176(d)
9	1006	1005	1213	1218	1156(a)
10	1102(a)	1175(a)	1204(a)	1117(c)	1110
11	1151	1156(e)	1021	1103(d)	1052(g)
12	1111(c)	1014(g)	1114(a)	1221(b)	1125
13	1156(c)	1206	1109	1124	1100(i)
14	1020(a)	1150(a)	1014(a)	1175(k)	1175(d)
15	1152(a)	1103(h)	1126(b)	1207	1004
16	1103(c)	1006	1201(d)	1152(f)	1155(c)
17	1003(d)	1155(d)	1012	1153(a)	1201(c)
18	1100(f)	1052(d)	1122(b)	1008(c)	1150(c)
19	1052(k)	1105(e)	1111(g)	1052(e)	1119(a)
20	1014(f)	1009	1107	1018(c)	1105(a)
21	1051(c)	1201(e)	1151	1100(d)	1175(e)
22	1115	1014(c)	1115	1216(f)	1016
23	1014(a)	1202(a)	1176(e)	1176(k)	1205(e)
24	1053	1102(c)	1015	1203(a)	1214
25	1216(b)	1007	1200	1223	1020(h)
26	1007	1127	1202(d)	1106	1176(c)
27	1201(b)	1123(a)	1114(b)	1110	1226
28	1220	1103(i)	1013(a)	1024(a)	1102(a)
29	1216(a)	1216(d)	—	1052(j)	1224
30	1018(a)	1219	—	1105(d)	1211(b)
31	1022(a)	1214	—	1006	—

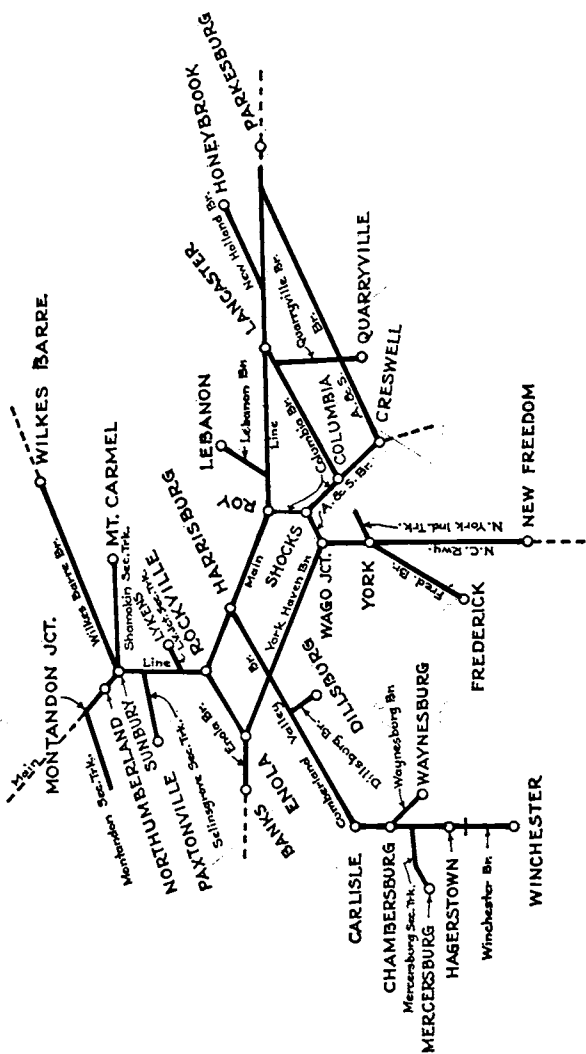
PHILADELPHIA DIVISION.



CHESAPEAKE DIVISION



HARRISBURG DIVISION



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!

**R. A. Herman
F. I. Doebber
P. F. Schwartz**

Division Superintendents

Approved
J. M. McGuigan
General Manager

**PENN CENTRAL
EASTERN REGION**

Philadelphia, Pa., October 1, 1968.

GENERAL ORDER No. 201

Effective 4.01 A.M., Sunday, October 27, 1968

Applies in All Divisions

- (a) Timetable No. 2 in effect. This timetable is a joint Philadelphia-Chesapeake-Harrisburg Division timetable. It contains the necessary instructions issued in general orders up to and including General Order No. 124 and Central Region General Order No. 122, all of which must be removed from bulletin boards.

Each employe must examine each page of Timetable No. 2 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) **TIMETABLE AUTHORITY**

Safety Calendar used in connection with Safety Rules S7-A for Train, Locomotive and other Transportation Employes made effective July 1, 1968, showing by month and date the Safety Rule and/or paragraph that is the Safety Rule of the day, in service.

- (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) **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 MPH.

Type	AAR Designation	PRR Class	Number
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Diner	DA	D85	4525 and 4526, page 1.
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Seaboard Coast Line railroad cars that may operate up to 100 MPH.

Type	Name or Number
Coach	5451 to 5480 incl., page 7.

Norfolk and Western Railway Co. cars that may operate up to 100 MPH

Type	Name or Number
Business Cars	100, 101, 102, 103, 105, 200, 300 (Roanoke), 400 (The Exporter), 500 (Claytor Lake) and 600

Atchison, Topeka and Santa Fe Railway Co. cars that may operate up to 100 MPH

Type	Name or Number
Business Cars	Atchison, Topeka, Santa Fe and Mountainair

Lehigh Valley R. R. Co. cars that may operate up to 100 MPH

Type	Name or Number
Business Car	353

Applies in Philadelphia Division

- (e) TRENTON BRANCH
LANGHORNE—NICKEL
(Temporary Speed Restriction)
Trains and engines on No. 1 track must not exceed 15 miles per hour between MP41 and Nickel, account track conditions.
Special Instruction 1157-F1, page 232, changed.
- (f) TRENTON BRANCH
COPPER—LANGHORNE
(Temporary Speed Restriction)
Trains and engines on No. 2 track must not exceed 15 miles per hour between Copper and MP41, account track conditions.
Special Instruction 1157-F1, page 232, changed.
- (g) BELVIDERE—DELAWARE BRANCH
LAMBERTVILLE—RK
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed 20 MPH between MP18 and MP20, account track conditions.
Special Instruction 1157-F1, page 232, changed.
- (h) BELVIDERE—DELAWARE BRANCH
MOORE—LAMBERTVILLE
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed 20 MPH between MP13 and MP15.4, account track conditions.
Special Instruction 1157-F1, page 232, changed.
- (i) BELVIDERE—DELAWARE BRANCH
MILE POST 45—LEAD SWITCH, KENT
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed 20 miles per hour between Mile Post 45 and Lead Switch, Kent, account track conditions.
Special Instruction 1157-F1, page 232, changed.
- (j) BELVIDERE—DELAWARE BRANCH
LEAD SWITCH, KENT—PHILLIPSBURG
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed 10 miles per hour between Lead Switch, Kent and Phillipsburg, account track conditions.
Special Instruction 1157-F1, page 232, changed.
- (k) BELVIDERE—DELAWARE BRANCH
PHILLIPSBURG—G
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed 20 miles per hour between Phillipsburg and G, account track conditions.
Special Instruction 1157-F1, page 232, changed.

- (l) **ROBBINSVILLE SECONDARY TRACK**
BORDENTOWN—END OF TRACK (MP37.7)
 (Temporary Speed Restriction)
 Trains and engines on Secondary track must not exceed 5 MPH between Bordentown and MP37.7, account track conditions.
 Special Instruction **1157-H1**, page 242, changed.
- (m) **BORDENTOWN SECONDARY TRACK**
HAMILTON AVE.—BO
 (Temporary Speed Restriction)
 Trains and engines on Secondary track must not exceed 20 MPH between Hamilton Ave. and BO, account track conditions.
 Special Instruction **1157-H1**, page 242, changed.
- (n) **MAIN LINE**
OVERBROOK—ZOO
 (Temporary Speed Restriction)
 Trains and engines on No. 14 Running track must not exceed 10 miles per hour between Overbrook and 44th Street, account track conditions.
 Special Instruction **1157-H1**, page 242, changed.
- (o) **MAIN LINE**
OVERBROOK—ZOO
 (Temporary Speed Restrictions)
 Trains and engines on No. 15 Running track must not exceed 10 miles per hour between Overbrook and 52nd Street, account track conditions.
 Special Instruction **1157-H1**, page 242, changed.
- (p) **TRENTON BRANCH**
TB-16-HEATON
 (Temporary Speed Restriction)
 Trains and engines on No. 1 track must not exceed 30 MPH between MP21 and MP22, account track conditions.
 Special Instruction **1157-F1**, page 232, changed.
- (q) **TRENTON BRANCH**
FORT HILL—TB16
 (Temporary Speed Restriction)
 Trains and engines on No. 2 track must not exceed 30 MPH between MP20 and TB16, account track conditions.
 Special Instruction **1157-F1**, page 232, changed.
- (r) **TRENTON BRANCH**
TB20—TB22
 (Temporary Speed Restriction)
 Trains and engines on No. 2 track must not exceed 30 MPH between TB20 and TB22, account track conditions.
 Special Instruction **1157-F1**, page 232, changed.
- (s) **TRENTON BRANCH**
TB20—PLYMOUTH MEETING
 (Temporary Speed Restriction)
 Trains and engines on No. 1 track must not exceed 30 MPH between a point 1000 feet east of MP15 and MP17, account track conditions.
 Special Instruction **1157-F1**, page 232, changed.
- (t) **PHILADELPHIA AND THORNDALE BRANCH**
THORN—DALE
 (Temporary Speed Restriction)
 Trains and engines on No. 1 track must not exceed 30 MPH between Thorn and Dale, account track conditions.
 Special Instruction **1157-F1**, page 232, changed.

- (u) **PHILADELPHIA AND THORNDALE BRANCH**
DALE—THORN
 (Temporary Speed Restriction)
 Trains and engines on No. 2 track must not exceed 30 miles per hour between Dale and Thorn, account track conditions.
 Special Instruction 1157-F1, page 232, changed.
- (v) **BORDENTOWN SECONDARY TRACK**
ROEBLING—DIVISION POST (N. Y. DIV.)
 (Temporary Speed Restriction)
 Trains and engines on Secondary track must not exceed 20 miles per hour between Mile Post 24 and BO, account track conditions.
 Special Instruction 1157-H1, page 242, changed.

Applies in Chesapeake Division

- (w) **DELMARVA BRANCH**
HARRINGTON—GREENWOOD
 (Temporary Speed Restriction)
 Trains and engines on Main track must not exceed 30 MPH between MP65 and MP69, account track conditions.
 Special Instruction 1157-F1, page 234, changed.
- (x) **POPE'S CREEK SECONDARY TRACK**
WINE—LA PLATA
 (Temporary Speed Restriction)
 Trains and engines must not exceed 15 MPH between Wine and La Plata, account of track conditions.
 Special Instruction 1157-H1, page 243, changed.
- (y) **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 Instruction 1157-H1, page 243, changed.
- (z) **OCTORARO SECONDARY TRACK**
WAWA—SQUARE
 (Temporary Speed Restriction)
 Trains and engines on Secondary track must not exceed 20 miles per hour between Wawa and Square, account track conditions.
 Special Instruction 1157-H1, page 243, changed.

Applies in Harrisburg Division

- (aa) **NORTHERN CENTRAL BRANCH**
SMYSER—HYDE
 (Permanent Speed Restriction)
 Trains and engines on Main track must not exceed 40 MPH on all curves between 2000 feet west of MP50 and 1320 feet west of MP54.
 Special Instruction 1157-F1, page 237, changed.
- (bb) **FREDERICK SECONDARY TRACK**
WOOD—WALKERVILLE
 (Temporary Speed Restriction)
 Trains and engines on Secondary track must not exceed 10 MPH between Wood and MP60, account track conditions.
 Special Instruction 1157-H1, page 243, changed.

- (cc) **MERCERSBURG SECONDARY TRACK**
WILLIAMSON—MERCERSBURG
 (Temporary Speed Restriction)
 Trains and engines on Secondary track must not exceed 10 miles per hour between a point 2500 feet west of Mile Post 66 and Mile Post 70, account track conditions.
 Special Instruction **1157-H1**, page 243, changed.
- (dd) **WAYNESBORO SECONDARY TRACK**
WOOD—WAYNESBORO
 (Temporary Speed Restriction)
 Trains and engines on Secondary track must not exceed 10 miles per hour between Wood and Waynesboro, account track conditions.
 Special Instruction **1157-H1**, page 243, changed.
- (ee) **MAIN LINE**
ROCKVILLE—BANKS
 (Temporary Speed Restriction)
 Trains and engines on No. 4 Running track must not exceed 10 miles per hour between Rockville and Banks, account track conditions.
 Special Instruction **1157-H1**, page 243, changed.
- (ff) **MONTANDON SECONDARY TRACK**
MIFFLINBURG—MILE POST 11.6
 (Temporary Speed Restriction)
 Trains and engines must not exceed a speed of 15 miles per hour between Mile Post 12 and Mile Post 11.6, account track condition.
 Special Instruction **1157-F1**, page 238, changed.
- (gg) **WILKES-BARRE BRANCH**
HUNLOCK—NESCOPECK
 (Temporary Speed Restriction)
 Trains and engines must not exceed a speed of 25 miles per hour between Mile Post 41 and 2500 feet east of Mile Post 46, account track condition.
 Special Instruction **1157-F1**, page 237, changed.
- (hh) **WILKES-BARRE BRANCH**
NESCOPECK—WAPWALLOPEN
 (Temporary Speed Restriction)
 Trains and engines must not exceed a speed of 30 miles per hour between Mile Post 24 and a point 2000 feet east of Mile Post 36, account track condition.
 Special Instruction **1157-F1**, page 237, changed.
- (ii) **WILKES-BARRE BRANCH**
LOMIS—LOG
 (Temporary Speed Restriction)
 Trains and engines must not exceed 30 MPH between Lomis and Bridge 57.51, account track condition.
 Special Instruction **1157-F1**, page 237, changed.
- (jj) **WILKES-BARRE BRANCH**
HUNLOCK—EAGLE
 (Temporary Speed Restriction)
 Trains and engines must not exceed 5 MPH on the Honey Pot Running track between Hunlock and west end Honey Pot Yard, account track condition.
 Special Instruction **1157-F1**, page 237, changed.

Applies in All Divisions**(kk) ENTIRE REGION
RULES FOR CONDUCTING TRANSPORTATION
BOOK OF RULES**

In the use of Blank Forms as prescribed in the Penn Central Rules for Conducting Transportation; applicable forms of the former Pennsylvania Railroad and applicable forms of the former New York Central System may be used.

(ll) TIMETABLE AUTHORITY

In the application of **Rule 75:**

General Orders will be issued by authority and over the signature of the General Superintendent—Transportation.

Bulletin Orders will be issued by authority and over the signature of the Division Superintendent.

General Notices will be issued by authority and over the signature of the Division Superintendent.

This General Order is printed in Timetable No. 2 and will not be issued in sticker form.

E. R. ADAMS,
General Superintendent—Transportation.

**PENN CENTRAL
EASTERN REGION**

Philadelphia, Pa., November 21, 1968

GENERAL ORDER No. 202

Effective 4.02 A.M., Sunday, December 1, 1968

Applies in All Divisions

(a) TIMETABLE AUTHORITY

Effective time of General Order No. 201 corrected to read 4.01 A.M., Sunday, December 1, 1968.

F Stop for No. 574 at Millersburg, withdrawn.

S Stops for No. 709 at Gladstone and Wallingford, withdrawn.

S Stop for No. 0703 at Gladstone, withdrawn.

Schedule of Nos. 108, 9, 11 and 555, changed.

Schedule of No. 10, added.

Employees must correct pages 103 and 106 in ink.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in timetable over corresponding schedules as follows:

Blank coupon over No. 9, page 79.

No. 9 over blank column, page 75.

No. 10 over blank column, page 98.

No. 555 over corresponding schedule, page 31.

No. 108 over corresponding schedule, page 50.

No. 11 over corresponding schedules, pages 27 and 74.

Effective 2.01 P.M., Tuesday, December 3, 1968

Applies in Chesapeake Division

(b) MAIN LINE

WILMINGTON

Middle Station track within Wilmington Interlocking redesignated No. 2 track.

No. 2 track within Wilmington Interlocking redesignated No. 1 track.

Interlocking Rules in effect on No. 1 and No. 2 tracks within Wilmington Interlocking.

Cab Signal testing section on Middle Station track relocated and in service on No. 1 track.

Special Instruction **1550-A2**, page 305, changed.

Train Ready Indicator on Middle Station track, out of service.

Train Ready Indicator in service for movements from No. 1 track and crews will be governed by Special Instruction **1084-A4**, as shown on sticker portion of this General Order.

Special Instruction **1084-A4**, page 151, changed.

Trains and engines must not exceed 30 MPH on Nos. 1 and 2 tracks within limits of Wilmington Interlocking.

Special Instruction **1157-F1**, page 233, changed.

Applies in Harrisburg Division

(c) ATGLEN AND SUSQUEHANNA BRANCH

LG-14-PORT

(Temporary Speed Restriction)

Trains and engines on No. 2 track must not exceed 20 MPH between MP21 and Block Signal L-255, account track conditions.

Special Instruction **1157-F1**, page 236, changed.

(d) WILKES-BARRE BRANCH

NESCOPECK-WAPWALLOPEN

Paragraph (hh) General Order No. 201 referring to a temporary speed restriction of 30 MPH between MP24 and a point 2000 feet east of MP36, annulled.

(e) WILKES-BARRE BRANCH

HUNLOCK-EAGLE

Paragraph (jj) General Order No. 201 referring to a temporary speed restriction of 5 MPH on the Honey Pot Running track between Hunlock and west end Honey Pot Yard, annulled.

E. R. ADAMS,
General Superintendent—Transportation

●11 Mail and Express Daily A. M.	●555 Saturday Only A. M.	108 Daily A. M.	●11 Mail and Express Daily A. M.	●9 Mail and Express Daily Ex. Mon. A. M.	●10 Mail and Express Daily A. M.
		\$ 2.35			10.45
1.24		2.38		E12.15	10.50
1.27	\$ 8.10		2.09	12.22	E11.00
		2.45			11.15
1.37	\$ 8.16		2.35	1.26	
	\$ 8.20	2.52			11.29
	\$ 8.23	2.57			
	\$ 8.27				
	\$ 8.31		2.42	1.34	12.02
1.49	\$ 8.36	D 3.15			12.32
		3.18			
		3.24	Leave	Leave	G. O. 202
		3.38	44th St.	44th St.	Page 79
			2.30 A. M.	1.05 A. M.	Col. 8
		3.52			12.42
		4.06	G. O. 202	G. O. 202	
1.56	8.41	4.14	Page 74	Page 75	
2.00	\$ 8.46	D 4.17	Col. 2	Col. 1	12.58
2.09	8.49	4.28			
			2.56	1.45	
		G. O. 202			
	\$ 8.52	Page 50			
		Col. 4			
	\$ 8.56		3.11	1.59	G. O. 202
					Page 98
			3.19	2.08	Col. 3
		4.37			1.12
			3.45	2.34	
		First Trip			
		Dec. 14			
G. O. 202	G. O. 202		4.11	2.56	1.19
Page 27	Page 31				1.23
Col. 2	Col. 8				1.27
			E 4.25	E 3.15	
		4.44	4.45	3.45	
		4.47	4.55	3.55	
			5.00	4.00	
		D 4.50	A. M.	A. M.	P. M.
		# 5.14			
		5.18			
		D 5.23			
		5.27			
	MU				
		5.33			
		5.42			
		D 5.50			
		5.58			
		\$ 7.00			
A. M.	A. M.	A. M.			

**PENN CENTRAL
EASTERN REGION
NEW YORK REGION**

Philadelphia, Pa., December 2, 1968

**EASTERN REGION GENERAL ORDER No. 203
NEW YORK REGION GENERAL ORDER No. 202**

Effective 12.01 A.M., Friday, December 13, 1968

Applies in All Divisions

(a) TIMETABLE AUTHORITY

Schedule of R. F. & P. 34, SOU 242, SOU 248 and R. F. & P. 86, changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in Timetable as follows:

RF&P No. 34 over corresponding schedule, page 114.

RF&P No. 86 over corresponding schedule, page 114.

SOU No. 242 over corresponding schedule, page 114.

SOU No. 248 over corresponding schedule, page 114.

S Stop for No. 912 at Edge Moor at 7.44 A.M., added.

No. 9 will run Daily, page 75.

No. 194 will run Daily, page 73.

Employees must correct pages 54, 73 and 75 in ink.

Applies in Philadelphia Division

(b) BELVIDERE-DELAWARE BRANCH

MP45-LEAD SWITCH, KENT

Paragraph (i) of General Order No. 201 referring to temporary speed restriction of 20 MPH on Main Track between MP45 and Lead Switch, Kent, annulled.

(c) BELVIDERE-DELAWARE BRANCH

LEAD SWITCH, KENT-PHILLIPSBURG

Paragraph (j) of General Order No. 201 referring to temporary speed restriction of 10 MPH on Main Track between Lead Switch, Kent and Phillipsburg, annulled.

(d) BELVIDERE-DELAWARE BRANCH

PHILLIPSBURG-G

Paragraph (k) of General Order No. 201 referring to temporary speed restriction of 20 MPH on Main Track between Phillipsburg and G, annulled.

(e) BELVIDERE-DELAWARE BRANCH

KENT-MP50

(Temporary Speed Restriction)

Trains and engines on Main Track must not exceed 10 MPH between Kent and MP50, account of track conditions.

Special Instruction **1157-F1**, page 232, changed.

(f) BELVIDERE-DELAWARE BRANCH

PG-MP61

(Temporary Speed Restriction)

Trains and engines on Main Track must not exceed 20 MPH between PG and MP61, account of track conditions.

Special Instruction **1157-F1**, page 232, changed.

Applies in Chesapeake Division

(g) DELMARVA BRANCH

HARRINGTON-GREENWOOD

Paragraph (w) of General Order No. 201 referring to temporary speed restriction of 30 MPH on Main Track between MP65 and MP69, annulled.

Applies in Harrisburg Division

(h) WILKES-BARRE BRANCH

EAST BLOOMSBURG-NESCOPECK

(Temporary Speed Restriction)

Trains and engines must not exceed 30 MPH between MP24 and MP30, account track condition.

Special Instruction **1157-F1**, page 237, changed.

Applies in All Divisions

- (i) **SPECIAL INSTRUCTIONS GOVERNING OPERATION OF PASSENGER EQUIPMENT AUTHORIZED TO OPERATE AT SPEEDS IN EXCESS OF 80 MILES PER HOUR C.T. 4301**

PRR cars are being designated Penn Central and in some instances renumbered.

<u>Type</u>	<u>AAR Designation</u>	<u>PRR Class</u>	<u>Former PRR Number</u>	<u>Penn Central Number</u>
Coach	PB	P85N	1400 to 1424, incl.	1400 to 1424, incl.
Coach	PB	P85M	1480 to 1488, incl.	1480 to 1488, incl.
Coach	PB	P85M	1489 to 1499, incl.	3231 to 3241, incl.
Coach	PB	P85L	1500 to 1547, incl.	1500 to 1547, incl.
Coach	PB	P85L	1548 and 1549	3242 and 3243
Coach	PB	P85H	1568 to 1599, incl.	1568 to 1599, incl.
Coach	PB	P70FBR	1612 to 1733, incl.	1612 to 1733, incl.
Coach	PB	P70FBR	1734	4692
Coach	PB	P70FBR	1735 to 1765, incl.	1735 to 1765, incl.
Coach	PB	P70FBA	3601 to 3621, incl.	3701 to 3721, incl.
Coach	PB	P70FBD	3644 to 3650, incl.	3244 to 3250, incl.
Coach	PB	P85F	4043 and 4044	4043 and 4044
Coach	PB	P85D	4046 to 4057, incl.	4046 to 4057, incl.
Coach	PB	P85E	4058 to 4067, incl.	4058 to 4067, incl.
Diner	DA	D78	4467 to 4499, incl.	4467 to 4499, incl.
Diner	DA	D85	4519 to 4526, incl.	4519 to 4526, incl.
Diner	DA	D85	4600 to 4627, incl.	4600 to 4627, incl.
Parlor	PO	POC85	7126 to 7129, incl.	7126 to 7129, incl.
Parlor	PC	PP85	7130 to 7147, incl.	7130 to 7147, incl.
Parlor	PS	PS13L	7148 to 7155, incl.	7148 to 7155, incl.
Power Car	DKP	HP53	9600	3500
Coach	PB	P85K	9601 to 9607, incl.	3501 to 3507, incl.

PRR and NYC Business cars are being redesignated Penn Central and numbered as follows:

<u>Former PRR Number</u>	<u>Former NYC Number</u>	<u>Penn Central Number</u>
1000		1
	1	2
	3	3
	5	5
90		8
	9	9
	11	11
120		14
180		15
7503		16
7504		17
7507		18
	20	20

Sticker page attached to sticker form of this General Order must be detached and pasted over corresponding page in C.T. 4301.

E. R. ADAMS,
General Superintendent—Transportation
R. K. PATTISON,
General Superintendent—Transportation

R.F. & P.
34
Daily
A. M.
11.25
11.32
\$11.40
A. M.
G. O. 203
Page 114
Col. 10
SOU.
248
Daily
A. M.
7.45
7.52
\$ 8.00
A. M.
G. O. 203
Page 114
Col. 9
R.F. & P.
86
Daily
P. M.
6.45
6.52
\$ 7.00
P. M.
G. O. 203
Page 114
Col. 16
SOU.
242
Daily
First Trip
Dec. 14
A. M.
2.05
2.11
\$ 2.20
A. M.
G. O. 203
Page 114
Col. 3

PENN CENTRAL CARS THAT MAY OPERATE UP TO 100 M.P.H.

Type	AAR Designation	PRR Class	Former PRR Number	Penn Central Number
Coach	PB	P85N	1400 to 1424, incl.	1400 to 1424, incl.
"	"	P85M	1480 to 1488, incl.	1480 to 1488, incl.
"	"	P85M	1489 to 1499, incl.	3231 to 3241, incl.
"	"	P85L	1500 to 1547, incl.	1500 to 1547, incl.
"	"	P85L	1548 and 1549	3242 and 3243
"	"	P85H	1568 to 1599, incl.	1568 to 1599, incl.
"	"	P70FBR	1612 to 1733, incl.	1612 to 1733, incl.
"	"	P70FBR	1734	4692
"	"	P70FBR	1735 to 1765, incl.	1735 to 1765, incl.
"	"	P70FBA	3601 to 3621, incl.	3701 to 3721, incl.
"	"	P70FBD	3644 to 3650, incl.	3244 to 3250, incl.
"	"	P85F	4043 and 4044	4043 and 4044
"	"	P85D	4046 to 4057, incl.	4046 to 4057, incl.
"	"	P85E	4058 to 4067, incl.	4058 to 4067, incl.
Diner	DA	D78	4467 to 4499, incl.	4467 to 4499, incl.
"	DA	D85	4519 to 4526, incl.	4519 to 4526, incl.
"	DA	D85	4600 to 4627, incl.	4600 to 4627, incl.
Parlor	PO	POC85	7126 to 7129, incl.	7126 to 7129, incl.
"	PC	PP85	7130 to 7147, incl.	7130 to 7147, incl.
"	PS	PS13L	7148 to 7155, incl.	7148 to 7155, incl.
Power Car	DKP	HP53	9600	3500
Coach	PB	P85K	9601 to 9607, incl.	3501 to 3507, incl.

Type	Former PRR Number	Former NYC Number	Penn Central Number
Business Car	1000		1
"		1	2
"		3	3
"		5	5
"	90		8
"		9	9
"		11	11
"	120		14
"	180		15
"	7503		16
"	7504		17
"	7507		18
"		20	20

Type	AAR Designation	Name or Number
Pullman	PS	Alexander M. Byers
"	"	Alfred E. Hunt
"	"	Amon G. Carter
"	"	Andrew W. Mellon
"	"	Athens
"	"	August A. Busch
"	"	Benjamin Bakewell
"	"	Bradenton
"	"	Charles M. Schwab
"	"	Charles Lockhart
"	"	Chester
"	"	Clinton
"	"	Cyrus H. K. Curtis
"	"	Elberton
"	"	Fairless Hills
"	"	Greenwood
"	"	Henry C. Frick
"	"	Henry Phipps
"	"	Henry W. Oliver
"	"	H. H. Brackenridge
"	"	H. J. Heinz
"	"	James O'Hara
"	"	James Park
"	"	Joseph Horne
"	"	Richard B. Mellon
"	"	Samuel M. Kier
"	PDS	Harbor Cove
"	"	Harbor Rest
"	"	Mountain View
"	"	Samuel Rea
"	"	Tower View
"	"	Alder Falls
"	"	Aspen Falls
"	"	Balsam Falls
"	"	Beech Falls
"	"	Catalpa Falls
"	"	Larch Falls
"	"	Palm Falls
"	"	Sassafras Falls
"	"	Sumac Falls

**PENN CENTRAL
EASTERN REGION**

Philadelphia, Pa., December 16, 1968.

GENERAL ORDER No. 204

Effective 12.01 A.M., Monday, December 23, 1968

Applies in All Divisions

(a) TIMETABLE AUTHORITY

Schedule of Nos. 745, 747, 749, 751, 0745 and 762, changed.

Sticker page and coupon attached to sticker form of this General Order must be detached and pasted in Timetable over corresponding schedules as follows:

Sticker page over corresponding page 108.

No. 762 over corresponding schedule, page 112.

E. R. ADAMS,
General Superintendent—Transportation.

WEST CHESTER BRANCH—SOUTHWARD

FIRST CLASS

STATIONS	● 743	● 743	● 779	● 745	● 745	● 747	● 749	● 781	● 751	● 753	● 755	● 757	● 759	● 759
	Daily Ex. Sat.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	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.
SUBURBAN	\$ 4.26	\$ 4.26	\$ 4.26	\$ 4.56	\$ 5.18	\$ 5.08	\$ 5.15	\$ 5.18	\$ 5.19	\$ 5.35	\$ 5.45	\$ 6.05	\$ 6.30	\$ 6.30
PHILA.-30th ST. UL.	\$ 4.28	\$ 4.28	\$ 4.48	\$ 4.68	\$ 5.18	\$ 5.08	\$ 5.22	\$ 5.25	\$ 5.26	\$ 5.38	\$ 5.48	\$ 6.08	\$ 6.33	\$ 6.33
ARSENAL	\$ 4.30	\$ 4.30	\$ 4.50	\$ 5.01	\$ 5.22	\$ 5.09	\$ 5.22	\$ 5.25	\$ 5.26	\$ 5.41	\$ 5.61	\$ 6.11	\$ 6.36	\$ 6.36
FORTY-NINTH ST.	\$ 4.35	\$ 4.35	\$ 4.52	\$ 5.05	\$ 5.27	\$ 5.13	\$ 5.27	\$ 5.27	\$ 5.29	\$ 5.46	\$ 5.65	\$ 6.13	\$ 6.41	\$ 6.41
ANGORA	\$ 4.35	\$ 4.35	\$ 4.54	\$ 5.08	\$ 5.31	\$ 5.16	\$ 5.31	\$ 5.31	\$ 5.31	\$ 5.51	\$ 5.67	\$ 6.18	\$ 6.43	\$ 6.43
FERNWOOD-YEADON	\$ 4.37	\$ 4.37	\$ 4.56	\$ 5.08	\$ 5.34	\$ 5.18	\$ 5.34	\$ 5.34	\$ 5.34	\$ 5.57	\$ 5.73	\$ 6.20	\$ 6.45	\$ 6.45
GLANDOWNE	\$ 4.39	\$ 4.39	\$ 4.58	\$ 5.11	\$ 5.35	\$ 5.18	\$ 5.35	\$ 5.35	\$ 5.35	\$ 5.60	\$ 5.76	\$ 6.23	\$ 6.48	\$ 6.48
GLADSTONE	\$ 4.40	\$ 4.40	\$ 4.59	\$ 5.14	\$ 5.38	\$ 5.21	\$ 5.38	\$ 5.38	\$ 5.38	\$ 5.63	\$ 5.79	\$ 6.24	\$ 6.49	\$ 6.49
CLIFTON-ALDAN	\$ 4.42	\$ 4.42	\$ 4.61	\$ 5.17	\$ 5.41	\$ 5.24	\$ 5.41	\$ 5.41	\$ 5.41	\$ 5.66	\$ 5.82	\$ 6.26	\$ 6.51	\$ 6.51
PRIMOS	\$ 4.44	\$ 4.44	\$ 4.63	\$ 5.19	\$ 5.44	\$ 5.26	\$ 5.44	\$ 5.44	\$ 5.44	\$ 5.68	\$ 5.84	\$ 6.28	\$ 6.53	\$ 6.53
SECANE	\$ 4.46	\$ 4.46	\$ 4.65	\$ 5.21	\$ 5.46	\$ 5.28	\$ 5.46	\$ 5.46	\$ 5.46	\$ 5.70	\$ 5.86	\$ 6.30	\$ 6.55	\$ 6.55
MORTON-RUTLEDGE	\$ 4.48	\$ 4.48	\$ 4.67	\$ 5.23	\$ 5.48	\$ 5.30	\$ 5.48	\$ 5.48	\$ 5.48	\$ 5.72	\$ 5.88	\$ 6.32	\$ 6.57	\$ 6.57
SWARTHMORE	\$ 4.50	\$ 4.50	\$ 4.69	\$ 5.25	\$ 5.50	\$ 5.32	\$ 5.50	\$ 5.50	\$ 5.50	\$ 5.74	\$ 5.90	\$ 6.34	\$ 6.59	\$ 6.59
WALLINGFORD	\$ 4.52	\$ 4.52	\$ 4.71	\$ 5.27	\$ 5.52	\$ 5.34	\$ 5.52	\$ 5.52	\$ 5.52	\$ 5.76	\$ 5.92	\$ 6.36	\$ 6.61	\$ 6.61
MOYLAN-ROSE VALLEY	\$ 4.54	\$ 4.54	\$ 4.73	\$ 5.29	\$ 5.54	\$ 5.36	\$ 5.54	\$ 5.54	\$ 5.54	\$ 5.78	\$ 5.94	\$ 6.38	\$ 6.63	\$ 6.63
MEDIA	\$ 4.56	\$ 4.56	\$ 4.75	\$ 5.31	\$ 5.56	\$ 5.38	\$ 5.56	\$ 5.56	\$ 5.56	\$ 5.80	\$ 5.96	\$ 6.40	\$ 6.65	\$ 6.65
ELWYN	\$ 4.58	\$ 4.58	\$ 4.77	\$ 5.33	\$ 5.58	\$ 5.40	\$ 5.58	\$ 5.58	\$ 5.58	\$ 5.82	\$ 5.98	\$ 6.42	\$ 6.67	\$ 6.67
WILLIAMSON SCHOOL	\$ 4.60	\$ 4.60	\$ 4.79	\$ 5.35	\$ 5.60	\$ 5.42	\$ 5.60	\$ 5.60	\$ 5.60	\$ 5.84	\$ 6.00	\$ 6.44	\$ 6.69	\$ 6.69
GLEN RIDDLE	\$ 4.62	\$ 4.62	\$ 4.81	\$ 5.37	\$ 5.62	\$ 5.44	\$ 5.62	\$ 5.62	\$ 5.62	\$ 5.86	\$ 6.02	\$ 6.46	\$ 6.71	\$ 6.71
LENNI	\$ 4.64	\$ 4.64	\$ 4.83	\$ 5.39	\$ 5.64	\$ 5.46	\$ 5.64	\$ 5.64	\$ 5.64	\$ 5.88	\$ 6.04	\$ 6.48	\$ 6.73	\$ 6.73
WAWA	\$ 4.66	\$ 4.66	\$ 4.85	\$ 5.41	\$ 5.66	\$ 5.48	\$ 5.66	\$ 5.66	\$ 5.66	\$ 5.90	\$ 6.06	\$ 6.50	\$ 6.75	\$ 6.75
DARLINGTON	\$ 4.68	\$ 4.68	\$ 4.87	\$ 5.43	\$ 5.68	\$ 5.50	\$ 5.68	\$ 5.68	\$ 5.68	\$ 5.92	\$ 6.08	\$ 6.52	\$ 6.77	\$ 6.77
LOCKESLEY	\$ 4.70	\$ 4.70	\$ 4.89	\$ 5.45	\$ 5.70	\$ 5.52	\$ 5.70	\$ 5.70	\$ 5.70	\$ 5.94	\$ 6.10	\$ 6.54	\$ 6.79	\$ 6.79
CHEYNEY	\$ 4.72	\$ 4.72	\$ 4.91	\$ 5.47	\$ 5.72	\$ 5.54	\$ 5.72	\$ 5.72	\$ 5.72	\$ 5.96	\$ 6.12	\$ 6.56	\$ 6.81	\$ 6.81
WESTTOWN	\$ 4.74	\$ 4.74	\$ 4.93	\$ 5.49	\$ 5.74	\$ 5.56	\$ 5.74	\$ 5.74	\$ 5.74	\$ 5.98	\$ 6.14	\$ 6.58	\$ 6.83	\$ 6.83
NIELDS ST.	\$ 4.76	\$ 4.76	\$ 4.95	\$ 5.51	\$ 5.76	\$ 5.58	\$ 5.76	\$ 5.76	\$ 5.76	\$ 6.00	\$ 6.16	\$ 6.60	\$ 6.85	\$ 6.85
WEST CHESTER	\$ 4.78	\$ 4.78	\$ 4.97	\$ 5.53	\$ 5.78	\$ 5.60	\$ 5.78	\$ 5.78	\$ 5.78	\$ 6.02	\$ 6.18	\$ 6.62	\$ 6.87	\$ 6.87

Note—All Regular Trains Will Operate With MU Equipment.

Eastern Region, G. O. 204, Page 108

● 762
Daily Ex.
Sat. & Sun.
P. M.

108

G. O. 204
Page 112
Col. 13

\$ 5.37
\$ 5.39
\$ 5.41
\$ 5.43
\$ 5.45
\$ 5.47
\$ 5.49
\$ 5.51
\$ 5.52
\$ 5.54
\$ 5.56
\$ 5.58
\$ 5.60
\$ 6.02
\$ 6.08
\$ 6.12
P. M.

**PENN CENTRAL
EASTERN REGION**

Philadelphia, Pa., December 17, 1968.

GENERAL ORDER No. 205

Effective 12.15 P.M., Friday, December 27, 1968

Applies in Philadelphia Division

- (a) **MAIN LINE
FORD—SHORE**
Ford Block and Interlocking Station, out of service.
Ford Interlocking remotely controlled from Shore Block and Interlocking Station, in service.
Page 8, changed.
 - (b) **TRENTON BRANCH
LANGHORNE—NICKEL**
Paragraph (e) of General Order No. 201 referring to temporary speed restriction of 15 MPH on No. 1 track between MP41 and Nickel, annulled.
 - (c) **TRENTON BRANCH
COPPER—LANGHORNE**
Paragraph (f) of General Order No. 201 referring to temporary speed restriction of 15 MPH on No. 2 track between Copper and MP41, annulled.
-

Effective 2.59 P.M. Friday, December 27, 1968

- (d) **BELVIDERE DELAWARE BRANCH
FRENCHTOWN**
Approach Signal B-308, located 4500 feet south of Frenchtown governing northward movement on Main track, out of service.
Approach Signal B-327, located 5000 feet north of Frenchtown governing southward movement on Main track, out of service.
Frenchtown Interlocking, Block and Interlocking Station, out of service.
Hand operated switches connecting north end of Siding to Main track, in service.
RK, MD and HD Block Limit Stations controlled by **MG**.
Page 12 and Special Instruction **1331-A1**, page 303, changed.
- (e) **MEDICAL OFFICERS AND SURGEONS
PHILADELPHIA**
Delete reference to the following Medical Officers, Room 474, Penn Central Station, 30th Street, Philadelphia.
Robert S. Stein, M.D.
E.M. Larmore, M.D.
Special Instruction **100R-A2**, changed.
Employees must correct page 137, in ink.
- (f) **PUBLIC CROSSING AT GRADE
RUNNING TRACKS
52nd STREET, PHILADELPHIA**
Automatic Highway Crossing Protection with flashing light signals protecting crossing at grade on No. 14 Running, No. 15 Running and Eastward Belt Running tracks 880 feet east of 52nd Street undergrade bridge 4.06 leading to Flexi-Van Terminal facilities, in service.
Column 2, Special Instruction **1103-A1** applies on Nos. 14 and 15 Running tracks.
Column 5, Special Instruction **1103-A1** applies on Eastward Belt Running track.
Special Instruction **1103-A1**, page 160, changed.

(g) **AC ELECTRICAL OPERATION
RUNNING TRACKS
BRILL—ARSENAL**

AC Electrical Operation facilities on Naught Running track between Brill and 49th Street connection with Grays Ferry Yard, temporarily out of service.

Special Instruction **1167-A5**, page 279, changed.

(h) **RADIOS LOCATED AT OTHER THAN BLOCK STATIONS
PHILADELPHIA**

Delete the following radio locations from those listed at other than block stations:

Asst. Trainmaster's Office—38th Street and Wyalusing Avenue
D-16 Yard Office

Tioga Street Yard Office

South Street Yard Office

Special Instruction **1704-A1**, page 310, changed.

(i) **OVERHEAD CLEARANCE
BUSTLETON TRACK**

Cars, loads or other equipment higher than 16 feet from top of rail are prohibited under Willits Road overhead bridge 2.62 on Bustleton track (2.62 miles east of Holmes).

Special Instruction **1163-A1d**, page 275, changed.

Applies in Harrisburg Division

(j) **ENGINES AND SPECIAL LOAD RESTRICTIONS
HARRISBURG DIVISION**

Special Instruction **1160-A8**, annulled.

Special Instruction **1160-A8**, page 271, annulled.

Effective 12.01 A.M., Sunday, December 29, 1968

Applies in All Divisions

(k) **C.T. 405—SPECIAL INSTRUCTIONS GOVERNING
OPERATION OF SIGNALS AND INTERLOCKINGS**

Penn Central C.T. 405—Special Instructions Governing Operation of Signals and Interlockings for Train Dispatchers, Train Directors, Operators and Levermen, issue of November 1, 1968, in effect.

Penn Central C.T. 405—Special Instructions Governing Operation of Signals and Interlockings supersedes the former Pennsylvania Railroad C.T. 405—Special Instructions Governing the Operation of Signals and Interlockings.

Former New York Central System Instructions for Train Dispatchers effective April 28, 1957 and former New York Central System Instructions for Operators effective April 28, 1957, annulled.

Employees whose duties are prescribed by Penn Central C.T. 405 must provide themselves with a copy, see that it is complete and note changes.

E. R. ADAMS,
General Superintendent—Transportation

**PENN CENTRAL
EASTERN REGION**

Philadelphia, Pa., December 26, 1968

GENERAL ORDER No. 206

Effective 2.01 A.M., Thursday, January 2, 1969

Applies in All Divisions

(a) TIMETABLE AUTHORITY

Schedule of No. 400, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted in timetable over corresponding schedule.

F Stop for No. 154 at Aberdeen at 6.13 P.M., added.

Employees must correct page 69, in ink.

Applies in Harrisburg Division

**(b) PUBLIC CROSSING AT GRADE
ROCKVILLE—HECKS**

Automatic Highway Crossing protection in service at the following location:

Location	Crossing	Track	1	2	3	4	5	6	Notes
Rockville	Roberts Valley Road	Single			X				
		Wye			X				

Special Instruction **1103-A1**, page 177, changed.

Applies in All Divisions

(c) OFFICES OPEN FOR SALE OF TICKETS

Millersburg closed continuously.

Sharon Hill open 6.45 A.M. to 11.45 A.M. and 12.45 P.M. to 3.15 P.M., Monday to Friday.
closed Saturday, Sunday and Holidays.

Folcroft open 6.30 A.M. to 11.00 A.M. and 12.00 Noon to 3.30 P.M., Monday to Friday.
closed Saturday, Sunday and Holidays.

Glenolden open 6.30 A.M. to 9.00 A.M., Monday to Friday.
closed Saturday, Sunday and Holidays.

Norwood open 6.30 A.M. to 11.45 A.M. and 12.45 P.M. to 3.30 P.M., Monday to Friday.
closed Saturday, Sunday and Holidays.

Moore open 6.00 A.M. to 10.45 A.M. and 11.45 A.M. to 2.30 P.M., Monday to Friday.
closed Saturday, Sunday and Holidays.

Ridley Park open 6.00 A.M. to 10.45 A.M. and 11.15 A.M. to 2.30 P.M., Monday to Friday.
closed Saturday, Sunday and Holidays.

Employees must correct pages 119 and 120, in ink.

Applies in Harrisburg Division

**(d) SHAMOKIN SECONDARY TRACK
EAST SUNBURY—SCOTT**

Crowl Block-Limit Station, out of service.

Page 25, changed.

**(e) SHAMOKIN SECONDARY TRACK
EAST SUNBURY—SCOTT**

Yard limits indicated by Yard Limit Signs between Crowl and 2865 feet west of MP20, out of service.

Special Instruction **1093-A1**, page 152, changed.

**(f) WILKES-BARRE BRANCH
NESCOPECK—HUNLOCK
(Temporary Speed Restriction)**

Trains and engines must not exceed 25 MPH on Main track between MP41 and MP49, account of track conditions.

Special Instruction **1157-F1**, page 237, changed.

(g) **WILKES-BARRE BRANCH
HUNLOCK—NESCOPECK**

Paragraph (gg) of General Order No. 201 referring to temporary speed restriction of 25 MPH on Main track between MP41 and 2500 feet east of MP46, annulled.

E. R. ADAMS,
General Superintendent —Transportation.

#◇400

Daily Ex.
Sat. & Sun.

P. M.

\$ 4.30
4.33

4.40

4.48

\$ 4.56

\$ 5.14

\$ 5.22

G. O. 208
Page 69
Col. 5

P. M.

**PENN CENTRAL
EASTERN REGION**

Philadelphia, Pa., December 31, 1968

GENERAL ORDER No. 207

**COVERING MOVEMENTS TO AND FROM
BOWIE RACE TRACK BRANCH**

Effective Monday, January 6, 1969 between 11.59 A.M. and 1.30 P.M., and between 4.30 P.M. and 6.00 P.M. and continuing daily except Sundays, and Monday, January 20, 1969, until Thursday, March 6, 1969

Applies in Chesapeake Division

**(a) MAIN LINE
ARUNDEL**

Arundel Storage track changed to Single Main track extending southward from connection with No. 1 track, 425 feet north of Arundel to Bowie Race Track, a distance of 11,520 feet, NOT EQUIPPED FOR AC ELECTRICAL OPERATION, in service as Bowie Race Track Branch.

Rules 305 to 316 inclusive, and Rules 319 to 342 inclusive, in effect.

Special Instruction 1151-A1 and 1250-A1, pages 192 and 296, changed.

**(b) MAIN LINE
BOWIE RACE TRACK BRANCH**

Track temporary Block Station, without fixed signals, located 10,028 feet south of connection with No. 1 track on Bowie Race Track Branch, in service by Train Order only.

Special Instruction 1104-C1, page 184, changed.

**(c) BOWIE RACE TRACK BRANCH
TRACK—BOWIE STORAGE TRACKS**

Trains will operate via Bowie Race Track Branch between trailing hand-operated switch in No. 1 track, 425 feet north of Arundel and Bowie Storage Tracks, without train orders, after receiving proper block indication from Operator at Track (Operator Odenton when Track is closed).

Switches leading to Bowie Storage Tracks in charge of Operator at Track, when Track is open. Signal to proceed given with yellow flag or yellow light by Operator at Track is authority to enter Bowie Storage Tracks. When Track is closed switches will be lined and spiked for Bowie Storage Tracks. Clearance points of Bowie Storage Tracks indicated by yellow stripes painted on rail.

Special Instruction 1104-C1, page 184, changed.

**(d) BOWIE RACE TRACK BRANCH
MAXIMUM SPEEDS, UNLESS OTHERWISE
SPECIFIED**

Maximum speed on Bowie Race Track Branch, 30 MPH, except: From connection with No. 1 track, 425 feet north of Arundel to a point 1000 feet south thereof, 15 MPH.

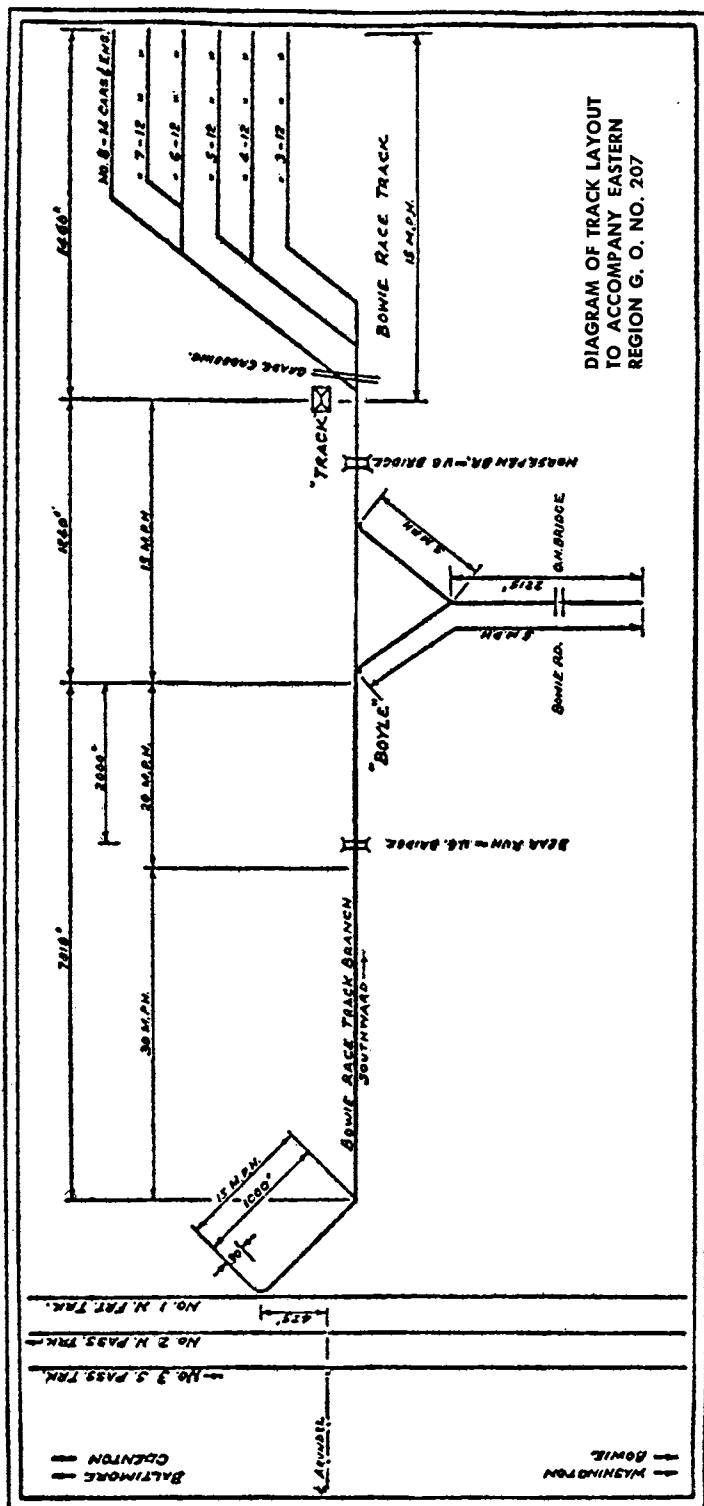
Between curve at bridge 2000 feet north of Boyle to Boyle, 20 MPH.

Between switch to north leg of Boyle Wye and end of Bowie Storage Track, 15 MPH.

On north and south legs of Boyle Wye and Tail Track, 5 MPH. **Special Instruction 1157-C1, page 219, changed.**

Diagram in sticker form attached to and made part of General Order No. 207 shows Bowie Race Track Branch and facilities.

E. R. ADAMS,
General Superintendent—Transportation



**PENN CENTRAL
EASTERN REGION**

Philadelphia, Pa., January 2, 1969.

GENERAL ORDER No. 208

Effective 12.01 A.M., Thursday, January 16, 1969

Applies in All Divisions

(a) TIMETABLE AUTHORITY

Schedule of Nos. 111, 207, 141, 925, 931, 933, 935, 937, 941, 943, 959, 928, 934 and 972, changed.

Schedule of Nos. 2000 and 2001, added.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in Timetable as follows:

No. 111 over corresponding schedule, page 32.

No. 207 over corresponding schedule, page 33.

No. 141 over corresponding schedule, page 48.

No. 2001 over blank column, page 32.

No. 2000 over blank column, page 66.

No. 925 over corresponding schedule, page 38.

Nos. 931, 933 and 935 over corresponding schedules, page 41.

Nos. 937 and 959 over corresponding schedules, page 42.

No. 941 over corresponding schedule, page 43.

Nos. 943 over corresponding schedule, page 44.

Nos. 928 and 972 over corresponding schedules, page 61.

No. 934 over corresponding schedule, page 63.

S stop at Utica Avenue (Haddonfield) for the following trains, withdrawn: No. 1000 at 6.45 A.M., No. 1002 at 7.45 A.M., No. 1052 at 7.53 A.M., No. 1004 at 8.15 A.M., No. 1038 at 10.00 P.M., No. 1001 at 9.12 A.M., No. 1027 at 5.17 P.M., No. 1029 at 5.40 P.M., No. 1063 at 5.50 P.M., and No. 1031 at 6.07 P.M.

Employees must correct pages 28, 30, 31, 47, 56, 65 and 67, in ink.

Applies in Philadelphia Division

**(b) OFFICES OPEN FOR SALE OF TICKETS
UTICA AVENUE**

Utica Avenue closed continuously.

Employees must correct page 119, in ink.

**(c) D.R.R.R.&B. CO. BRANCH
JERSEY—DIVISION POST (P.R.S.L.)**

Utica Avenue, out of service.

Employees must correct page 13, in ink.

**(d) PEMBERTON BRANCH
MT. HOLLY—BIRMINGHAM**

Facing hand-operated switch for northward movement in Main track, 2330 feet south of MP21, out of service.

**(e) MAIN LINE
ZOO—NORTH PHILADELPHIA**

Delete reference to Bridge 85.61, Dauphin Street, Philadelphia, in Timetable Special Instruction 1160-Ala, page 247.

Employees must correct page 247, in ink.

Applies in Harrisburg Division

**(f) CUMBERLAND VALLEY BRANCH
PENNROAD—WOOD
(Temporary Speed Restriction)**

Trains and engines on Main track must not exceed 20 MPH between MP48 and MP50, account track conditions.

Special Instruction 1157-F1, page 237, changed.

E. R. ADAMS,
General Superintendent—Transportation.

● 111	□ ● 2001	◇ 207	● 925	● 931	● 933	● 935	● 937	● 959
Daily A. M.	Daily A. M.	Daily Ex. Sun. A. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	P. M.
\$ 8.00	\$ 8.30	\$ 8.33						
8.56	9.15	9.34						
\$ 8.59	\$ 9.18	\$ 9.37						
9.07	9.24	9.46						
9.17	9.31	9.56						Will Run Saturday and Sunday
9.22	9.35	10.01						
\$ 9.26	9.37	\$ 10.06						
9.30	9.41	10.11						
\$ 9.35	\$ 9.46	\$ 10.16	\$ 3.30	\$ 5.00	\$ 5.07	\$ 5.10	\$ 5.30	\$ 5.30
# 9.40	# 9.47		\$ 3.33	\$ 5.03	\$ 5.10	\$ 5.13	\$ 5.33	\$ 5.33
9.43	9.49		3.37	5.06	5.13	5.17	5.36	5.36
9.46	9.51		\$ 3.39	5.09	5.16	5.20	\$ 5.39	\$ 5.39
			\$ 3.41	\$ 5.11			\$ 5.41	\$ 5.41
			\$ 3.42	\$ 5.12			\$ 5.42	\$ 5.42
			\$ 3.44	\$ 5.14			\$ 5.45	\$ 5.43
			\$ 3.46			\$ 5.27	\$ 5.47	\$ 5.44
G. O. 208 Page 32 Col. 4	G. O. 208 Page 32 Col. 5	G. O. 208 Page 33 Col. 5	\$ 3.48	\$ 5.17		\$ 5.29	\$ 5.49	\$ 5.46
			\$ 3.50	\$ 5.19		\$ 5.32	\$ 5.51	\$ 5.47
			\$ 3.52	\$ 5.21		\$ 5.34	\$ 5.53	\$ 5.48
			\$ 3.54	\$ 5.23		\$ 5.36	\$ 5.55	\$ 5.50
			\$ 3.56	\$ 5.25			\$ 5.57	\$ 5.51
9.55	9.57		\$ 3.58	5.28	5.25	5.38	5.59	5.52
			\$ 4.00	\$ 5.30			\$ 6.01	\$ 5.53
			\$ 4.02	\$ 5.34	\$ 5.29	\$ 5.42	\$ 6.03	\$ 5.55
			\$ 4.04	\$ 5.36			\$ 6.05	\$ 5.57
			\$ 4.06	\$ 5.38		\$ 5.46	\$ 6.07	\$ 5.59
10.03	10.01		\$ 4.10	5.41	\$ 5.34		\$ 6.18	\$ 6.02
10.09	10.05		\$ 4.14		\$ 5.38	\$ 5.54	\$ 6.23	\$ 6.05
\$ 10.15	\$ 10.10		4.17		5.42	5.57	6.28	6.08
10.18	10.12		\$ 4.20		\$ 5.49	\$ 5.59		
10.26	10.17		\$ 4.25			\$ 6.05	\$ 6.35	\$ 6.15
10.42	MU 10.29		MU	MU	MU	MU	MU	MU
10.56	10.39		G.O. 208 Page 38 Col. 4	G.O. 208 Page 41 Col. 4	G.O. 208 Page 41 Col. 5	G.O. 208 Page 41 Col. 6	G.O. 208 Page 42 Col. 1	G.O. 208 Page 42 Col. 2
11.09	10.48							
\$ 11.16	\$ 10.57							
11.35	11.12							
11.40	11.16							
11.47	11.20							
11.54	11.25							
\$ 11.57	\$ 11.29							
A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

● 941	● 943	141	● 928	● 972	● 934	□ ● 2000
Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 9.00				\$ 3.55
		10.02				3.57
		\$10.04				
						4.01
		10.19				
						4.06
						4.10
		10.29				\$ 4.27
						4.32
						4.42
			MU	MU	MU	4.51
						MU
		10.34	\$ 1.15		\$ 3.40	5.03
		\$10.39			\$ 3.45	5.08
		10.45	1.21		3.48	
\$ 6.25	\$ 6.55		\$ 1.24		\$ 3.50	5.16
		\$10.51				
\$ 6.28	\$ 6.58	11.01	\$ 1.27		\$ 3.53	5.20
			\$ 1.30			
6.31	7.01	11.04		1.32	\$ 3.57	
6.34	7.04	11.07	\$ 1.34	\$ 1.34	\$ 4.00	
\$ 6.36	\$ 7.06				\$ 4.03	
			1.36	1.36	\$ 4.05	
\$ 6.37	\$ 7.07		\$ 1.37	\$ 1.37	\$ 4.07	5.24
\$ 6.39	\$ 7.08		\$ 1.38	\$ 1.38	\$ 4.09	
\$ 6.41	\$ 7.09		\$ 1.40	\$ 1.40	\$ 4.11	G.O. 208
\$ 6.43	\$ 7.11		\$ 1.41	\$ 1.41	\$ 4.13	Page 66
\$ 6.45	\$ 7.12	G.O. 208	\$ 1.42	\$ 1.42	\$ 4.14	Col. 5
\$ 6.47	\$ 7.13	Page 48	\$ 1.44	\$ 1.44	\$ 4.16	
\$ 6.49	\$ 7.15	Col. 2	\$ 1.45	\$ 1.45	\$ 4.17	
\$ 6.51	\$ 7.16				\$ 4.19	
6.53	7.17	11.14	\$ 1.47	\$ 1.47	\$ 4.21	
\$ 6.55	\$ 7.18		1.50	1.50	\$ 4.22	
\$ 6.57	\$ 7.20		1.53	1.53	4.25	5.30
\$ 6.59	7.24				4.28	5.32
\$ 7.01						
			\$ 1.56	\$ 1.56	\$ 4.31	\$ 5.35
\$ 7.05						# 5.38
\$ 7.08			\$ 2.00	\$ 2.00	\$ 4.35	
7.12		11.23				5.40
\$ 7.14						5.44
\$ 7.20		\$11.29				5.46
		11.39				
		11.47				
MU	MU					
		12.04				
G.O. 208	G.O. 208	12.18	G.O. 208	G.O. 208	G.O. 208	
Page 43	Page 44	12.31	Page 61	Page 61	Page 63	
Col. 5	Col. 3	12.37	Col. 6	Col. 7	Col. 8	
		\$12.52				5.50
		1.11				
		1.17				5.57
		1.24				
						\$ 6.04
						6.07
		1.32				
		\$ 1.35				\$ 6.54
P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.

**PENN CENTRAL
EASTERN REGION**

Philadelphia, Pa., January 8, 1969.

GENERAL ORDER No. 209

Effective 12.02 A.M., Thursday, January 16, 1969

Applies in All Divisions

**(a) CT-290—ELECTRICAL OPERATING INSTRUCTIONS
METROLINERS**

1. Pantograph

Only one pantograph should be used for each pair of cars with the bus jumper in place. The arrangement of pantographs within each train must be symmetrical, i.e., pantograph raised on the first, third, and fifth cars or on the second, fourth, and sixth cars. If unable to comply with the foregoing or if an uneven number of cars are in the train, the maximum speed of the train must be reduced to 80 MPH.

2. Dead in Tow Movement

All operating trains must have the standard coupler adapter in place in the trailing and leading couplers. Intermediate cars in the train should carry the coupler adapter in its pocket at the AR corner of the car. Each car must carry the long air-hose (required for dead movement) in the narrow crew locker.

3. Train Consist

No more than six cars can be operated in any one train. More than six cars will cause catenary power outages.

Special Instruction **1167-A28**, page 291, added.

Effective 10.01 A.M., Thursday, January 16, 1969

Applies in Harrisburg Division

**(b) WILKES-BARRE BRANCH
EAST BLOOMSBURG—WAPWALLOPEN
(Temporary Speed Restriction)**

Trains and engines must not exceed 30 MPH between MP33 and MP36, account track conditions.

Special Instruction **1157-F1**, page 237, changed.

**(c) FREDERICK SECONDARY TRACK
SPRING—HANOVER**

Facing hand-operated switch for southward movement in Main track, 720 feet north of MP30, and trailing hand-operated switch for southward movement in Main track, 474 feet south of MP30, leading to Alloy Rods Company track, in service.

Applies in Chesapeake Division

**(d) MAIN LINE
IRON HILL—NEWARK**

Trailing hand-operated switch with pipe-connected derail, for northward movement in No. 1 track, 5039 feet north of MP41, leading to Chrysler Yard changed to hand-operated crossover, equipped with center locking device, in service.

E. R. ADAMS,
General Superintendent—Transportation.

**PENN CENTRAL
EASTERN REGION**

Philadelphia, Pa., January 13, 1969.

GENERAL ORDER No. 210

Effective 12.01 A.M., Wednesday, January 22, 1969

Applies in Harrisburg Division

- (a) **MAIN LINE**
BANKS INTERLOCKING
(Temporary Speed Restriction)
Trains and engines on No. 3 Track must not exceed 10 MPH within limits of Banks Interlocking, account track conditions. Special Instruction **1157-F1**, page 236, changed.
- (b) **CUMBERLAND VALLEY BRANCH**
CAMP—WATTS
(Temporary Speed Restriction)
Trains and engines on Main Track must not exceed 20 MPH between MP 8 and MP 17, account track conditions. Special Instruction **1157-F1**, page 237, changed.

Applies in Philadelphia Division

- (c) **MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED**
MAIN LINE
MILLHAM—MORRIS
Maximum speeds for passenger trains designated in Special Instruction **1157-C2a**, changed:

Train:	A	
Track:	No. 2	No. 3
Main Line Between:	Miles Per Hour	
Millham and Morris	80	80

Special Instruction **1157-C2a**, page 222, changed.

Applies in Chesapeake Division

- (d) **MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED**
MAIN LINE
RAGAN—DAVIS
Maximum speeds, for passenger trains designated in Special Instruction **1157-C2a**, changed:

Train:	A
Track:	No. 3
Main Line Between:	Miles Per Hour
Ragan-Davis	110

Special Instruction **1157-C2a**, page 224, changed.

E. R. ADAMS,
General Superintendent—Transportation.

**PENN CENTRAL
EASTERN REGION**

Philadelphia, Pa., January 27, 1969

GENERAL ORDER No. 211

Effective 7.00 A.M., Saturday, February 1, 1969

Applies in All Divisions

(a) TIMETABLE AUTHORITY

J. G. Robins is appointed General Superintendent—Transportation in place of E. R. Adams.

Applies in Harrisburg Division

**(b) LOCATION OF TRAIN DISPATCHERS
HARRISBURG**

The following train dispatching territory transferred from the jurisdiction of Williamsport Division, Train Dispatchers at Williamsport to Train Dispatchers at Harrisburg:

Main Line:	Rockville to Molly
Branches:	Wilkes-Barre
Secondary Tracks:	L.V. Jct.
	Montandon
	Shamokin
	Selinsgrove

Note: Train orders will be issued over the signature of the Williamsport Division Superintendent on that portion of the Main Line between Montandon Jct. (MP278.0) and Molly. Special Instruction **1201-A1**, page 292, changed.

Applies in Chesapeake Division

**(c) MAIN LINE
PERRYVILLE INTERLOCKING**

Facing interlocked switch for northward movement in south leg of Wye in Perryville Interlocking leading to No. 5 track at Perryville Station, out of service.

J. G. ROBINS,
General Superintendent—Transportation

**PENN CENTRAL
EASTERN REGION**

Philadelphia, Pa., January 28, 1969

GENERAL ORDER No. 212

Effective 12.01 A.M., Monday, February 10, 1969

Applies in All Divisions

(a) TIMETABLE AUTHORITY

Schedule of Nos. 2002 and 2003, added.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in Timetable as follows:

No. 2002 over blank column, page 59.

No. 2003 over blank column, page 42.

Applies in Harrisburg Division

**(b) DILLSBURG SECONDARY TRACK
DILLSBURG JUNCTION—DILLSBURG
(Temporary Speed Restriction)**

Trains and engines must not exceed 10 MPH between Dillsburg Junction and Dillsburg, account track conditions.

Special Instruction **1157-H1**, page 244, changed.

J. G. ROBINS,
General Superintendent—Transportation.

☐	☐
• 2003	• 2002
Daily	Daily
P. M.	A. M.
\$ 4.15	\$ 8.20
5.00	8.22
\$ 5.03	
	8.26
5.09	
	8.31
	8.35
5.16	\$ 8.52
	8.57
	9.07
	9.16
	9.28
5.20	9.33
5.22	\$ 9.37
5.26	9.41
\$ 5.31	9.45
# 5.32	
5.34	MU
5.36	
	9.49
MU	
	G. O. 212
	Page 59
	Col. 1
G. O. 212	
Page 42	
Col. 5	
5.42	
	9.55
	9.57
	\$10.00
5.46	# 10.03
5.50	10.05
\$ 5.55	10.09
5.57	10.11
6.02	
6.14	
6.24	
6.33	
\$ 6.42	10.15
6.57	
7.01	10.22
7.05	\$10.29
7.10	10.32
\$ 7.14	\$11.19
P. M.	A. M.

**PENN CENTRAL
EASTERN REGION**

Philadelphia, Pa., February 5, 1969.

GENERAL ORDER No. 213

Effective 9.01 A.M., Monday, February 10, 1969

Applies in Philadelphia and Chesapeake Divisions

- (a) **MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
MAIN LINE
BRILL—HOOK**

Maximum speeds for passenger trains designated in Special Instruction 1157-C2a, changed:

Train:	B
Track:	No. 3
Main Line Between:	Miles Per Hour
Brill Interlocking Station and Hook	80

Special Instruction 1157-C2a, page 224, changed.

Applies in Chesapeake Division

- (b) **MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
MAIN LINE
PERRYVILLE—HAVRE DE GRACE**

Maximum speeds for passenger trains designated in Special Instruction 1157-C2a, changed:

Train:	A	
Track:	No. 3	No. 2
Main Line Between:	Miles Per Hour	
Perryville and Havre de Grace	70	70

Special Instruction 1157-C2a, page 224, changed.

- (c) **MAIN LINE
HIGHLAND AVENUE—TRAINER**

Block Signal No. 157 governing southward movement on No. 3 track, 3327 feet south of MP15, in service.

J. G. ROBINS,
General Superintendent—Transportation.

**PENN CENTRAL
EASTERN REGION**

Philadelphia, Pa., February 7, 1969

GENERAL ORDER No. 214

Effective 12.01 A.M., Monday, February 17, 1969

Applies in All Divisions

- (a) **BRAKING TRAINS AT SPEEDS IN EXCESS OF 100 MPH
METROLINER**

In the operation of Metroliner trains at speeds in excess of 100 MPH, when necessary to reduce speed in compliance with signal indication, sub-zero position of master controller must be used. When it is ascertained that the required speed will be effected, a lesser degree of braking may be used.

Special Instruction **1154-A6**, page 204, added.

Applies in Chesapeake Division

- (b) **CLOSE CLEARANCE
FULTON—GWYNN**

Class EFP diesel road engines must not be operated on No. 4 track between Fulton and Gwynn when cars or engine are occupying No. 5 yard track at Edmondson due to close clearance. Special Instruction **1163-A11**, page 277, changed.

- (c) **EXTRA STOPS—PASSENGER TRAINS
WILMINGTON SHOP OVERHEAD BRIDGE**

No. 919 will stop daily at Wilmington Shop Overhead Bridge for employes.

Employes must correct page 117, in ink.

Applies in Harrisburg Division

- (d) **MONTANDON SECONDARY TRACK
MIFFLINBURG—MP11.6**

Paragraph (ff) of General Order No. 201 referring to temporary speed restriction of 15 MPH between MP12 and MP11.6, annulled.

Applies in All Divisions

- (e) **TIMETABLE AUTHORITY**

The following trains will not run on Saturday, February 22, 1969:

Nos. 3853, 3821, 3825, 3831, 3835, 3839, 3841, 3812, 3822, 3824, 3830 and 3846.

Employes must correct pages 31, 32, 36, 38, 40, 42, 44, 51, 54, 58, 62 and 63, in ink.

Effective 12.01 A.M., Monday, February 24, 1969

Applies in Chesapeake Division

- (f) **DELMARVA BRANCH
CLAYTON**

Clayton part-time Block and Interlocking Station in service 9.00 A.M. to 5.00 P.M., Daily except Saturday and Sunday. Employes must correct page 19, in ink.

- (g) **COLUMBIA AND PORT DEPOSIT BRANCH
HOLTWOOD—MIDWAY**

Trailing hand-operated switch for eastward movement in No. 1 track with pipe-connected derail, 3180 feet east of MP23, leading to Muddy Run Construction track, out of service.

Special Instruction **1502-A1**, page 304, changed.

J. G. ROBINS,
General Superintendent—Transportation

**PENN CENTRAL
EASTERN REGION**

Philadelphia, Pa., February 25, 1969

GENERAL ORDER No. 215

Effective 10.01 A.M., Tuesday, March 4, 1969

Applies in Harrisburg Division

- (a) **MAIN LINE
ROCKVILLE**
(Temporary Speed Restriction)
Trains and engines on No. 3 track must not exceed 10 MPH within limits of Rockville Interlocking, account track conditions.
Special Instruction **1157-F1**, page 236, changed.
- (b) **CURVES, BRIDGES, ETC.
MAXIMUM SPEED
MAIN LINE
BANKS**
Maximum speed over wheel checker on No. 3 track in Banks Interlocking, 15 MPH.
Special Instruction **1157-F1**, page 236, changed.
- (c) **ATGLEN AND SUSQUEHANNA BRANCH
PARK—Q**
Trailing hand-operated switch in No. 1 track with pipe-connected and hand-operated derail, 400 feet west of MP1, leading to Green Giant Company track, in service.
- (d) **ATGLEN AND SUSQUEHANNA BRANCH
PARK—Q**
Giant Block Station, remote controlled from Park, 1474 feet east of MP4, in service on No. 1 track only.
Number plate removed from Block Signal L-38 governing eastward movement on No. 1 track and changed to Home Signal.
Manual Block Signal for westward movement on No. 1 track at Giant (1474 feet east of MP4) on south side of No. 1 track, in service.
Page 22, changed.

Applies in Chesapeake Division

- (e) **MAIN LINE
LANDLITH**
Crew Dispatcher's Office at Landlith Enginehouse relocated to Locomotive Inspection Pit Building. No change in telephone numbers.
Special Instruction **1075-A1**, page 147, changed.

Applies in Philadelphia Division

- (f) **BELVIDERE—DELAWARE BRANCH
FRENCHTOWN—MD.**
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed 20 MPH between MP32 and MP34, account track conditions.
Special Instruction **1157-F1**, page 232, changed.
- (g) **MAIN LINE
PENN CENTRAL—30TH STREET (LOWER LEVEL)**
Cab signal testing section for departure test for northward movement from Nos. 3 and 4 tracks, in service.
Special Instruction **1550-A2**, page 305, changed.

(h) OFFICES OPEN FOR SALE OF TICKETS
CYNWYD

Cynwyd open 7.15 A.M. to 11.15 A.M., Monday to Friday.
Closed Saturday, Sunday and Holidays.
Employees must correct page 119, in ink.

Effective 2.01 P.M., Monday, March 10, 1969

Applies in Harrisburg Division

(i) WILKES-BARRE BRANCH
BANKS—KIPS

Facing interlocked switch in Kips Interlocking, 2770 feet west of MP10, out of service.

Trailing hand-operated switch for westward movement in Main track, 2941 feet west of MP9, out of service.

Dwarf Signal, 220 feet west of Kips Interlocking governing eastward movement from westward siding, out of service.

Westward siding at Kips, out of service.

Car capacity of eastward siding at Kips, 159.

Page 25 and Special Instruction 1151-E1, page 198, changed.

J. G. ROBINS,
General Superintendent—Transportation

**PENN CENTRAL
EASTERN REGION**

Philadelphia, Pa., March 6, 1969

GENERAL ORDER No. 216

Effective 10.01 A.M., Monday, March 24, 1969

Applies in Harrisburg Division

- (a) **L.V. JUNCTION
ELIZABETHVILLE—LYKENS**
L.V. Junction Secondary track from 4700 feet west of MP9 to Lykens (end of track), temporarily out of service.
Special Instruction **1157-H1**, page 244, changed.
- (b) **ATGLEN AND SUSQUEHANNA BRANCH
SMITH—LG14**
Trailing hand-operated switch for eastward movement in No. 1 track, 4500 feet west of MP19, out of service.

Applies in Chesapeake Division

- (c) **D.M.&V. SECONDARY TRACK
MILFORD**
Facing hand-operated switch for southward movement in Secondary track, 62 feet north of MP7, leading to Baycentral Corporation and The Milford Fertilizer Co. track, capacity 16 cars, in service.

Applies in Philadelphia and Chesapeake Divisions

- (d) **PASSENGER TRAINS
MAXIMUM SPEEDS**
Maximum speeds, "A" Passenger Trains changed. Sticker coupons and pages attached to sticker form of this General Order must be detached and pasted in Timetable over corresponding Special Instruction and pages.
Special Instructions **1157-C2a** and **1157-F1a**, pages 222, 224, 239 and 240, changed.

Applies in All Divisions

- (e) **ENGINE AND SPECIAL LOAD RESTRICTIONS**
Class E-33 Electric Engines are subject to same restrictions as shown in column 6, Special Instructions **1160-A1a**, **1160-A1c** and **1160-A1d**.
Special Instructions **1160-A1a**, **1160-A1c** and **1160-A1d**, pages 245, 254 and 264, changed.
- (f) **ENGINES
MAXIMUM SPEEDS, UNLESS OTHERWISE
RESTRICTED**
Maximum speeds for Class E-33 Electric Engines are as follows:
- | | | | | |
|-------------------|----|-------|-----|------|
| Single Unit Light | 50 | Miles | Per | Hour |
| Multiple Light | 60 | " | " | " |
| With Train | 65 | " | " | " |
- Special Instruction **1157-G1**, page 241, changed.
- (g) **TIMETABLE AUTHORITY**
Schedule of SOU No. 221, changed.
Sticker coupon attached to sticker form of this General Order must be detached and pasted in Timetable over corresponding schedule, page 114.

Applies in Chesapeake Division

- (h) **MOVEMENT OF CARS MAXIMUM WEIGHT
POPE'S CREEK SECONDARY TRACK
CAMBRIDGE SECONDARY TRACK**
Cars with weight exceeding 220,000 pounds (car and lading) to a maximum of 263,000 pounds (car and lading) may be handled on the Pope's Creek Secondary track (Brandywine to Woodzell) and on the Cambridge Secondary track, not exceeding 15 MPH.
Delete reference to Pope's Creek (Brandywine to Pope's Creek) in Special Instruction **1160-D6**, page 274.
Special Instructions **1160-D6** and **1160-D7**, page 274, changed.

J. G. ROBINS,
General Superintendent—Transportation

1157-C2a. Maximum speeds, 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., (Metroliners.) 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.

PHILADELPHIA DIVISION

Main Line Between:	Train:	A					B				
	Track:	4	3	2	1	.....	4	3	2	1	.....
		Miles per Hour									
Millham and Morris, except adjacent Trenton Station Platforms		80	80	80	80	.....	80	80	80	80	.....
Trenton—Adjacent to Station Platforms		60	.....	.....	60	.....	60	.....	.....	60	.....
Track 5 Fair Interlocking						10	.....	.....	.....	.....	10
Morris and Grundy		90	115	115	90	.....	90	100	100	90	.....
Grundy and MP76		80	115	115	90	.....	80	100	100	90	.....

Lower portion page 222, G.O. No. 216

G.O. 216
Page 114
Col. 3
SOU.
221
Daily
A. M.
\$ 9.00
9.05
9.11
A. M.

**PENN CENTRAL
EASTERN REGION**

Philadelphia, Pa., March 19, 1969

GENERAL ORDER No. 217

Effective 12.01 A.M., Tuesday, April 1, 1969

Applies in All Divisions

(a) RULES FOR CONDUCTING TRANSPORTATION

Signature on page iii of the Rules for Conducting Transportation, changed.

Sticker page attached to sticker form of this General Order must be detached and pasted over corresponding page iii in the C. T. 400—Rules for Conducting Transportation.

(b) SPECIAL INSTRUCTIONS GOVERNING OPERATION OF SIGNALS AND INTERLOCKINGS

Signature on page 1, of the Special Instructions Governing Operation of Signals and Interlockings, changed.

Employees whose duties are prescribed by the C. T. 405—Special Instructions Governing Operation of Signals and Interlockings must detach sticker page, attached to sticker form of this General Order and paste over corresponding page 1 of the C. T. 405.

Effective 12.01 A.M., Wednesday, April 2, 1969

Applies in All Divisions

(c) LETTERS AND CHARACTERS

Character ☒ added indicating schedule based on a maximum speed of 120 MPH.

Special Instruction **1004-B1**, page 141, changed.

(d) TIMETABLE AUTHORITY

Schedule of Nos. A-154 and 2-131, added.

Schedule of Nos. 131, 152 and 400, changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in Timetable as follows:

No. 131 over blank column, page 29.

No. 2-131 over No. 131, page 30.

No. 152 over corresponding schedule, page 68.

No. A-154 over blank column, page 69.

No. 400 over corresponding schedule, page 69.

Applies in Philadelphia Division

(e) OFFICES OPEN FOR SALE OF TICKETS

**NORTH PHILADELPHIA
SUBURBAN**

North Philadelphia open 6.00 A.M. to 11.00 P.M., daily.

Suburban open 6.00 A.M. to 12.45 A.M., Monday to Friday; 7.00 A.M. to 11.00 P.M., Saturdays; 10.00 A.M. to 7.30 P.M., Sunday and Holidays.

Employees must correct page 118, in ink.

**(f) SCHUYLKILL SECONDARY TRACK
NORRIS—LOCK**

Haws Avenue Block Station and Schuylkill Secondary track between Norris and Haws Ave. connection with No. 2 Running track, temporarily out of service due to bridge construction.

Page 15 and Special Instructions **1151-D1**, page 196, and **1157-H1**, page 242, changed.

J. G. ROBINS,
General Superintendent—Transportation

• 131	☒ • 2-131	• 152	◊400	☒ • A-154
Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
A. M.	A. M.	P. M.	P. M.	P. M.
\$ 6.30	\$ 7.10	\$ 4.00	\$ 4.31	\$ 4.30
7.29	7.45	4.03	4.36	4.32
\$ 7.32	7.46			
		4.09	4.43	4.36
7.41	7.51			
		4.16	4.50	4.41
		4.21	\$ 4.56	4.45
			\$ 5.14	
7.51	7.58	\$ 4.40	\$ 5.22	4.59
		4.46		5.04
		4.59		5.12
		5.12		5.20
			MU	MU
		5.30		5.29
		5.37		5.34
7.56	8.01	\$ 5.39		5.36
\$ 8.00	8.03			
8.04	8.07	5.44		5.39
\$ 8.10				
# 8.12	8.11			5.42
8.15	8.13			
8.18	8.15			
		5.53		5.46
		G.O. 217 Page 68 Col. 2	G.O. 217 Page 69 Col. 5	G.O. 217 Page 69 Col. 1
G.O. 217 Page 29 Col. 1	G.O. 217 Page 30 Col. 1			
8.25	8.20			
		6.00		5.52
		6.03		5.54
	8.23	\$ 6.06		5.57
8.33	8.26	6.10		5.59
\$ 8.36	8.29	\$ 6.14		6.02
8.41	8.31	6.18		6.04
8.49	8.36			
	MU			
9.05	8.47			
9.19	8.55			
9.32	9.04			
\$ 9.39	9.10	6.23		6.08
9.58	9.24			
10.04	9.28	6.33		6.15
10.10	9.32	G 6.40		6.20
		6.42		6.21
10.17	9.36			
\$ 10.20	\$ 9.40	\$ 7.35		\$ 7.00
A. M.	A. M.	P. M.	P. M.	P. M.

NOTICE

These instructions relate to, and are coordinated with C.&S. 23, Special Instructions Governing Construction and Maintenance of Signals and Interlockings, and govern the operation of signals and interlockings to the extent provided herein. They do not supersede applicable Rules for Conducting Transportation.

They govern Train Dispatchers, Train Directors, Operators and Levermen, who must provide themselves with a copy and are required to understand and obey them.

R. G. FLANNERY
VICE PRESIDENT—Operation

**PENN CENTRAL
EASTERN REGION**

Philadelphia, Pa., March 19, 1969

GENERAL ORDER No. 218

Effective 10.01 A.M., Wednesday, April 2, 1969

Applies in Chesapeake Division

- (a) **PUBLIC CROSSINGS AT GRADE
NEW CASTLE SECONDARY TRACK
WILMINGTON**
Trains and engines must stop before passing over Christina Avenue crossing, Wilmington, and a member of crew must protect the crossing in advance of each movement. Note 32 of Special Instruction **1103-A1**, page 175, annulled.
Special Instruction **1103-A1**, page 175, changed.
- (b) **POPE'S CREEK SECONDARY TRACK
COLLINGTON**
Facing hand-operated switch for southward movement in Secondary track, 126 feet north of MP3, leading to Public Delivery track, out of service.
- (c) **POPE'S CREEK SECONDARY TRACK
INDIAN HEAD JUNCTION**
Trailing hand-operated switch for southward movement in Secondary track, 1465 feet south of MP34, leading to Potomac Ship Wrecking Co., out of service.
- (d) **CENTREVILLE SECONDARY TRACK
SUDLERSVILLE**
Facing hand-operated switch for southward movement in Secondary track, 4334 feet south of MP17, leading to Harbison Dairies Co., out of service.
- (e) **OXFORD SECONDARY TRACK
RIDGELY**
Trailing hand-operated switch for southward movement in Secondary track, 5137 feet south of MP27, leading to Matheson Co., out of service.
- (f) **OXFORD SECONDARY TRACK
RIDGELY**
Trailing hand-operated switch for southward movement in Secondary track, 220 feet south of MP28, leading to Bryers Creamery, out of service.
- (g) **OXFORD SECONDARY TRACK
RIDGELY**
Trailing hand-operated switch for southward movement in Secondary track, 1903 feet south of MP28, leading to Public Delivery track, out of service.
- (h) **OXFORD SECONDARY TRACK
CHAPEL**
Facing hand-operated switch for southward movement in Secondary track, 5273 feet south of MP38, leading to Public Delivery track, out of service.
- (i) **D. M. & V. SECONDARY TRACK
BISHOP**
Trailing hand-operated switch for southward movement in Secondary track, 5144 feet south of MP20, leading to Public Delivery track, out of service.
- (j) **CAMBRIDGE SECONDARY TRACK
FEDERALSBURG**
Facing hand-operated switch for southward movement in Secondary track, 3633 feet south of MP9, leading to Mill track, out of service.

- (k) CAMBRIDGE SECONDARY TRACK
HURLOCK
Facing hand-operated switch for southward movement in Secondary track, 4174 feet south of MP15, leading to Dairy track, out of service.
- (l) CAMBRIDGE SECONDARY TRACK
LINKWOOD
Facing hand-operated switch for southward movement in Secondary track, 100 feet south of MP24, leading to Dorchester Lumber Co. track, out of service.

Applies in Philadelphia Division

- (m) FRAZER RUNNING TRACK
FRAZER—WEST CHESTER
Frazer Running Track temporarily out of service between a point 1580 feet east of MP24 and a point 2635 feet east of MP29.
Special Instruction **1151-H1**, page 201, changed.
- (n) BELVIDERE—DELAWARE BRANCH
MG—BELVIDERE
Distant switch signals between MG and Belvidere, out of service.
- (o) PHILADELPHIA AND THORNDALE BRANCH
DALE—THORN
(Temporary Speed Restriction)
Trains and engines on No. 2 track must not exceed 10 MPH between a point 2640 feet west of MP32 and a point 2640 feet west of MP33, account of track conditions.
Special Instruction **1157-F1**, page 232, changed.
- (p) TRENTON BRANCH
DALE—KING
(Temporary Speed Restriction)
Trains and engines on No. 1 track must not exceed 35 MPH between MP1 and a point 2640 feet east of MP6, account of track conditions.
Special Instruction **1157-F1**, page 232, changed.
- (q) TRENTON BRANCH
LANGHORNE—MA
(Temporary Speed Restriction)
Trains and engines on No. 1 track must not exceed 30 MPH between MP38 and MP40, account of track conditions.
Special Instruction **1157-F1**, page 232, changed.
- (r) SCHUYLKILL SECONDARY TRACK
MAN—IVY ROCK
(Temporary Speed Restriction)
Trains and engines on Secondary track must not exceed 10 MPH between MP10 and MP14, account of track conditions.
Special Instruction **1157-F1**, page 232, changed.
- (s) ROBBINSVILLE SECONDARY TRACK
BORDENTOWN—END OF TRACK (MP37.7)
Paragraph (l) of General Order No. 201, referring to a temporary speed restriction of 5 MPH on Secondary track between Bordentown and MP37.7, is annulled.

- (t) **ROBBINSVILLE SECONDARY TRACK
BORDENTOWN—YARDVILLE
(Temporary Speed Restriction)**

Trains and engines on Secondary track must not exceed 5 MPH between Bordentown and Yardville, account of track conditions.

Special Instruction **1157-H1**, page 242, changed.

- (u) **ROBBINSVILLE SECONDARY TRACK
YARDVILLE—END OF TRACK (MP37.7)
(Temporary Speed Restriction)**

Trains and engines on Secondary track must not exceed 10 MPH between Yardville and End of Track, account track conditions.

Special Instruction **1157-H1**, page 242, changed.

- (v) **TRENTON BRANCH
MA**

Home signal governing eastward movement on No. 1 track, relocated 270 feet westward, in service.

Dwarf signal governing westward movement from Middle track, relocated 417 feet eastward, in service.

J. G. ROBINS,
General Superintendent—Transportation

**PENN CENTRAL
EASTERN REGION**

Philadelphia, Pa., March 31, 1969

GENERAL ORDER No. 219

Effective 7.01 A.M., Monday, April 7, 1969

Applies in Chesapeake Division

**(a) MAIN LINE
ANACOSTIA**

No. 2 track between a point 135 feet north of Northbound home signal and a point 1804 feet north of Northbound home signal within Anacostia Interlocking, temporarily out of service, account of bridge construction.

**(b) POCOMOKE SECONDARY TRACK
MP34—MP35**

Facing hand-operated switch for southward movement in Secondary track, 2818 feet south of MP34, leading to Station track, out of service.

Effective 10.01 A.M., Thursday, April 10, 1969

Applies in Harrisburg Division

**(c) WILKES-BARRE BRANCH
LOMIS—LOG**

Paragraph (ii) of General Order No. 201 referring to temporary speed restriction of 30 MPH between Lomis and Bridge 57.51, annulled.

**(d) WILKES-BARRE BRANCH
EAST BLOOMSBURG—NESCOPECK**

Paragraph (h) of General Order No. 203 referring to temporary speed restriction of 30 MPH between MP24 and MP30, annulled.

**(e) WILKES-BARRE BRANCH
NESCOPECK—HUNLOCK**

Paragraph (f) of General Order No. 206 referring to temporary speed restriction of 25 MPH on Main track between MP41 and MP49, annulled.

**(f) WILKES-BARRE BRANCH
EAST BLOOMSBURG—WAPWALLOPEN**

Paragraph (b) of General Order No. 209 referring to temporary speed restriction of 30 MPH between MP33 and MP36, annulled.

**(g) WILKES-BARRE BRANCH
NESCOPECK—BUTTONWOOD
(Temporary Speed Restriction)**

Trains and engines on Main track must not exceed 30 MPH between MP24 and Log, account track conditions.

Special Instruction 1157-F1, page 237, changed.

Effective 12.01 P.M., Tuesday, April 15, 1969

**(h) MAIN LINE
ROCKVILLE**

Paragraph (a) of General Order No. 215 referring to temporary speed restriction of 10 MPH on No. 3 track within limits of Rockville Interlocking, annulled.

**(i) CUMBERLAND VALLEY BRANCH
PENNROAD—WOOD**

Paragraph (f) of General Order No. 208 referring to temporary speed restriction of 20 MPH on Main track between MP48 and MP50, annulled.

(j) **MAIN LINE**
BANKS INTERLOCKING

Paragraph (a) of General Order No. 210 referring to temporary speed restriction of 10 MPH on No. 3 track within limits of Banks Interlocking, annulled.

(k) **COLUMBIA BRANCH**
CORK—MOUNTVILLE

Trailing hand-operated switch with pipe-connected derail, for westward movement in No. 2 track, 831 feet west of MP74, leading to Mohawk Rubber Company track, capacity 21 cars, in service.

(l) **COLUMBIA BRANCH**
CORK—MOUNTVILLE

Trailing hand-operated switch with pipe-connected derail, for westward movement in No. 2 track, 2028 feet west of MP74, leading to Georgia Pacific track, capacity 15 cars, in service.

J. G. ROBINS,
General Superintendent—Transportation

**PENN CENTRAL
EASTERN REGION**

Philadelphia, Pa., April 2, 1969

GENERAL ORDER No. 220

Effective 12.01 A.M., Tuesday, April 15, 1969

Applies in All Divisions

(a) TIMETABLE AUTHORITY

Schedules of Nos. 574 and 575, changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted over corresponding schedules as follows:

Nos. 574 and 575 over corresponding schedules, pages 89, 91 and 103.

Effective 2.00 A.M., Sunday, April 27, 1969

(b) STANDARD TIME

THE UNIFORM TIME ACT OF 1966

Effective 2.00 A.M., Sunday, April 27, 1969, Standard Time is advanced one hour.

Standard clocks will be advanced one hour at 2.00 A.M., the time changed to 3.00 A.M., Standard Time.

Employees advancing standard clocks must, as soon as the change has been made, compare time with the train dispatcher.

Offices where standard clocks are located, not open at 2.00 A.M., must advance clocks one hour at time office is opened and compare time with the train dispatcher or block operator.

Employees who are required by **Rule 2**, to use reliable watches, and are on duty at 2.00 A.M., must adjust their watches to show 3.00 A.M. instead of 2.00 A.M., and as soon thereafter as possible without incurring delay to train movements, compare their watches with a standard clock or secure time from a block operator.

At the moment the change in time is effective, trains en route will be governed as follows:

1. Where Automatic Block Signal System Rules or Traffic Control System Rules are in effect, trains will proceed under the rules.
 2. Where Automatic Block Signal System Rules or Traffic Control System Rules are not in effect, schedules of trains will be annulled prior to 2.00 A.M., and all trains will be governed by Train Orders.
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Effective 4.01 A.M., Sunday, April 27, 1969

(c) BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS

Penn Central EC-99—Brake and Train Air Signal Instructions, issue of March 1969, in effect.

Penn Central EC-99—Brake and Train Air Signal Instructions supersedes the former Pennsylvania Railroad Brake and Train Air Signal Instructions, 99-D-1, effective January 1, 1953 and the former New York Central Rules for the Operation and Supervision of Air Brake, Train Air Signal and Steam Heat Equipment Locomotives and cars, effective May 1, 1965.

J. G. ROBINS,
General Superintendent—Transportation

