

**PENN CENTRAL
TRANSPORTATION COMPANY**

* * *

EASTERN REGION

* * *

**NEW JERSEY DIVISION
CHESAPEAKE DIVISION
HARRISBURG DIVISION
PHILADELPHIA COMMUTER AREA**

* * *

TIMETABLE No. 9

**In effect 4.01 A. M., Eastern Standard Time
Friday, December 15, 1972**

* * *

FOR THE GOVERNMENT OF EMPLOYEES ONLY

**R. F. LAWSON
General Manager**

**C. W. OWENS
Asst. General Manager**

**K. J. TOMASEVICH
Superintendent—Operations—Freight**

**Division Superintendents:
C. B. LOCKWOOD
F. I. DOEBBER
H. E. RING**

**Divisions:
NEW JERSEY
CHESAPEAKE
HARRISBURG**

PHILADELPHIA COMMUTER AREA

**J. K. SHOEMAKER
General Superintendent**

**H. W. HALL
Superintendent
Suburban Transportation**

INDEX

	PAGES
Index to Trains.....	4- 8
List of Stations, Interlockings, Distances, Sidings, etc	9- 32
Schedule Pages:	
New York to Philadelphia (Westward).....	34- 67
Philadelphia to New York (Eastward).....	68-101
Philadelphia to Washington (Southward).....	102-113
Washington to Philadelphia (Northward).....	114-125
Philadelphia to Banks.....	126-141
Banks to Philadelphia.....	142-155
Washington to South End.....	170
Chestnut Hill Branch (Westward).....	126-133
Chestnut Hill Branch (Eastward).....	142-149
West Chester Branch (Southward).....	156-159
West Chester Branch (Northward)	160-163
Schuylkill Branch (Westward).....	134-137
Schuylkill Branch (Eastward).....	150-153
Princeton Branch.....	168-169
Highway Bus Schedules.....	174
Trains Wait for Connections.....	175-176
Extra Stops Passenger Trains.....	173-174
Offices Open for Sale of Tickets.....	171-173

SPECIAL INSTRUCTIONS

Authority to Proceed as an Extra.....	204
Automatic Block Signal System.....	375-383
Automatic Interlockings.....	395
Cab Signals.....	375-383 and 390-393
Clearances:	
Overhead.....	352-353
Side.....	353-354
Electrical Operation.....	355-373
Engine and Special Load Restrictions.....	314-343
New Jersey Division	314-317
Philadelphia Commuter Area.....	318-321
Chesapeake Division.....	322-331
Harrisburg Division.....	318-331-343
Engine Whistle Signals.....	189-190
Equipment Restrictions.....	345-352
Explosives and Other Dangerous Articles.....	354
Facing Hand-Operated Switches Connected With Manual	
Block Signals.....	388-389
First-Aid Boxes and Stretchers.....	186

	PAGES
Freight Train Operation.....	269-275
Freight and Passenger Train Operation.....	275-278
Fusees and Torpedoes.....	191
Gas Masks for Use in Tunnels.....	186
General Orders, Bulletin Orders, Bulletin Boards, Employees' Registers, Standard Clocks.....	192-196
General Rules.....	177-179
Hand-Operated Switches Equipped With Electric Locks....	241-246
Hospitals.....	183-186
Hot Box Detectors and Recorder Locations.....	198-199
Interlockings—Track Circuits	
Which May Not Shunt.....	394-395
Letters and Characters.....	187-188
Lost Articles.....	267
Manual Block Signal System.....	375-383
Medical Officers and Surgeons.....	180-183
Movable Bridges.....	207
Movement of Trains.....	190-191-200-202—265
Non-Interlocked Railroad Crossings at Grade.....	204-207
Non-Interlocking Switches and Signals.....	189
Normal Position of Switches.....	239-240
Observation of Trains for Defects.....	198-199
Other Equipment Restrictions.....	345
Passenger Train Operation.....	265-268
Passenger Crews Reporting and Registering for Duty.....	197
Public Crossings at Grade.....	209-238
Qualification of Conductor and Enginemen.....	196
Radio—Telephone Systems.....	395-397
Safety Calendar.....	404-405
Sidings, Use of.....	258
Signal Aspects Not in Conformity With Typical Aspects....	383-385
Signal Rules.....	375-383
Slide Detector Fences.....	386-387
Speed Table.....	278
Speeds and Speed Restrictions.....	280-313
Spring Switches.....	248
Standard Clocks.....	192-196
Superiority of Trains.....	192
Switch Tenders—Hand-Operated Switches.....	240-241
Track Assignments.....	249-264
Train Dispatchers.....	373-374
Train Ready Indicators.....	200-201
Train Signals.....	190-191
Tunnel Emergency Exits.....	177-179
Uniforms.....	177
Use of Radio.....	395-397
Use of Signals.....	191
Wreck Derrick Restrictions.....	346-347
Yard Limits.....	202-203

WESTWARD-SOUTHWARD			NORTHWARD-EASTWARD		
No.	NAME OF TRAIN	Page	No.	NAME OF TRAIN	Page
3	Mail.....	67-102	4	Mail.....	68-125
9	Mail.....	35-126	8	Mail.....	77-143
11	Mail.....	35-127	10	Mail.....	68-142
15	Mail.....	105	14	Mail.....	114
17	Mail.....	35	16	Mail.....	81
31	National Limited.....	48-133	30	National Limited.....	83-149
41	Broadway Limited.....	56-139	40	Broadway Limited.....	78-144
61	Washingtonian.....	41-105	60	Montrealer.....	95-124
81	Silver Star.....	43-107	82	Silver Star.....	95-123
83	Silver Meteor.....	51-109	84	Silver Meteor.....	75-115
85	Champion.....	53-111	86	Champion.....	81-117
95	Vacationeer.....	61-113	96	Vacationeer.....	85-119
101	Metroliner.....	36-104	100	Metroliner.....	75-115
103	Metroliner.....	39-105	102	Metroliner.....	79-117
105	Metroliner.....	40-105	104	Metroliner.....	80-117
107	Metroliner.....	42-106	106	Metroliner.....	81-118
109	Metroliner.....	43-106	108	Metroliner.....	83-119
111	Metroliner.....	45-107	110	Metroliner.....	85-119
113	Metroliner.....	47-107	112	Metroliner.....	87-120
115	Metroliner.....	48-108	114	Metroliner.....	88-120
117	Metroliner.....	50-109	116	Metroliner.....	91-121
119	Metroliner.....	52-110	118	Metroliner.....	92-122
121	Metroliner.....	54-111	120	The Morning Executive.....	94-123
123	The Morning Executive.....	58-111	124	The Afternoon Executive.....	97-124
125	The Afternoon Executive.....	61-112	128	Metroliner.....	99-125
127	Metroliner.....	64-113	130	Metroliner.....	82-118
131	Metroliner.....	41-106	132	The Nightcap.....	95-123
137	Metroliner.....	61-112	140	Connecticut Yankee.....	85
141	Connecticut Yankee.....	42-106	142	Bay State.....	87
143	Bay State.....	48	150	Manhattan Turbo.....	82
147	Bay State.....	62	152	Turbo Yankee Clipper.....	88
151	Manhattan Turbo.....	44	160	East Wind.....	70
153	Turbo Yankee Clipper.....	51	164	Free State.....	98-125
161	East Wind.....	64	166	Night Owl.....	68-125
163	Narragansett.....	67	188	Minute Man.....	75-115
167	Night Owl.....	35-103	170	Patriot.....	79-117
169	Patriot.....	47-108	172	Southern Crescent.....	83-119
171	Southern Crescent.....	50-109	174	Colonial.....	86-119
173	Minute Man.....	55-111	176	Merchants Limited.....	89-121
175	Colonial.....	59-112	178	Senator.....	93-123
177	Senator.....	63-113	184	Bunker Hill.....	91
179	Merchants Limited.....	65-113	200	Philadelphia-New York Express.....	74
181	Valley Forge.....	43	202	Philadelphia-New York Express.....	77
201	New York-Philadelphia Express.....	37	204	Philadelphia-New York Express.....	79
205	New York-Philadelphia Express.....	44	206	Philadelphia-New York Express.....	81
207	New York-Philadelphia Express.....	39	212	Philadelphia-New York Express.....	85
211	New York-Philadelphia Express.....	45	218	Philadelphia-New York Express.....	89
213	New York-Philadelphia Express.....	49	220	Philadelphia-New York Express.....	93
215	New York-Philadelphia Express.....	54	234	Philadelphia-New York Express.....	74
219	New York-Philadelphia Express.....	53	254	Philadelphia-New York Express.....	73
221	New York-Philadelphia Express.....	56	256	Philadelphia-New York Express.....	77
223	New York-Philadelphia Express.....	59	280	Philadelphia-New York Express.....	79
225	New York-Philadelphia Express.....	60	282	Philadelphia-New York Express.....	98
227	New York-Philadelphia Express.....	63	286	Philadelphia-New York Express.....	95
231	New York-Philadelphia Express.....	66	298	Philadelphia-New York Express.....	95
235	New York-Philadelphia Express.....	34	400	Washington-Baltimore Local.....	125
237	New York-Philadelphia Express.....	37	414	Washington-Baltimore Local.....	124
263	New York-Philadelphia Express.....	57	531	National Limited.....	121-133
405	Baltimore-Washington Local.....	102	541	Broadway Limited.....	123-139
407	Baltimore-Washington Local.....	103		South End to Washington.....	170
530	National Limited.....	107-139			
540	Broadway Limited.....	104-144			
	Washington to South End.....	170			

RAHWAY-SOUTH AMBOY

WESTWARD				EASTWARD			
Train No.	Page	Train No.	Page	Train No.	Page	Train No.	Page
3807	38	3827	58	3802	69	3822	79
3811	39	3831	59	3808	70	3824	87
3813	47	3835	61	3808	71	3826	84
3815	50	3837	62	3810	71	3830	91
3817	49	3841	65	3818	74	3834	93
3819	53	3847	65			3838	96
3821	55	3849	67			3870	90
3823	55	3671	65				

NEW YORK-NEW BRUNSWICK

3701	35	3731	53	3704	69	3744	88
3703	37	3733	55	3708	69	3748	89
3705	38	3735	57	3710	71	3748	89
3707	40	3737	59	3712	72	3750	90
3709	42	3741	60	3718	75	3752	92
3711	43	3745	62	3720	75	3758	96
3713	44	3749	83	3722	76	3760	96
3717	45	3753	83	3724	78	3762	97
3719	45	3757	65	3726	79	3768	99
3721	48	3767	66	3728	82	3768	100
3723	52	3785	62	3730	83	3770	79
3725	49	3789	67	3738	84	4250	89
3727	51	4249	48	3738	85		
3729	51	4251	56	3740	87		
4241	38			3742	87		
4243	40			4244	75		

NEW YORK-TRENTON

3811	34	3831	48	3810	69	3832	90
3813	34	3833	52	3812	69	3834	91
3815	35	3835	51	3814	70	3838	93
3817	37	3837	53	3818	73	3840	97
3819	39	3839	54	3818	73	3842	98
3821	39	3841	56	3820	76	3844	100
3823	41	3843	64	3822	76	3850	97
3825	45	3845	58	3824	80	3858	94
3827	47	3847	59	3826	100	3860	99
3829	48	3849	61	3828	85	4202	77
4203	43	3851	83	3830	87		
4205	53	3853	37				
		3861	66				

NEW YORK-RAHWAY

3903	39	3917	45	3904	73	3924	83
3907	41	3919	46	3912	77	3928	86
3911	43			3918	80		
				3918	81		

PRINCETON BRANCH

	168				169		
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C.N.J.

5305	41	5357	46	5300	68	5354	72
5309	51	5365	57	5302	69	5358	77
5313	54	5367	61	5306	71	5362	83
5319	57	5371	66	5314	74	5368	89
5321	57	5381	40	5316	75	5380	71
5325	59	5387	53	5322	84	5384	66
5329	62	5391	63	5326	93	5388	91
5353	41			5350	70		

INDEX TO TRAINS—(Continued)

NEW YORK-LONG BRANCH

WESTWARD				EASTWARD			
Train No.	Page	Train No.	Page	Train No.	Page	Train No.	Page
1101	34	1133	65	1104	71	1132	99
1103	36	1155	43	1106	72	1152	71
1107	46	1159	47	1108	72	1156	75
1111	53	1161	50	1110	73	1164	87
1115	55	1185	48	1112	73	1168	95
1117	55	1189	60	1118	76	1170	99
1123	58			1120	80	1182	81
1127	60			1126	89	1190	97
1131	83			1130	97	1192	100

PHILADELPHIA-HAVERFORD-BRYN MAWR-PAOLI

001	126	339	136	300	142	340	149
301	127	041	136	002	143	042	150
003	127	341	137	302	142	342	150
303	127	043	137	304	143	044	151
005	128	343	137	308	143	344	150
305	128	045	137	308	143	046	151
007	128	345	138	310	143	346	151
307	129	347	138	012	144	048	151
009	129	349	138	312	144	348	151
309	129	351	139	014	145	050	152
011	129	353	139	314	145	350	151
311	129	055	139	316	145	052	152
013	130	355	139	018	145	352	152
313	130	357	140	319	145	054	153
315	131	059	140	020	146	354	153
317	131	359	141	320	145	356	153
319	131	361	141	022	146	058	153
321	131	363	141	322	146	358	154
023	132	365	141	024	147	080	154
223	132	367	141	324	147	360	154
325	132	369	128	026	147	382	155
027	133	371	127	328	147	064	155
327	133	373	127	028	148	364	155
029	133	375	128	328	147	366	155
329	133	377	130	330	148	368	155
031	134	379	133	332	148	370	149
331	134	381	135	334	149	372	142
033	135	383	131	336	149	374	151
333	135	387	136	338	149	382	146
035	135	389	137			396	153
335	135	391	137			398	153
037	135	393	134				
337	136	395	140				
039	135	397	131				

PHILADELPHIA-TRENTON

501	35	527	52	502	69	528	94
503	36	529	55	504	73	530	94
505	36	531	57	506	78	532	95
507	37	533	59	508	81	534	97
509	37	535	81	510	82	536	98
511	38	537	64	512	85	538	99
513	41	539	65	514	86	540	99
515	42	545	38	516	88	542	101
517	43	557	49	518	90	550	78
519	44	559	57	520	91	552	83
521	47	563	45	522	92	556	91
523	49			524	93	558	77
525	51			528	93	560	92

PHILADELPHIA-HARRISBURG							
WESTWARD-SOUTHWARD				EASTWARD-NORTHWARD			
Train No.	Page	Train No.	Page	Train No.	Page	Train No.	Page
601	126	611	134	600	143	608	150
603	127	613	137	602	145	610	152
605	130	615	139	604	147	612	153
607	131	617	141	606	146	614	154
609	132	619	136			616	155
		623	127			624	155
PHILADELPHIA-MANAYUNK							
651	134	671	136	650	150	670	152
653	134	673	136	652	150	672	152
655	134	675	136	654	150	674	153
657	134	677	137	656	151	676	153
659	135	679	137	658	151	678	153
661	135	681	137	660	151	680	153
663	135	683	137	662	151	682	153
665	135	685	137	664	151	684	153
667	135	687	135	666	152	686	151
669	136	689	135	668	152	688	151
PHILADELPHIA-MEDIA-WEST CHESTER							
0701	156	741	157	700	160	0744	162
701	156	743	156	702	160	746	162
0703	156	0743	158	0704	160	746	162
705	156	0745	158	706	160	750	162
0705	156	745	158	708	160	752	162
707	156	747	158	710	160	754	162
709	156	749	156	712	160	756	162
0709	156	751	158	0714	160	758	162
711	156	753	156	716	160	760	162
713	156	0753	156	718	160	0760	162
715	156	755	158	720	160	762	162
0716	156	757	158	722	161	764	162
717	156	759	158	0722	160	766	163
719	157	0759	158	724	161	768	163
721	157	761	159	726	161	0768	163
0723	157	763	159	0726	161	770	163
725	157	765	159	728	161	0770	163
727	157	0765	159	0730	161	772	163
729	157	767	159	730	161	774	163
731	157	769	159	732	161	776	160
733	157	771	159	734	161	776	160
735	157	773	159	0736	161	780	160
737	157	777	158	738	161	782	161
739	157	779	158	740	161	784	163
0739	157	781	158	742	161	0786	162
		785	159	744	162		

PHILADELPHIA-CHESTNUT HILL

WESTWARD-SOUTHWARD

EASTWARD-NORTHWARD

Train No.	Page	Train No.	Page	Train No.	Page	Train No.	Page
801	126	839	129	800	142	838	145
803	126	841	129	802	142	840	145
805	126	843	130	804	142	842	148
807	126	845	130	808	143	844	148
809	127	847	130	810	143	848	148
811	127	849	130	812	143	848	148
813	127	851	131	814	143	850	147
815	127	853	131	818	143	852	147
817	127	855	131	818	143	854	147
819	129	857	131	820	144	858	147
821	128	859	131	822	144	858	147
823	128	861	131	824	144	880	147
825	128	863	131	828	144	882	148
827	128	865	132	828	145	884	148
829	129	867	132	830	145	888	148
831	129	869	132	832	145	888	149
833	129	871	133	834	145	870	142
835	129	873	127	838	145	872	148
837	129	875	132			874	147
		881	133				

PHILADELPHIA-CHESTER-WILMINGTON-NEWARK

901	102	937	111	900	114	938	122
903	103	939	111	902	114	940	123
905	103	941	111	904	115	942	123
907	104	943	112	906	115	944	124
909	105	945	112	908	115	946	125
911	105	947	113	910	115	948	125
913	105	949	113	912	116	950	125
915	106	951	103	914	116	952	114
917	107	953	103	918	118	954	115
919	107	955	113	918	117	958	116
921	108	957	109	920	118	958	117
923	109	959	110	922	118	960	121
925	109	961	111	924	119	962	121
927	109	963	113	928	119	964	122
929	109	971	104	928	120	966	123
931	110	973	107	930	121	968	124
933	110	975	108	934	121	970	117
935	110	991	102	938	122	972	120
		993	103			974	119

NOTE—Applies on Pages 9 to 32, 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 Years, Memorial, Independence, Labor, Thanksgiving, Christmas Days.

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
						West or North	East or South	Both
				MAIN LINE				
				CP WALDO TO CP 132	*			
				(New Jersey Division)				
X				CP WALDO	2.1			
X				CP 05	4.0			
				HOBOKEN	8.2			
				WILLOW AVE.	1.6			
X				CP 04				
X				WEEHAWKEN CP 03				
				CP 02				60
X				CP 1	1.3			
X				CP 5 (Movable Bridge)	5.8			
X				CP 7	7.6			
				TEANECK	9.0			
				BERGENFIELD	12.0			559
				DUMONT	12.9			
X				CP 13	13.0			
				HARRINGTON PARK	16.0			
				N.J.—N.Y. STATE LINE	18.8			
				ORANBURG	20.5			
X				CP 22	22.9			159
X				CP 24	24.4			
				VALLEY COTTAGE	26.4			
				CONGERS	28.5			
				HAVERSTRAW	32.2			
				WEST HAVERSTRAW	33.3			
X				CP 33	33.4			
X				CP 35	35.1			175
				STONY POINT	35.1			
				TOMKINS COVE	36.7			
				IONA ISLAND	41.0			
				WEST POINT	47.3			
X				CP 53	53.6			215
X				CP 55	55.7			
				NEWBURGH	56.2			
				ROSETON	58.0			
				MARLBOROUGH	64.6			
X				CP 66	67.0			
				MILTON	68.0			225
X				CP 69	69.3			
				HIGHLAND	72.3			
				HERCULES	84.4			
X				CP 87	87.6			
				KINGSTON Walkkill Valley Br.	89.6			258
				Catskill Mt. Br.				
X				CP 90	90.5			
				MT. MARION	95.8			
				SAUGERTIES	99.0			
				MALDEN-ON-HUDSON	101.0			
X				CP 104	104.5			
				ALSEN	104.8			177
X				CP 106	106.4			
				CATSKILL	110.0			
				WEST ATHENS	114.7			
X				CP 118	118.3			
				COXSACKIE	120.1			227
X				CP 121	121.1			
				RAVENA	127.8			
				DIVISION POST (Mohawk-Hudson Division) (Northeastern Region)...	132.1			
				CP 132	132.5			

The direction from CP 03 to CP 132 is Northward

The direction from CP 04 to CP Waldo is Southward.

*Distance from Weehawken.

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	
MAIN LINE—NEW YORK TO PHILADELPHIA									
X	X	X		HAROLD (L.I.R.R.).....	3.7				
X	X	•X		F.....	3.0				
X	X	X		JO.....	0.1				
X	X	X		C.....	0.1				
X	X			NEW YORK (Penn. Sta.).....	0.0				
X	X			KN.....	0.1				
X	X	X-★		A.....	0.2				
X	X	X-★		N.Y.—N.J. STATE LINE.....	1.6				
X	X	X-★		WEEHAWKEN SHAFT.....	1.8				
X	X	X-★		PORTAL (Movable Bridge).....	6.0				
X	X	X-★		HUDSON.....	8.6				
				Distance from Jersey City	#				
X	X	X-★		HUDSON.....	7.1				
X	X	X-★		HARRISON.....	8.5				
X	X	X-★		DOCK (Movable Bridge).....	8.8				
X	X	X-★		NEWARK.....	9.0				
X	X	X-★		SOUTH STREET (Newark).....	10.0				
X	X	X-★		HUNTER.....	10.8				
X	X	X-★		LANE (Greenville Branch).....	12.6				
X	X	X-★		NORTH ELIZABETH.....	13.4				
X	X	X-★		ELIZABETH.....	14.5				
X	X	X-★		ELMORA.....	15.0				
X	X	X-★		SOUTH ELIZABETH.....	15.1				
X	X	X-★		LINDEN.....	17.7				
X	X	X-★		NORTH RAHWAY.....	19.2				
X	X	X-★		RAHWAY.....	19.8				
X	X	X-★		UNION (P.A. & W. Branch).....	20.0				
X	X	X-★		COLONIA.....	21.9				
X	X	X-★		ISELIN.....	23.0				
X	X	X-★		METRO PARK.....	23.2				
X	X	X-★		METUCHEN.....	26.2				
X	X	X-★		LINCOLN.....	26.4				
X	X	X-★		EDISON..... R-Lincoln.....	29.3				
X	X	X-★		NEW BRUNSWICK.....	31.7				
X	X	X-★		COUNTY.....	32.9				
X	X	X-★		JERSEY AVENUE (MAIN).....	33.1				
X	X	X-★		JERSEY AVENUE (Millstone Running Track).....	33.4				
X	X	X-★		MONMOUTH JUNCTION.....	41.4				
X	X	X-★		MIDWAY (Jamesburg Branch).....	41.6				
X	X	X-★		NASSAU (Princeton Branch).....	47.3				
X	X	X-★		PRINCETON JCT.....	47.4				
X	X	X-★		DIV. POST (Phila. Commuter Area—N. J. Div.).....	54.0				
X	X	X-★		MILLHAM.....	54.9				
X	X	X-★		FAIR (Belvidere Delaware Secondary Track) (Bordentown Sec. Track).....	56.8				
X	X	X-★		TRENTON.....	57.1				
X	X	X-★		PA.—NEW JERSEY STATE LINE.....	57.7				
X	X	X-★		MORRISVILLE.....	58.5				
X	X	X-★		MORRIS (Trenton Branch).....	58.6				
X	X	X-★		LEVITTOWN-TULLYTOWN.....	63.6				
X	X	X-★		GRUNDY.....	65.6				
X	X	X-★		BRISTOL.....	66.8				
X	X	X-★		CROYDON.....	69.7				
X	X	X-★		EDDINGTON.....	71.3				
X	X	X-★		CORNWELLS HEIGHTS.....	72.5				
X	X	X-★		ANDALUSIA.....	73.7				
X	X	X-★		TORRESDALE.....	74.6				
X	X	X-★		HOLMESBURG JCT.....	77.2				
X	X	X-★		HOLMES.....	77.2				
X	X	X-★		TACONY.....	78.2				
X	X	X-★		WISSINOMING.....	79.3				
X	X	X-★		BRIDESBURG.....	80.1				
X	X	X-★		FRANKFORD.....	80.9				
X	X	X-★		FORD..... R-Shore.....	81.2				
X	X	X-★		FRANKFORD JCT.....	81.8				
X	X	X-★		SHORE (D.R.R.R. & B. Co. Branch).....	82.1				
X	X	X-★		NORTH PHILADELPHIA.....	85.0				
X	X	X-★		NORTH PHILADELPHIA (Chestnut Hill Branch).....	85.1				
X	X	X-★		ZOO (Main Line, Phila.—Pittsburgh) (West Phila. Elevated Branch) (Grays Ferry Branch) (36th St. Conn.) (Zoo Secondary Track) (Suburban Line).....	88.1				
The direction from Harold to Zoo (Phila. Commuter Area) is westward.									

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Suburban Sta., Phila.	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
						West or North	East or South	Both
MAIN LINE—PHILADELPHIA TO WASHINGTON								
X	X	X-★		ZOO.....				
				PENN CENTRAL 30th St.-Phila. (Lower Level).....	*1.5			
X	X	X-★		PENN.....	*1.5			
X	X	X-★		*Distance from Zoo ARSENAL (West Chester Branch, West Phila. Elevated Branch, Delaware Extension, Grays Ferry Branch).....	2.1			
X	X	X-★		BRILL (West Phila. Elevated Branch).....	4.2			
				DARBY.....	6.1			
				CURTIS PARK.....	6.8			
				SHARON HILL.....	7.2			
				FOLCROFT.....	7.7			
				GLENOLDEN.....	8.3			
				NORWOOD.....	9.0			
				MOORE.....	9.5			
				RIDLEY PARK.....	10.4			
				CRUM LYNNE.....	11.1			
X	X	X-★		BALDWIN.....	11.7			
				EDDYSTONE.....	12.3			
				CHESTER.....	13.4			
X	X	X-★		LAMOKIN (Chester Creek Secondary Track).....	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			
X	X	X-★		BELL (Shellpot Secondary Track) (B Secondary Track).....	22.5			
				EDGE MOOR.....	24.0			
X				LANDLITH (B Secondary Track) R-Wilmington.....	25.4			
X	X	X-★		WILMINGTON (Meat House Secondary Track).....	26.8			
X				WEST YARD (Meat House Secondary Track)..... R-Wilmington	28.2			
				DIVISION POST (Chesapeake Div.-Philadelphia Commuter Area).....	28.2			
X				RAGAN (Shellpot Branch)..... R-Wilmington	29.5			
				NEWPORT.....	30.6			
				STANTON (Delaware Park Race Track).....	33.0			
X	X	X-★		DAVIS (Delmarva Branch).....	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 (Movable Bridge) (C. & P.D. BR.).....	59.5			
X				HAVRE DE GRACE.....	60.7			
X				OAK..... R-Perryville	62.9			
				ABERDEEN.....	65.5			
X				SHORT LANE..... R-Perryville	67.4			
				PERRYMAN.....	69.0			
X				BUSH (Movable Bridge) R-Edgewood	71.6			
X	X	X-★		EDGEWOOD.....	75.6			139
X				MAGNOLIA.....	77.0			139
X				GUNPOW..... R-Edgewood	79.3			
				CHASE.....	81.0			
				STEMMER'S RUN.....	87.0			
X				RIVER (No. 1 Secondary Track)..... R-Bay	89.3			
X				NORTH POINT.....	90.1			
X	X	X-★		BAY (No. 1 Secondary Track).....	91.9			
X				CANTON JUNCTION (Bear Creek Track)..... R-Bay	92.9			
				BIDDLE ST.....	94.3			
X	X	X-★		UNION JUNCTION (Northern Central Branch) (Western Maryland Secondary Track).....	95.5			
				BALTIMORE.....	95.7			

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Suburban Sta., Phila.	Siding Assigned Direction. Car Capacity 50 ft. Cars		
						West or North	East or South	Both
MAIN LINE—PHILADELPHIA TO WASHINGTON (Continued)								
X	X	X-★		B. & P. JUNCTION (Northern Central Branch)	95.9			
X				FULTON (Western Maryland Main Track)....R-B. & P. Junction	97.7			
				EDMONDSON.....	98.3			
				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 (Ft. Geo. G. Meade Track)	113.6			
				ARUNDEL (Bowie Race Track).....	118.2			
				JERICHO PARK.....	119.4			
X	P	P-★		BOWIE (Pope's Creek Secondary Track).....	120.5			
				GLENDALE.....	123.1			
				SEABROOK.....	124.7			
X				LANHAM.....R-Landover	126.0			
				CAPITAL BELTWAY	126.0			
				LANHAM.....	126.1			
X	X	X-★		LANDOVER (Main Line Landover-South End)	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 Zoo to Washington is southward.

●Against current of traffic only.

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 and Dec. 25 and Jan. 1.
Bowie	7.30 A.M., Monday to 3.30 P.M., Saturday except Dec. 25 and Jan. 1.

MAIN LINE—LANDOVER TO SOUTH END

X	X	X-★		LANDOVER (Main Line DC-Phila.)	128.8			
				MARYLAND-D.C. STATE LINE.....	131.1			
				DEANWOOD.....	132.4			
				BENNING.....	133.5			
X	X	X		ANACOSTIA (B. & O.).....	134.2			
X	X	X-★		VIRGINIA (W.T. Co.).....	136.7			
X				14th STREET.....R-Virginia	137.7			
				D.C.-VIRGINIA STATE LINE.....	138.5			
				DIVISION POST (R.F. & P.).....	138.7			
X				SOUTH END (R.F. & P.)				
				R-Richmond	138.9			
				The direction from Landover to South End is southward.				

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Suburban Sta., Phila.	Siding Assigned Direction. Car Capacity 50 ft. Cars		
						West or North	East or South	Both
MAIN LINE—PHILADELPHIA TO PITTSBURGH								
X	X	X-★		ZOO (44th St.)	3.2			
				52nd STREET	3.9			
X				VALLEY (Schuylkill Branch)				
				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			
				HAVERTFORD	9.1			
				BRYN MAWR	10.1			
X	P	P-★		BRYN MAWR	10.1			
				ROSEMONT	10.9			
				VILLANOVA	12.0			
				RADNOR	13.0			
				ST. DAVIDS	13.7			
				WAYNE	14.5			
				STRAFFORD	15.4			
				DEVON	16.4			
				BERWYN	17.5			
				DAYLESFORD	18.6			
				PAOLI	19.8			
X	X	X-★		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 (P. & T. Branch)	35.0			
				THORNDALE	35.0			
X				CALN R-Thorn	36.6			
				COATESVILLE	38.4			
				POMEROY (Pomeroy Secondary Track)	41.9			
X	X	X-★		PARK (A. & S. Branch)	43.9			
				PARKESBURG	44.2			
				DIVISION POST (Harrisburg Div.)	45.0			
				ATGLEN	47.1			
				CHRISTIANA	48.3			
				GAP	51.2			
				KINZER	54.1			
				LEAMAN PLACE	56.7			
		♣		LEAMAN	57.0			
				GORDONVILLE	58.1			
				BIRD-IN-HAND	61.2			
				LANCASTER	68.0			
X	X	X-★		CORK (Reading Co. Crossing) (Columbia Branch) (New Holland Secondary Track)	68.1			
X	P			LANDIS (Reading Co. Crossing)	75.2			
				MOUNT JOY	80.1			
				FLORIN	80.7			
				RHEEMS	83.6			
				ELIZABETHTOWN	86.8			
				CONEWAGO (Lebanon Secondary Track)	90.2			
X				ROY (Columbia Branch) R-State	94.5			
				MIDDLETOWN	94.7			
X	X	X-★		STATE (Columbia Branch) (Cumberland Valley Branch)	104.6			
				HARRISBURG	104.6			
X	X	X-★		HARRIS	104.8			
X	X	X-★		ROCKVILLE (Main Line Harrisburg-Buffalo)	109.9			
				MARYSVILLE	112.0			
X	X	X-★		BANKS	113.2			
				DIVISION POST (Allegheny Div.) (Central Region)	113.3			

The direction from Zoo to Division Post (Allegheny Div.) (Central Region) is westward.

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.

The direction from Zoo to Division Post (Allegheny Div.) (Central Region) is westward.

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	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
						West or North	East or South	Both
				MAIN LINE HARRISBURG TO BUFFALO	*			
				(Harrisburg Division)				
X	X	X-★		ROCKVILLE (Main Line— Phila.-Pittsburgh).....	90.6			178
X				HECKS.....R-Rockville	92.2			127
X				STONE.....R-Rockville	94.0			
X				EAST FERRY.....	99.4			284
X				WEST FERRY.....	102.3			
				L. V. JUNCTION (L. V. Junction Secondary Track).....	111.9			
				MILLERSBURG.....	112.5			
X				EAST MILLER.....R-Kase	113.3			265
X				WEST MILLER.....	116.1			
				DALMATIA.....	122.3			
X				EAST BOYLES.....	127.1			300
X				WEST BOYLES.....	130.3			
				SELINGROVE JCT (Selingsgrove Secondary Track).....	133.7			
X				CREEK.....	138.0			
X	X			SF (Reading RR Crossing).....	138.4			
				SUNBURY.....	138.7			
					†			
				SUNBURY.....	287.5			
X	X	X-★		HORN.....	287.3			
				KASE (Wilkes-Barre Branch (Shamokin Secondary Track).....	286.4			135
				NORTHUMBERLAND.....	285.6			329
X				MOLLY.....R-Kase	282.4			
				MONTANDON JCT. (Montandon Secondary Track).....	278.8			
				DIVISION POST (Allegheny Division) (Central Region).....	278.0			
				The direction from Rockville to Division Post (Allegheny Division) (Central Region) is westward. *Distance from Baltimore. #Distance from Erie.				
				AMBOY SECONDARY TRACK	*			
				(New Jersey Division)				
X	X	X-★		SA (N.Y. & L.B.R.R.).....	0.0			
				SOUTH AMBOY JUNCTION.....	0.0			
				CQ.....	0.2			
				DEEP CUT.....	1.8			
				EAST END.....	4.9			
				BROWN.....	5.9			
		X		OB.....K-SA	7.1			
				OLD BRIDGE.....	7.2			
				SPOTSWOOD.....	9.4			
				HELMETTA.....	11.6			
		X		GO.....K-SA	11.7			
				JAMESBURG.....	13.4	170		
	X			JG.....R {SA• MIDWAY•}	13.6			
<p>The direction from SA to JG is westward.</p> <p>*Distance from South Amboy Junction.</p> <p>•Block signal governing westward movement at JG, remote controlled from Midway.</p> <p>•Block signal governing eastward movement at JG, remote controlled from SA.</p>								

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
				HAROLD-Q-F-R SECONDARY TRACKS	*			
				(New Jersey Division)				
X	X			HAROLD (L.I.R.R.)	0.7			
X	X	★		Q	0.3			
X	X	★		F	0.0			
X	X	★		R (via loop)	1.3			
X	X	★		Q (via loop and SS Yard)	1.8			
X	X	★		F (via loop, SS Yard and Sub. Tracks)	2.1			

The direction from Harold to Q is westward.

The direction from F to R (via loop) is eastward.

The direction from R to F (via SS yd. and Sub. Tracks) is westward.

*Distance from F.

				FREEHOLD SECONDARY TRACK	*			
				(New Jersey Division)				
				CONN. AMBOY SEC. TRACK	5.5			
				JAMESBURG	5.6			
				ENGLISHTOWN	12.4			
			X	NG	12.5			
				TENNENT	13.6			
				FREEHOLD	17.1			
			X	HW	20.0			
				END OF TRACK	24.1			

The direction from Midway to the End of Track is eastward.

*Distance from Midway.

				HIGHTSTOWN SECONDARY TRACK	*			
				(New Jersey Division)				
				CONN. AMBOY SEC. TRACK	0.0			
				PROSPECT PLAINS	2.5			
				CRANBURY	4.1			10
				HIGHTSTOWN	7.1			
			X	K	8.0			55
				END OF BLOCK	8.3			

The direction from Conn. Amboy Sec. Trk. to End of Block (west of K) is westward.

*Distance from Conn. Amboy Sec. Trk.

				JAMESBURG BRANCH	*			
				(New Jersey Division)				
		X		JG.....R{SA* MIDWAY*}	5.6			
				DAYTON	2.3			
				MONMOUTH JCT	0.2			
X	X	X-★		MIDWAY	0.0			

The direction from JG to Midway is westward.

*Distance from Midway.

●Block signal governing westward movement at JG, remote controlled from Midway.

●Block signal governing eastward movement at JG, remote controlled from SA.

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
				PRINCETON BRANCH	*			
				(New Jersey Division)				
X	X	X-★		NASSAU.....	0.0			
				PRINCETON JCT.	0.1			
				PENNS NECK.....	1.4			
			X	KS.....K-Nassau	2.7			
				PRINCETON	2.8			

The direction from Nassau to KS is northward.
*Distance from Nassau.

				PASSAIC AND HARSIMUS BRANCH	*			
				(New Jersey Division)				
				HARSIMUS COVE YARD.....				
X				CP WALDO.....	0.0			
X	X	X-★		HACK (Movable Bridge).....	1.4			
				MEADOWS YARD.....				
X	X	X-★		KARNY (Movable Bridge).....	3.3			
			X	WA-5.....	7.7			
				WA-3.....	8.1			
			X	WA-6.....	9.2			
X	X	X-★		LANE.....	9.3			

The direction from Harsimus Cove to Lane is westward.
*Distance from CP Waldo.

				GREENVILLE BRANCH	*			
				(New Jersey Division)				
				GREENVILLE YARD.....				
X	X	X-★		BAY (Movable Bridge).....	0.0			
X	X	X-★		CY (C.R.R.N.J. Crossing).....	1.6			
				WA-2.....	3.5			
				WA-3.....	4.2			
				WAVERLY YARD.....				

The direction from Greenville Yard to Waverly Yard is westward.
*Distance from Bay.

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
				PERTH AMBOY AND WOODBRIDGE BRANCH	*			
				(New Jersey Division)				
X	X	X-★		UNION.....	0.0			
				AVENEL.....	2.0			
				EDGAR.....	2.7			
				WOODBIDGE.....	3.5			
X	X	X-★		WC (C.R.R.N.J.).....	5.8			
				PERTH AMBOY.....	5.9			
X	X	X-★		SA (N.Y. & L.B.R.R.).....	8.1			
				SO. AMBOY JCT. (Amboy Sec.).....	8.1			
The direction from Union to WC is westward. *Distance from Union.								
				CATSKILL MOUNTAIN BRANCH	*			
				(New Jersey Division)				
				KINGSTON POINT.....				
				KINGSTON YARD.....	2.9			
				WEST HURLEY.....	10.2			
				MT. PLEASANT.....	24.9			
				PHOENICIA.....	27.6			
				BIG INDIAN.....	36.4			
				GRAND HOTEL.....	41.5			13
				FLEISCHMANN'S.....	44.2			
				ARKVILLE.....	48.2			15
				ROXBURY.....	59.1			22
				GRAND GORGE.....	65.5			17
				STAMFORD.....	74.0			7
				HOBART.....	77.5			19
				SOUTH KORTRIGHT.....	81.6			11
				BLOOMVILLE.....	86.3			
The direction from Kingston Point to Bloomville is westward. *Distance from Kingston Point.								
				WALLKILL VALLEY BRANCH	*			
				(New Jersey Division)				
				KINGSTON.....				
				ROSENDALE.....	8.1			
				NEW PALTZ.....	14.9			17
				GARDINER.....	20.7			21
				WALLKILL.....	26.1			
				WALDEN.....	29.3			15
				MONTGOMERY.....	33.0			
The direction from Kingston to Montgomery is eastward. *Distance from Kingston.								

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					
				(New Jersey Division)					
				TRENTON.....		0.0			
X	X	X-★		FAIR (Main Line—New York-Phila.) (Belvidere Delaware Secondary Track).....	Belvidere Delaware Secondary Track	0.3			
X	X	X-★		COALPORT.....		1.1			
X	X	X-★		MG.....		1.4			
				MC.....		1.4			
				WARREN STREET (Trenton).....		1.6			
			X	GW.....K-MG		9.3			
				WASHINGTON CROSSING.....		9.3			
			X	MOORE.....K-MG		12.2			
				LAMBERTVILLE.....		18.1			126
				STOCKTON.....		19.5			
			X	RK.....K-MG		21.0			
				RAVEN ROCK.....		22.8			
			X	FRENCHTOWN.....		31.7			175
			X	MD.....K-MG		34.9			49
				MILFORD.....		35.2			
			X	HD.....K-MG		38.9			160
				RIEGELSVILLE.....		41.9			
				CARPENTERVILLE.....		45.4			
			X	LEAD SWITCH, KENT.....		47.7			
				KENT.....K-MG		49.0			
			X	PHILLIPSBURG (L. & H. R. R.).....		50.7	66		
			X	PG.....K-MG		51.3			
				HUDSON YARD.....		52.7			
			X	DY.....K-MG		54.2			
				MARTINS CREEK.....		57.6			
			X	CR.....K-MG		58.2			90
				ROXBURG.....		61.1			
			P-★	G (L. & H. R. R.).....		63.9			
				BELVIDERE.....		64.6			
The direction from Trenton to Belvidere is northward.									
*Distance from Trenton.									
Interlocking, Block and Block-Limit Stations in service part-time as follows:									
Station				Hours in Service					
G				8.00 P. M. to 4.00 A. M., Daily.					
				D. R. R. R. & B. CO. BRANCH		*			
				(Harrisburg Division)					
X	X	X-★		SHORE (Main Line—New York-Phila.).....		8.2			
				FRANKFORD JUNCTION.....		8.5			
				PA-NEW JERSEY STATE LINE.....		10.5			
X	X	X-★		JERSEY (Movable Bridge).....		11.0			
X				DIVIDE.....R-Jersey		11.4			
The direction from Shore to Divide is eastward.									
*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	
				CHESTNUT HILL BRANCH	*				
				(Philadelphia Commuter Area)					
X	X	X-★		NORTH PHILADELPHIA (Main Line—New York-Phila.)					
				WESTMORELAND	0.8				
				QUEEN LANE	2.2				
				CHELTON AVENUE	2.8				
				TULPEHOCKEN	3.3				
				UPSAL	3.8				
				CARPENTER	4.4				
				ALLEN LANE	4.8				
				ST. MARTINS	5.6				
				HIGHLAND	6.1				
X	P	P		CHESTNUT HILL	6.6				
				The direction from North Philadelphia to Chestnut Hill is eastward.					
				*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.									
				SUBURBAN LINE	*				
				(Philadelphia Commuter Area)					
X	X	X-★		ZOO (44th St.) (Main Line—Phila.-Pitts.) (Main Line—Phila.-Washn.) (Zoo Secondary Track) (36th St. Conn.) (West Phila. Elevated Branch) (Grays Ferry Branch)	3.2				
				PC 30th ST.-PHILA. (Upper Level)	0.9				
X	X	X		BROAD	0.4				
				SUBURBAN STATION, PHILA.	0.0				
X	X	X-★		ARSENAL (Main Line—Phila.-Washn.) (West Chester Branch) (Delaware Extension) (West Phila. Elevated Branch) (Grays Ferry Branch)	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 Main 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 60 ft. Cars			
						East or North	West or South	Both	
				GRAYS FERRY BRANCH	*				
				(Harrisburg 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 Commuter Area)					
X	X	X-★		ARSENAL (West Philadelphia Elevated Branch) (Main Line) (Grays Ferry Branch)	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 (Octoraro Secondary Track)....	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	*				
				(Harrisburg 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	*				
				(Harrisburg Division)					
X	X	X-★		ARSENAL (West Phila. Elevated Branch).....					
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 Commuter Area)					
X	X	X-★		ZOO.....					
X	X	X-★		PENN (Main Line).....	5000ft				
				The direction from Zoo to Penn is eastward.					
				*Distance from Zoo.					
				SCHUYLKILL BRANCH	*				
				SCHUYLKILL SECONDARY TRACK					
				(Harrisburg Division and Philadelphia Commuter Area)					
X				VALLEY (Main Line—Phila.-Pittsburgh).....	4.0				
				R-Overbrook					
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				
				DIVISION POST (Harrisburg Division-Philadelphia Commuter Area)					
				CONSHOHOCKEN.....	13.8				
				IVY ROCK.....	15.1				
		X		NORRIS.....K-Nest	16.5				
				NORRISTOWN.....	17.5				
				HAWS AVE.....	18.1				
X-O				CREEK (Reading Co. Crossing)..	24.6				
				OAKS.....	24.8				23
				PHOENIXVILLE.....	28.1				
				CROMBY.....	30.4				42
				SPRING CITY.....	32.3				149
				PARKERFORD.....	35.1				
			X	LOCK.....K-Nest	37.8				294
				POTTSTOWN.....	40.3				
				BIRDSBORO.....	49.1				
X	X	X-★		BROOKE (Reading Co. Xing)...	49.2				
				READING.....	58.3				
			X	ORCHARD.....K-Nest	67.1				
				SHOEMAKERSVILLE.....	71.7				49
			X	HAMBURG.....K-Nest	76.8				105
				SCHUYLKILL HAVEN.....	90.6				
				END OF TRACK—(2633 Feet West of Mile Post 90).....					

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

*Distance from Suburban Station, Philadelphia.

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distances from	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
						East or North	West or South	Both
				PHILADELPHIA AND THORNDALE BRANCH	*			
				(Harrisburg Division)				
X	X	X-★		DALE (Trenton Branch).....R-Thorn				
				THORN (Main Line—Philadelphia-Pittsburgh).....	10.4			
				The direction from Dale to Thorn is westward.				
				*Distance from Dale.				
				POMEROY SECONDARY TRACK	*			
				(Harrisburg Division)				
				POMEROY (Main Line—Phila.-Pittsburgh).....				
				END OF TRACK 350 FEET SOUTH MILE POST 6.....	6.1			
				The direction from Pomeroy to End of Track 350 feet south of Mile Post 6 is southward.				
				*Distance from Pomeroy.				
				ZOO SECONDARY TRACK	*			
				(Harrisburg Division)				
X	X	X-★		ZOO.....	88.1			
X	X	X-★		NORTH PHILADELPHIA.....	85.1			
The direction from Zoo to North Philadelphia is eastward.								
*Distance from Jersey City.								
				TRENTON BRANCH	*			
				(Harrisburg and New Jersey Divisions)				
X	X	X-★		MORRIS (Main Line—New York-Philadelphia).....	46.0			
X		X		MY.....R-Morris	45.4			
				COPPER.....R-Morris	43.1			
				NICKEL.....	42.6			
X				MA.....R-Morris	41.3			
				DIVISION POST (Harrisburg and New Jersey Divisions).....	41.0			
				LANGHORNE.....	37.4			
				HEATON.....	27.5			
				FORT HILL.....	21.5			
				TB-16.....	19.4			
				PLYMOUTH MEETING.....	17.6			
		X-★		NEST.....	15.7			
				EARNEST.....	15.7			
				TB-20.....	14.2			
				TB-22.....	12.5			
		X		KING♣.....R-Nest	11.3			
X				HOWELLVILLE.....	7.7			62
X				DALE (P & T Branch).....R-Thorn	0.7			55
				GLEN (Main Line—Phila.-Pittsburgh).....R-Thorn				
				The direction from Glen to Morris is eastward.				
				♣In service on No. 1 track only.				
				*Distance from Glen.				

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
				PEMBERTON SECONDARY TRACK	*			
				DIX RUNNING TRACK				
				(Harrisburg Division)				
X	X	X-★		COOPER (Bordentown Branch).....	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			
				MOUNT HOLLY.....	18.7			25
				BIRMINGHAM.....	23.4			
				PEMBERTON.....	24.9			25
				PEMBERTON.....	24.9			
				LEWIS.....	27.7			
				CAMP (U. T. Co.).....	28.8			
				The direction from Cooper to Camp is southward.				
				*Distance from Division Post (P.R.S.L.)				
				BORDENTOWN BRANCH	*			
				BORDENTOWN SECONDARY TRACK				
				(Harrisburg and New Jersey Divisions)				
				DIVISION POST (P.R.S.L.).....	0.0			
X	X	X-★		COOPER (Pemberton Branch).....	1.5			
				PAVONIA.....	2.5			
X				HATCH..... R-Jersey	4.3			
				DELAIR.....	5.0			
				MINSON.....	5.7			
				RIVERTON.....	8.3			
				RIVERSIDE.....	11.7			31
				DELANCO MOVABLE BRIDGE.....	12.3			
				PERKINS.....	13.7			60
				BEVERLY.....	14.6			
				DIVISION POST (Harrisburg and New Jersey Divisions).....	16.0			
		X		BURLINGTON.....	17.4			
				MJ..... R-Jersey	18.3			
				FLORENCE.....	22.4			
				ROEBLING.....	23.2			
				KINKORA.....	24.1			
				FIELDSBORO.....	26.0			
		X		BO (Robbinsville Running Track)..... R-Fair	26.7			
				BORDENTOWN.....	27.0			
				LALOR STREET (Trenton).....	31.7			
				HAMILTON AVE. (Trenton).....	32.7			
				TRENTON.....	33.1			
X	X	X-★		FAIR (Main Line—New York-Philadelphia) (Belvidere Secondary Track).....	33.4			
				The direction from Division Post (P.R.S.L.) to Fair is eastward.				
				*Distance from Division Post (P.R.S.L.)				

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
				OCTORARO SECONDARY TRACK	**			
				CHESTER CREEK SECONDARY TRACK	*			
				(Chesapeake Division)				
X	X	X-★		LAMOKIN (Main Line—Phila.-Washington)				
				UPLAND	0.8			
				WAWA (West Chester Branch)	7.2			
				CONCORDVILLE	22.3			
X-O				BRANDYWINE SUMMIT	24.1			
				CHADD (Reading Crossing)	27.0			
				KENNETT SQUARE	33.5			
				AVONDALE	37.8			
				KELTON	43.2			
				LINCOLN UNIVERSITY	45.9			
				OXFORD	49.1			
				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.				
				COLUMBIA AND PORT DEPOSIT BRANCH	*			
				(Chesapeake and Harrisburg Divisions)				
X	X	X-★		PERRYVILLE (Main Line—Philadelphia-Washington)				
X				MINNICK	2.0			
X				QUARRY } R-Perryville	3.2			
X				TOME	4.5			
X				PORT DEPOSIT	4.7			
				WEST ROCK	7.4			
X				CONOWINGO	10.0			
X				PILOT	11.6			130
X				WEST PILOT	13.0			
				PA.-MARYLAND STATE LINE	14.7			
				PEACH BOTTOM	17.4			
				FISHING CREEK	20.3			
X				MIDWAY	21.7			
X				HOLTWOOD	25.0			
X				McCALLS FERRY	25.7			
X				McCALLS	26.8			
X				PEQUEA	29.7			
X				HARBOR	31.9			
X				WEST HARBOR	33.2			123
				DIVISION POST (Harrisburg Div.)	38.2			
X				CRES (Hbg. Div.)	38.3			
X				PORT (A. & S Branch)	39.7			
X	X	X-★		COLA (Columbia Branch) (A. & S. Branch)	44.0			
				The direction from Perryville to Cola is westward.				
				*Distance from Perryville.				

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	
				NORTHERN CENTRAL BRANCH	*				
				(Chesapeake and Harrisburg Divisions)					
				CALVERT.....					
X	X	X-★		HILLEN JUNCTION.....	0.5				
				UNION JUNCTION (Main Line—Philadelphia-Washington).....	0.8				
X	X	X-★		BALTIMORE.....	1.0				
				B.&P. JUNCTION (Main Line—Phila.-Washington).....	1.2				
X				MT. VERNON..... R-B. & P. Jct.	2.1				
				WOODBERRY.....	3.2		79		
				MELVALE.....	4.2				
				MT. WASHINGTON.....	6.0				
				LUTHERVILLE.....	10.5				
				TIMONIUM.....	11.7		60		
				TEXAS.....	13.5				
				COCKEYSVILLE.....	14.7				67
				GLENCOE.....	20.4				
				BLUE MOUNT.....	25.0				
				PARKTON.....	28.7				66
				FREELAND.....	34.3				
				DIVISION POST (Harrisburg Div.).....	35.6				
				PA.-MARYLAND STATE LINE.....	35.6				
				NEW FREEDOM.....	37.1				53
				SHREWSBURY.....	38.6				
				SEITZLAND.....	41.0				
				GLEN ROCK.....	41.8				
				SEITZVILLE.....	44.9				
				SMYSER.....	47.0				
				HYDE.....	54.6				
				GRANTLEY.....	55.7				
X	X	X-★		YORK (Frederick Secondary Track) ..	57.2				
				LOUCKS.....	58.5				
				EMIGSVILLE.....	61.6				
				MT. WOLF.....	64.9				62
				WAGO JUNCTION.....	66.7				
				YORK HAVEN.....	68.5				
X	X	X-★		CLY (York Haven Line).....	69.9				
				The direction from Calvert to Cly is westward.					
				*Distance from Calvert.					
				DELMARVA BRANCH	**				
				NEW CASTLE SECONDARY TRACK	*				
				SEAFORD SECONDARY TRACK					
				POCOMOKE SECONDARY TRACK	***				
				(Chesapeake Division)					
X	X	X-★		BRIDGE.....					
				HAZEL DELL (Rdg. Co.).....	0.9				
				PIGEON POINT CROSSING (Rdg. Co.).....	1.5				
				TASKER.....	6.5				219
				STATE ROAD.....	9.0				
				BEAR.....	11.7				
				PORTER.....	14.4				
X	X	X-★		DAVIS.....	**				
				GLASGOW.....	5.0				
				PORTER.....	6.3				
					*				
				PORTER.....	14.4				
				CANAL MOVABLE BRIDGE.....	18.3				
				MT. PLEASANT.....	20.6				
				MIDDLETOWN.....	24.8				
				TOWNSEND (Centreville Secondary Track).....	29.0				
X	P	P-★		CLAYTON (Oxford Secondary Track).....	36.8				179
				CHESWOLD.....	42.4				
				DOVER.....	47.4				
				WYOMING.....	50.7				
				FELTON.....	58.3				
X	P	P-★		HARRINGTON (D.M. & V. Secondary Track).....	64.4	144	119	159	
				GREENWOOD.....	72.4				
				BRIDGEVILLE.....	77.0				

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from	Siding Assigned Direction. Car Capacity 50 ft. Cars		
						East or North	West or South	Both
				DELMARVA BRANCH (Continued) SEAFORD SECONDARY TRACK POCOMOKE SECONDARY TRACK				
				(Chesapeake Division)				
X	P	P-★		SEAFORD (Cambridge Secondary Track).....	84.1			125
				SEAFORD MOVABLE BRIDGE.....	84.2			
				LAUREL MOVABLE BRIDGE.....	90.4			
		X		LAUREL.....	90.6			
				HEARN.....	95.3			
				DELMAR.....	97.3			440
				DELMAR.....	***			
				DELAWARE-MARYLAND STATE LINE.....	0.0			
		X		PATTON.....	2.2			
				SALISBURY.....	5.9			
				FRUITLAND.....	9.7			
				PRINCESS ANNE.....	19.0			
				KINGS CREEK (Crisfield Secondary Track).....	21.6			
X	P	P-★		CASSATT.....	30.6			
				POCOMOKE.....	30.9			
				MARYLAND-VIRGINIA STATE LINE.....	35.8			
				NEW CHURCH.....	37.3			
				BLOXOM.....	48.8			
				PARKSLEY.....	52.4			17
				TASLEY.....	58.0			
				ONLEY.....	59.7			
				KELLER.....	65.2			
				PAINTER.....	67.7			
				EXMORE.....	72.0			
				NASSAWADOX.....	76.3			
				MACHIPONGO.....	81.9			
				EASTVILLE.....	86.0			
				END OF BLOCK—BEGIN BLOCK.....	88.8			
				The direction from Bridge to end of block at Porter is southward. The direction from Davis to end of block—Begin 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				
Clayton				9.00 A.M. to 5.00 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	*			
				HERBERT SECONDARY TRACK				
				MORGANTOWN SECONDARY TRACK				
				(Chesapeake Division)				
X	P	P-★		BOWIE (Main Line—Philadelphia-Washington).....				
				COLLINGTON.....	3.0			
				MULLIKIN.....	6.2			
				HALL.....	7.9			
			X	BORO.....	13.6			
				MARLBORO.....	13.8			12
				CROOME.....	17.4			
				CHELTENHAM.....	22.1			
			X	WINE.....	24.7			
				WINE.....	00.0			
				HERBERT } Herbert Secondary Track	11.4			
				BRANDYWINE.....	25.1			
				WALDORF.....	31.1			9
				INDIAN HEAD JUNCTION.....	34.1			15
			X	WHITE.....	34.3			
				LA PLATA.....	38.7			
				COX.....	43.2			
				LOTHAIR.....	45.1			
				WOODZELL.....	45.6			
				WOODZELL } Morgantown	00.0			
				MORGANTOWN } Secondary Track	5.4			
			X	POPE.....	48.3			
				POPE'S CREEK.....	48.7			
				The direction from Bowie to Pope's Creek is southward.				
				*Distance from Bowie.				
				The direction from Wine to Herbert is southward.				
				The direction from Woodzell to Morgantown is southward.				
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 (Main Line—New York-Washington).....	3.3			
				R-Wilmington				
				The direction from Bridge to Ragan is southward.				
				*Distance from Bridge.				
				SHELLPOT SECONDARY TRACKS	*			
				(Chesapeake Division)				
X	X	X-★		BELL (Main Line—Phila.-Washington).....				
				EDGE MOOR.....	1.4			
				SWITCH BOX No. 6.....	2.9			
X	X	X-★		BRIDGE (Shellpot Branch).....	3.6			
				The direction from Bell to Bridge is southward.				
				*Distance from Bellevue.				
				CRISFIELD SECONDARY TRACK	*			
				(Chesapeake Division)				
				KINGS CREEK (Pocomoke Secondary Track).....				
				LONDON.....	0.5			
				WESTOVER.....	2.9			
				MARION.....	10.1			
				CRISFIELD.....	14.5			
				FIELD.....	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 (Delmarva Branch).....					
			X	HOUSTON.....K-Harrington	4.3				
			X	MILFORD.....K-Harrington	8.3				
				ELLENDALE.....	15.7				
			X	DALE.....K-Harrington	15.8				
				REDDEN.....	20.2				
				GEORGETOWN.....	23.9				
			X	COURT.....K-Harrington	23.9				
					**				
				GEORGETOWN.....					
			X	COURT.....K-Harrington					
				MILLSBORO.....	9.0				
			X	MILL.....K-Harrington	9.0				
			X	DAGS.....K-Harrington	12.6				
				DAGSBORO.....	12.7				
				FRANKFORD.....	14.9				
			X	SELBY.....K-Harrington	18.5				
				SELBYVILLE.....	18.6				
				DELAWARE-MARYLAND					
				STATE LINE.....	19.2				
				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)					
				MASSEY.....					
				KENNEDYVILLE.....	9.1				
				STILL POND.....	11.5				
				LYNCH.....	13.0				
				WORTON.....	15.2				
				CHESTERTOWN.....	20.2				
				The direction from Massey to Chestertown is southward.					
				*Distance from Massey.					
				CAMBRIDGE SECONDARY TRACK	*				
				(Chesapeake Division)					
X	P	P-★		SEAFORD (Delmarva Branch).....					
				COKE.....	1.2				
				DELAWARE-MARYLAND					
				STATE LINE.....	5.7				
				FEDERALSBURG.....	9.7				
				FED.....	9.8				
			X	LOCK.....K-Seaford	15.5				
				HURLOCK.....	15.8				
				LINKWOOD.....	24.3				
				TANK.....	31.5				
				The direction from Seaford to Tank is southward.					
				*Distance from Seaford.					
				OXFORD SECONDARY TRACK	*				
				(Chesapeake Division)					
X	P	P-★		CLAYTON (Delmarva Branch).....					
				DELAWARE-MARYLAND					
				STATE LINE.....	13.7				
				GREENSBORO.....	23.8				
				QUEEN ANNE.....	32.4				
				CORDOVA.....	36.1				
				EASTON.....	44.2				
				The direction from Clayton to Easton 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				
				MASSEY.....	9.2				
				SUDLERSVILLE.....	17.9				
				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 (Main Line—Phila.-Pittsburgh).....	41.0				
				The direction from Honey Brook to Cork is westward.					
				*Distance from Downs.					
				ATGLEN AND SUSQUEHANNA BRANCH	*				
				(Harrisburg Division)					
X	X	X-★		PARK (Main Line—Phila.-Pittsburgh).....					
		X		DIVISION POST (Hbg. Div.-PCA).....	1.1				
				GIANT..... R-Park	3.1				
				Q.....	10.8				
				LG-14.....	16.4				
		♣		SMITH.....	22.2	86			
				LG-21.....	23.3				
X				PORT (C & P.D. Branch)..... R-Cola	33.7				
X				MANOR..... R-Cola	36.5				134
X	X	X-★		COLA (Columbia Branch).....	38.4				
				COLUMBIA.....	38.4		62		
X				LAKE..... R-Cola	40.0				134
X				SHOCKS..... R-Cola	45.4				
				WAGO JUNCTION (York Haven Line).....	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.					
				†Applies on No. 1 track only.					
				COLUMBIA BRANCH	*				
				(Harrisburg Division)					
X	X	X-★		CORK (Main Line—Phila.-Pittsburgh).....	68.1				
X	X	X-★		MOUNTVILLE.....	75.6				
				COLA (A. & S. Branch).....	80.1				
X				COLUMBIA (A. & S. {	80.1				
X				SHOCKS..... Branch) { R-Cola	87.4				250
X				JEB..... R-Cola	89.8				
X				ROY (Main Line—Phila.-Pittsburgh)..... R-State	98.9				
				**					
X				ROY..... R-State	94.5				
				MIDDLETOWN.....	94.7				155
				HIGHSPIRE.....	98.9				
				STEELTON.....	99.5				
X	X	X-★		STATE (Main Line—Phila.-Pittsburgh).....	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
				CUMBERLAND VALLEY BRANCH	*			
				WINCHESTER SECONDARY TRACK				
				(Harrisburg Division)				
				HARRISBURG.....				
X	X	X-*		STATE (Main Line—Phila.-Pittsburgh)				
X	X	X-*		LEMO.....	1.5			
				LEMOYNE.....	1.5			
		X		CAMP..... R-Lemo	3.3			
				MECHANICSBURG.....	8.2			
				DILLSBURG JUNCTION				
				(Dillsburg Secondary Track).....	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.....	40.6			
				PENNROAD (Connection				
		X		Reading Railroad).....	41.6			196
				WOOD (Waynesboro				
				Secondary Track) R-Pennroad..	50.3		272	
				CHAMBERSBURG.....	51.6			
				SOUTH PENN JUNCTION				
				(Mercersburg Secondary Track)	59.1			
				GREEN CASTLE.....	63.3			57
				PENNA.-MARYLAND				
				STATE LINE.....	68.2			
X	X	X-*		MAUGANSVILLE.....	70.5			
				TOWN—(W. M. Rwy. Crossing)..	73.7	171		
X	X	X-*		HAGERSTOWN.....	74.2			55
				HAGER—(W. M. Rwy. Crossing)				
				(N. & W. R.R.—Winchester				
				Secondary Track)	74.8			
				WILLIAMSPORT.....	80.6			
				MD.-W. VA. STATE LINE.....	82.3			
				CV-87.....	86.7			
		X		GARD (Cumbo Secondary Track)				
				.....K-Hager	89.8			
				BERKELEY.....	89.9			
				MARTINSBURG.....	93.0			
				TABLERS.....	98.2			
		X		INWOOD..... K-Hager	102.4			
				CLEAR BROOK.....	109.2			
				WINCHESTER.....	115.9			
				The direction from State to Win-				
				chester is southward.				
				*Distance from Harrisburg.				
				MONTANDON SECONDARY TRACK	*			
				(Harrisburg Division)				
				MONTANDON JCT. (Main Line)				
				(Harrisburg-Buffalo).....				
X				LEWISBURG.....	1.6			
				UR (Reading RR Crossing)..... R-MU	1.8			
				(READING R.R.).....	10.8			
				MIFFLINBURG.....	11.6			
				END OF TRACK.....				
				The direction from Montandon Jct. to				
				end of track is westward.				
				*Distance from Montandon.				
				DILLSBURG SECONDARY TRACK	*			
				(Harrisburg Division)				
				DILLSBURG JUNCTION				
				(Cumberland Valley Branch).....				
				DILLSBURG.....	16.4			
				The direction from Dillsburg Junction				
				to Dillsburg is southward.				
				*Distance from Harrisburg.				

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
				MERCERSBURG SECONDARY TRACK	*			
				(Harrisburg Division)				
				SOUTH PENN JUNCTION (Cumberland Valley Branch)	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 (Main Line—Phila.-Pittsburgh)				
				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 (Northern Central Branch)	13.1			
				WEST YORK.....	14.8			40
			X	PAL.....K-York	18.4			
				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			
				LITTLE.....	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			
				WOOD.....	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.				
				†In service for northward trains only.				
				*Distance from Columbia.				
				YORK HAVEN LINE	*			
				(Harrisburg Division)				
				WAGO JUNCTION (A. & S. Branch)	66.7			
				YORK HAVEN.....	68.5			
				CLY (Northern Central Branch)	69.9			175
				NEW CUMBERLAND.....	81.2			
			X	LEMO† (Cumberland Valley Branch)	83.2			
			X	STELL.....R-Day	84.2			
			X	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.				

905 D

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
10165				WILKES-BARRE BRANCH	*			
				(Harrisburg Division)				
				WILKES-BARRE	62.8	Yard Tracks		
				HART	61.6			
				DIVISION STREET.....	60.9			
X		X		LOMIS.....R-Hunlock	56.4			
				NANTICOKE.....	55.9			
X	X	X		HONEY POT.....	53.5			
				HUNLOCK.....	52.4			
				WAPWALLOPEN.....	41.2			
				NESCOPECK.....	35.7			270
X	X	X-★		EAST BLOOMSBURG.....	23.3			
				NORCA (Reading RR Crossing).....	21.2			
				CA JUNCTION.....	19.7			
				SOUTH DANVILLE.....	10.9			
X	X	X-★		KASE (Main Line) Hbg.-Buffalo.....				
				The direction from Kase to Wilkes-Barre is eastward.				
				*Distance from Kase.				
				L. V. JUNCTION SECONDARY TRACK	*			
				(Harrisburg Division)				
				L. V. JUNCTION (Main Line) Hbg.-Buffalo.....				
				ELIZABETHVILLE.....	8.5			
				END OF TRACK—(4700 feet east of Mile Post 9)				
				The direction from L. V. Junction to End of Track 4700 ft. east of MP9 is eastward.				
				*Distance from L. V. Jct.				
				SELINGSGROVE SECONDARY TRACK	*			
				(Harrisburg Division)				
				SELINGSGROVE JCT. (Main Line) Hbg.-Buffalo.....	44.6			
				SELINGSGROVE.....	43.3			
				SAL.....	42.8			
				MIDDLEBURG.....	33.0			
				END OF TRACK.....	29.9			
				The direction from Selingsgrove Junction to End of Track is westward.				
				*Distance from Lewistown.				
				SHAMOKIN SECONDARY TRACK	*			
				(Harrisburg Division)				
X	X	X-★		KASE (Main Line) Hbg.-Buffalo.....				
				EAST SUNBURY.....	0.8			
				PAXINOS.....	13.4			
				WEIGH SCALES.....	16.0			
				SHAMOKIN.....	18.8			
				LUKE.....	19.7			57
				SCOTT.....	20.9			
				LOCUST.....	24.1			
				SAGON.....	25.8			
				MT. CARMEL.....	27.1			
				The direction from Kase to Mt. Carmel is eastward.				
				*Distance from Kase.				

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!

C. B. Lockwood
F. I. Doebber
H. E. Ring
 Division Superintendents

H. W. Hall
 Superintendent
 Suburban Transportation

Approved

R. F. Lawson
 General Manager

J. K. Shoemaker
 General Superintendent

NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS			
	235	#3811	1101	3813
	Daily	Daily Ex. Sat. & Sun.	Daily	Sat. & Sun. Only
	A. M.	A. M.	A. M.	A. M.
HAROLD (L.I.R.R.).....				
NEW YORK.....	\$12.05	\$12.15	\$12.39	\$ 1.10
KARNY.....				
HUDSON.....	12.17	12.27	12.51	1.22
C.N.J. YARD HARRISON.....				
NEWARK.....	\$12.21	\$12.30	\$12.54	\$ 1.26
SOUTH ST. (Newark).....				
HUNTER.....	12.24	12.33	12.57	1.29
NORTH ELIZABETH.....		\$12.38	\$ 1.02	\$ 1.34
ELIZABETH.....	12.28	12.40	1.04	1.36
SOUTH ELIZABETH.....		\$12.44		\$ 1.40
LINDEN.....		\$12.48	\$ 1.10	\$ 1.44
NORTH RAHWAY.....				
RAHWAY.....				
UNION.....	12.32	12.50		1.46
AVENEL.....			MM1.14	
EDGAR.....	P. A. & W. Br.			
WOODBIDGE.....		MU	\$ 1.17	MU
WC.....			1.22	
PERTH AMBOY.....	N. Y. & L. B. R. R.		\$ 1.24	
SOUTH AMBOY.....			\$ 1.28	
COLONIA.....				
METRO PARK.....	C12.36	\$12.55		\$ 1.51
METUCHEN.....	12.40	\$12.58		\$ 1.54
EDISON.....		B 1.01		\$ 1.58
NEW BRUNSWICK.....	\$12.47	\$ 1.04		\$ 2.03
COUNTY.....	12.50	1.07		2.06
JERSEY AVENUE.....				
JERSEY AVE. (MAIN).....		\$ 1.09		\$ 2.08
MONMOUTH JCT.....	12.57	1.16		2.15
PRINCETON JCT.....	\$ 1.05	\$ 1.22		\$ 2.22
MILLHAM.....	1.12	1.30		2.30
TRENTON.....	\$ 1.15	\$ 1.33		\$ 2.33
LEVITTOWN-TULLYTOWN.....				
GRUNDY.....	1.24			
BRISTOL.....				
CROYDON.....		Will Not Run Feb. 19		Will Run Dec. 25 Jan. 1 Feb. 19
EDDINGTON.....				
CORNWELLS HEIGHTS.....				
ANDALUSIA.....				
TORRESDALE.....				
HOLMESBURG JCT.....	1.34			
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
FRANKFORD JCT.....				
SHORE.....	1.39			
NORTH PHILA.....	D 1.44			
ZOO.....	1.49			
PENN CENTRAL.....	\$ 1.54			
30th ST.-PHILA.....				
SUBURBAN STATION.....				
	A. M.	A. M.	A. M.	A. M.

FIRST CLASS

	±3701	17	11	9	167	±3815	±501
	Daily Ex. Sat. & Sun.	Mail Daily	Mail Daily	Mail Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
		1.25			3.28		
		E 1.35			\$ 3.35		
	\$ 1.20	# 1.45			4.20	\$ 4.50	
	1.32	1.57	3.30	4.00			
			3.41	4.14	4.34	5.02	
	\$ 1.35				\$ 4.37	\$ 5.05	
	1.38	2.05	3.49	4.21	4.40	5.08	
	\$ 1.43					\$ 5.12	
	1.45	2.09	3.53	4.27	4.44	5.14	
	\$ 1.48					\$ 5.18	
	\$ 1.52					\$ 5.22	
	1.53	2.14	3.58	4.33	4.48	5.24	
	MU					MU	MU
	\$ 1.58					\$ 5.29	
	\$ 2.01	2.19	4.04	4.40	4.54	\$ 5.32	
	\$ 2.05						
	\$ 2.08	2.25	4.10	4.47	5.00	\$ 5.40	
	\$ 2.13					5.43	
		2.32	4.18	4.56	5.08	5.52	
		2.39	4.25	5.03	5.15	\$ 5.59	
		2.45	4.32	5.10	5.20	6.07	
						\$ 6.10	
					\$ 5.23		\$ 6.13
							\$ 6.20
		2.55	4.43	5.23	5.32		
							\$ 6.24
							\$ 6.27
							\$ 6.30
							\$ 6.33
		3.05	4.53	5.33	5.42		\$ 6.38
							\$ 6.39
							\$ 6.40
							\$ 6.41
							\$ 6.43
							\$ 6.45
		3.10	4.58	5.42	5.47		6.46
		3.14	5.03	5.48	5.51		\$ 6.51
		3.19	5.10	5.55	5.56		6.55
		E 3.30			\$ 6.05		
					# 6.10		\$ 6.58
							\$ 7.02
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

STATIONS	FIRST CLASS			
	#503	#505	#1103	□ 101
	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.
HAROLD (L.I.R.R.).....				
NEW YORK.....			\$ 6.17	\$ 6.30
KARNY.....				
HUDSON.....			6.29	6.40
C.N.J. YARD HARRISON				
NEWARK.....			\$ 6.32	
SOUTH ST. (Newark).....				
HUNTER.....			6.35	6.44
NORTH ELIZABETH.....				
ELIZABETH.....			\$ 6.40	
SOUTH ELIZABETH.....			6.41	6.47
LINDEN.....				
NORTH RAHWAY.....				
RAHWAY.....			\$ 6.46	
UNION.....			6.48	6.50
AVENEL.....	P. A. & W. Br.			
EDGAR.....				
WOODBIDGE.....		MU	\$ 6.54	MU
WC.....			6.59	
PERTH AMBOY.....	N. Y. & L. B. R. R.		\$ 7.01	
SOUTH AMBOY.....			\$ 7.05	
COLONIA.....				
METRO PARK.....				C 6.54
METUCHEN.....				7.00
EDISON.....				
NEW BRUNSWICK.....				
COUNTY.....				7.04
JERSEY AVENUE.....				
JERSEY AVE. (MAIN).....				
MONMOUTH JCT.....				7.09
PRINCETON JCT.....				7.12
MILLHAM.....				7.17
TRENTON.....	\$ 6.42	\$ 7.00		\$ 7.20
LEVITTOWN-TULLYTOWN.....	\$ 6.50	\$ 7.07		
GRUNDY.....				7.27
BRISTOL.....	\$ 6.55	\$ 7.13		
CROYDON.....	\$ 6.58	\$ 7.17		
EDDINGTON.....				
CORNWELLS HEIGHTS.....	\$ 7.01	\$ 7.23		
ANDALUSIA.....		W 7.25		
TORRESDALE.....	\$ 7.05	\$ 7.29		
HOLMESBURG JCT.....	\$ 7.08	\$ 7.34		7.34
TACONY.....		\$ 7.36		
WISSINOMING.....		\$ 7.38		
BRIDESBURG.....		\$ 7.40		
FRANKFORD.....		W 7.42		
FRANKFORD JCT.....		W 7.44		
SHORE.....	7.13	7.45		7.38
NORTH PHILA.....	\$ 7.19	\$ 7.53		7.40
ZOO.....	7.23	7.57		7.44
PENN CENTRAL.....	{ Lower Level Upper Level			
30th ST.-PHILA.....		\$ 7.27	\$ 8.01	
SUBURBAN STATION.....		\$ 7.31	\$ 8.05	\$ 7.49
	A. M.	A. M.	A. M.	A. M.

FIRST CLASS

	‡3703	‡507	237	‡3817	‡509	3853	201
	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. 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.
	\$ 6.33		\$ 6.35	\$ 6.53		\$ 7.00	\$ 7.17
	6.45		6.49	7.04		7.11	7.29
	\$ 6.48		\$ 6.52	\$ 7.07		\$ 7.14	\$ 7.32
	6.51	Will Not Run Feb. 19	6.55	7.10	Will Not Run Feb. 19	7.17	7.35
	\$ 6.56			\$ 7.15		\$ 7.22	
	6.57		6.59	7.16		7.23	7.39
	\$ 7.01			\$ 7.20		\$ 7.27	
	\$ 7.03			\$ 7.24		\$ 7.31	
	\$ 7.06						
	7.08		7.03	7.25		7.32	7.43
	MU	MU		MU	MU	MU	
			Will Not Run Dec. 25 Jan. 1				Will Not Run Dec. 25 Jan. 1
	\$ 7.13			\$ 7.30			
	\$ 7.16		7.09	\$ 7.33		\$ 7.38	7.48
	\$ 7.19						
	\$ 7.23		\$ 7.15	\$ 7.39		\$ 7.44	7.54
			7.18	7.42		7.46	
	\$ 7.29						
			7.25	7.49		7.53	8.02
			\$ 7.31	\$ 7.55		\$ 7.58	\$ 8.08
			7.38	8.01		8.04	8.15
				\$ 8.04		\$ 8.08	
		\$ 7.35	\$ 7.41		\$ 7.45		\$ 8.18
		\$ 7.42			\$ 7.52		
			7.50				8.27
		\$ 7.46			\$ 7.56		
		\$ 7.49			\$ 7.59		
	Will Not Run Feb. 19	\$ 7.52		Will Not Run Feb. 19	\$ 8.02		
		\$ 7.56			\$ 8.04		
		8.01	8.00		\$ 8.06		
					\$ 8.12		8.37
					\$ 8.14		
					\$ 8.16		
					\$ 8.18		
					\$ 8.20		
					\$ 8.22		
		8.06	8.05		8.23		8.42
		8.10	8.15		\$ 8.27		8.48
		8.14	8.19		8.31		8.54
		\$ 8.18	\$ 8.25				\$ 9.02
					\$ 8.35		
		\$ 8.22			\$ 8.39		
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

FIRST CLASS					
STATIONS	#511	4241	#3607	555	
	Daily Ex. Sat. & Sun.		Daily Ex. Sat. & Sun.	Saturday Only	
	A. M.	A. M.	A. M.	A. M.	
HAROLD (L.I.R.R.)					
NEW YORK		\$ 7.05	\$ 7.22		
KARNY					
HUDSON		7.17	7.34		
C.N.J. YARD HARRISON					
NEWARK		\$ 7.20	\$ 7.37		
SOUTH ST. (Newark)					
HUNTER	Will Not Run Feb. 19	7.23	7.39	Will Run Feb. 19	
NORTH ELIZABETH		\$ 7.28	\$ 7.42		
ELIZABETH		7.30	7.48		
SOUTH ELIZABETH		\$ 7.34	\$ 7.52		
LINDEN		\$ 7.55			
NORTH RAHWAY		\$ 7.38	\$ 7.58		
RAHWAY					
UNION		7.39	7.59		
AVENEL			\$ 8.02		
EDGAR	P. A. & W. Br.				
WOODBIDGE		MU	MU	\$ 8.05	MU
WC			8.10		
PERTH AMBOY	N. Y. & L. B.		\$ 8.13		
SOUTH AMBOY			\$ 8.17		
COLONIA					
METRO PARK		\$ 7.44			
METUCHEN		\$ 7.47			
EDISON		\$ 7.51			
NEW BRUNSWICK		\$ 7.54			
COUNTY					
JERSEY AVENUE		\$ 7.59	MU		
JERSEY AVE. (MAIN)					
MONMOUTH JCT.					
PRINCETON JCT.					
MILLHAM					
TRENTON		\$ 8.05		\$ 8.10	
LEVITTOWN-TULLYTOWN		\$ 8.12		\$ 8.16	
GRUNDY					
BRISTOL		\$ 8.16	Will Run Sunday and Dec. 25 Jan. 1 Feb. 19	\$ 8.20	
CROYDON		\$ 8.19		\$ 8.23	
EDDINGTON		\$ 8.23		\$ 8.27	
CORNWELLS HEIGHTS		\$ 8.27		\$ 8.31	
ANDALUSIA		\$ 8.32		\$ 8.36	
TORRESDALE				\$ 8.38	
HOLMESBURG JCT.					
TACONY					
WISSINOMING					
BRIDESBURG					
FRANKFORD					
FRANKFORD JCT.					
SHORE		8.37		8.42	
NORTH PHILA.		\$ 8.42		\$ 8.46	
ZOO		8.46		8.49	
PENN CENTRAL	Lower Level Upper Level	\$ 8.49		\$ 8.52	
30th ST.-PHILA.					
SUBURBAN STATION		\$ 8.53		\$ 8.56	
	A. M.	A. M.	A. M.	A. M.	

FIRST CLASS

	□ 103	‡3705	3821	‡3903	207	‡3819	3611
	Daily	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Saturday Only
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 7.30	\$ 7.39	\$ 7.51	\$ 7.52	\$ 8.00	\$ 8.03	
	7.40	7.51	8.03	8.04	8.12	8.16	
		\$ 7.54	\$ 8.06	\$ 8.07	\$ 8.15	\$ 8.18	
	7.44	7.57	8.09	8.10	8.18	8.21	
		\$ 8.02	\$ 8.16	\$ 8.13	\$ 8.22		
	7.47	8.03	8.18	8.17	8.24	8.25	
			\$ 8.22	\$ 8.21			
		\$ 8.10	\$ 8.28	\$ 8.23		\$ 8.31	\$ 8.32
				\$ 8.26			
	7.50	8.11	8.30	8.27	8.29	8.33	8.33
							\$ 8.36
	MU	MU	MU	MU		MU	\$ 8.39
					Will Not Run Dec. 25 Jan. 1		8.44
							\$ 8.46
							\$ 8.50
	C 7.54	\$ 8.18	\$ 8.36			\$ 8.38	
	8.00	\$ 8.21	\$ 8.38		8.34	\$ 8.41	
		\$ 8.25					
		\$ 8.28	\$ 8.46		\$ 8.39	\$ 8.47	
	8.04		8.49		8.42	8.50	
		\$ 8.33					MU
	8.09		8.58		8.49	8.56	
	8.12		\$ 9.05		8.54	\$ 9.01	
	8.17		9.13		9.01	9.08	
			\$ 9.16			\$ 9.12	
					\$ 9.04		
	8.24				9.13		
		Will Not Run Feb. 19		Will Not Run Feb. 19		Will Not Run Feb. 19	
	8.31				9.23		
	8.35				9.28		
	8.37				D 9.33		
	8.40				9.38		
					\$ 9.42		
	\$ 8.46						
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

STATIONS	FIRST CLASS			
	C. N. J.		□	
	4243	5381	±3707	105
	A. M.	A. M.	A. M.	A. M.
HAROLD (L.I.R.R.).....				
NEW YORK.....	\$ 8.15		\$ 8.23	\$ 8.30
KARNY.....				
HUDSON.....	8.27		8.35	8.40
C.N.J. YARD HARRISON.....		8.20		
NEWARK.....	\$ 8.30	\$ 8.35	\$ 8.38	C 8.42
SOUTH ST. (Newark).....				
HUNTER.....	8.33	8.38	8.42	8.45
NORTH ELIZABETH.....			\$ 8.45	
ELIZABETH.....	\$ 8.38		\$ 8.48	
SOUTH ELIZABETH.....	8.39	8.44	8.50	8.49
LINDEN.....	\$ 8.43		\$ 8.54	
NORTH RAHWAY.....				
RAHWAY.....	\$ 8.47		\$ 8.58	
UNION.....	8.48	8.52	9.03	8.53
AVENEL.....				
EDGAR.....	P. A. &			
WOODBIDGE.....	W. Br.			
	MU		MU	MU
WC.....		8.58		
PERTH AMBOY.....	N. Y. &	\$ 9.01		
SOUTH AMBOY.....	L. B.			
	R. R.	\$ 9.05		
COLONIA.....				
METRO PARK.....	\$ 8.53		\$ 9.09	C 8.57
METUCHEN.....	\$ 8.56		\$ 9.13	9.02
EDISON.....	\$ 9.00			
NEW BRUNSWICK.....	\$ 9.03		\$ 9.19	
COUNTY.....				9.06
JERSEY AVENUE.....	\$ 9.08		\$ 9.24	
JERSEY AVE. (MAIN).....				
MONMOUTH JCT.....				9.11
PRINCETON JCT.....				9.14
MILLHAM.....				9.19
TRENTON.....				
LEVITTOWN-TULLYTOWN.....				
GRUNDY.....				9.27
BRISTOL.....	Will Run	Will Run		
CROYDON.....	Sunday	Sunday		
EDDINGTON.....	and	and	Will Not	
CORNWELLS HEIGHTS.....	Dec. 25	Dec. 25	Run	
ANDALUSIA.....	Jan. 1	Jan. 1	Feb. 19	
TORRESDALE.....	Feb. 19	Feb. 19		
HOLMESBURG JCT.....				9.34
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
FRANKFORD JCT.....				
SHORE.....				9.37
NORTH PHILA.....				9.40
ZOO.....				9.43
PENN CENTRAL.....	Lower Level			
30th ST-PHILA.....	Upper Level			
	Lower Level			\$ 9.48
SUBURBAN STATION.....				
	A. M.	A. M.	A. M.	A. M.

FIRST CLASS							
	±513	●61	C. N. J. 5353	±3823	±3907	C. N. J. ±5305	□ 131
	Daily Ex. Sun. A. M.	Daily 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. Sun. A. M.
		7.38					9.17
		\$ 7.45					c 9.24
		8.35		\$ 8.40	\$ 9.05		9.30
		8.47		8.52	9.17		9.40
			8.36			9.10	
		\$ 8.50	\$ 8.51	\$ 8.55	\$ 9.20	\$ 9.25	
		8.54	8.54	8.58	9.23	9.28	9.44
				\$ 9.02	\$ 9.28		
		8.58	9.00	9.04	9.29	9.33	9.48
				\$ 9.08	\$ 9.33		
				\$ 9.12	\$ 9.37		
					9.38		
		9.02	9.07	9.13		9.39	9.52
	MU			MU	MU		MU
			9.14			9.47	
			\$ 9.17			\$ 9.49	
			\$ 9.21			\$ 9.54	
				\$ 9.18			
		9.07		\$ 9.22			9.56
		AF 9.10		\$ 9.29			
		9.13		9.32			10.00
		9.18		9.41			10.05
		9.25		\$ 9.46			10.08
		9.32		9.54			10.13
				\$ 9.57			
	\$ 9.25	\$ 9.35					\$10.16
	\$ 9.31						
		9.44					10.23
	\$ 9.35						
	\$ 9.38						
	\$ 9.41			Will Not Run Feb. 19	Will Not Run Feb. 19	Will Not Run Feb. 19	
	W 9.43						
	\$ 9.46						
	\$ 9.50	9.54					10.30
	\$ 9.51						
	\$ 9.52						
	W 9.56						
	9.57	9.59					10.33
	\$10.02	\$10.03					10.35
	10.06	10.08					10.38
	\$10.09						
		\$10.14					\$10.42
	\$10.13						
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

STATIONS		FIRST CLASS			
		#515	#3709	107	141
		Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sun. A. M.	Sunday Only A. M.	Daily A. M.
HAROLD (L.I.R.R.).....					9.33
NEW YORK.....			\$ 9.25	\$ 9.30	\$ 9.40 10.00
KARNY.....					
HUDSON.....			9.37	9.40	10.12
C.N.J. YARD HARRISON					
NEWARK.....			\$ 9.40		\$10.15
SOUTH ST. (Newark).....					
HUNTER.....		Will Not Run Feb. 19	9.43	9.44	10.18
NORTH ELIZABETH.....			\$ 9.48		
ELIZABETH.....			9.49	9.48	10.22
SOUTH ELIZABETH.....			\$ 9.53		
LINDEN.....			\$ 9.57		
NORTH RAHWAY.....					
RAHWAY.....			9.59	9.52	10.27
UNION.....					
AVENEL.....	P. A. &				
EDGAR.....	W. Br.				
WOODBIDGE.....		MU	MU	MU	
WC.....					
PERTH AMBOY.....	N. Y. &				
SOUTH AMBOY.....	L. B. R. R.				
COLONIA.....					
METRO PARK.....			\$10.05		
METUCHEN.....			\$10.08	9.56	10.32
EDISON.....			\$10.12		
NEW BRUNSWICK.....			\$10.15		
COUNTY.....				10.00	10.38
JERSEY AVENUE.....			\$10.20		
JERSEY AVE. (MAIN).....					
MONMOUTH JCT.....				10.05	10.45
PRINCETON JCT.....				10.08	10.50
MILLHAM.....				10.13	10.57
TRENTON.....		\$10.10		\$10.16	\$11.00
LEVITTOWN-TULLYTOWN.....		\$10.15			
GRUNDY.....				10.23	11.09
BRISTOL.....		\$10.19			
CROYDON.....		\$10.22			
EDDINGTON.....			Will Not Run Feb. 19		
CORNWELLS HEIGHTS.....		\$10.25			
ANDALUSIA.....					
TORRESDALE.....		\$10.28			
HOLMESBURG JCT.....		\$10.33		10.30	11.19
TACONY.....		\$10.34			
WISSINOMING.....		\$10.35			
BRIDESBURG.....		\$10.36			
FRANKFORD.....					
FRANKFORD JCT.....		\$10.41			
SHORE.....		10.42		10.33	11.24
NORTH PHILA.....		\$10.47		10.35	11.27
ZOO.....		10.50		10.38	11.32
PENN CENTRAL.....	Lower Level				
30th ST.-PHILA.....	Upper Level	\$10.54		\$10.42	\$11.38
SUBURBAN STATION.....	Lower Level	\$10.58			
		A. M.	A. M.	A. M.	A. M.

FIRST CLASS							
#3911	4203	● 81	#3711	1155	517	□ 109	181
Daily Ex. Sat. & Sun.		Daily	Daily Ex. Sat. & Sun.		Daily	Daily	Daily Ex. Sat. & Sun.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
							9.58
\$ 9.50	\$ 9.55	\$10.10	\$10.15	\$10.25		\$10.30	\$10.05
							10.35
10.02	10.07	10.22	10.27	10.37		10.40	10.47
\$10.05	\$10.10	\$10.25	\$10.30	\$10.40		\$10.42	\$10.50
10.08	10.13	10.29	10.33	10.43		10.45	10.53
\$10.13	\$10.18		\$10.38	\$10.49			
10.15	10.20	10.33	10.39	10.50		10.49	10.58
\$10.18	\$10.24		\$10.43				
\$10.22	\$10.28		\$10.47	\$10.56			
10.24							
	10.29	10.38	10.48	10.58		10.53	11.03
MU	MU		MU	\$11.03	MU	MU	
				11.08			
				\$11.10			
				\$11.14			
	\$10.34		\$10.53				
	\$10.36	10.43	\$10.56			10.57	11.08
	\$10.42		\$11.02				
	10.45	10.49				11.01	11.14
			\$11.07				
	10.52	10.56				11.06	11.21
	\$10.57	11.01				11.09	11.26
	11.02	11.08				11.14	11.32
	\$11.06						
		\$11.11			\$11.10		\$11.35
					\$11.16		
		11.20				11.22	11.44
Will Not Run Feb. 19	Will Run Sunday and Dec. 25 Jan. 1 Feb. 19		Will Not Run Feb. 19	Will Run Sat., Sun. and Dec. 25 Jan. 1 Feb. 19	\$11.20 \$11.23		
					\$11.26		
					\$11.29		
		11.30			\$11.34	11.29	11.54
					\$11.35		
					WW11.36		
					G11.37		
		11.34			11.42	11.32	11.59
		11.38			\$11.47	11.35	\$12.03
		11.43			11.50	11.38	12.08
							\$12.13
					\$11.54		
		\$11.48				\$11.43	
					\$11.58		
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.

NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS			
	151	205	±3713	519
	Daily Ex. Sat. & Sun.	Sat. & Sun. Only	Daily Ex. Sun.	Daily Ex. Sat.
	A. M.	A. M.	A. M.	P. M.
HAROLD (L.I.R.R.).....	10.48			
NEW YORK.....	\$10.57	\$10.35	\$10.55	
KARNY.....				
HUDSON.....		10.47	11.07	
C.N.J. YARD HARRISON.....				
NEWARK.....		\$10.50	\$11.10	
SOUTH ST. (Newark).....				
HUNTER.....		10.54	11.13	Will Not Run Feb. 19
NORTH ELIZABETH.....			\$11.18	
ELIZABETH.....		10.58	11.19	
SOUTH ELIZABETH.....			\$11.23	
LINDEN.....			\$11.26	
NORTH RAHWAY.....				
RAHWAY.....				
UNION.....		11.02	11.28	
AVENEL.....	P. A. & W. Br.			
EDGAR.....				
WOODBIDGE.....			MU	MU
WC.....				
PERTH AMBOY.....	N. Y. & L. B. R. R.			
SOUTH AMBOY.....				
COLONIA.....				
METRO PARK.....			\$11.33	
METUCHEN.....		11.07	\$11.36	
EDISON.....			\$11.43	
NEW BRUNSWICK.....		11.13	\$11.48	
COUNTY.....				
JERSEY AVENUE.....				
JERSEY AVE. (MAIN).....		11.20		
MONMOUTH JCT.....		11.25		
PRINCETON JCT.....		11.32		
MILLHAM.....				
TRENTON.....		\$11.35		\$12.10
LEVITTOWN-TULLYTOWN.....				\$12.15
GRUNDY.....		11.43		
BRISTOL.....				\$12.19
CROYDON.....				\$12.22
EDDINGTON.....			Will Not Run Feb. 19	\$12.25
CORNWELLS HEIGHTS.....				\$12.28
ANDALUSIA.....				\$12.33
TORRESDALE.....				\$12.34
HOLMESBURG JCT.....		11.53		\$12.35
TACONY.....				\$12.36
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
FRANKFORD JCT.....				\$12.40
SHORE.....		11.58		12.41
NORTH PHILA.....		\$12.03		\$12.47
ZOO.....		12.08		12.51
PENN CENTRAL.....	Lower Level Upper Level Lower Level	\$12.13		\$12.54
30th ST.-PHILA.....				
SUBURBAN STATION.....				\$12.58
	A. M.	P. M.	A. M.	P. M.

FIRST CLASS							
	3717	□ 111	‡3917	563	211	‡3719	3825
	Daily Ex. Sat. A. M.	Daily A. M.	Daily Ex. Sat. & Sun. A. M.	Saturday Only P. M.	Daily A. M.	Daily Ex. Sat. & Sun. A. M.	Saturday Only A. M.
	\$11.23	\$11.30	\$11.40		\$11.45	\$11.55	\$11.55
	11.35	11.40	11.52		11.57	12.07	12.07
	\$11.38	\$11.42	\$11.55		\$12.00	\$12.10	\$12.10
	11.41	11.45	11.58	Will Run Feb. 19	12.04	12.13	12.13
	\$11.46		\$12.03			\$12.18	\$12.18
	11.47	11.49	12.04		12.08	12.19	12.19
	\$11.51		\$12.08			\$12.23	\$12.23
	\$11.55		\$12.12			\$12.27	\$12.27
			12.13				
	11.56	11.53			12.12	12.28	12.28
	MU	MU	MU	MU		MU	MU
	\$12.01				\$12.16	\$12.33	\$12.35
	\$12.04	11.57			12.21	\$12.36	\$12.38
	\$12.10				\$12.27	\$12.42	\$12.46
		12.01			12.30		12.49
	\$12.15					\$12.47	
		12.06			12.37		12.57
		12.09			\$12.43		\$ 1.03
		12.14			12.51		1.11
							\$ 1.14
		\$12.17		\$12.40	\$12.54		
				\$12.45			
		12.23			1.03		
				\$12.49			
				\$12.52			
				\$12.55			
				\$12.58			
		12.30		\$ 1.03	1.14		
				\$ 1.04			
				\$ 1.05			
				\$ 1.06			
				\$ 1.10			
		12.33		1.11	1.19		
		PN12.37		\$ 1.16	\$ 1.25		
		12.41		1.21	1.30		
				\$ 1.24	\$ 1.35		
		\$12.45		\$ 1.28			
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

STATIONS	FIRST CLASS			
	#1107	C. N. J. 5357	#3919	#3721
	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	NOON	P. M.	P. M.	P. M.
HAROLD (L.I.R.R.).....				
NEW YORK.....	\$12.00		\$12.15	\$12.25
KARNY.....				
HUDSON.....	12.12		12.27	12.37
C.N.J. YARD HARRISON.....		12.01		
NEWARK.....	\$12.15	\$12.15	\$12.30	\$12.40
SOUTH ST. (Newark).....				
HUNTER.....	12.18	12.18	12.33	12.43
NORTH ELIZABETH.....	\$12.23		\$12.37	\$12.47
ELIZABETH.....	12.24	12.24	12.39	12.49
SOUTH ELIZABETH.....				
LINDEN.....			\$12.43	
NORTH RAHWAY.....			\$12.47	\$12.55
RAHWAY.....			12.48	
UNION.....	12.31	12.30		12.57
AVENEL.....				
EDGAR.....	P. A. &			
WOODBIDGE.....	W. Br.		MU	MU
WC.....	12.39	12.38		
PERTH AMBOY.....	\$12.41	\$12.41		
SOUTH AMBOY.....	N. Y. &			
	L. B.			
	R. R.	\$12.45	\$12.45	
COLONIA.....				
METRO PARK.....				
METUCHEN.....				\$ 1.04
EDISON.....				
NEW BRUNSWICK.....				\$ 1.10
COUNTY.....				
JERSEY AVENUE.....				\$ 1.15
JERSEY AVE. (MAIN).....				
MONMOUTH JCT.....				
PRINCETON JCT.....				
MILLHAM.....				
TRENTON.....				
LEVITTOWN-TULLYTOWN.....				
GRUNDY.....				
BRISTOL.....				
CROYDON.....				
EDDINGTON.....	Will Not		Will Not	Will Not
CORNWELLS HEIGHTS.....	Run		Run	Run
ANDALUSIA.....	Feb. 19		Feb. 19	Feb. 19
TORRESDALE.....				
HOLMESBURG JCT.....				
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
FRANKFORD JCT.....				
SHORE.....				
NORTH PHILA.				
ZOO.....				
PENN CENTRAL.....	Lower Level			
30th ST.-PHILA.....	Upper Level			
	Lower Level			
SUBURBAN STATION.....				
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

	□ 113	1159	169	#3613	#521		#3827
	Daily	Saturday Only	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.		Daily Ex. Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.		P. M.
			12.18				
			\$12.25				
	\$12.30	\$12.32	12.40	\$12.50			\$ 1.05
	12.40	12.44	12.52	1.02			1.17
		\$12.47	\$12.55	\$ 1.05			\$ 1.20
	12.44	12.50	12.59	1.08	Will Not Run Feb. 19		1.23
		\$12.55		\$ 1.13			\$ 1.28
	12.48	12.56	1.03	1.14			1.29
				\$ 1.18			
		\$ 1.00		\$ 1.22			\$ 1.35
	12.52	1.02	1.08	1.23			1.38
	MU			\$ 1.28	MU		MU
		1.09		1.33			
		\$ 1.11		\$ 1.36			
		\$ 1.15		\$ 1.40			
	\$12.56						\$ 1.41
	1.01		1.13				\$ 1.44
							\$ 1.51
	1.05		1.18				
				MU			
							\$ 1.55
	1.10		1.25				2.03
	1.13		1.32				\$ 2.09
	1.18		1.37				2.16
							\$ 2.19
			\$ 1.40		\$ 2.10		
					\$ 2.15		
	1.26		1.48				
				Will Not Run Feb. 19	\$ 2.19		Will Not Run Feb. 19
					\$ 2.22		
					\$ 2.25		
					\$ 2.28		
	1.33		1.58		\$ 2.33		
					\$ 2.34		
					\$ 2.35		
					\$ 2.36		
					\$ 2.37		
					\$ 2.40		
	1.37		2.02		2.41		
	1.39		2.06		\$ 2.47		
	1.42		2.11		2.51		
	\$ 1.47		\$ 2.17		\$ 2.54		
					\$ 2.58		
	P. M.	P. M.	P. M.	P. M.	P. M.		P. M.

908P

NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS				
	4249	1185	□ 115	● 31	143
			Daily	Daily	Saturday Only
	P. M.	P. M.	P. M.	P. M.	P. M.
HAROLD (L.I.R.R.)					1.33
NEW YORK	\$ 1.10	\$ 1.20	\$ 1.30	\$ 1.35	\$ 1.40
KARLY					
HUDSON	1.22	1.32	1.40	1.47	
C.N.J. YARD HARRISON					
NEWARK	\$ 1.25	\$ 1.35	C 1.42	\$ 1.50	
SOUTH ST. (Newark)					
HUNTER	1.28	1.38	1.45	1.54	
NORTH ELIZABETH					
ELIZABETH	\$ 1.33	\$ 1.43			
SOUTH ELIZABETH	1.34	1.45	1.49	1.58	
LINDEN	\$ 1.38				
NORTH RAHWAY					
RAHWAY	\$ 1.42	\$ 1.51			
UNION	1.43	1.52	1.53	2.03	
AVENEL					
EDGAR	P. A. &				
WOODBIDGE	W. Br.				
	MU	\$ 1.57	MU		
WC		2.02			
PERTH AMBOY	N. Y. &	\$ 2.05			
SOUTH AMBOY	L. B.				
	R. R.	\$ 2.09			
COLONIA					
METRO PARK	\$ 1.48				
METUCHEN	\$ 1.51		1.57	2.08	
EDISON					
NEW BRUNSWICK	\$ 1.57				
COUNTY			2.01	2.13	
JERSEY AVENUE	\$ 2.02				
JERSEY AVE. (MAIN)					
MONMOUTH JCT			2.06	2.20	
PRINCETON JCT			2.09	2.25	
MILLHAM			2.14	2.32	
TRENTON				\$ 2.35	
LEVITOWN-TULLYTOWN					
GRUNDY			2.22	2.44	
BRISTOL					
CROYDON	Will Run	Will Run			
EDDINGTON	Sunday	Sunday			
CORNWELLS HEIGHTS	and	and			
ANDALUSIA	Dec. 25	Dec. 25			
TORRESDALE	Jan. 1	Jan. 1			
	Feb. 19	Feb. 19			
HOLMESBURG JCT.			2.29	2.54	
TACONY					
WISSINOMING					
BRIDESBURG					
FRANKFORD					
FRANKFORD JCT.					
SHORE			2.33	2.58	
NORTH PHILA					
			2.35	\$ 3.03	
ZOO			2.38	3.09	
PENN CENTRAL	Lower Level				
30th ST.-PHILA	Upper Level				
	Lower Level		\$ 2.43		
SUBURBAN STATION					
	P. M.	P. M.	P. M.	P. M.	P. M.

FIRST CLASS							
	#3725	557	3831	213	#523	3617	#3829
	Daily Ex. Sat. & Sun. P. M.	Saturday Only P. M.	Saturday Only P. M.	Daily P. M.	Daily Ex. Sat. & Sun. P. M.	Saturday Only P. M.	Daily Ex. Sat. & Sun. P. M.
	\$ 1.42		\$ 1.42	\$ 2.00			\$ 2.05
	1.54		1.54	2.12			2.17
	\$ 1.57		\$ 1.57	\$ 2.15			\$ 2.20
	2.00	Will Run Feb. 19	2.00	2.19	Will Not Run Feb. 19		2.23
	\$ 2.05		\$ 2.05	2.05			\$ 2.28
	2.06		2.06	2.23			2.29
	\$ 2.10		\$ 2.10				\$ 2.33
	\$ 2.14		\$ 2.14			\$ 2.30	\$ 2.37
	2.15		2.15	2.27		2.31	2.38
						\$ 2.33	
	MU	MU	MU		MU	\$ 2.37	MU
						2.41	
						\$ 2.43	
						\$ 2.47	
	\$ 2.19		\$ 2.19	2.31			\$ 2.43
	\$ 2.22		\$ 2.22	2.36			\$ 2.46
	\$ 2.28		\$ 2.28				\$ 2.53
				2.42			
	\$ 2.33					MU	
			\$ 2.32				\$ 2.58
			2.39	2.47			3.05
			\$ 2.45	2.53			\$ 3.12
			2.52	3.01			3.20
			\$ 2.55				\$ 3.23
		\$ 2.45		\$ 3.04	\$ 3.10		
		\$ 2.52			\$ 3.15		
				3.12			
		\$ 2.56			\$ 3.19		
		\$ 2.59			\$ 3.22		
	Will Not Run Feb. 19	\$ 3.02			\$ 3.25		Will Not Run Feb. 19
		\$ 3.05			\$ 3.28		
		\$ 3.08		3.23	\$ 3.33		
		\$ 3.09			\$ 3.34		
		\$ 3.10			\$ 3.36		
		\$ 3.11					
		\$ 3.15			\$ 3.41		
		3.16		3.28	3.42		
		\$ 3.22		3.34	\$ 3.48		
		3.26		3.38	3.51		
		\$ 3.29		\$ 3.45	\$ 3.54		
		\$ 3.33			\$ 3.58		
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS				
	1161	±3615	●171	□ 117	
	Saturday Only	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat.	
	P. M.	P. M.	P. M.	P. M.	
HAROLD (L.I.R.R.).....			1.58		
NEW YORK.....	\$ 2.20	\$ 2.20	\$ 2.05 2.25	\$ 2.30	
KARNY.....					
HUDSON.....	2.32	2.32	2.37	2.40	
C.N.J. YARD HARRISON.....					
NEWARK.....	\$ 2.35	\$ 2.35	\$ 2.40	C 2.42	
SOUTH ST. (Newark).....					
HUNTER.....	2.38	2.38	2.43	2.45	
NORTH ELIZABETH.....					
ELIZABETH.....	\$ 2.43	\$ 2.43			
SOUTH ELIZABETH.....	2.44	2.44	2.47	2.49	
LINDEN.....		\$ 2.48			
NORTH RAHWAY.....					
RAHWAY.....	\$ 2.50	\$ 2.52			
UNION.....	2.52	2.53	2.52	2.53	
AVENEL.....		\$ 2.56			
EDGAR.....	P. A. & W. Br.				
WOODBIDGE.....		\$ 2.57	\$ 3.00	MU	
WC.....		3.02	3.04		
PERTH AMBOY.....	N. Y. & L. B. R. R.	\$ 3.04	\$ 3.06		
SOUTH AMBOY.....		\$ 3.08	\$ 3.10		
COLONIA.....					
METRO PARK.....					
METUCHEN.....			2.58	2.57	
EDISON.....					
NEW BRUNSWICK.....					
COUNTY.....			3.04	3.01	
JERSEY AVENUE.....		MU			
JERSEY AVE. (MAIN).....					
MONMOUTH JCT.....			3.11	3.06	
PRINCETON JCT.....			3.16	3.09	
MILLHAM.....			3.22	3.14	
TRENTON.....			\$ 3.25		
LEVITTOWN-TULLYTOWN.....					
GRUNDY.....			3.34	3.22	
BRISTOL.....					
CROYDON.....					
EDDINGTON.....					
CORNWELLS HEIGHTS.....					
ANDALUSIA.....					
TORRESDALE.....					
HOLMESBURG JCT.....			3.44	3.29	
TACONY.....					
WISSINOMING.....					
BRIDESBURG.....					
FRANKFORD.....					
FRANKFORD JCT.....					
SHORE.....			3.49	3.33	
NORTH PHILA.....			3.54	3.35	
ZOO.....			3.59	3.38	
PENN CENTRAL.....	{ Lower Level Upper Level				
30th ST.-PHILA.....			\$ 4.05	\$ 3.43	
SUBURBAN STATION.....					
	P. M.	P. M.	P. M.	P. M.	

905 P

FIRST CLASS

	#3727	C. N. J. #5309	● 83	153	#3729	#525	3835
	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily P. M.	Daily P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Saturday Only P. M.
				2.48			
	\$ 2.33		\$ 2.50	\$ 2.57	\$ 3.03		\$ 3.03
	2.45		3.02		3.15		3.15
		2.35					
	\$ 2.48	\$ 2.52	C 3.05		\$ 3.18		\$ 3.18
	2.51	2.55	3.09		3.21	Will Not Run Feb. 19	3.21
	\$ 2.56				\$ 3.26		\$ 3.24
	2.57	3.01	3.13		3.27		\$ 3.27
	\$ 3.01				\$ 3.31		3.28
	\$ 3.05				\$ 3.35		\$ 3.32
	3.06	3.08	3.18		3.36		\$ 3.36
	MU				MU	MU	MU
		3.14					
		\$ 3.16					
		\$ 3.21					
	\$ 3.13		3.23		\$ 3.41		\$ 3.42
					\$ 3.44		\$ 3.45
	\$ 3.18		3.29		\$ 3.50		\$ 3.52
	\$ 3.23				\$ 3.55		
			3.36				\$ 3.57
			3.41				4.05
			3.48				\$ 4.12
			C 3.52				4.19
			4.01			\$ 4.05	\$ 4.22
	Will Not Run Feb. 19	Will Not Run Feb. 19			Will Not Run Feb. 19	\$ 4.10	
			4.11			\$ 4.14	
						\$ 4.17	
						\$ 4.19	
						\$ 4.22	
						\$ 4.25	
						\$ 4.29	
						\$ 4.30	
						\$ 4.31	
						\$ 4.32	
						\$ 4.38	
			4.15			4.39	
			4.19			\$ 4.44	
			4.24			4.47	
			C 4.30			\$ 4.50	
						\$ 4.54	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS			
	#527	#3833	□ 119	#3723
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
HAROLD (L.I.R.R.)				
NEW YORK		\$ 3.20	\$ 3.30	\$ 3.32
KARNY				
HUDSON		3.32	3.40	3.44
C.N.J. YARD HARRISON				
NEWARK		\$ 3.35		\$ 3.48
SOUTH ST. (Newark)				
HUNTER	Will Not Run Feb. 19	3.38	3.44	3.51
NORTH ELIZABETH				\$ 3.54
ELIZABETH		\$ 3.44		\$ 3.57
SOUTH ELIZABETH		3.46	3.48	3.58
LINDEN				\$ 4.02
NORTH RAHWAY				
RAHWAY		\$ 3.53		\$ 4.06
UNION				
		3.55	3.52	4.07
AVENEL	P. A. & W. Br.			
EDGAR				
WOODBIDGE		MU	MU	MU
WC				
PERTH AMBOY	N. Y. & L. B. R. R.			
SOUTH AMBOY				
COLONIA				
METRO PARK				\$ 4.12
METUCHEN		\$ 4.02	3.56	\$ 4.15
EDISON				
NEW BRUNSWICK		\$ 4.10		\$ 4.21
COUNTY		4.18	4.00	
JERSEY AVENUE				\$ 4.26
JERSEY AVE. (MAIN)				
MONMOUTH JCT.		4.22	4.05	
PRINCETON JCT.		\$ 4.28	4.08	
MILLHAM		4.37	4.13	
		\$ 4.40		
TRENTON		\$ 4.26	\$ 4.16	
LEVITTOWN-TULLYTOWN		\$ 4.30		
GRUNDY			4.22	
BRISTOL		\$ 4.34		
CROYDON		\$ 4.37		
EDDINGTON	Will Not Run Feb. 19			
CORNWELLS HEIGHTS		\$ 4.40		
ANDALUSIA				
TORRESDALE		\$ 4.43		
HOLMESBURG JCT.		\$ 4.48	4.29	
TACONY		\$ 4.49		
WISSINOMING		\$ 4.50		
BRIDESBURG		\$ 4.52		
FRANKFORD				
FRANKFORD JCT.		\$ 4.56		
SHORE		4.57	4.33	
NORTH PHILA.		\$ 5.03	4.35	
ZOO		5.06	4.38	
PENN CENTRAL	(Lower Level Upper Level Lower Level)			
30th ST.-PHILA.		\$ 5.09		
			\$ 4.43	
SUBURBAN STATION		\$ 5.13		
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS							
4205	±1111	● 85	±3837	219	C. N. J. 5387	±3731	±3619
	Daily Ex. Sun.	Daily	Daily Ex. Sat. & Sun.	Daily		Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 3.35	\$ 3.45	\$ 3.50	\$ 3.55	\$ 4.00		\$ 4.07	\$ 4.17
3.47	3.57	4.02	4.07	4.12		4.19	4.29
					4.05		
\$ 3.50	\$ 4.00	C 4.05	\$ 4.11	\$ 4.16	\$ 4.20	\$ 4.23	\$ 4.32
3.53	4.03	4.09	4.14	4.19	4.23	4.26	4.35
\$ 3.58	G 4.06		\$ 4.19			\$ 4.26	\$ 4.39
3.59	4.07	4.14	4.21	4.23	4.29	\$ 4.32	\$ 4.42
\$ 4.03			\$ 4.25			4.34	4.44
\$ 4.07	G 4.12		\$ 4.29				\$ 4.49
4.08	4.14	4.19	4.30	4.27	4.36	4.40	4.54
							\$ 4.58
MU			MU			MU	\$ 5.00
	4.21				4.43		\$ 5.02
	\$ 4.24				\$ 4.46		5.07
							\$ 5.10
	\$ 4.28				\$ 4.50		\$ 5.14
						\$ 4.44	
\$ 4.14		4.24	\$ 4.38	4.32		\$ 4.48	
\$ 4.20			\$ 4.46			\$ 4.52	
		4.30	4.49	4.38		\$ 4.56	
						\$ 5.00	
\$ 4.25						\$ 5.05	MU
4.33		4.37	4.56	4.44			
\$ 4.40		4.42	\$ 5.04	\$ 4.50			
4.47		4.48	5.12	5.00			
\$ 4.50			\$ 5.16				
		C 4.52		\$ 5.03			
		5.01		5.11			
Will Run Sunday and Dec. 25 Jan. 1 Feb. 19	Will Not Run Feb. 19		Will Not Run Feb. 19		Will Run Sunday and Dec. 25 Jan. 1 Feb. 19	Will Not Run Feb. 19	Will Not Run Feb. 19
		5.11		5.21			
		5.16		5.25			
		5.20		D 5.30			
		5.25		5.34			
				\$ 5.40			
		C 5.31					
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS			
	C. N. J.	<input type="checkbox"/>		
	5313	121	215	3839
	Daily Ex. Sat. & Sun.	Daily Ex. Sat.	Daily Ex. Sat.	Saturday Only
	P. M.	P. M.	P. M.	P. M.
HAROLD (L.I.R.R.).....				
NEW YORK.....		\$ 4.28	\$ 4.30	\$ 4.30
KARNY.....				
HUDSON.....		4.38	4.42	4.42
C.N.J. YARD HARRISON.....	4.24			
NEWARK.....	\$ 4.38	C 4.40	\$ 4.45	\$ 4.45
SOUTH ST. (Newark).....				
HUNTER.....	4.41	4.43	4.48	4.48
NORTH ELIZABETH.....				\$ 4.51
ELIZABETH.....				\$ 4.54
SOUTH ELIZABETH.....	4.47	4.47	4.52	4.55
LINDEN.....				\$ 4.59
NORTH RAHWAY.....				\$ 5.03
RAHWAY.....				
UNION.....	4.52	4.51	4.56	5.05
AVENEL.....				
EDGAR.....	P. A. &			
WOODBIDGE.....	W. Br.	MU		MU
WC.....	5.00			
PERTH AMBOY.....	N. Y. &	\$ 5.02		
SOUTH AMBOY.....	L. B.			
	R. R.			
COLONIA.....				
METRO PARK.....				\$ 5.10
METUCHEN.....		4.55	5.01	\$ 5.13
EDISON.....				\$ 5.17
NEW BRUNSWICK.....				\$ 5.20
COUNTY.....		4.59	5.07	5.23
JERSEY AVENUE.....				
JERSEY AVE. (MAIN).....				\$ 5.25
MONMOUTH JCT.....		5.04	5.13	5.31
PRINCETON JCT.....		5.07	\$ 5.21	\$ 5.38
MILLHAM.....		5.12	5.28	5.45
TRENTON.....			\$ 5.32	\$ 5.48
LEVITTOWN-TULLYTOWN.....				
GRUNDY.....		5.20	5.40	
BRISTOL.....				
CROYDON.....			Will Not Run	
EDDINGTON.....			Dec. 24	
CORNWELLS HEIGHTS.....			Dec. 25	
ANDALUSIA.....			Dec. 31	
TORRESDALE.....			Jan. 1	
HOLMESBURG JCT.....		5.27	5.50	
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
FRANKFORD JCT.....				
SHORE.....		5.31	5.54	
NORTH PHILA.....		5.33	\$ 6.00	
ZOO.....		5.36	6.05	
PENN CENTRAL.....	Lower Level		\$ 6.10	
30th ST.-PHILA.....	Upper Level			
	Lower Level	\$ 5.41		
SUBURBAN STATION.....				
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS							
	3621	±3733	±529	173	±1115	±3623	±1117
	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	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.
				4.18			
		\$ 4.33		\$ 4.25	\$ 4.37	\$ 4.40	\$ 4.50
				4.45			
		4.45		4.57	4.49	4.52	5.02
		\$ 4.49		5.00	\$ 4.58	\$ 4.55	\$ 5.06
		4.52		5.03	4.58	4.58	5.09
		\$ 4.57				\$ 5.01	
		4.59		5.07	5.02	\$ 5.04	\$ 5.16
		\$ 5.03				5.05	5.17
		\$ 5.06				\$ 5.09	
	\$ 5.08	\$ 5.08				\$ 5.13	
	5.10	5.09		5.11	5.07	5.14	5.24
	\$ 5.13					\$ 5.17	
	\$ 5.16	MU	MU			\$ 5.20	
	5.21				5.15	5.25	5.31
	\$ 5.23					\$ 5.27	
	\$ 5.27				\$ 5.21	\$ 5.31	\$ 5.37
		\$ 5.13					
		\$ 5.17					
		\$ 5.22		5.16			
		\$ 5.26					
		\$ 5.29					
				5.22			
	MU	\$ 5.34				MU	
				5.28			
				5.34			
				5.40			
			\$ 5.35				
			\$ 5.42				
				5.50			
			\$ 5.48				
			\$ 5.53				
		Will Not Run Feb. 19	\$ 5.57		Will Not Run Feb. 19	Will Not Run Feb. 19	Will Not Run Feb. 19
			\$ 6.02				
			\$ 6.07	6.00			
			\$ 6.09				
			\$ 6.11				
			\$ 6.13				
			\$ 6.17				
			6.18	6.04			
			\$ 6.23	6.07			
			6.28	6.11			
			\$ 6.31				
				\$ 6.16			
			\$ 6.35				
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

STATIONS	FIRST CLASS			
	● 41	3841	221	4251
	Daily	Saturday Only	Daily Ex. Sat.	
	P. M.	P. M.	P. M.	P. M.
HAROLD (L.I.R.R.).....				
NEW YORK.....	\$ 4.55	\$ 5.00	\$ 5.03	\$ 5.05
KARNY.....				
HUDSON.....	5.07	5.12	5.15	5.18
C.N.J. YARD HARRISON.....				
NEWARK.....	C 5.10	\$ 5.16	\$ 5.19	\$ 5.21
SOUTH ST. (Newark).....				
HUNTER.....	5.14	5.19	5.22	5.24
NORTH ELIZABETH.....		\$ 5.22		
ELIZABETH.....		\$ 5.25		\$ 5.29
SOUTH ELIZABETH.....	5.18	5.27	5.26	5.31
LINDEN.....		\$ 5.31		\$ 5.35
NORTH RAHWAY.....				
RAHWAY.....		\$ 5.35		\$ 5.39
UNION.....	5.22	5.36	5.30	5.41
AVENEL.....	P. A. & W. Br.			
EDGAR.....				
WOODBIDGE.....		MU		MU
WC.....				
PERTH AMBOY.....	N. Y. & L. B. R. R.			
SOUTH AMBOY.....				
COLONIA.....				
METRO PARK.....		\$ 5.41		\$ 5.45
METUCHEN.....	5.27	\$ 5.44	5.35	\$ 5.48
EDISON.....				
NEW BRUNSWICK.....		\$ 5.51	R 5.39	\$ 5.54
COUNTY.....	5.33		5.41	
JERSEY AVENUE.....				\$ 5.59
JERSEY AVE. (MAIN).....		\$ 5.56		
MONMOUTH JCT.....	5.40	6.03	5.48	
PRINCETON JCT.....	5.45	\$ 6.09	R 5.53	
MILHAM.....	5.47	6.17	5.59	
TRENTON.....	C 5.50	\$ 6.20	\$ 6.03	
LEVITTOWN-TULLYTOWN.....				
GRUNDY.....	5.59		6.12	
BRISTOL.....				
CROYDON.....			Will Not Run	Will Run
EDDINGTON.....			Dec. 24	Sunday
CORNWELLS HEIGHTS.....			Dec. 31	and
ANDALUSIA.....				Dec. 25
TORRESDALE.....				Jan. 1
HOLMESBURG JCT.....	6.09		6.22	Feb. 19
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
FRANKFORD JCT.....				
SHORE.....	6.14		6.27	
NORTH PHILA.....	C 6.18		D 6.31	
ZOO.....	6.23		6.36	
PENN CENTRAL.....	Lower Level Upper Level Lower Level		\$ 6.40	
30th ST.-PHILA.....				
SUBURBAN STATION.....				
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS							
	C. N. J.				C. N. J.		C. N. J.
	5319	559	#531	263	5365	#3735	#5321
	Daily Ex. Sat. & Sun. P. M.	Saturday Only P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Saturday Only P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.
				\$ 5.06		\$ 5.12	
				5.18		5.24	
	5.06				5.10		5.22
	\$ 5.18			\$ 5.22	\$ 5.25	\$ 5.27	\$ 5.30
	5.21	Will Run Feb. 19	Will Not Run Feb. 19	5.25	5.28	5.31	5.33
	5.27			5.30	5.34	\$ 5.36 5.39	5.39
				\$ 5.36			
	5.33			5.37	5.41	5.44	5.45
		MU	MU			MU	
	5.41				5.48		5.53
	\$ 5.43				\$ 5.51		
	\$ 5.49				\$ 5.55		
						\$ 5.51	
						\$ 5.55	
						\$ 5.59	
				\$ 5.50		\$ 6.03	
				5.52			
						\$ 6.08	
				\$ 6.05			
				6.11			
		\$ 5.50	\$ 6.10	\$ 6.15			
		\$ 5.55	\$ 6.15	\$ 6.22			
		\$ 5.59	\$ 6.19	\$ 6.26			
		\$ 6.02	\$ 6.22				
		\$ 6.05	\$ 6.25	Will Not Run Dec. 25 Jan. 1 Feb. 19		Will Not Run Feb. 19	Will Not Run Feb. 19
		\$ 6.08	\$ 6.28	6.38			
		\$ 6.13	\$ 6.33				
		F 6.14	\$ 6.34				
		F 6.16	\$ 6.35				
		F 6.21	\$ 6.41				
		6.22	6.42	6.42			
		\$ 6.28	\$ 6.48	D 6.46			
		6.31	6.51	6.52			
		\$ 6.34	\$ 6.54	\$ 6.57			
		\$ 6.38	\$ 6.58				
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

STATIONS	FIRST CLASS			
	‡1123	‡3627	‡3845	□ 123
	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily P. M.
HAROLD (L.I.R.R.).....				
NEW YORK.....	\$ 5.17	\$ 5.20	\$ 5.24	\$ 5.28
KARNY.....				
HUDSON.....	5.29	5.32	5.36	5.38
C.N.J. YARD HARRISON.....				
NEWARK.....	\$ 5.33	\$ 5.36	\$ 5.39	
SOUTH ST. (Newark).....				
HUNTER.....	5.36	5.39	5.42	5.42
NORTH ELIZABETH.....		\$ 5.42		
ELIZABETH.....		\$ 5.45		
SOUTH ELIZABETH.....	5.41	5.47	5.46	5.46
LINDEN.....		\$ 5.52		
NORTH RAHWAY.....		\$ 5.54		
RAHWAY.....		\$ 5.57	\$ 5.53	
UNION.....	5.47	5.58	5.55	5.50
AVENEL.....	P. A. & W. Br.	\$ 6.01		
EDGAR.....		\$ 6.04		
WOODBIDGE.....		\$ 6.06		MU
WC.....		5.58	6.12	
PERTH AMBOY.....	N. Y. & L. B.	\$ 6.14		
SOUTH AMBOY.....		\$ 6.18		
COLONIA.....				
METRO PARK.....				
METUCHEN.....			\$ 6.03	5.54
EDISON.....				
NEW BRUNSWICK.....			\$ 6.11	
COUNTY.....				5.58
JERSEY AVENUE.....		MU		
JERSEY AVE. (MAIN).....			\$ 6.16	
MONMOUTH JCT.....			6.25	6.03
PRINCETON JCT.....			\$ 6.33	6.06
MILLHAM.....			6.41	6.11
TRENTON.....			\$ 6.44	
LEVITTOWN-TULLYTOWN.....				
GRUNDY.....				6.19
BRISTOL.....				
CROYDON.....				
EDDINGTON.....				
CORNWELLS HEIGHTS.....				
ANDALUSIA.....				
TORRESDALE.....				
HOLMESBURG JCT.....				6.26
TACONY.....				
WISSINOMING.....				
BRIDESBURG.....				
FRANKFORD.....				
FRANKFORD JCT.....				
SHORE.....				6.30
NORTH PHILA.....				6.32
ZOO.....				6.35
PENN CENTRAL.....	Lower Level Upper Level Lower Level			
30th ST.-PHILA.....				\$ 6.43
SUBURBAN STATION.....				
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS							
	223	#533	#3847	#3737	C. N. J. 5325	#3631	175
	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 P. M.
							5.23
	\$ 5.30		\$ 5.33	\$ 5.36		\$ 5.39	\$ 5.30
	5.42		5.45	5.48		5.51	5.45
					5.43		
	\$ 5.46		\$ 5.48	\$ 5.51	\$ 5.52	\$ 5.54	\$ 6.00
	5.49	Will Not Run Feb. 19	5.51	5.54	5.56	5.57	6.03
			\$ 5.56			\$ 6.01	
	5.53		5.58	6.01	6.01	\$ 6.04	6.08
			\$ 6.02			\$ 6.06	
			\$ 6.07			\$ 6.13	
	5.57		6.09	6.06	6.07	6.15	6.13
						\$ 6.17	
		MU	MU	MU		\$ 6.21	
					6.17	6.26	
					\$ 6.19	\$ 6.28	
					\$ 6.24	\$ 6.32	
			\$ 6.15				
	6.03		\$ 6.17	\$ 6.13			6.19
			\$ 6.21				
			\$ 6.25	\$ 6.20			
	6.09		6.28				6.26
				\$ 6.25		MU	
	6.16		6.37				6.34
	\$ 6.24		6.43				6.40
	6.31		6.51				6.43
			\$ 6.54				
	\$ 6.35	\$ 6.45					AG 6.46
	6.43	\$ 6.50					6.53
		\$ 6.54					
		\$ 6.57					
	Will Not Run Dec. 25 Jan. 1 Feb. 19	\$ 7.00	Will Not Run Feb. 19	Will Not Run Feb. 19	Will Not Run Feb. 19	Will Not Run Feb. 19	
		\$ 7.03					
	6.53	\$ 7.09					7.03
		\$ 7.10					
		\$ 7.12					
		\$ 7.16					
	6.58	7.17					7.08
	\$ 7.03	\$ 7.22					7.13
	7.07	7.26					7.17
	\$ 7.13						
		\$ 7.30					
		\$ 7.34					\$ 7.21
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS			
	#1127	#3741	225	1189
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	
	P. M.	P. M.	P. M.	P. M.
HAROLD (L.I.R.R.)				
NEW YORK	\$ 5.50	\$ 5.53	\$ 6.00	\$ 6.05
KARNY				
HUDSON	6.02	6.05	6.12	6.17
C.N.J. YARD HARRISON				
NEWARK	\$ 6.06	\$ 6.09	\$ 6.16	\$ 6.20
SOUTH ST. (Newark)				
HUNTER	6.09	6.12	6.19	6.23
NORTH ELIZABETH		\$ 6.15		
ELIZABETH		\$ 6.18		\$ 6.28
SOUTH ELIZABETH	6.14	6.20	6.28	6.30
LINDEN		\$ 6.24		
NORTH RAHWAY		\$ 6.28		\$ 6.36
RAHWAY				
UNION	6.21	6.30	6.27	6.37
AVENEL				
EDGAR	P. A. & W. Br.			
WOODBIDGE		MU		
WC	6.30			6.45
PERTH AMBOY	N. Y. & L. B.			\$ 6.47
SOUTH AMBOY		\$ 6.36		\$ 6.51
COLONIA				
METRO PARK		\$ 6.34		
METUCHEN		\$ 6.38	6.32	
EDISON		\$ 6.42		
NEW BRUNSWICK		\$ 6.45	\$ 6.42	
COUNTY			6.45	
JERSEY AVENUE		\$ 6.50		
JERSEY AVE. (MAIN)			6.52	
MONMOUTH JCT.			\$ 6.58	
PRINCETON JCT.			7.05	
MILLHAM				
TRENTON			\$ 7.09	
LEVITTOWN-TULLYTOWN				
GRUNDY			7.18	
BRISTOL				
CROYDON				
EDDINGTON	Will Not Run Feb. 19	Will Not Run Feb. 19	Will Not Run Dec. 24 Dec. 31	Will Run Sunday and Dec. 25 Jan. 1 Feb. 19
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
HOLMESBURG JCT.			7.27	
TACONY				
WISSINOMING				
BRIDESBURG				
FRANKFORD				
FRANKFORD JCT.				
SHORE			7.32	
NORTH PHILA.			D 7.36	
ZOO			7.40	
PENN CENTRAL	{ Lower Level Upper Level		\$ 7.45	
30th ST.-PHILA.				
SUBURBAN STATION				
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS							
	535	±3849	C. N. J. 5367	□ 137	±3635	□ 125	95
	Daily P. M.	Daily Ex. Sat. & Sun. P. M.	Saturday Only P. M.	Sunday Only P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. P. M.	Daily P. M.
				6.01			
		\$ 6.10		C 6.08 6.15	\$ 6.25	\$ 6.30	\$ 6.35
		6.22		6.25	6.37	6.40	6.47
			6.10				
		\$ 6.25	\$ 6.25		\$ 6.40		\$ 6.50
		6.28	6.28	6.29	6.43	6.44	6.53
		\$ 6.34			\$ 6.46		
		6.36	6.34	6.33	\$ 6.49		
		\$ 6.39			6.50	6.48	6.57
		\$ 6.43			\$ 6.54		
					\$ 6.56		
					\$ 6.59		
		6.44	6.40	6.37	7.00	6.52	7.02
					\$ 7.03		
	MU	MU		MU	\$ 7.07	MU	
			6.48		7.12		
			\$ 6.51		\$ 7.15		
			\$ 6.55		\$ 7.18		
		\$ 6.49				C 6.56	
		\$ 6.52		6.41		7.02	7.07
		\$ 6.59					
				6.45		7.06	7.13
					MU		
		\$ 7.04					
		7.11		6.50		7.11	7.20
		\$ 7.16		6.53		7.14	7.26
		7.22		6.58		7.19	7.32
		\$ 7.25					
	\$ 7.45						\$ 7.35
	\$ 7.50						
				7.06		7.28	7.43
	\$ 7.54						
	\$ 7.57						
	\$ 8.00	Will Not Run Feb. 19			Will Not Run Feb. 19		
	\$ 8.03						
	\$ 8.08			7.13		7.35	7.53
	\$ 8.09						
	\$ 8.10						
	WWB. 16						
	8.17			7.17		7.39	7.58
	\$ 8.22			7.19		7.41	D 8.01
	8.26			7.22		7.44	8.06
							DP 8.12
	\$ 8.29						
				\$ 7.27		\$ 7.50	# 8.19
	\$ 8.33						
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS				
	3785	147	3637	C. N. J. 5329	±3745
	Sat. & Sun. Only	Daily Ex. Sat.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.
HAROLD (L.I.R.R.).....		6.33			
NEW YORK.....	\$ 6.37	\$ 6.40			\$ 6.55
KARNY.....					
HUDSON.....	6.49				7.07
C.N.J. YARD HARRISON.....				6.40	
NEWARK.....	\$ 6.52			\$ 6.55	\$ 7.10
SOUTH ST. (Newark).....					
HUNTER.....	6.55			6.58	7.13
NORTH ELIZABETH.....	\$ 6.58				\$ 7.16
ELIZABETH.....	\$ 7.01				\$ 7.19
SOUTH ELIZABETH.....	7.02			7.03	7.20
LINDEN.....	\$ 7.06				\$ 7.24
NORTH RAHWAY.....					
RAHWAY.....	\$ 7.10		\$ 7.13		\$ 7.28
UNION.....	7.11		7.14	7.09	7.30
AVENEL.....	P. A. & W. Br.		\$ 7.17		
EDGAR.....					
WOODBIDGE.....	MU		\$ 7.22		MU
WC.....			7.27	7.17	
PERTH AMBOY.....	N. Y. & L. B. R. R.		\$ 7.29	\$ 7.19	
SOUTH AMBOY.....			\$ 7.33	\$ 7.24	
COLONIA.....					
METRO PARK.....	\$ 7.17				\$ 7.35
METUCHEN.....	\$ 7.20				\$ 7.39
EDISON.....	\$ 7.24				\$ 7.43
NEW BRUNSWICK.....	\$ 7.27				\$ 7.46
COUNTY.....					
JERSEY AVENUE.....	\$ 7.32		MU		\$ 7.51
JERSEY AVE. (MAIN).....					
MONMOUTH JCT.....					
PRINCETON JCT.....					
MILLHAM.....					
TRENTON.....					
LEVITTOWN-TULLYTOWN.....					
GRUNDY.....					
BRISTOL.....					
CROYDON.....					
EDDINGTON.....	Will Run Dec. 25 Jan. 1 Feb. 19			Will Not Run Feb. 19	Will Not Run Feb. 19
CORNWELLS HEIGHTS.....					
ANDALUSIA.....					
TORRESDALE.....					
HOLMESBURG JCT.....					
TACONY.....					
WISSINOMING.....					
BRIDEBURG.....					
FRANKFORD.....					
FRANKFORD JCT.....					
SHORE.....					
NORTH PHILA.....					
ZOO.....					
PENN CENTRAL.....	Lower Level Upper Level Lower Level				
30th ST.-PHILA.....					
SUBURBAN STATION.....					
	P. M.	P. M.	P. M.	P. M.	P. M.

FIRST CLASS							C. N. J.
227	±3749	177	±1131	3753	3851	5391	
Daily	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sat.	Saturday Only		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		7.08					
\$ 7.00	\$ 7.25	\$ 7.15	\$ 7.55	\$ 8.05	\$ 8.05		
7.12	7.37	7.42	8.07	8.17	8.17		
						8.10	
\$ 7.16	\$ 7.40	\$ 7.45	\$ 8.10	\$ 8.20	\$ 8.20	\$ 8.25	
7.19	7.43	7.49	8.13	8.23	8.23	8.28	
	\$ 7.49		\$ 8.18	MM8.26	\$ 8.26		
7.23	7.51	7.53	8.20	8.30	8.30	8.34	
	\$ 7.55			\$ 8.34	\$ 8.34		
	\$ 7.59		\$ 8.25	\$ 8.38	\$ 8.38		
7.27	8.00	7.57	8.27	8.39	8.39	8.40	
	MU		\$ 8.32	MU	MU		
			8.36			8.47	
			\$ 8.39			\$ 8.50	
			\$ 8.43			\$ 8.54	
	\$ 8.08	008.02		\$ 8.44	\$ 8.43		
7.32	\$ 8.08	8.08		\$ 8.47	\$ 8.46		
				\$ 8.51			
\$ 7.37	\$ 8.14			\$ 8.54	\$ 8.53		
7.40		8.14					
	\$ 8.19			\$ 8.59			
					\$ 8.58		
7.47		8.19			9.05		
\$ 7.54		8.25			\$ 9.10		
8.01		8.32			9.16		
					\$ 9.19		
\$ 8.04		\$ 8.35					
8.13		8.43					
Will Not Run Dec. 24 Dec. 31	Will Not Run Feb. 19		Will Not Run Feb. 19			Will Run Sunday and Dec. 25 Jan. 1 Feb. 19	
8.23		8.53					
8.28		8.58					
\$ 8.32		\$ 9.02					
8.37		9.07					
\$ 8.42							
		\$ 9.13					
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS			
	161	127	±537	±3843
	Fri. & Sun. Only	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
HAROLD (L.I.R.R.)	8.13			
NEW YORK	\$ 8.20	\$ 8.30		\$ 9.05
KARNY				
HUDSON		8.40		9.17
C.N.J. YARD HARRISON				
NEWARK		C 8.42		\$ 9.20
SOUTH ST. (Newark)				
HUNTER		8.45	Will Not Run Feb. 19	9.23
NORTH ELIZABETH				\$ 9.28
ELIZABETH		8.49		9.29
SOUTH ELIZABETH				\$ 9.33
LINDEN				\$ 9.37
NORTH RAHWAY				
RAHWAY				
UNION		8.53		9.38
AVENEL	P. A. & W. Br.			
EDGAR				
WOODBIDGE		MU	MU	MU
WC				
PERTH AMBOY	N. Y. & L. B. R. R.			
SOUTH AMBOY				
COLONIA				
METRO PARK				\$ 9.43
METUCHEN		8.57		\$ 9.46
EDISON				\$ 9.50
NEW BRUNSWICK				\$ 9.53
COUNTY		9.01		9.56
JERSEY AVENUE				
JERSEY AVE. (MAIN)				\$ 9.58
MONMOUTH JCT.		9.06		10.05
PRINCETON JCT.		9.09		\$10.10
MILLHAM		9.14		10.16
TRENTON			\$ 9.50	\$10.19
LEVITTOWN-TULLYTOWN			\$ 9.55	
GRUNDY		9.22		
BRISTOL			\$ 9.59	
CROYDON			\$10.02	
EDDINGTON				Will Not Run Feb. 19
CORNWELLS HEIGHTS			\$10.05	
ANDALUSIA				
TORRESDALE			\$10.08	
HOLMESBURG JCT.		9.29	\$10.13	
TACONY			\$10.14	
WISSINOMING			\$10.15	
BRIDESBURG			\$10.17	
FRANKFORD				
FRANKFORD JCT.			\$10.21	
SHORE		9.33	10.22	
NORTH PHILA.		9.35	\$10.27	
ZOO		9.38	10.31	
PENN CENTRAL	Lower Level Upper Level Lower Level		\$10.34	
30th ST.-PHILA.		\$ 9.43		
SUBURBAN STATION			\$10.38	
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

	3757	3641	±3647	179	3671	±539	±1133
	Saturday Only	Saturday Only	Daily Ex. Sat. & Sun.	Daily		Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
				9.18			
				\$ 9.25			
	\$ 9.10		\$ 9.25	9.40	\$ 9.45		\$10.10
	9.22		9.37	9.52	9.57		10.22
	\$ 9.25		\$ 9.40	\$ 9.55	\$10.00		\$10.25
	9.28		9.43	9.58	10.03	Will Not Run Feb. 19	10.28
	\$ 9.31		\$ 9.46				
	\$ 9.34		\$ 9.49		\$10.08		\$10.34
	9.35		9.50	10.03	10.09		10.36
	\$ 9.39		\$ 9.54		\$10.18		
	\$ 9.43	\$ 9.49	\$ 9.58		\$10.17		\$10.42
	9.44	9.51	9.59	10.08	10.18		10.44
		\$ 9.53	\$10.01		\$10.22		
	MU	\$ 9.57	\$10.05		\$10.26	MU	\$10.49
		10.02	10.10		10.31		10.54
		\$10.04	\$10.12		\$10.33		\$10.56
		\$10.10	\$10.17		\$10.38		\$11.00
	\$ 9.49						
	\$ 9.52			10.13			
	\$ 9.56						
	\$ 9.59			10.19			
	\$10.04	MU	MU		MU		
				10.24			
				AG10.30			
				10.37			
				\$10.40		\$10.55	
						\$11.00	
				10.48			
						\$11.04	
			Will Not Run Feb. 19		Will Run Sunday and Dec. 25 Jan. 1 Feb. 19	\$11.07	Will Not Run Feb. 19
						\$11.10	
						\$11.13	
				10.58		\$11.18	
						\$11.19	
						\$11.21	
						\$11.23	
						\$11.26	
				11.02		11.27	
				\$11.07		\$11.32	
				11.12		11.36	
						\$11.39	
				\$11.17			
						\$11.43	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

NEW YORK TO PHILADELPHIA

STATIONS	FIRST CLASS				
	C. N. J.				
	5371	3861	231	#3767	
	Saturday Only	Daily	Daily	Daily Ex. Sat. & Sun.	
	P. M.	P. M.	P. M.	P. M.	
HAROLD (L.I.R.R.).....					
NEW YORK.....		\$10.15	\$11.00	\$11.03	
KARNY.....					
HUDSON.....		10.27	11.12	11.16	
C.N.J. YARD HARRISON.....	10.10				
NEWARK.....	\$10.25	\$10.30	\$11.16	\$11.20	
SOUTH ST. (Newark).....					
HUNTER.....	10.28	10.33	11.19	11.23	
NORTH ELIZABETH.....		WW10.36			
ELIZABETH.....		\$10.39		\$11.28	
SOUTH ELIZABETH.....	10.34	10.40	11.23	11.29	
LINDEN.....		\$10.44		\$11.33	
NORTH RAHWAY.....					
RAHWAY.....		\$10.48		\$11.37	
UNION.....	10.40	10.50	11.27	11.38	
AVENEL.....	P. A. & W. Br.				
EDGAR.....					
WOODBIDGE.....		MU		MU	
WC.....		10.48			
PERTH AMBOY.....	N. Y. & L. B. R. R.	\$10.51			
SOUTH AMBOY.....		\$10.55			
COLONIA.....					
METRO PARK.....		\$10.55	\$11.31	\$11.43	
METUCHEN.....		\$10.58	11.36	\$11.46	
EDISON.....		\$11.02			
NEW BRUNSWICK.....		\$11.05	\$11.42	\$11.51	
COUNTY.....			11.45		
JERSEY AVENUE.....				\$11.56	
JERSEY AVE. (MAIN).....		\$11.10			
MONMOUTH JCT.....		11.17	11.52		
PRINCETON JCT.....		\$11.22	\$11.59		
MILLHAM.....		11.28	12.06		
TRENTON.....		\$11.31			
LEVITTOWN-TULLYTOWN.....			\$12.09		
GRUNDY.....			\$12.13		
BRISTOL.....			\$12.19		
CROYDON.....					
EDDINGTON.....					
CORNWELLS HEIGHTS.....					
ANDALUSIA.....					
TORRESDALE.....					
HOLMESBURG JCT.....			12.28		
TACONY.....					
WISSINOMING.....					
BRIDESBURG.....					
FRANKFORD.....					
FRANKFORD JCT.....					
SHORE.....			12.33		
NORTH PHILA.....			\$12.39		
ZOO.....			12.44		
PENN CENTRAL.....	Lower Level Upper Level Lower Level		\$12.49		
30th ST.-PHILA.....					
SUBURBAN STATION.....					
	P. M.	P. M.	A. M.	P. M.	

FIRST CLASS							
	163	#3649	3789	• 3			
	Daily Ex. Sat.	Daily Ex. Sat. & Sun.	Sat. & Sun. Only	Mall Daily Ex. Sat. & Sun.			
	P. M.	P. M.	P. M.	P. M.			
	11.01						
	\$11.08						
		\$11.35	\$11.40	E11.40			
		11.47	11.52	11.52			
				E11.55			
		\$11.50	\$11.55	#12.03			
		11.53	11.58	12.06			
		\$11.55	\$12.01				
		\$11.58	\$12.04				
		12.00	12.06	12.10			
		\$12.04	\$12.10				
		\$12.08	\$12.14				
		12.09	12.15	12.14			
		\$12.12					
		\$12.15	MU				
		12.20					
		\$12.22					
		\$12.26					
			\$12.22				
			\$12.25	12.19			
			\$12.29				
			\$12.33				
				12.25			
		MU	\$12.38				
				12.32			
				12.37			
				12.44			
				12.53			
				1.03			
				1.07			
				1.11			
				1.14			
				E 1.19			
				# 1.34			
	P. M.	A. M.	A. M.	A. M.			

STATIONS	FIRST CLASS			
	4	166	10	C. N. J.
	Mall		Mall	±5300
	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.
SUBURBAN STATION.....				
PENN CENTRAL.....	\$12.34	\$12.55		
30th ST.-PHILA.....	# 12.55	# 1.00		
ZOO.....	12.59	1.04	4.50	
NORTH PHILA.....	1.05	1.10	4.58	
SHORE.....	1.09	1.14	5.05	
FRANKFORD JCT.....				
FRANKFORD.....				
BRIDESBURG.....				
WISSINOMING.....				
TACONY.....				
HOLMESBURG JCT.....	1.15	1.20	5.10	
TORRESDALE.....				
ANDALUSIA.....				
CORNWELLS HEIGHTS.....				
EDDINGTON.....				
CROYDON.....				
BRISTOL.....				
GRUNDY.....	1.25	1.30	5.20	
LEVITTOWN-TULLYTOWN.....				
TRENTON.....		\$ 1.39		
MILLHAM.....	1.38	1.43	5.28	
PRINCETON JCT.....	1.45	1.50	5.35	
MONMOUTH JCT.....	1.50	1.55	5.41	
JERSEY AVENUE.....				
COUNTY.....	1.57	2.02	5.50	
NEW BRUNSWICK.....				
EDISON.....				
METUCHEN.....	2.03	2.08	5.57	
METRO PARK.....				
COLONIA.....				
SOUTH AMBOY.....				\$ 5.30
PERTH AMBOY.....				\$ 5.34
WC.....				5.37
WOODBIDGE.....				
EDGAR.....				
AVENEL.....				
UNION.....	2.08	2.13	6.04	5.45
RAHWAY.....				
NORTH RAHWAY.....				
LINDEN.....				
SOUTH ELIZABETH.....	2.13	2.18	6.10	5.51
ELIZABETH.....				
NORTH ELIZABETH.....				
HUNTER.....	2.18	2.23	6.16	5.57
SOUTH ST. (Newark).....				
NEWARK.....	\$ 2.25			
	# 2.33	\$ 2.27		\$ 6.00
C.N.J. YARD HARRISON.....				6.03
HUDSON.....	2.36	2.33	6.23	
KARNY.....			7.30	
NEW YORK.....	\$ 2.50	\$ 2.45		
		3.10		
HAROLD (L.I.R.R.).....		3.17		
	A. M.	A. M.	A. M.	A. M.

FIRST CLASS							
	±3602	±3810	3704	±502	±3706	3812	C. N. J. ±5302
	Daily Ex. Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Saturday Only A. M.	Daily Ex. Sat. & Sun. A. M.
				\$ 5.57			
				\$ 6.00			
				6.02			
				\$ 6.07			
				6.10			
				\$ 6.11			
				\$ 6.14			
				\$ 6.17			
				\$ 6.20			
				\$ 6.23			
	Will Not Run Feb. 19	Will Not Run Feb. 19		\$ 6.26	Will Not Run Feb. 19		Will Not Run Feb. 19
				\$ 6.29			
				\$ 6.32			
				\$ 6.36			
				\$ 6.43			
		\$ 5.35				\$ 6.00	
		5.37				6.02	
		\$ 5.45				\$ 6.10	
		5.52				6.16	
			\$ 5.37		\$ 6.09		
		6.01				6.24	
		\$ 6.04	\$ 5.42		\$ 6.13	\$ 6.27	
			WW5.48		\$ 6.17	\$ 6.31	
		6.11	\$ 5.50		\$ 6.21	\$ 6.35	
			\$ 5.53		\$ 6.23	\$ 6.38	
	\$ 5.36						\$ 6.17
	\$ 5.40						\$ 6.21
	5.43						6.24
	\$ 5.48						
	MU	MU	MU	MU	MU	MU	
	\$ 5.51						
	5.54	6.17	5.59		6.29	6.43	6.32
	\$ 5.55		\$ 6.01		\$ 6.32	\$ 6.45	
			MM6.03				
			\$ 6.06		\$ 6.36	\$ 6.50	
		6.22	6.09		6.39	6.54	6.38
			\$ 6.11		\$ 6.42	\$ 6.56	
			WW6.14	Will Not Run Feb. 19	\$ 6.45	\$ 6.59	
		6.26	6.17		6.48	7.02	6.44
			MM6.18		\$ 6.49		
		\$ 6.29	\$ 6.20		\$ 6.51	\$ 7.05	\$ 6.47
							6.50
		6.32	6.23		6.54	7.08	
		\$ 6.44	\$ 6.35		\$ 7.07	\$ 7.20	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

902A

PHILADELPHIA TO NEW YORK

STATIONS	FIRST CLASS			
	C. N. J.			
	5350	160	±3606	±3814
	Saturday Only	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.
SUBURBAN STATION.....				
PENN CENTRAL.....	Lower Level			
30th ST.-PHILA.....	Upper Level			
	Lower Level			
ZOO.....				
NORTH PHILA.....				
SHORE.....				
FRANKFORD JCT.....				
FRANKFORD.....				
BRIDESBURG.....				
WISSINOMING.....				
TACONY.....				
HOLMESBURG JCT.....				
TORRESDALE.....				
ANDALUSIA.....				
CORNWELLS HEIGHTS.....			Will Not Run Feb. 19	Will Not Run Feb. 19
EDDINGTON.....				
CROYDON.....				
BRISTOL.....				
GRUNDY.....				
LEVITTOWN-TULLYTOWN.....				
TRENTON.....				\$ 6.49
MILLHAM.....				6.52
PRINCETON JCT.....				\$ 6.59
MONMOUTH JCT.....				7.03
JERSEY AVENUE.....				
COUNTY.....				7.08
NEW BRUNSWICK.....				
EDISON.....				
METUCHEN.....				7.12
METRO PARK.....				
COLONIA.....				
SOUTH AMBOY.....	N. Y.	\$ 6.30	\$ 6.39	
PERTH AMBOY.....	& L. B.	\$ 6.34	\$ 6.43	
WC.....	R. R.	6.37	6.46	
WOODBIDGE.....	P. A. &		\$ 6.51	
EDGAR.....	W. Br.		MU	MU
AVENEL.....			\$ 6.55	
UNION.....		6.45	6.59	7.16
RAHWAY.....			\$ 7.01	
NORTH RAHWAY.....			\$ 7.08	
LINDEN.....			\$ 7.06	
SOUTH ELIZABETH.....		6.51	7.10	7.20
ELIZABETH.....			\$ 7.12	
NORTH ELIZABETH.....			\$ 7.15	
HUNTER.....		6.57	7.17	7.25
SOUTH ST. (Newark).....				
NEWARK.....		\$ 7.00	\$ 7.19	\$ 7.29
C.N.J. YARD HARRISON.....		7.03		
HUDSON.....			7.22	7.32
KARNY.....				
NEW YORK.....		\$ 7.30	\$ 7.34	\$ 7.44
HAROLD (L.I.R.R.).....		7.37		
	A. M.	A. M.	A. M.	A. M.

PHILADELPHIA TO NEW YORK

STATIONS	FIRST CLASS			
	C. N. J.			
	#1106	#3712	5354	#1108
	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Saturday Only A. M.	Daily Ex. Sat. & Sun. A. M.
SUBURBAN STATION.....				
PENN CENTRAL.....	Lower Level			
30th ST.-PHILA.....	Upper Level			
	Lower Level			
ZOO.....				
NORTH PHILA.....				
SHORE.....				
FRANKFORD JCT.....				
FRANKFORD.....				
BRIDESBURG.....				
WISSINOMING.....				
TACONY.....				
HOLMESBURG JCT.....				
TORRESDALE.....				
ANDALUSIA.....				
CORNWELLS HEIGHTS.....				
EDDINGTON.....				
CROYDON.....				
BRISTOL.....				
GRUNDY.....				
LEVITTOWN-TULLYTOWN.....				
TRENTON.....				
MILLHAM.....				
PRINCETON JCT.....				
MONMOUTH JCT.....				
JERSEY AVENUE.....		\$ 7.16		
COUNTY.....				
NEW BRUNSWICK.....		\$ 7.21		
EDISON.....		\$ 7.25		
METUCHEN.....		\$ 7.29		
METRO PARK.....				
COLONIA.....				
SOUTH AMBOY.....	N. Y. {	\$ 7.19	\$ 7.29	7.29
PERTH AMBOY.....	& L. B. {		\$ 7.33	
WC.....	R. R. {	7.27	7.36	7.37
WOODBIDGE.....				
EDGAR.....	P. A. & {		MU	
AVENEL.....	W. Br. {			
UNION.....		7.35	7.38	7.45
RAHWAY.....			\$ 7.40	
NORTH RAHWAY.....				
LINDEN.....			\$ 7.44	
SOUTH ELIZABETH.....		7.41	7.50	7.53
ELIZABETH.....		\$ 7.50		
NORTH ELIZABETH.....		\$ 7.53		
HUNTER.....		7.46	7.56	7.58
SOUTH ST. (Newark).....				
NEWARK.....		7.50	\$ 7.59	\$ 8.00
C.N.J. YARD HARRISON.....			8.03	\$ 8.04
HUDSON.....		7.53	8.02	8.07
KARNY.....				
NEW YORK.....		\$ 8.05	\$ 8.14	\$ 8.19
HAROLD (L.I.R.R.).....				
	A. M.	A. M.	A. M.	A. M.

FIRST CLASS							
	#1110	#3816	254	#504	#1112	#3904	#3818
	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sun. 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.	Daily Ex. Sat. & Sun. A. M.
				\$ 6.38			
				\$ 6.41			
			\$ 6.33				
			6.37	6.45			
			\$ 6.43	\$ 6.49			
			6.47	6.52			
				\$ 6.53			
				\$ 6.55			
				\$ 6.56			
				\$ 6.58			
			6.53	\$ 7.02			
				\$ 7.04			
	Will Not Run Feb. 19	Will Not Run Feb. 19	Will Not Run Dec. 25 Jan. 1 Feb. 19	\$ 7.07 \$ 7.09 \$ 7.11 \$ 7.15	Will Not Run Feb. 19	Will Not Run Feb. 19	Will Not Run Feb. 19 April 20
			7.03				
				\$ 7.20			
				\$ 7.27			
		\$ 6.58	\$ 7.12				7.30
		7.00	7.15				7.32
		\$ 7.08	\$ 7.25				\$ 7.40
		7.15	7.82				
		7.24	7.41				
		\$ 7.27	\$ 7.45				
		\$ 7.31					8.02
		\$ 7.36	7.55				
		\$ 7.39					
	\$ 7.40				\$ 7.51		
	7.47				7.56		
		MU		MU		MU	MU
	7.54	7.46	8.01		8.03	7.58	8.09
		\$ 7.48				\$ 8.06	
		\$ 7.52				\$ 8.08	
	7.59	7.56	8.06		8.08	8.16	8.14
		\$ 7.59		Will Not Run Feb. 19	\$ 8.10	\$ 8.19	
	8.04	8.05	8.10		8.15	8.22	8.19
						8.25	
						\$ 8.26	
	\$ 8.08	\$ 8.11	\$ 8.14		\$ 8.19	\$ 8.28	8.23
	8.11	8.14	8.17		8.22	8.31	8.26
	\$ 8.24	\$ 8.27	\$ 8.30		\$ 8.35	\$ 8.43	\$ 8.38
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

903 B

PHILADELPHIA TO NEW YORK

STATIONS	FIRST CLASS			
	C. N. J.			
	#5314	#3618	200	234
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only
	A. M.	A. M.	A. M.	A. M.
SUBURBAN STATION.....				
PENN CENTRAL.....	Lower Level			
30th ST.-PHILA.....	Upper Level			
	Lower Level		\$ 7.00	\$ 7.00
ZOO.....			7.04	7.04
NORTH PHILA.....			\$ 7.09	\$ 7.10
SHORE.....			7.13	7.14
FRANKFORD JCT.....				
FRANKFORD.....				
BRIDESBURG.....				
WISSINOMING.....				
TACONY.....				
HOLMESBURG JCT.....			7.19	7.20
TORRESDALE.....				
ANDALUSIA.....				
CORNWELLS HEIGHTS.....	Will Not Run Feb. 19	Will Not Run Feb. 19		
EDDINGTON.....				
CROYDON.....			\$ 7.28	
BRISTOL.....				7.30
GRUNDY.....				
LEVITTOWN-TULLYTOWN.....				
TRENTON.....			\$ 7.40	\$ 7.40
MILLHAM.....			7.43	7.43
PRINCETON JCT.....			\$ 7.52	\$ 7.50
MONMOUTH JCT.....			7.58	7.58
JERSEY AVENUE.....				
COUNTY.....			8.05	8.03
NEW BRUNSWICK.....			\$ 8.08	\$ 8.06
EDISON.....				
METUCHEN.....			8.15	\$ 8.13
METRO PARK.....				
COLONIA.....				
SOUTH AMBOY.....	N. Y.	\$ 7.58	Will Not Run Dec. 25 Jan. 1	
PERTH AMBOY.....	& L. B.	\$ 8.02		
WC.....	R. R.	8.02	8.05	
WOODBIDGE.....		\$ 8.10		
EDGAR.....	P. A. &	MU		
AVENEL.....	W. Br.	\$ 8.14		
UNION.....	8.12	8.18	8.20	8.19
RAHWAY.....		\$ 8.20		\$ 8.22
NORTH RAHWAY.....				
LINDEN.....				
SOUTH ELIZABETH.....	8.18	8.27	8.24	8.28
ELIZABETH.....				
NORTH ELIZABETH.....				
HUNTER.....	8.24	8.32	8.28	8.33
SOUTH ST. (Newark).....				
NEWARK.....	\$ 8.27	\$ 8.37	\$ 8.32	\$ 8.37
C.N.J. YARD HARRISON.....	8.30			
HUDSON.....		8.40	8.35	8.40
KARNY.....				
NEW YORK.....		\$ 8.52	\$ 8.47	\$ 8.52
HAROLD (L.I.R.R.).....				
	A. M.	A. M.	A. M.	A. M.

FIRST CLASS

168	±3716	● 84	□ 100	1156	C. N. J. ±5316	±3720	4244
Daily	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 7.13		D 7.28	\$ 7.46				
7.18		7.33	7.48				
\$ 7.22		7.38	7.52				
7.27		7.42	7.54				
7.32		7.47	7.58				
	Will Not Run Feb. 19				Will Not Run Feb. 19	Will Not Run Feb. 19	Will Run Sunday and Dec. 25 Jan. 1 Feb. 19
7.42		7.57	8.05				
\$ 7.51		D 8.06	8.11				
7.54		8.10	8.13				
8.00		8.15	8.17				
8.05		8.21	8.21				
	\$ 7.52					\$ 8.08	\$ 8.10
8.12		8.29	8.27				
	\$ 7.57					\$ 8.13	\$ 8.14
	\$ 8.01						
8.18	8.07	8.35	8.30			\$ 8.19	\$ 8.20
						\$ 8.21	\$ 8.22
				\$ 8.06			
				# 8.12	\$ 8.16		
				\$ 8.16	\$ 8.20		
				8.19	8.23		
				\$ 8.24			
	MU		MU			MU	MU
8.23	8.13	8.40	8.35	8.29	8.31	8.28	8.28
				\$ 8.32		\$ 8.30	\$ 8.30
						\$ 8.33	
						\$ 8.36	\$ 8.34
8.27	8.18	8.45	8.39	8.39	8.37	8.39	8.37
				\$ 8.41		\$ 8.42	\$ 8.40
						\$ 8.45	
8.31	8.22	8.50	8.43	8.46	8.42	8.48	8.46
\$ 8.34	\$ 8.25	D 8.56	D 8.45	\$ 8.50	\$ 8.45	\$ 8.52	\$ 8.50
				8.53	8.48		
8.37	8.28	8.59	8.49			8.55	8.53
\$ 8.50	\$ 8.40	\$ 9.11	\$ 9.02	\$ 9.05		\$ 9.07	\$ 9.05
9.10							
9.17							
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

STATIONS	FIRST CLASS			
	#3722	#3820	3822	#1118
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.
SUBURBAN STATION.....				
PENN CENTRAL.....	Lower Level			
30th ST-PHILA.....	Upper Level			
	Lower Level			
ZOO.....				
NORTH PHILA.....				
SHORE.....				
FRANKFORD JCT.....				
FRANKFORD.....				
BRIDESBURG.....				
WISSINOMING.....				
TACONY.....				
HOLMESBURG JCT.....				
TORRESDALE.....				
ANDALUSIA.....				
CORNWELLS HEIGHTS.....	Will Not Run Feb. 19	Will Not Run Feb. 19		Will Not Run Feb. 19
EDDINGTON.....				
CROYDON.....				
BRISTOL.....				
GRUNDY.....				
LEVITTOWN-TULLYTOWN.....				
TRENTON.....		\$ 8.15	\$ 8.15	
MILLHAM.....		8.18	8.18	
PRINCETON JCT.....		\$ 8.25	\$ 8.26	
MONMOUTH JCT.....		8.31	8.33	
JERSEY AVENUE.....	\$ 8.19			
COUNTY.....		8.38	8.41	
NEW BRUNSWICK.....	\$ 8.24	\$ 8.41	\$ 8.44	
EDISON.....				
METUCHEN.....	\$ 8.32		\$ 8.51	
METRO PARK.....	\$ 8.35		\$ 8.53	
COLONIA.....				
SOUTH AMBOY.....	N. Y.			\$ 8.56
PERTH AMBOY.....	& L. B.			
WC.....	R. R.			9.02
WOODBIDGE.....	P. A. &	MU	MU	MU
EDGAR.....	W. Br.			
AVENEL.....				
UNION.....		8.40	8.57	8.57
RAHWAY.....		\$ 8.42		\$ 8.59
NORTH RAHWAY.....				
LINDEN.....			\$ 9.04	
SOUTH ELIZABETH.....		8.48	9.01	9.08
ELIZABETH.....		\$ 8.50	\$ 9.10	\$ 9.17
NORTH ELIZABETH.....			\$ 9.13	
HUNTER.....		8.56	9.05	9.16
SOUTH ST. (Newark).....				9.22
NEWARK.....		\$ 9.00	\$ 9.09	\$ 9.20
C.N.J. YARD HARRISON.....				\$ 9.25
HUDSON.....		9.08	9.12	9.23
KARNY.....				9.28
NEW YORK.....		\$ 9.15	\$ 9.24	\$ 9.35
HAROLD (L.I.R.R.).....				\$ 9.40
	A. M.	A. M.	A. M.	A. M.

FIRST CLASS							
	8	202	558	±3912	C. N. J. 5358	4202	256
	Mall Daily	Daily Ex. Sat. & Sun.	Sunday Only	Daily Ex. Sat. & Sun.	Saturday Only	Sunday Only	Daily Ex. Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
			\$ 8.00				
			\$ 8.03				
		\$ 8.00					\$ 8.05
	7.30	8.04	8.06				8.10
	7.38	\$ 8.10	\$ 8.09				\$ 8.15
	7.47	8.14	8.12				8.19
			\$ 8.15				
	7.56	8.20	\$ 8.19				8.25
			\$ 8.23				
			\$ 8.26				
			\$ 8.30				
			\$ 8.34				
	8.09	8.30	\$ 8.38				8.35
			\$ 8.45				
	8.18	8.39				\$ 8.46	\$ 8.45
	8.25					8.49	8.48
	8.32					\$ 8.57	\$ 8.55
						9.03	9.01
	8.41	8.56				9.11	9.08
						\$ 9.14	\$ 9.11
	8.48	9.02				\$ 9.21	\$ 9.18
						\$ 9.23	
					\$ 9.02		
					\$ 9.06		
					9.09		
			MU	MU		MU	
	8.55	9.07		9.08	9.16	9.29	9.25
				\$ 9.11		\$ 9.31	
				\$ 9.15		\$ 9.34	
	9.01	9.11		9.18	9.22	9.37	9.30
				\$ 9.20		\$ 9.39	
	9.07	9.15		\$ 9.23			
				9.26	9.28	9.44	9.34
		\$ 9.18		\$ 9.29	\$ 9.33	\$ 9.48	\$ 9.38
					9.36		
	9.14	9.22		9.32		9.51	9.42
	10.25						
		\$ 9.35		\$ 9.45		\$10.03	\$ 9.55
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

STATIONS	FIRST CLASS			
	● 40	±506	550	±3724
	Daily	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.
SUBURBAN STATION.....		\$ 8.12	\$ 8.30	
PENN CENTRAL..... { Lower Level				
30th ST.-PHILA..... { Upper Level		\$ 8.15	\$ 8.33	
ZOO..... { Lower Level				
	8.11	8.18	8.36	
NORTH PHILA.....	D 8.21	\$ 8.23	\$ 8.40	
SHORE.....	8.25	8.26	8.43	
FRANKFORD JCT.....		\$ 8.27	\$ 8.44	
FRANKFORD.....		\$ 8.28		
BRIDESBURG.....		\$ 8.29	\$ 8.46	
WISSINOMING.....		\$ 8.30	\$ 8.48	
TACONY.....		\$ 8.32	\$ 8.50	
HOLMESBURG JCT.....	8.30	\$ 8.36	\$ 8.53	
TORRESDALE.....		\$ 8.39	\$ 8.56	
ANDALUSIA.....				
CORNWELLS HEIGHTS.....		\$ 8.42	\$ 8.59	
EDDINGTON.....				
CROYDON.....		\$ 8.45	\$ 9.03	
BRISTOL.....		\$ 8.48	\$ 9.06	
GRUNDY.....	8.40			
LEVITTOWN-TULLYTOWN.....		\$ 8.52	\$ 9.11	
		\$ 9.00	\$ 9.18	
TRENTON.....	D 8.48			
MILLHAM.....	8.58			
PRINCETON JCT.....	8.59			
MONMOUTH JCT.....	9.04			
JERSEY AVENUE.....				\$ 9.17
COUNTY.....	9.11			
NEW BRUNSWICK.....				\$ 9.21
EDISON.....				
METUCHEN.....	9.16			\$ 9.28
METRO PARK.....				\$ 9.31
COLONIA.....				
SOUTH AMBOY..... { N. Y.				
PERTH AMBOY..... { & L. B.				
WC..... { R. R.				
WOODBIDGE..... { P. A. &		MU	MU	MU
EDGAR..... { W. Br.				
AVENEL.....				
UNION.....	9.21			9.36
RAHWAY.....				\$ 9.38
NORTH RAHWAY.....				
LINDEN.....				
SOUTH ELIZABETH.....	9.26			9.43
ELIZABETH.....				
NORTH ELIZABETH.....				
HUNTER.....	9.30			9.48
SOUTH ST. (Newark).....				
NEWARK.....	D 9.34			\$ 9.54
C.N.J. YARD HARRISON.....				
HUDSON.....	9.38			9.57
KARNY.....				
NEW YORK.....	\$ 9.50			\$10.09
HAROLD (L.I.R.R.).....				
	A. M.	A. M.	A. M.	A. M.

[illegible]

PHILADELPHIA TO NEW YORK

STATIONS	FIRST CLASS			
	<input type="checkbox"/>			
	104	#1120	#3916	3824
	Daily A. M.	Daily Ex. Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Saturday Only A. M.
SUBURBAN STATION.....				
PENN CENTRAL.....	Lower Level			
30th ST.-PHILA.....	Upper Level			
	Lower Level			
ZOO.....	\$ 9.45			
NORTH PHILA.....	9.47			
SHORE.....	9.51			
FRANKFORD JCT.....	9.53			
FRANKFORD.....				
BRIDESBURG.....				
WISSINOMING.....				
TACONY.....				
HOLMESBURG JCT.....	9.57			
TORRESDALE.....				
ANDALUSIA.....				
CORNWELLS HEIGHTS.....		Will Not Run Feb. 19	Will Not Run Feb. 19	
EDDINGTON.....				
CROYDON.....				
BRISTOL.....				
GRUNDY.....	10.04			
LEVITTOWN-TULLYTOWN.....				
TRENTON.....	\$10.12			\$10.15
MILLHAM.....	10.15			10.18
PRINCETON JCT.....	10.19			\$10.25
MONMOUTH JCT.....	10.23			10.31
JERSEY AVENUE.....				
COUNTY.....	10.29			10.39
NEW BRUNSWICK.....				\$10.43
EDISON.....				
METUCHEN.....	10.32			\$10.50
METRO PARK.....				\$10.53
COLONIA.....				
SOUTH AMBOY.....	N. Y.	\$10.19		
PERTH AMBOY.....	& L. B.	\$10.24		
WC.....	R. R.	10.27		
WOODBIDGE.....		\$10.30		
EDGAR.....	P. A. &	MU	MU	MU
AVENEL.....	W. Br.			
UNION.....	10.37	10.36	10.37	10.58
RAHWAY.....		\$10.38	\$10.39	\$11.00
NORTH RAHWAY.....				
LINDEN.....			\$10.43	\$11.04
SOUTH ELIZABETH.....	10.41	10.43	10.47	11.07
ELIZABETH.....		\$10.45	\$10.49	\$11.09
NORTH ELIZABETH.....				\$11.12
HUNTER.....	10.45	10.49	10.54	11.15
SOUTH ST. (Newark).....				
NEWARK.....	\$10.47	\$10.52	\$10.57	\$11.18
C.N.J. YARD HARRISON.....				
HUDSON.....	10.51	10.55	11.00	11.21
KARNY.....				
NEW YORK.....	\$11.01	\$11.08	\$11.14	\$11.33
HAROLD (L.I.R.R.).....				
	A. M.	A. M.	A. M.	A. M.

FIRST CLASS							
	#508	86	16	#3918	1182	206	106
	Daily Ex. Sat. & Sun.	Daily	Mall Daily	Daily Ex. Sat. & Sun.	Sunday Only	Daily Ex. Sun.	Daily Ex. Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 9.30						
	\$ 9.33						
		D 9.35	E 8.55			\$10.15	\$10.46
	9.36	9.40	8.59			10.19	10.48
	\$ 9.40	9.45	9.05			\$10.25	10.52
	9.43	9.49	9.09			10.28	10.54
	\$ 9.44						
	\$ 9.47						
	\$ 9.49						
	\$ 9.51						
	\$ 9.54	9.54	9.13			10.34	10.58
	\$ 9.57						
	\$10.00						
	\$10.04						
	\$10.07						
		10.04	9.23			10.44	11.05
	\$10.11						
	\$10.18						
		D10.18				\$10.54	
		10.22	9.33			10.57	11.13
		10.29	9.39			11.03	11.17
		10.35	9.46			11.08	11.21
		10.42	9.54			11.15	11.27
						\$11.17	
		10.49	10.00			11.24	11.30
					\$10.47		
					\$10.51		
					10.54		
					\$10.59		
	MU			MU			MU
		10.54	10.09	10.57	11.04	11.29	11.35
				\$11.00	\$11.06		
				\$11.05			
		10.59	10.14	11.08	11.12	11.34	11.39
				\$11.10	\$11.15		
				\$11.13			
		11.04	10.19	11.16	11.19	11.39	11.43
		D11.08	10.24	\$11.20	\$11.23	\$11.43	D11.45
		11.11	10.27	11.23	11.26	11.46	11.49
		\$11.25	E10.38	\$11.35	\$11.38	\$11.58	\$12.02
			# 10.48				
			10.56				
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.

STATIONS	FIRST CLASS			
	<input type="checkbox"/>			
	130	150	±3728	±510
	Sunday Only A. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sat. & Sun. A. M.
SUBURBAN STATION.....				\$11.00
PENN-CENTRAL.....	Lower Level			
30th ST.-PHILA.....	Upper Level			\$11.03
	Lower Level	\$10.48		
ZOO.....	10.48			11.06
NORTH PHILA.....	10.52			\$11.10
SHORE.....	10.54			11.13
FRANKFORD JCT.....				\$11.14
FRANKFORD.....				
BRIDESBURG.....				
WISSINOMING.....				\$11.18
TACONY.....				\$11.20
HOLMESBURG JCT.....	10.58			\$11.23
TORRESDALE.....				\$11.26
ANDALUSIA.....				
CORNWELLS HEIGHTS.....				\$11.29
EDDINGTON.....				
CROYDON.....				\$11.34
BRISTOL.....				\$11.37
GRUNDY.....	11.05			
LEVITTOWN-TULLYTOWN.....				\$11.41
TRENTON.....				\$11.48
MILLHAM.....	11.13			
PRINCETON JCT.....	11.17			
MONMOUTH JCT.....	11.21			
JERSEY AVENUE.....			\$11.18	
COUNTY.....	11.27			
NEW BRUNSWICK.....			\$11.22	
EDISON.....			\$11.27	
METUCHEN.....	11.30		\$11.32	
METRO PARK.....			\$11.36	
COLONIA.....				
SOUTH AMBOY.....	N. Y.			
PERTH AMBOY.....	& L. B.			
WC.....	R. R.			
WOODBRIIDGE.....	P. A. &			
EDGAR.....	W. Br.	MU	MU	MU
AVENEL.....				
UNION.....	11.35		11.42	
RAHWAY.....			\$11.44	
NORTH RAHWAY.....				
LINDEN.....			\$11.48	
SOUTH ELIZABETH.....	11.39		11.51	
ELIZABETH.....			\$11.53	
NORTH ELIZABETH.....				
HUNTER.....	11.43		11.59	
SOUTH ST. (Newark).....				
NEWARK.....	PA11.45		\$12.02	
C.N.J. YARD HARRISON.....				
HUDSON.....	11.49		12.05	
KARNY.....				
NEW YORK.....	\$12.02		\$12.17	
	12.10	\$12.10		
HAROLD (L.I.R.R.).....	12.17	12.19		
	P. M.	P. M.	P. M.	A. M.

FIRST CLASS							
	● 172	552	C. N. J. 5362	± 3730	± 3924	□ 108	● 30
	Daily A. M.	Saturday Only A. M.	Saturday Only A. M.	Daily Ex. Sun. A. M.	Daily Ex. Sat. & Sun. P. M.	Daily A. M.	Daily P. M.
		\$11.30					
		\$11.33					
	\$11.16					\$11.43	
	11.20	11.36				11.45	12.13
	11.24	\$11.40				11.49	D12.20
	11.28	11.43				11.51	12.24
		\$11.44					
		\$11.46					
		\$11.48					
		\$11.50					
	11.33	\$11.52				11.55	12.29
		\$11.55					
		\$11.58		Will Not Run Feb. 19	Will Not Run Feb. 19		
		\$12.03					
		\$12.07					
	11.43	\$12.11				12.02	12.39
		\$12.18					
	\$11.52						D12.49
	11.55					12.10	12.52
	12.01					12.14	12.58
	12.06					12.18	1.03
				\$11.44			
	12.13			\$11.48		12.24	1.09
	12.20			\$11.55 G11.58		12.27	1.15
			\$11.44				
			\$11.48				
			11.51				
		MU		MU	MU	MU	
	12.25		11.59	12.01	12.29	12.32	1.26
				\$12.03	\$12.31		
				\$12.07	\$12.36		
	12.29		12.05	12.10	12.39	12.36	1.30
				\$12.12	\$12.41		
	12.34	Will Run Feb. 19	12.11	12.17	12.46	12.40	1.35
	\$12.38		\$12.15	\$12.20	\$12.49	D12.42	D 1.41
			12.18				
	12.41			12.23	12.52	12.46	1.44
	\$12.53			\$12.35	\$ 1.07	\$12.59	\$ 1.56
	1.10						
	1.17						
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

908 P

STATIONS	FIRST CLASS			
	3736		C. N. J.	
			#5322	3626
	Daily Ex. Sat. P. M.		Daily Ex. Sat. & Sun. P. M.	Saturday Only P. M.
SUBURBAN STATION.....				
PENN-CENTRAL.....	Lower Level			
30th ST.-PHILA.....	Upper Level			
	Lower Level			
ZOO.....				
NORTH PHILA.....				
SHORE.....				
FRANKFORD JCT.....				
FRANKFORD.....				
BRIDESBURG.....				
WISSINOMING.....				
TACONY.....				
HOLMESBURG JCT.....				
TORRESDALE.....				
ANDALUSIA.....				
CORNWELLS HEIGHTS.....				
EDDINGTON.....				
CROYDON.....				
BRISTOL.....				
GRUNDY.....				
LEVITTOWN-TULLYTOWN.....				
TRENTON.....				
MILLHAM.....				
PRINCETON JCT.....				
MONMOUTH JCT.....				
JERSEY AVENUE.....	\$12.32			
COUNTY.....				
NEW BRUNSWICK.....	\$12.36			
EDISON.....				
METUCHEN.....	\$12.43			
METRO PARK.....	\$12.46			
COLONIA.....				
SOUTH AMBOY.....				
PERTH AMBOY.....	N. Y.		\$12.59	\$ 1.20
WC.....	& L. B.		\$ 1.04	\$ 1.24
	R. R.		1.07	1.27
WOODBIDGE.....				\$ 1.32
EDGAR.....	P. A. &			MU
AVENEL.....	W. Br.			\$ 1.35
UNION.....	12.51		1.15	1.40
RAHWAY.....	\$12.53			\$ 1.42
NORTH RAHWAY.....				
LINDEN.....	\$12.57			
SOUTH ELIZABETH.....	1.00		1.21	
ELIZABETH.....	\$ 1.02			
NORTH ELIZABETH.....				
HUNTER.....	1.07		1.26	
SOUTH ST. (Newark).....				
NEWARK.....	\$ 1.10		\$ 1.29	
C.N.J. YARD HARRISON.....			1.32	
HUDSON.....	1.13			
KARNY.....				
NEW YORK.....	\$ 1.25			
HAROLD (L.I.R.R.).....				
	P. M.		P. M.	P. M.

STATIONS	FIRST CLASS			
	174	514	3926	C. N. J.
	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	
	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION.....		\$ 1.30		
PENN-CENTRAL..... { Lower Level				
30th ST.-PHILA..... { Upper Level		\$ 1.33		
..... { Lower Level	\$ 1.16			
ZOO.....	1.21	1.36		
NORTH PHILA.....	\$ 1.26	\$ 1.40		
SHORE.....	1.30	1.43		
FRANKFORD JCT.....		\$ 1.44		
FRANKFORD.....				
BRIDESBURG.....		\$ 1.46		
WISSINOMING.....		\$ 1.48		
TACONY.....		\$ 1.50		
HOLMESBURG JCT.....	1.35	\$ 1.53		
TORRESDALE.....		\$ 1.56		
ANDALUSIA.....				
CORNWELLS HEIGHTS.....		\$ 1.59		
EDDINGTON.....				
CROYDON.....		\$ 2.03		
BRISTOL.....		\$ 2.06		
GRUNDY.....	1.44			
LEVITTOWN-TULLYTOWN.....		\$ 2.11		
TRENTON.....	\$ 1.54	\$ 2.18		
MILLHAM.....	1.57			
PRINCETON JCT.....	2.03			
MONMOUTH JCT.....	2.08			
JERSEY AVENUE.....				
COUNTY.....	2.16			
NEW BRUNSWICK.....				
EDISON.....				
METUCHEN.....	2.23			
METRO PARK.....				
COLONIA.....				
SOUTH AMBOY..... { N. Y.			\$ 2.11	
PERTH AMBOY..... { & L. B.			\$ 2.15	
WC..... { R. R.			2.18	
WOODBIDGE..... { P. A. &				
EDGAR..... { W. Br.		MU	MU	
AVENEL.....				
UNION.....	2.28		2.10	2.27
RAHWAY.....		\$ 2.13		
NORTH RAHWAY.....				
LINDEN.....		\$ 2.18		
SOUTH ELIZABETH.....	2.32		2.21	2.33
ELIZABETH.....		Will Not Run Feb. 19	\$ 2.23	
NORTH ELIZABETH.....				
HUNTER.....	2.36		2.28	2.39
SOUTH ST. (Newark).....				
NEWARK.....	\$ 2.40		\$ 2.31	\$ 2.42
C.N.J. YARD HARRISON.....				2.45
HUDSON.....	2.43		2.34	
KARNY.....				
NEW YORK.....	\$ 2.55		\$ 2.46	
.....	3.10			
HAROLD (L.I.R.R.).....	3.17			
	P. M.	P. M.	P. M.	P. M.

908P

STATIONS	FIRST CLASS			
	<input type="checkbox"/>			
	114	±516	±3744	152
	Daily P. M.	Daily Ex. Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily P. M.
SUBURBAN STATION.....		\$ 2.40		
PENN-CENTRAL.....				
30th ST.-PHILA.....		\$ 2.43		
ZOO.....	2.45	2.46		
NORTH PHILA.....	NP2.50	\$ 2.52		
SHORE.....	2.53	2.56		
FRANKFORD JCT.....		\$ 2.57		
FRANKFORD.....				
BRIDESBURG.....		\$ 2.59		
WISSINOMING.....				
TACONY.....		\$ 3.01		
HOLMESBURG JCT.....	2.57	\$ 3.05		
TORRESDALE.....		\$ 3.08		
ANDALUSIA.....		\$ 3.10		
CORNWELLS HEIGHTS.....		\$ 3.12	Will Not Run Feb. 19	
EDDINGTON.....				
CROYDON.....		\$ 3.16		
BRISTOL.....		\$ 3.19		
GRUNDY.....	3.04			
LEVITTOWN-TULLYTOWN.....		\$ 3.23		
TRENTON.....		\$ 3.30		
MILLHAM.....	3.12			
PRINCETON JCT.....	3.16			
MONMOUTH JCT.....	3.20			
JERSEY AVENUE.....			\$ 3.11	
COUNTY.....	3.26			
NEW BRUNSWICK.....			\$ 3.15	
EDISON.....			\$ 3.19	
METUCHEN.....	3.29		\$ 3.24	
METRO PARK.....			\$ 3.27	
COLONIA.....				
SOUTH AMBOY.....				
PERTH AMBOY.....				
WC.....				
WOODBIDGE.....				
EDGAR.....				
AVENEL.....				
UNION.....	3.34		8.32	
RAHWAY.....			\$ 3.34	
NORTH RAHWAY.....			\$ 3.37	
LINDEN.....			\$ 3.40	
SOUTH ELIZABETH.....	3.38		3.43	
ELIZABETH.....			\$ 3.45	
NORTH ELIZABETH.....				
HUNTER.....	3.42		3.51	
SOUTH ST. (Newark).....				
NEWARK.....	D 3.44		\$ 3.53	
C.N.J. YARD HARRISON.....				
HUDSON.....	3.48		3.56	
KARNY.....				
NEW YORK.....	\$ 4.00		\$ 4.08	\$ 4.10
HAROLD (L.I.R.R.).....				4.19
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

	4250	±3746	±1126	218	±3748	C. N. J. 5366	176
		Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Saturday Only	Daily
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
				\$ 3.00			\$ 3.14
				3.04			3.19
				\$ 3.10			\$ 3.24
				3.13			3.28
				3.19			3.32
	Will Run Sunday and Dec. 25 Jan. 1 Feb. 19	Will Not Run Feb. 19	Will Not Run Feb. 19		Will Not Run Feb. 19		
				3.29			3.42
				\$ 3.38			\$ 3.51
				3.41			3.54
				K 3.48			4.00
				3.53			4.05
	\$ 3.29	\$ 3.35			\$ 4.05		
				4.00			4.13
	\$ 3.33	\$ 3.39			\$ 4.09		
	F 3.37	\$ 3.43			F 4.12		
	\$ 3.41	\$ 3.47		4.06	\$ 4.16		4.19
	\$ 3.43	\$ 3.50		D 4.10	\$ 4.18		
			\$ 3.34			\$ 4.14	
			# 3.41			\$ 4.18	
			\$ 3.47			4.21	
			3.51				
	MU	MU			MU		
	3.49	3.55	3.58	4.16	4.24	4.30	4.24
	\$ 3.51	\$ 3.57	\$ 3.59		\$ 4.26		
	\$ 3.55	\$ 4.01			\$ 4.30		
	3.59	4.04	4.06	4.20	4.33	4.36	4.29
	\$ 4.01	\$ 4.08	\$ 4.08		\$ 4.35		
	4.07	4.11	4.13	4.24	4.40	4.42	4.34
	\$ 4.10	\$ 4.14	\$ 4.17	\$ 4.28	\$ 4.43	\$ 4.45	\$ 4.40
						4.48	
	4.13	4.17	4.20	4.31	4.46		4.43
	\$ 4.25	\$ 4.29	\$ 4.32	\$ 4.45	\$ 4.58		\$ 4.55
							5.10
							5.17
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

STATIONS		FIRST CLASS			
		3670	#3832	#3750	#518
		Daily Ex. Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	
SUBURBAN STATION.....				\$ 3.20	
PENN CENTRAL.....	Lower Level			\$ 3.23	
30th ST.-PHILA.....	Upper Level				
	Lower Level				
ZOO.....				3.26	
NORTH PHILA.....				\$ 3.30	
SHORE.....				3.33	
FRANKFORD JCT.....				\$ 3.34	
FRANKFORD.....				\$ 3.36	
BRIDESBURG.....				\$ 3.37	
WISSINOMING.....				\$ 3.39	
TACONY.....				\$ 3.41	
HOLMESBURG JCT.....				\$ 3.44	
TORRESDALE.....				\$ 3.47	
ANDALUSIA.....		Will Run Sunday and Dec. 25 Jan. 1 Feb. 19	Will Not Run Feb. 19	Will Not Run Feb. 19	\$ 3.51
CORNWELLS HEIGHTS.....					\$ 3.55
EDDINGTON.....					\$ 3.58
CROYDON.....					
BRISTOL.....					
GRUNDY.....					\$ 4.03
LEVITTOWN-TULLYTOWN.....					\$ 4.10
TRENTON.....		\$ 4.01			
MILLHAM.....		4.03			
PRINCETON JCT.....		\$ 4.12			
MONMOUTH JCT.....		4.19			
JERSEY AVENUE.....			\$ 4.34		
COUNTY.....		4.28			
NEW BRUNSWICK.....		\$ 4.32	\$ 4.38		
EDISON.....			\$ 4.42		
METUCHEN.....		\$ 4.39	\$ 4.46		
METRO PARK.....			\$ 4.49		
COLONIA.....					
SOUTH AMBOY.....	N. Y.	\$ 4.20			
PERTH AMBOY.....	& L. B.	\$ 4.24			
WC.....	R. R.	4.27			
WOODBIDGE.....		\$ 4.32			
EDGAR.....	P. A. &	MU	MU	MU	
AVENEL.....	W. Br.	\$ 4.35			
UNION.....		4.38	4.46	4.54	
RAHWAY.....		\$ 4.40		\$ 4.56	
NORTH RAHWAY.....				\$ 4.58	
LINDEN.....		\$ 4.44		\$ 5.01	
SOUTH ELIZABETH.....		4.48	4.51	5.05	
ELIZABETH.....		\$ 4.50	\$ 4.53	\$ 5.07	
NORTH ELIZABETH.....					Will Not Run Feb. 19
HUNTER.....		4.55	4.57	5.11	
SOUTH ST. (Newark).....					
NEWARK.....		\$ 4.59	\$ 5.00	\$ 5.14	
C.N.J. YARD HARRISON.....					
HUDSON.....		5.02	5.03	5.17	
KARNY.....					
NEW YORK.....		\$ 5.15	\$ 5.15	\$ 5.29	
HAROLD (L.I.R.R.).....					
		P. M.	P. M.	P. M.	P. M.

FIRST CLASS							
	556	□ 116	C. N. J. 5386	#3630	184	#3834	#520
	Saturday Only	Daily		Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 3.30						\$ 4.15
	\$ 3.33						\$ 4.18
		\$ 3.43			\$ 4.14		
	3.36	3.45			4.19		4.22
	\$ 3.40	3.49			\$ 4.24		\$ 4.28
	3.43	3.51			4.28		4.31
	\$ 3.44						\$ 4.32
							\$ 4.34
	\$ 3.46						\$ 4.36
	\$ 3.48						\$ 4.38
	\$ 3.50						\$ 4.41
	\$ 3.53	3.55			4.33		\$ 4.45
	\$ 3.56						\$ 4.50
	\$ 3.59		Will Run Sunday and Dec. 25 Jan. 1 Feb. 19	Will Not Run Feb. 19		Will Not Run Feb. 19	\$ 4.54
	\$ 4.04						\$ 4.58
	\$ 4.07						\$ 5.02
		4.02			4.43		
	\$ 4.11						\$ 5.09
	\$ 4.18						\$ 5.20
		4.10			\$ 4.52	\$ 4.55	
		4.14			4.56	4.58	
		4.18			5.02	\$ 5.06	
					5.07	5.11	
		4.24			5.14	5.18	
						\$ 5.23	
		4.27			5.20	\$ 5.30	
		PA 4.32				\$ 5.32	
			\$ 4.45	\$ 4.46			
			\$ 4.49	\$ 4.50			
			4.52	4.53			
				\$ 4.59			
	MU	MU		MU		MU	MU
		4.36	5.00	5.06	5.26	5.38	
				\$ 5.09			
				\$ 5.10			
				\$ 5.13			
		4.40	5.06	5.17	5.30	5.43	
	Will Run Feb. 19			\$ 5.19		\$ 5.45	Will Not Run Feb. 19
		4.44	5.12	\$ 5.22	5.34	5.49	
				5.24			
				\$ 5.25			
			\$ 5.16	\$ 5.28	\$ 5.40	\$ 5.52	
			5.19				
		4.48		5.31	5.43	5.55	
		\$ 5.00		\$ 5.43	\$ 5.55	\$ 6.07	
					6.10		
					6.17		
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

STATIONS	FIRST CLASS			
	□			
	3752	118	560	±522
	Daily P. M.	Daily Ex. Sat. P. M.	P. M.	Daily Ex. Sat. & Sun. P. M.
SUBURBAN STATION.....			\$ 4.45	\$ 4.50
PENN CENTRAL.....	Lower Level			
30th ST.-PHILA.....	Upper Level		\$ 4.48	\$ 4.53
	Lower Level	\$ 4.46		
ZOO.....		4.48	4.51	4.57
NORTH PHILA.....		4.52	\$ 4.55	\$ 5.01
SHORE.....		4.54	4.58	5.05
FRANKFORD JCT.....			\$ 4.59	\$ 5.06
FRANKFORD.....				
BRIDESBURG.....			\$ 5.01	\$ 5.09
WISSINOMING.....			\$ 5.03	\$ 5.11
TACONY.....			\$ 5.05	\$ 5.13
HOLMESBURG JCT.....		4.58	\$ 5.08	\$ 5.16
TORRESDALE.....			\$ 5.11	\$ 5.19
ANDALUSIA.....				
CORNWELLS HEIGHTS.....			\$ 5.14	\$ 5.22
EDDINGTON.....				
CROYDON.....			\$ 5.18	\$ 5.27
BRISTOL.....			\$ 5.22	\$ 5.31
GRUNDY.....		5.05		
LEVITTOWN-TULLYTOWN.....			\$ 5.26	\$ 5.36
			\$ 5.33	\$ 5.45
TRENTON.....				
MILLHAM.....		5.13		
PRINCETON JCT.....		5.17		
MONMOUTH JCT.....		5.21		
JERSEY AVENUE.....	\$ 5.23			
COUNTY.....		5.27		
NEW BRUNSWICK.....	\$ 5.27			
EDISON.....	\$ 5.31			
METUCHEN.....	\$ 5.35	5.30		
METRO PARK.....	\$ 5.37			
COLONIA.....				
SOUTH AMBOY.....	N. Y.			
PERTH AMBOY.....	& L. B.			
WC.....	R. R.			
WOODBIDGE.....				
EDGAR.....	P. A. &	MU	MU	MU
AVENEL.....	W. Br.			
UNION.....		5.43	5.35	
RAHWAY.....	\$ 5.46			
NORTH RAHWAY.....	5.49			
LINDEN.....	\$ 5.51		Will Run Sat., Sun. and Dec. 25 Jan. 1 Feb. 19	
SOUTH ELIZABETH.....	5.54	5.39		Will Not Run Feb. 19
ELIZABETH.....	\$ 5.56			
NORTH ELIZABETH.....	\$ 5.59			
HUNTER.....	6.02	5.43		
SOUTH ST. (Newark).....				
NEWARK.....	\$ 6.05	\$ 5.45		
C.N.J. YARD HARRISON.....				
HUDSON.....	6.08	5.49		
KARNY.....				
NEW YORK.....	\$ 6.20	\$ 6.01		
HAROLD (L.I.R.R.).....				
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

	C. N. J.						
#3634	#5328	220	#524	178	3838	#526	
Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily	Daily Ex. Sat. & Sun.	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
			\$ 5.08			\$ 5.16	
						\$ 5.19	
		\$ 5.00		\$ 5.18			
		5.04	5.15	5.22		5.23	
		\$ 5.09	5.19	\$ 5.27		\$ 5.28	
		5.13	5.22	5.32		5.32	
		5.19	5.26	5.37		\$ 5.39	
						\$ 5.44	
Will Not Run Feb. 19	Will Not Run Feb. 19	Will Run April 22	\$ 5.31				
			\$ 5.35				
			\$ 5.39			\$ 5.52	
		5.29		5.47			
			\$ 5.45			\$ 5.57	
			\$ 5.53			\$ 6.05	
		\$ 5.37		\$ 5.56	\$ 5.59		
		5.40		5.59	6.03		
		\$ 5.47		AD6.05	\$ 6.09		
		5.53		6.10	6.15		
		6.00		6.16	6.24		
					\$ 6.27		
		6.06		6.23	N 6.30		
					\$ 6.34		
					\$ 6.37		
\$ 5.39	\$ 5.54						
\$ 5.43	\$ 5.58						
5.46	6.01						
\$ 5.50							
MU			MU		MU	MU	
\$ 5.53							
5.56	6.10	6.11		6.28	6.42		
\$ 5.58					\$ 6.44		
\$ 6.00							
\$ 6.03					\$ 6.48		
6.07	6.16	6.15		6.32	6.51		
\$ 6.09			Will Not Run Feb. 19		\$ 6.53		Will Not Run Feb. 19
\$ 6.12							
6.15	6.21	6.19		6.37	6.58		
\$ 6.17	\$ 6.25	\$ 6.23		\$ 6.40	\$ 7.02		
	6.28						
6.20		6.25		6.43	7.05		
\$ 6.33		\$ 6.38		\$ 6.55	\$ 7.17		
				7.10			
				7.17			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

PHILADELPHIA TO NEW YORK

STATIONS	FIRST CLASS			
	#528	120	#3858	#530
	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sun.
	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION.....	\$ 6.20			\$ 5.44
PENN CENTRAL.....				
30th ST.-PHILA.....	\$ 5.23	\$ 5.43		\$ 5.47
ZOO.....	5.27	5.45		5.51
NORTH PHILA.....	\$ 5.32	5.49		\$ 5.56
SHORE.....	5.38	5.51		6.00
FRANKFORD JCT.....	\$ 5.37			
FRANKFORD.....	\$ 5.39			
BRIDESTOWN.....	\$ 5.41			\$ 6.03
WISSINOMING.....	\$ 5.43			\$ 6.05
TACONY.....	\$ 5.46			\$ 6.07
HOLMESBURG JCT.....	\$ 5.49	5.55		\$ 6.09
TORRESDALE.....	\$ 5.52			\$ 6.13
ANDALUSIA.....	\$ 5.54			\$ 6.16
CORNWELLS HEIGHTS.....	\$ 5.57		Will Not Run Feb. 19	\$ 6.18
EDDINGTON.....				
CROYDON.....	\$ 6.01			\$ 6.22
BRISTOL.....	\$ 6.04			\$ 6.26
GRUNDY.....		6.02		
LEVITTOWN-TULLYTOWN.....	\$ 6.10			\$ 6.30
TRENTON.....	\$ 6.18			\$ 6.38
MILLHAM.....		\$ 6.10	\$ 6.26	
PRINCETON JCT.....		6.13	6.28	
MONMOUTH JCT.....		6.17	\$ 6.36	
JERSEY AVENUE.....		6.21	6.42	
COUNTY.....		6.27	6.51	
NEW BRUNSWICK.....			\$ 6.53	
EDISON.....		6.30	\$ 7.00	
METUCHEN.....		PA 6.35	\$ 7.03	
METRO PARK.....				
COLONIA.....				
SOUTH AMBOY.....				
PERTH AMBOY.....				
WC.....				
WOODBIDGE.....				
EDGAR.....				
AVENEL.....				
UNION.....		6.39	7.07	
RAHWAY.....			\$ 7.09	
NORTH RAHWAY.....				
LINDEN.....				
SOUTH ELIZABETH.....		6.43	7.15	
ELIZABETH.....			\$ 7.17	
NORTH ELIZABETH.....	Will Not Run Feb. 19	6.47	7.22	
HUNTER.....				
SOUTH ST. (Newark).....				
NEWARK.....			\$ 7.25	
C.N.J. YARD HARRISON.....				
HUDSON.....		6.51	7.28	
KARNY.....				
NEW YORK.....	\$ 7.04	\$ 7.40		
HAROLD (L.I.R.R.).....				
	P. M.	P. M.	P. M.	P. M.

9106

FIRST CLASS							
	1168	286	● 82	±532	□ 132	298	● 60
	Daily Ex. Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat.	Sunday Only	Daily	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
				\$ 6.20			
				\$ 6.23			
	\$ 6.15	D 6.20		\$ 6.43	\$ 7.00	\$ 7.18	
	6.20	6.25	6.27	6.45	7.04	7.23	
	\$ 6.25	6.30	\$ 6.31	6.49	\$ 7.10	\$ 7.28	
	6.29	6.34	6.34	6.51	7.14	7.33	
			\$ 6.35				
			\$ 6.37				
			\$ 6.39				
			\$ 6.41				
	6.34	6.39	\$ 6.44	6.55	7.20	7.38	
			\$ 6.48				
Will Run Sat., Sun. and Jan. 1 Feb. 19		Will Not Run Jan. 1		\$ 6.51		Will Not Run Dec. 31 Feb. 18	
				\$ 6.55			
				\$ 6.58			
	6.44	6.49		7.02	7.30	7.48	
				\$ 7.02			
				\$ 7.10			
	\$ 6.52	D 6.59			\$ 7.39	\$ 7.57	
	6.55	7.03		7.10	7.42	8.00	
	AE7.03	7.09		7.14	\$ 7.50	8.05	
	7.10	7.15		7.18	7.56	8.10	
	7.16	7.21		7.24	8.03	8.17	
	AE7.19				\$ 8.06		
	7.26	7.28		7.27	8.12	8.23	
				PA7.32			
\$ 6.28							
# 6.34							
\$ 6.38							
6.41							
\$ 6.46							
				MU	MU		
6.51	7.31	7.35		7.36	8.17	8.28	
\$ 6.53							
G 6.57							
7.00	7.35	7.40		7.40	8.21	8.32	
\$ 7.02			Will Not Run Feb. 19				
7.07	7.40	7.46		7.44	8.26	8.36	
\$ 7.10	\$ 7.45	D 7.53		PA7.49	\$ 8.30	\$ 8.40	
7.13	7.48	7.56		7.53	8.33	8.44	
\$ 7.25	\$ 8.00	\$ 8.08		\$ 8.02	\$ 8.45	\$ 8.55	
				8.17		9.10	
				8.24		9.17	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

PHILADELPHIA TO NEW YORK

STATIONS	FIRST CLASS				
	3758	3778	±3638	3760	
	Daily Ex. Sat.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat.	
	P. M.	P. M.	P. M.	P. M.	
SUBURBAN STATION.....					
PENN CENTRAL.....	Lower Level				
30th ST.-PHILA.....	Upper Level				
	Lower Level				
ZOO.....					
NORTH PHILA.....					
SHORE.....					
FRANKFORD JCT.....					
FRANKFORD.....					
BRIDESBURG.....					
WISSINOMING.....					
TACONY.....					
HOLMESBURG JCT.....					
TORRESDALE.....					
ANDALUSIA.....					
CORNWELLS HEIGHTS.....			Will Not Run Feb. 19		
EDDINGTON.....					
CROYDON.....					
BRISTOL.....					
GRUNDY.....					
LEVITTOWN-TULLYTOWN.....					
TRENTON.....					
MILLHAM.....					
PRINCETON JCT.....					
MONMOUTH JCT.....					
JERSEY AVENUE.....	\$ 7.25	\$ 7.46		\$ 8.05	
COUNTY.....					
NEW BRUNSWICK.....	\$ 7.29	\$ 7.50		\$ 8.09	
EDISON.....					
METUCHEN.....	\$ 7.36	\$ 7.57		\$ 8.18	
METRO PARK.....	\$ 7.39	\$ 8.00		\$ 8.19	
COLONIA.....					
SOUTH AMBOY.....	N. Y.		\$ 7.42		
PERTH AMBOY.....	& L. B.		\$ 7.46		
WC.....	R. R.		7.49		
WOODBIDGE.....			\$ 7.54		
EDGAR.....	P. A. &	MU	MU	MU	
AVENEL.....	W. Br.		\$ 7.57		
UNION.....		7.43	8.05	8.00	8.23
RAHWAY.....		\$ 7.45	\$ 8.07	\$ 8.02	\$ 8.25
NORTH RAHWAY.....					
LINDEN.....		\$ 7.49	\$ 8.11	\$ 8.06	\$ 8.29
SOUTH ELIZABETH.....		7.52	8.15	8.09	8.33
ELIZABETH.....		\$ 7.55	\$ 8.17	\$ 8.12	\$ 8.35
NORTH ELIZABETH.....					
HUNTER.....		8.01	8.22	8.17	8.40
SOUTH ST. (Newark).....					
NEWARK.....		\$ 8.03	\$ 8.25	\$ 8.20	\$ 8.43
C.N.J. YARD HARRISON.....					
HUDSON.....		8.06	8.28	8.23	8.46
KARNY.....					
NEW YORK.....		\$ 8.18	\$ 8.40	\$ 8.35	\$ 8.58
HAROLD (L.I.R.R.).....					
	P. M.	P. M.	P. M.	P. M.	

FIRST CLASS

	3850	#3840	#534	124	1190	#3762	#1130
	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily		Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
			\$ 7.30				
			\$ 7.33				
			7.36	7.48			
			\$ 7.40	7.52			
			7.43	7.54			
			\$ 7.44				
			\$ 7.47				
			\$ 7.50	7.58			
			\$ 7.53				
		Will Not Run Feb. 19	\$ 7.56		Will Run Sunday and Dec. 25 Jan. 1 Feb. 19	Will Not Run Feb. 19	Will Not Run Feb. 19
			\$ 8.00				
			\$ 8.03				
				8.05			
			\$ 8.07				
			\$ 8.14				
	\$ 8.02	\$ 8.19		\$ 8.13			
	8.04	8.22		8.16			
	\$ 8.12	\$ 8.29		8.20			
	8.17	8.35		8.24			
						\$ 8.46	
	8.25	8.43		8.30			
	\$ 8.28	\$ 8.46				\$ 8.50	
	\$ 8.35	8.52		8.33		\$ 8.57	
	\$ 8.38					\$ 9.00	
					\$ 8.33		\$ 9.06
					# 8.39		# 9.12
					\$ 8.43		\$ 9.16
					8.46		9.19
					\$ 8.51		
	MU	MU	MU	MU		MU	
	8.43	8.57		8.38	8.56	9.05	9.28
	\$ 8.45				\$ 8.58	\$ 9.07	
	\$ 8.49					\$ 9.11	
	8.53	9.01		8.42	9.05	9.15	9.34
	\$ 8.55		Will Not Run Feb. 19	\$ 9.07	\$ 9.07	\$ 9.17	\$ 9.37
	9.00	9.05		8.46	9.12	9.22	9.42
	\$ 9.04	\$ 9.08			\$ 9.15	\$ 9.25	\$ 9.45
	9.07	9.11		8.50	9.18	9.28	9.48
	\$ 9.20	\$ 9.23		\$ 9.00	\$ 9.30	\$ 9.40	\$10.00
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

STATIONS	FIRST CLASS			
	3842	536	282	164
	Daily	Daily	Sunday Only	Daily
	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION.....		\$ 8.32		
PENN CENTRAL.....				
30th ST.-PHILA.....		\$ 8.35		
Lower Level				
Upper Level				
Lower Level			\$ 9.00	\$ 9.14
ZOO.....		8.38	9.05	9.19
NORTH PHILA.....				
		\$ 8.41	\$ 9.10	\$ 9.24
SHORE.....		8.44	9.14	9.28
FRANKFORD JCT.....		\$ 8.45		
FRANKFORD.....				
BRIDESBURG.....		MM8.47		
WISSINOMING.....		\$ 8.49		
TACONY.....		\$ 8.51		
HOLMESBURG JCT.....		\$ 8.54	9.20	9.33
TORRESDALE.....		\$ 8.57		
ANDALUSIA.....			Will Not Run	
CORNWELLS HEIGHTS.....		\$ 9.00	Dec. 24	
EDDINGTON.....			Dec. 31	
CROYDON.....		\$ 9.04	Feb. 18	
BRISTOL.....		\$ 9.07		
GRUNDY.....			9.30	9.43
LEVITTOWN-TULLYTOWN.....		\$ 9.12		
		\$ 9.19		
TRENTON.....				
	\$ 9.20		\$ 9.41	\$ 9.52
MILLHAM.....	9.23		9.44	9.55
PRINCETON JCT.....	\$ 9.29		\$ 9.51	10.01
MONMOUTH JCT.....	9.35		9.57	10.06
JERSEY AVENUE.....				
COUNTY.....	9.42		10.04	10.13
NEW BRUNSWICK.....	\$ 9.45		\$10.07	XX10.16
EDISON.....				
METUCHEN.....	\$ 9.51		\$10.14	10.17
METRO PARK.....	\$ 9.53			D10.23
COLONIA.....				
SOUTH AMBOY.....			Will Run	
PERTH AMBOY.....			Dec. 25	
WC.....			Jan. 1	
			Feb. 19	
WOODBIDGE.....				
EDGAR.....				
AVENEL.....				
UNION.....				
	9.57		10.21	10.30
RAHWAY.....	\$ 9.59		\$10.23	
NORTH RAHWAY.....				
LINDEN.....	\$10.03			
SOUTH ELIZABETH.....	10.07		10.30	10.35
ELIZABETH.....	\$10.09		\$10.32	
NORTH ELIZABETH.....				
HUNTER.....	10.14		10.37	10.39
SOUTH ST. (Newark).....				
NEWARK.....				
	\$10.18		\$10.40	\$10.45
C.N.J. YARD HARRISON.....				
HUDSON.....	10.21		10.43	10.48
KARNY.....				
	\$10.33		\$10.55	\$11.00
NEW YORK.....				
HAROLD (L.I.R.R.).....				
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

	1170	□ 128	‡3766	538	3860	‡1132	‡540
	Saturday Only	Daily Ex. Sat.	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
				\$ 9.50			\$10.55
				\$ 9.53			\$10.58
		\$ 9.43		9.56			11.01
		9.45					
		9.49		\$10.00			\$11.05
		9.51		10.03			11.08
				\$10.04			\$11.09
				\$10.08			
				\$10.10			\$11.15
		9.55		\$10.13			\$11.18
				\$10.16			\$11.21
			Will Not Run Feb. 19	\$10.18		Will Not Run Feb. 19	\$11.24
				\$10.21			\$11.28
				\$10.25			\$11.31
				\$10.28			
		10.02		\$10.32			\$11.36
				\$10.38			\$11.43
					\$10.44		
		10.10			10.47		
		10.14			\$10.54		
		10.18			10.59		
			\$10.29				
		10.24			11.06		
			\$10.33		\$11.09		
			\$10.37				
		10.27	\$10.41				
		\$10.32	\$10.44		\$11.16		
	\$10.20					\$10.46	
	#10.26					#10.52	
	\$10.30					\$10.56	
	10.33					10.59	
	\$10.38					\$11.03	
		MU	MU	MU	MU		MU
	10.42	10.36	10.50		11.20	11.08	
	\$10.44		\$10.52			\$11.10	
			\$10.55				
	10.50	10.40	10.58		11.26	11.16	
	\$10.52		\$11.01			\$11.18	
	10.57	10.44	11.07		11.32	11.22	Will Not Run Feb. 19
	\$11.00	\$10.49	\$11.10		\$11.35	\$11.25	
	11.03	10.53	11.13		11.38	11.28	
	\$11.15	\$11.04	\$11.25		\$11.50	\$11.40	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

STATIONS		FIRST CLASS			
		1192	#3826	3768	#3844
		Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Sat. & Sun. Only	Daily
P. M.		P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION					
PENN CENTRAL 30th ST.-PHILA.	Lower Level				
	Upper Level				
	Lower Level				
ZOO					
NORTH PHILA.					
SHORE					
FRANKFORD JCT.					
FRANKFORD					
BRIDESBURG					
WISSINOMING					
TACONY					
HOLMESBURG JCT.					
TORRESDALE					
ANDALUSIA		Will Run Sunday and Dec. 25 Jan. 1 Feb. 19	Will Not Run Feb. 19	Will Run Dec. 25 Jan. 1 Feb. 19	Will Not Run Feb. 19
CORN WELLS HEIGHTS					
EDDINGTON					
CROYDON					
BRISTOL					
GRUNDY					
LEVITTOWN-TULLYTOWN					
TRENTON					
MILLHAM			\$11.20		\$11.45
PRINCETON JCT.			11.23		11.48
MONMOUTH JCT.			\$11.30		\$11.56
JERSEY AVENUE			11.36		12.02
COUNTY				\$11.42	
NEW BRUNSWICK			11.42		12.08
EDISON			\$11.46	\$11.46	\$12.12
METUCHEN					
METRO PARK			\$11.53	\$11.53	
COLONIA			\$11.56	\$11.56	\$12.18
SOUTH AMBOY		\$10.56			
PERTH AMBOY WC	N. Y.	#11.02			
	& L. B.	\$11.06			
	R. R.	11.09			
WOODBIDGE		\$11.14			
EDGAR AVENEL	P. A. &		MU	MU	MU
	W. Br.				
UNION		11.19	12.00	12.00	12.22
RAHWAY		\$11.21	\$12.02	\$12.02	
NORTH RAHWAY					
LINDEN		\$11.25	\$12.06	\$12.06	
SOUTH ELIZABETH		11.29	12.09	12.09	12.27
ELIZABETH		\$11.32	\$12.11	\$12.11	
NORTH ELIZABETH					
HUNTER		11.37	12.16	12.16	12.31
SOUTH ST. (Newark)					
NEWARK		\$11.40	\$12.20	\$12.20	\$12.35
C.N.J. YARD HARRISON					
HUDSON		11.43	12.23	12.23	12.38
KARNY					
NEW YORK		\$11.55	\$12.35	\$12.35	\$12.50
HAROLD (L.I.R.R.)					
		P. M.	A. M.	A. M.	A. M.

PHILADELPHIA TO WASHINGTON

STATIONS	FIRST CLASS			
	901	● 3	±991	±405
	Daily Ex. Mon.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.
SUBURBAN STATION.....	\$12.50		\$ 4.40	
PENN CENTRAL.....		E 1.19		
30th ST.-PHILA.....	\$12.53		\$ 4.43	
(Lower Level)		# 1.34		
(Upper Level)				
(Lower Level)				
ARSENAL.....	12.56		4.46	
BRILL.....	12.59	1.40	4.49	
DARBY.....	\$ 1.01			
CURTIS PARK.....	\$ 1.02			
SHARON HILL.....	\$ 1.03	Will Not Run		
FOLCROFT.....	\$ 1.04	Dec. 25		
GLENOLDEN.....	\$ 1.06	Jan. 1		
NORWOOD.....	\$ 1.07			
MOORE.....	\$ 1.09			
RIDLEY PARK.....	\$ 1.11			
CRUM LYNNE.....	\$ 1.13			Will Not Run
BALDWIN.....	1.15	1.47	4.56	Feb. 19
EDDYSTONE.....				
CHESTER.....	\$ 1.19			
LAMOKIN ST.....				
HIGHLAND AVE.....	\$ 1.23			
TRAINER.....				
HOOK.....	1.26	1.52	5.01	
MARCUS HOOK.....	\$ 1.27			
NAAMAN.....				
CLAYMONT.....	\$ 1.32			
EDGE MOOR.....				
WILMINGTON.....	\$ 1.45		\$ 5.10	
WEST YARD.....		2.02		
DAVIS.....		2.05		
		2.13		
NEWARK.....	MU		MU	MU
PERRYVILLE.....		2.29		
EDGEWOOD.....		2.44		
BAY.....		2.57		
BALTIMORE.....		E 3.02		
	Will Not Run	# 3.25		\$ 6.20
EDMONDSON.....	Jan. 2			\$ 6.27
FREDERICK ROAD.....				F 6.31
HALETHORPE.....				6.35
ODENTON.....		3.44		\$ 6.49
JERICO PARK.....				F 6.57
BOWIE.....		3.49		\$ 7.00
SEABROOK.....				\$ 7.05
LANHAM.....				\$ 7.07
CAPITAL BELTWAY.....				
LANDOVER.....		3.56		F 7.11
CHEVERLY.....				\$ 7.15
NEW YORK AVE. (W.T.).....		4.02		7.22
WASHINGTON.....		E 4.05		\$ 7.26
	A. M.	A. M.	A. M.	A. M.

902A

FIRST CLASS							
	#407	167	951	#903	#905	#993	953
	Daily Ex. Sat. & Sun.	Daily Ex. Sun.		Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
			\$ 6.20	\$ 6.20	\$ 6.57	\$ 7.10	\$ 7.20
		\$ 6.06					
		\$ 6.10	\$ 6.23	\$ 6.23	\$ 7.00	\$ 7.13	\$ 7.23
			6.26	6.26	7.03	7.16	7.26
		6.16	6.29	6.29	7.07	7.19	7.29
			\$ 6.31	\$ 6.31	\$ 7.09		\$ 7.31
			\$ 6.32	\$ 6.33	\$ 7.11		\$ 7.32
			\$ 6.33	\$ 6.34	\$ 7.13		\$ 7.33
			\$ 6.34	\$ 6.35	\$ 7.15		\$ 7.34
			\$ 6.36	\$ 6.37	\$ 7.17		\$ 7.36
			\$ 6.37	\$ 6.39	\$ 7.19		\$ 7.37
			\$ 6.38	\$ 6.41	\$ 7.21		\$ 7.38
			\$ 6.40	\$ 6.42	\$ 7.24		\$ 7.40
	Will Not Run Feb. 19		\$ 6.41	\$ 6.43	\$ 7.27		\$ 7.41
		6.23	6.42	6.44	\$ 7.29	7.26	\$ 7.42
			\$ 6.43	\$ 6.46	\$ 7.31		\$ 7.43
			\$ 6.45	\$ 6.49	\$ 7.33	\$ 7.30	\$ 7.45
				\$ 6.51	\$ 7.35		\$ 7.47
			\$ 6.49	\$ 6.53	\$ 7.37		\$ 7.49
				\$ 6.55	\$ 7.39		
		6.28				7.34	
			\$ 6.53	\$ 6.57	\$ 7.41		\$ 7.53
				\$ 6.59			
			\$ 6.57	\$ 7.01	\$ 7.44		\$ 7.57
				\$ 7.10	\$ 7.51		
			\$ 7.07	\$ 7.15	\$ 7.57	\$ 7.47	\$ 8.07
		\$ 6.38					
		6.41					
		6.49					
	MU		MU	MU	MU		MU
		7.05					
		7.19					
		7.32					
		\$ 7.40	Will Run Sat., Sun. and Dec. 25 Jan. 1 Feb. 19				
	\$ 7.05	# 7.45		Will Not Run Feb. 19	Will Not Run Feb. 19		Will Run Feb. 19
	\$ 7.12						
	\$ 7.16						
	\$ 7.20						
	\$ 7.34	8.04					
	\$ 7.42	8.10					
	\$ 7.47						
		D 8.15					
	7.51	8.20					
	7.59	8.27					
	\$ 8.02	\$ 8.30					
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

902A

PHILADELPHIA TO WASHINGTON

STATIONS	FIRST CLASS			
	±907	□ 101	540	971
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Saturday Only
	A. M.	A. M.	A. M.	A. M.
SUBURBAN STATION.....	\$ 7.30			\$ 8.15
PENN CENTRAL.....	\$ 7.33			
30th ST-PHILA.....				\$ 8.18
		\$ 7.49		
ARSENAL.....	7.36	7.52		8.21
BRILL.....	7.39	7.54		8.24
DARBY.....	\$ 7.41			\$ 8.26
CURTIS PARK.....	\$ 7.43			\$ 8.27
SHARON HILL.....	\$ 7.45			\$ 8.28
FOLCROFT.....	\$ 7.47			\$ 8.29
GLENOLDEN.....	\$ 7.49			\$ 8.31
NORWOOD.....	\$ 7.51			\$ 8.32
MOORE.....	\$ 7.53			\$ 8.33
RIDLEY PARK.....	\$ 7.55			\$ 8.35
CRUM LYNNE.....	\$ 7.57			\$ 8.36
BALDWIN.....	\$ 7.58	7.59		8.37
EDDYSTONE.....	\$ 8.00			\$ 8.38
CHESTER.....	\$ 8.02			\$ 8.40
LAMOKIN ST.....	\$ 8.04			8.42
HIGHLAND AVE.....	\$ 8.06			
TRAINER.....	\$ 8.08			
HOOK.....		8.03		
MARCUS HOOK.....	\$ 8.11			
NAAMAN.....	\$ 8.12			
CLAYMONT.....	\$ 8.13			
EDGE MOOR.....	\$ 8.20			
WILMINGTON.....	\$ 8.25			
		\$ 8.13		
WEST YARD.....		8.15		
DAVIS.....		8.20		
NEWARK.....	MU	MU		MU
PERRYVILLE.....		8.31	8.41	
EDGEWOOD.....		8.41	8.56	
BAY.....		8.51	9.09	
BALTIMORE.....		\$ 9.00	\$ 9.15	
EDMONDSON.....	Will Not Run Feb. 19			
FREDERICK ROAD.....				
HALETHORPE.....				Will Run Feb. 19
ODENTON.....		9.15	9.33	
JERICHO PARK.....				
BOWIE.....		9.19	9.38	
SEABROOK.....				
LANHAM.....				
CAPITAL BELTWAY.....			D 9.44	
LANDOVER.....		9.23	9.49	
CHEVERLY.....				
NEW YORK AVE. (W.T.).....		9.30	9.57	
WASHINGTON.....		\$ 9.34	\$10.00	
	A. M.	A. M.	A. M.	A. M.

FIRST CLASS

	□	□					
#909	103	911	105	15	#913	●61	
Daily Ex. Sat. & Sun.	Daily	Daily	Daily Ex. Sun.	Mall Daily	Daily Ex. Sat. & Sun.	Daily	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
\$ 8.15		\$ 9.10			\$10.10		
\$ 8.18		\$ 9.13			\$10.13		
8.21	\$ 8.46		\$ 9.48	\$ 9.55		\$10.14	
8.24	8.49	9.16	9.51	9.58	10.16	10.18	
\$ 8.26	8.51	9.19	9.53	10.01	10.19	10.22	
\$ 8.27		\$ 9.21			\$10.21		
\$ 8.28		\$ 9.22			\$10.22		
\$ 8.29		\$ 9.23			\$10.23		
\$ 8.31		\$ 9.24			\$10.24		
\$ 8.32		\$ 9.26			\$10.26		
\$ 8.33		\$ 9.27			\$10.27		
\$ 8.35		\$ 9.28			\$10.28		
\$ 8.36		\$ 9.30			\$10.30		
\$ 8.38	8.56	\$ 9.31			\$10.31		
\$ 8.40		\$ 9.32	9.58	10.08	10.32	10.29	
\$ 8.42					\$10.33		
\$ 8.46		\$ 9.35			\$10.35		
		Q 9.36					
		\$ 9.39			\$10.39		
	9.00		10.02	10.13		10.33	
\$ 8.49		\$ 9.42			\$10.42		
\$ 8.52		\$ 9.45			\$10.45		
\$ 9.04		\$ 9.55			\$10.55		
	\$ 9.10		\$10.12	10.22		\$10.44	
	9.13		10.14	10.25		10.47	
	9.18		10.20	10.33		10.55	
MU	MU	MU	MU		MU		
	9.30		10.32	10.50		11.11	
	9.40		10.42	11.05		11.26	
	9.50		10.52	11.20		11.39	
	\$ 9.58		\$11.00	\$11.30		\$11.45	
Will Not Run Feb. 19					Will Not Run Feb. 19		
	10.14		11.15			12.02	
	10.18		11.19			12.08	
	D 10.22						
	10.25		11.23			12.15	
	10.30		11.30			12.21	
	\$10.34		\$11.34			\$12.25	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	

PHILADELPHIA TO WASHINGTON

STATIONS	FIRST CLASS				
	□	□			□
	131	107	915	141	109
	Daily Ex. Sun. A. M.	Sunday Only A. M.	Daily A. M.	Daily A. M.	Daily A. M.
SUBURBAN STATION.....			\$11.10		
PENN-CENTRAL.....	Lower Level				
30th ST.-PHILA.....	Upper Level		\$11.13		
	Lower Level	\$10.42	\$10.42	\$11.38	\$11.43
ARSENAL.....	10.45	10.45	11.16	11.41	11.46
BRILL.....	10.47	10.47	11.19	11.44	11.48
DARBY.....			\$11.21		
CURTIS PARK.....			\$11.22		
SHARON HILL.....			\$11.23		
FOLCROFT.....			\$11.24		
GLENOLDEN.....			\$11.26		
NORWOOD.....			\$11.27		
MOORE.....			\$11.28		
RIDLEY PARK.....			\$11.30		
CRUM LYNNE.....			\$11.31		
BALDWIN.....	10.52	10.52	11.32	11.52	11.53
EDDYSTONE.....			\$11.33		
CHESTER.....			\$11.35		
LAMOKIN ST.....			\$11.37		
HIGHLAND AVE.....			\$11.39		
TRAINER.....					
HOOK.....	10.56	10.56		12.01	11.58
MARCUS HOOK.....			\$11.42		
NAAMAN.....					
CLAYMONT.....			\$11.45		
EDGE MOOR.....					
WILMINGTON.....			\$11.55		
	\$11.06	\$11.06		\$12.12	\$12.08
WEST YARD.....	11.08	11.08		12.15	12.10
DAVIS.....	11.13	11.13		12.23	12.15
NEWARK.....	MU	MU	MU		MU
PERRYVILLE.....	11.25	11.25		12.40	12.27
EDGEWOOD.....	11.35	11.35		12.55	12.37
BAY.....	11.45	11.45		1.07	12.47
BALTIMORE.....	\$11.54	\$11.54		\$ 1.13	\$12.55
EDMONDSON.....			Will Not Run Dec. 25		
FREDERICK ROAD.....					
HALETHORPE.....					
ODENTON.....	12.09	12.09		1.31	1.10
JERICHO PARK.....					
BOWIE.....	12.13	12.13		1.37	1.14
SEABROOK.....					
LANHAM.....					
CAPITAL BELTWAY.....					
LANDOVER.....	12.17	12.17		1.44	1.18
CHEVERLY.....					
NEW YORK AVE. (W.T.).....	12.25	12.25		1.51	1.25
WASHINGTON.....	\$12.29	\$12.29		\$ 1.55	\$ 1.29
	P. M.	P. M.	A. M.	P. M.	P. M.

FIRST CLASS							
	● 81	973	917	530	□ 111	919	□ 113
	Daily	Saturday Only	Daily Ex. Sat. & Sun.		Daily	Daily	Daily
	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		\$12.10	\$12.10			\$ 1.10	
		\$12.13	\$12.13			\$ 1.13	
	\$11.48				\$12.45		\$ 1.47
	11.51	12.16	12.16		12.48	1.16	1.50
	11.54	12.19	12.19		12.51	1.19	1.52
		\$12.21	\$12.21	Will Run		\$ 1.21	
		\$12.22	\$12.22	Monday		\$ 1.22	
		\$12.23	\$12.23	Wed. and		\$ 1.23	
		\$12.24	\$12.24	Friday Only		\$ 1.24	
		\$12.26	\$12.26			\$ 1.26	
		\$12.27	\$12.27			\$ 1.27	
		\$12.28	\$12.28			\$ 1.28	
		\$12.30	\$12.30			\$ 1.30	
		\$12.31	\$12.31			\$ 1.31	
	12.01	12.32	12.32		12.56	1.32	1.57
		\$12.33	\$12.33			\$ 1.33	
		\$12.35	\$12.35			\$ 1.35	
		12.37	\$12.37			\$ 1.37	
			\$12.39			\$ 1.39	
	12.06				1.00		2.01
			\$12.46			\$ 1.42	
			\$12.49			\$ 1.45	
			\$12.59			\$ 1.55	
	\$12.16				1.08		\$ 2.11
	12.19				1.10		2.13
	12.27				1.15		2.18
		MU	MU		MU	MU	MU
	12.43			12.46	1.27		2.30
	12.57			1.01	1.37		2.40
	1.11			1.14	1.47		2.50
	\$ 1.19			D 1.22	\$ 1.57		\$ 2.58
		Will Run Feb. 19	Will Not Run Jan. 1 Feb. 19			Will Not Run Dec. 25	
	1.37			1.41	2.12		3.13
	1.43			1.47	2.16		3.17
				D 1.51			D 3.21
	1.50			1.57	2.20		3.24
	1.56			2.06	2.25		3.30
	\$ 2.00			\$ 2.10	\$ 2.29		\$ 3.34
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

PHILADELPHIA TO WASHINGTON

STATIONS	FIRST CLASS			
	#921	←169	975	□ 115
	Daily Ex. Sat. & Sun.	Daily	Saturday Only	Daily
	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION...	\$ 2.05		\$ 2.30	
PENN CENTRAL... (Lower Level)				
30th ST.-PHILA... (Upper Level)	\$ 2.08		\$ 2.33	
(Lower Level)		\$ 2.17		\$ 2.43
ARSENAL...	2.11	2.20	2.36	2.46
BRILL...	2.13	2.23	2.39	2.48
DARBY...	\$ 2.15		\$ 2.41	
CURTIS PARK...	\$ 2.17		\$ 2.42	
SHARON HILL...	\$ 2.19		\$ 2.43	
FOLCROFT...	\$ 2.21		\$ 2.44	
GLENOLDEN...	\$ 2.22		\$ 2.46	
NORWOOD...	\$ 2.25		\$ 2.47	
MOORE...	\$ 2.27		\$ 2.48	
RIDLEY PARK...	\$ 2.29		\$ 2.50	
CRUM LYNNE...	\$ 2.31		\$ 2.51	
BALDWIN...	2.32	2.30	2.52	2.53
EDDYSTONE...	\$ 2.34		\$ 2.53	
CHESTER...	\$ 2.36		\$ 2.55	
LAMOKIN ST...	\$ 2.38		2.57	
HIGHLAND AVE...	\$ 2.40			
TRAINER...				
HOOK...		2.35		2.57
MARCUS HOOK...	\$ 2.45			
NAAMAN...				
CLAYMONT...	\$ 2.48			
EDGE MOOR...				
WILMINGTON...	\$ 3.00			
		\$ 2.44		\$ 3.06
WEST YARD...		2.47		3.08
DAVIS...		2.55		3.13
NEWARK...	MU		MU	MU
PERRYVILLE...		3.11		3.25
EDGEWOOD...		3.25		3.35
BAY...		3.37		3.45
BALTIMORE...				
		\$ 3.45		\$ 3.53
EDMONDSON...				
FREDERICK ROAD...	Will Not Run Feb. 19		Will Run Feb. 19	
HALETHORPE...				
ODENTON...		4.04		4.08
JERICHO PARK...				
BOWIE...		4.10		4.12
SEABROOK...				
LANHAM...				
CAPITAL BELTWAY...				D 4.16
LANDOVER...		4.16		4.21
CHEVERLY...				
NEW YORK AVE. (W.T.)		4.22		4.25
WASHINGTON...	\$ 4.25		\$ 4.29	
	P. M.	P. M.	P. M.	P. M.

908 P

FIRST CLASS							
#923	957	#925	□ 117	●171	#927	●83	929
Daily Ex. Sat. & Sun.		Daily Ex. Sat. & Sun.	Daily Ex. Sat.	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sat. & Sun.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 3.05	\$ 3.25	\$ 3.30			\$ 4.20		\$ 4.42
\$ 3.08	\$ 3.28	\$ 3.33			\$ 4.23		\$ 4.45
3.11	3.31	3.37	\$ 3.43	\$ 4.05	C 4.30		
3.14	3.34	3.39	3.46	4.08	4.26	4.33	4.48
\$ 3.16	\$ 3.36	\$ 3.41	3.48	4.11	4.29	4.36	4.51
\$ 3.17	\$ 3.37	\$ 3.42			\$ 4.31		\$ 4.53
\$ 3.18	\$ 3.38	\$ 3.44			\$ 4.32		\$ 4.55
\$ 3.19	\$ 3.39	\$ 3.46			\$ 4.34		\$ 4.57
\$ 3.21	\$ 3.41	\$ 3.48			\$ 4.36		\$ 4.59
\$ 3.22	\$ 3.42	\$ 3.50			\$ 4.38		\$ 5.01
\$ 3.23	\$ 3.43	\$ 3.52			\$ 4.40		\$ 5.03
\$ 3.25	\$ 3.45	\$ 3.54			\$ 4.42		\$ 5.05
\$ 3.26	\$ 3.46	\$ 3.56			\$ 4.44		\$ 5.07
3.27	3.47	\$ 3.58	3.53	4.18	\$ 4.46		\$ 5.09
\$ 3.28	\$ 3.48	\$ 4.00			W 4.49	4.43	5.12
\$ 3.33	\$ 3.50	\$ 4.03			\$ 4.51		
3.37	R 3.52	\$ 4.05			\$ 4.54		
	\$ 3.54	\$ 4.07			\$ 4.56		
					\$ 4.58		
			3.57	4.22		4.48	
	\$ 4.00	\$ 4.12			\$ 5.01		
	\$ 4.04	\$ 4.16			\$ 5.04		
		\$ 4.22			W 5.09		
	\$ 4.14	\$ 4.27					
			\$ 4.06	\$ 4.32	\$ 5.25	C 4.58	
			4.08	4.35	5.28	5.01	
			4.13	4.43	MU	5.09	
MU	MU	MU			W 5.39		MU
			4.25	5.00		5.29	
			4.35	5.15		5.44	
			4.45	5.27		5.57	
			\$ 4.53	\$ 5.34		C 6.05	
Will Not Run Feb. 19	Will Run Sat., Sun. and Dec. 25 Jan. 1 Feb. 19	Will Not Run Feb. 19					Will Not Run Feb. 19
			5.12	5.53		6.24	
			5.16	5.58		6.30	
			5.20	6.05		6.36	
			5.25	6.15		6.42	
			\$ 5.29	\$ 6.20		C 6.45	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

908P

PHILADELPHIA TO WASHINGTON

STATIONS	FIRST CLASS				
	□				
	119	#931	#933	#935	959
	Daily P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	P. M.
SUBURBAN STATION.....		\$ 5.00	\$ 5.07	\$ 5.10	\$ 5.28
PENN-CENTRAL.....	Lower Level				
30th ST.-PHILA.....	Upper Level	\$ 5.03	\$ 5.10	\$ 5.13	\$ 5.31
	Lower Level	\$ 4.43			
ARSENAL.....	4.46	5.06	5.13	5.17	5.34
BRILL.....	4.48	5.09	5.16	5.20	5.37
DARBY.....		\$ 5.11			\$ 5.39
CURTIS PARK.....		\$ 5.13			\$ 5.40
SHARON HILL.....		\$ 5.15			\$ 5.41
FOLCROFT.....				\$ 5.27	\$ 5.42
GLENOLDEN.....		\$ 5.18		\$ 5.29	\$ 5.44
NORWOOD.....		\$ 5.20		\$ 5.32	\$ 5.45
MOORE.....		\$ 5.22		\$ 5.34	\$ 5.46
RIDLEY PARK.....		\$ 5.24		\$ 5.36	\$ 5.48
CRUM LYNNE.....		\$ 5.26			\$ 5.49
BALDWIN.....	4.53	5.29	5.25	5.38	5.50
EDDYSTONE.....		\$ 5.31			\$ 5.51
CHESTER.....		\$ 5.36	\$ 5.29	\$ 5.42	\$ 5.53
LAMOKIN ST.....		\$ 5.38			\$ 5.55
HIGHLAND AVE.....		\$ 5.40		\$ 5.46	\$ 5.57
TRAINER.....					
HOOK.....	4.57	5.43			
MARCUS HOOK.....			\$ 5.34		\$ 6.05
NAAMAN.....					
CLAYMONT.....			\$ 5.38	\$ 5.54	\$ 6.08
EDGE MOOR.....				\$ 5.59	
			\$ 5.49	\$ 6.05	\$ 6.18
WILMINGTON.....	\$ 5.07				
WEST YARD.....	5.09				
DAVIS.....	5.14				
NEWARK.....	MU	MU	MU	MU	MU
PERRYVILLE.....	5.26				
EDGEWOOD.....	5.36				
BAY.....	5.46				
BALTIMORE.....	\$ 5.54				Will Run Sat., Sun. and Jan. 1 Feb. 19
EDMONDSON.....			Will Not Run Feb. 19	Will Not Run Feb. 19	
FREDERICK ROAD.....					
HALETHORPE.....					
ODENTON.....	6.09				
JERICHO PARK.....					
BOWIE.....	6.13				
SEABROOK.....					
LANHAM.....					
CAPITAL BELTWAY.....	D 6.17				
LANDOVER.....	6.20				
CHEVERLY.....					
NEW YORK AVE. (W.T.).....	6.25				
WASHINGTON.....	\$ 6.29				
	P. M.	P. M.	P. M.	P. M.	P. M.

FIRST CLASS

±937	●85	□ 121	±939	173	±941	961	□ 123
Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.		Daily
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 5.28			\$ 5.50		\$ 6.25	\$ 6.27	
\$ 5.32			\$ 5.53		\$ 6.28	\$ 6.30	
5.36	C 5.31	\$ 5.41	5.56	\$ 6.16	6.31	6.33	\$ 6.43
5.39	5.34	5.44	5.59	6.19	6.34	6.36	6.46
\$ 5.41	5.37	5.46	\$ 6.01	6.22	\$ 6.36	\$ 6.38	
\$ 5.42			\$ 6.02		\$ 6.37	\$ 6.39	
\$ 5.45			\$ 6.04		\$ 6.39	\$ 6.40	
\$ 5.47			\$ 6.06		\$ 6.41	\$ 6.41	
\$ 5.49			\$ 6.08		\$ 6.43	\$ 6.43	
\$ 5.51			\$ 6.10		\$ 6.45	\$ 6.44	
\$ 5.53			\$ 6.12		\$ 6.47	\$ 6.45	
\$ 5.55			\$ 6.14		\$ 6.49	\$ 6.47	
\$ 5.57			\$ 6.16		\$ 6.51	\$ 6.48	
5.59	5.44	5.51	6.20	6.29	6.53	6.49	6.53
\$ 6.01			\$ 6.22		\$ 6.55	\$ 6.50	
\$ 6.03			\$ 6.25		\$ 6.57	\$ 6.52	
\$ 6.05			\$ 6.30		\$ 6.59	\$ 6.54	
\$ 6.07					\$ 7.01	\$ 6.56	
	5.49	5.55		6.33			6.57
\$ 6.10			\$ 6.35		\$ 7.05	\$ 7.03	
\$ 6.14			\$ 6.38		\$ 7.08	\$ 7.06	
					\$ 7.14		
\$ 6.24			\$ 6.48		\$ 7.20	\$ 7.16	
	C 6.12	\$ 6.08		\$ 6.43			\$ 7.07
	6.15	6.10		6.46			7.09
	6.23	6.15		6.54			7.14
MU		MU	MU		MU	MU	MU
	6.40	6.27		7.10			7.26
	6.55	6.37		7.24			7.36
	7.07	6.47		7.36			7.46
	C 7.16	\$ 6.55		\$ 7.43		Will Run Sat., Sun. and Dec. 25 Jan. 1 Feb. 19	\$ 7.54
Will Not Run Feb. 19			Will Not Run Feb. 19		Will Not Run Feb. 19		
	7.34	7.10		8.01			8.09
	7.39	7.14		8.06			8.13
		D 7.18					D 8.20
	7.46	7.21		8.13			8.24
	7.52	7.27		8.19			8.28
	C 7.55	\$ 7.31		\$ 8.23			\$ 8.31
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

PHILADELPHIA TO WASHINGTON

STATIONS	FIRST CLASS				
	#943	175	□ 137	945	□ 125
	Daily Ex. Sat. & Sun.	Daily	Sunday Only	Daily Ex. Sat.	Daily Ex. Sat.
	P. M.	P. M.	P. M.	P. M.	P. M.
SUBURBAN STATION	\$ 6.55			\$ 7.35	
PENN CENTRAL	\$ 6.58				
30th ST.-PHILA					
ARSENAL	7.01	7.24	7.30	7.41	7.53
BRILL	7.04	7.27	7.32	7.44	7.55
DARBY	\$ 7.08			\$ 7.46	
CURTIS PARK	\$ 7.07			\$ 7.47	
SHARON HILL	\$ 7.08			\$ 7.48	
FOLCROFT	\$ 7.09			\$ 7.49	
GLENOLDEN	\$ 7.11			\$ 7.51	
NORWOOD	\$ 7.13			\$ 7.52	
MOORE	\$ 7.14			\$ 7.53	
RIDLEY PARK	\$ 7.16			\$ 7.55	
CRUM LYNNE	\$ 7.17			\$ 7.56	
BALDWIN	7.18	7.34	7.37	7.57	8.00
EDDYSTONE	\$ 7.19			\$ 7.58	
CHESTER	\$ 7.21			\$ 8.00	
LAMOKIN ST.	7.25			\$ 8.02	
HIGHLAND AVE.				\$ 8.04	
TRAINER					
HOOK		7.45	7.41		8.04
MARCUS HOOK				\$ 8.08	
NAAMAN					
CLAYMONT				\$ 8.12	
EDGE MOOR					
WILMINGTON		\$ 7.55	7.49	\$ 8.24	
WEST YARD		7.58	7.51		8.16
DAVIS		8.03	7.56		8.21
NEWARK	MU		MU	MU	MU
PERRYVILLE		8.20	8.08		8.33
EDGEWOOD		8.35	8.18		8.43
BAY		8.47	8.28		8.53
BALTIMORE		\$ 8.53	\$ 8.36		\$ 9.01
EDMONDSON	Will Not Run Feb. 19				
FREDERICK ROAD					
HALETHORPE				Will Not Run Dec. 25 Feb. 19	
ODENTON		9.12	8.51		9.17
JERICHO PARK					
BOWIE		9.17	8.55		9.21
SEABROOK					
LANHAM					
CAPITAL BELTWAY		D 9.21	D 8.59		D 9.26
LANDOVER		9.26	9.02		9.30
CHEVERLY					
NEW YORK AVE. (W.T.)		9.32	9.10		9.35
WASHINGTON		\$ 9.36	\$ 9.14		\$ 9.39
	P. M.	P. M.	P. M.	P. M.	P. M.

FIRST CLASS							
● 95	± 947	177	□ 127	949	± 963	179	955
Daily	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sat.	Daily Ex. Sat. & Sun.	Daily	Daily
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 8.40			\$ 9.45	\$10.31		\$11.45
DP8. 12	\$ 8.43			\$ 9.48	\$10.34		\$11.48
# 8. 19	\$ 9.13	\$ 9.13	\$ 9.43			\$11.17	
8. 22	8.46	9.16	9.46	9.51	10.37	11.20	11.51
8. 25	8.49	9.19	9.48	9.54	10.40	11.23	11.54
	\$ 8.51			\$ 9.56	\$10.41		\$11.56
	\$ 8.52			\$ 9.57	\$10.42		\$11.57
	\$ 8.53			\$ 9.58	\$10.43		\$11.58
	\$ 8.54			\$10.00	\$10.44		\$11.59
	\$ 8.56			\$10.02	\$10.46		\$12.01
	\$ 8.57			\$10.04	\$10.47		\$12.02
	\$ 8.58			\$10.06	\$10.48		\$12.03
	\$ 9.00			\$10.08	\$10.50		\$12.05
	\$ 9.01			\$10.10	\$10.51		\$12.06
8. 32	9.02	9.26	9.53	10.12	10.52	11.30	12.07
	\$ 9.03			\$10.14	\$10.53		\$12.08
	\$ 9.05			\$10.16	\$10.56		\$12.10
	\$ 9.07			\$10.18	10.59		\$12.12
	\$ 9.09			\$10.20			\$12.14
8. 37		9.31	9.57			11.35	
	\$ 9.13			\$10.24			\$12.17
	\$ 9.17			\$10.27			\$12.20
	\$ 9.25			W10.35			
	\$ 9.30			\$10.40			\$12.30
C 8.47		\$ 9.40	\$10.07			\$11.45	
8.50		9.43	10.09			11.48	
8.58		9.51	10.14			11.56	
	MU		MU	MU	MU		MU
9. 15		10.08	10.26			12.13	
9. 30		10.22	10.36			12.27	
9. 42		10.34	10.46			12.39	
C 9.50		\$10.40	\$10.53			\$12.45	
				Will Not Run Feb. 19	Will Not Run Feb. 19		Will Not Run Dec. 25
10.08		10.59	11.08			1.04	
10.13		11.05	11.12			1.10	
			D11.16			D 1.14	
10.20		11.11	11.19			1.19	
10.26		11.17	11.26			1.26	
C10.30		\$11.20	\$11.30			\$ 1.30	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.

WASHINGTON TO PHILADELPHIA

STATIONS	FIRST CLASS			
	14	±900	±902	952
	Mail			
	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only
	A. M.	A. M.	A. M.	A. M.
WASHINGTON				
NEW YORK AVE. (W.T.)				
CHEVERLY				
LANDOVER				
CAPITAL BELTWAY				
LANHAM				
SEABROOK				
BOWIE				
JERICHO PARK				
ODENTON				
HALETHORPE				
FREDERICK ROAD		Will Not Run Feb. 19	Will Not Run Feb. 19	Will Run Feb. 19
EDMONDSON				
BALTIMORE	E 2.00			
BAY	2.06			
EDGEWOOD	2.20			
PERRYVILLE	2.35			
NEWARK		MU	MU	MU
DAVIS	2.52			
WEST YARD	3.00			
WILMINGTON	3.03	\$ 5.44	6.13	\$ 6.23
EDGE MOOR				
CLAYMONT		\$ 5.54	\$ 6.25	\$ 6.33
NAAMAN				
MARCUS HOOK		\$ 5.57	\$ 6.28	\$ 6.36
HOOK	3.13			
TRAINER				
HIGHLAND AVE		\$ 6.00	\$ 6.33	\$ 6.39
LAMOKIN ST.		\$ 6.02	\$ 6.35	\$ 6.41
CHESTER		\$ 6.04	\$ 6.37	\$ 6.43
EDDYSTONE		\$ 6.06	\$ 6.39	\$ 6.45
BALDWIN	3.18	6.07	6.41	6.46
CRUM LYNNE		\$ 6.08	\$ 6.43	\$ 6.47
RIDLEY PARK		\$ 6.09	\$ 6.45	\$ 6.48
MOORE		\$ 6.11	\$ 6.47	\$ 6.50
NORWOOD		\$ 6.12	\$ 6.48	\$ 6.51
GLENOLDEN		\$ 6.13	\$ 6.50	\$ 6.52
FOLCROFT		\$ 6.15	\$ 6.51	\$ 6.54
SHARON HILL		\$ 6.16	\$ 6.53	\$ 6.55
CURTIS PARK		\$ 6.17	\$ 6.54	\$ 6.56
DARBY		\$ 6.18	\$ 6.56	\$ 6.57
BRILL	3.26	6.20	6.58	6.59
ARSENAL	3.30	6.23	7.02	7.02
PENN-CENTRAL	E 3.35			
30th ST.-PHILA.	Lower Level	\$ 6.26	\$ 7.06	\$ 7.05
	Upper Level			
	Lower Level			
SUBURBAN STATION		\$ 6.30	\$ 7.10	\$ 7.10
	A. M.	A. M.	A. M.	A. M.

FIRST CLASS

168	904	84	906	954	908	□ 100	910
Daily A. M.	Daily Ex. Sat. & Sun. A. M.	Daily 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.
\$ 5.00		D 5.10				\$ 6.00	
5.03		5.13				6.02	
5.10		5.23				6.07	
C 5.15						C 6.10	
5.21		5.30				6.15	
5.26		5.35				6.19	
	Will Not Run Feb. 19		Will Not Run Feb. 19	Will Run Feb. 19	Will Not Run Feb. 19		Will Not Run Feb. 19
\$ 5.45		D 5.55				\$ 6.36	
5.51		6.01				6.41	
6.04		6.14				6.51	
6.18		6.29				7.01	
	MU		MU	MU	MU	MU	MU
6.34		6.46				7.13	
6.42		6.54				7.18	
\$ 6.45	\$ 6.36	D 6.58	\$ 7.02	\$ 7.13	7.15	\$ 7.21	7.26
	\$ 6.43						
	\$ 6.49		\$ 7.12	\$ 7.22			
	\$ 6.52		\$ 7.15		\$ 7.27		
6.54		7.08				7.29	
	\$ 6.57				\$ 7.33		
	\$ 6.59						
	\$ 7.02		\$ 7.20	\$ 7.30	\$ 7.38		\$ 7.45
	\$ 7.04			\$ 7.32	\$ 7.40		
6.59	\$ 7.06	7.13	7.23	7.33	\$ 7.42	7.33	7.48
	\$ 7.08			\$ 7.34	\$ 7.44		
	\$ 7.10			\$ 7.35			\$ 7.50
	\$ 7.12		\$ 7.25	\$ 7.37			\$ 7.52
	\$ 7.14		\$ 7.27	\$ 7.38			\$ 7.54
	\$ 7.16		\$ 7.29	\$ 7.40			\$ 7.56
	\$ 7.18		\$ 7.31	\$ 7.42	\$ 7.50		
	\$ 7.20			\$ 7.43	\$ 7.52		
	\$ 7.22			\$ 7.45	\$ 7.54		
	\$ 7.24			\$ 7.46	\$ 7.56		
7.06	7.27	7.20	7.37	7.48	8.00	7.39	8.04
7.09	7.30	7.23	7.40	7.51	8.04	7.42	8.08
	\$ 7.34		\$ 7.44	\$ 7.54	\$ 8.07		\$ 8.11
\$ 7.13		D 7.28				\$ 7.46	
	\$ 7.38		\$ 7.48	\$ 7.58	\$ 8.11		\$ 8.16
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

WASHINGTON TO PHILADELPHIA

STATIONS	FIRST CLASS				
	±912	956	±914	±916	
	Daily Ex. Sat. & Sun.		Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	
	A. M.	A. M.	A. M.	A. M.	
WASHINGTON.....					
NEW YORK AVE. (W.T.).....					
CHEVERLY.....					
LANDOVER.....					
CAPITAL BELTWAY.....					
LANHAM.....					
SEABROOK.....					
BOWIE.....					
JERICHO PARK.....		Will Run			
ODENTON.....		Sat., Sun.			
HALETHORPE.....		and			
FREDERICK ROAD.....	Will Not	Dec. 25	Will Not	Will Not	
EDMONDSON.....	Run	Jan. 1	Run	Run	
	Feb. 19	Feb. 19	Feb. 19	Feb. 19	
BALTIMORE.....					
BAY.....					
EDGEWOOD.....					
PERRYVILLE.....					
NEWARK.....	\$ 7.17	MU	MU	MU	
DAVIS.....	MU				
WEST YARD.....	7.27				
WILMINGTON.....	\$ 7.30	\$ 7.47		\$ 8.07	
EDGE MOOR.....	\$ 7.36				
CLAYMONT.....	\$ 7.42	\$ 7.57		\$ 8.17	
NAAMAN.....					
MARCUS HOOK.....	\$ 7.45	\$ 8.00		\$ 8.21	
HOOK.....					
TRAINER.....					
HIGHLAND AVE.....	\$ 7.47	\$ 8.03			
LAMOKIN ST.....	\$ 7.49	\$ 8.05			
CHESTER.....	\$ 7.51	\$ 8.07		\$ 8.26	
EDDYSTONE.....	\$ 7.53	\$ 8.09		\$ 8.30	
BALDWIN.....	7.55	8.11	8.15	8.31	
CRUM LYNNE.....		\$ 8.13	\$ 8.17		
RIDLEY PARK.....	\$ 7.58	\$ 8.15	\$ 8.19	\$ 8.33	
MOORE.....		\$ 8.17	\$ 8.21		
NORWOOD.....		\$ 8.19	\$ 8.23	\$ 8.36	
GLENOLDEN.....		\$ 8.21	\$ 8.25	\$ 8.38	
FOLCROFT.....	\$ 8.04	\$ 8.23	\$ 8.27		
SHARON HILL.....	\$ 8.06	\$ 8.25	\$ 8.29		
CURTIS PARK.....	\$ 8.08	\$ 8.27	\$ 8.31		
DARBY.....	\$ 8.10	\$ 8.29	\$ 8.33		
BRILL.....	8.13	8.32	8.36	8.44	
ARSENAL.....	8.17	8.35	8.40	8.48	
PENN CENTRAL.....	{ Lower Level Upper Level Lower Level				
30th ST.-PHILA.....		\$ 8.20	\$ 8.38	\$ 8.43	\$ 8.51
SUBURBAN STATION.....		\$ 8.24	\$ 8.42	\$ 8.47	\$ 8.55
	A. M.	A. M.	A. M.	A. M.	

FIRST CLASS							
	□ 102	958	±918	170	● 86	□ 104	970
	Daily	Saturday Only	Daily Ex. Sat. & Sun.	Daily	Daily	Daily	Saturday Only
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 7.00			\$ 7.05	D 7.20	\$ 8.00	
	7.02			7.08	7.23	8.02	
	7.07			7.15	7.30	8.07	
	C 7.10			XX 7.19		C 8.10	
	7.15			7.22	7.37	8.15	
	7.19			7.27	7.42	8.19	
		Will Run Feb. 19	Will Not Run Feb. 19				Will Run Feb. 19
	\$ 7.36			\$ 7.46	D 8.00	\$ 8.36	
	7.41			7.52	8.06	8.41	
	7.51			8.05	8.19	8.51	
	8.01			8.19	8.33	9.01	
	MU	MU	MU			MU	MU
	8.13			8.36	8.50	9.13	
	8.18			8.44	8.58	9.18	
	\$ 8.21	\$ 8.30	8.40	\$ 8.47	D 9.01	9.20	
		\$ 8.39					
			\$ 8.52				
	8.29			8.56	9.11	9.28	
			\$ 8.55				
							9.37
		\$ 8.47	\$ 8.59				\$ 9.39
			\$ 9.01				
	8.33	8.49		9.01	9.16	9.32	9.41
		\$ 8.50	\$ 9.05				\$ 9.42
		\$ 8.51	\$ 9.07				\$ 9.43
		\$ 8.53	\$ 9.09				\$ 9.45
		\$ 8.55	\$ 9.11				\$ 9.46
		\$ 8.57	\$ 9.13				\$ 9.47
		\$ 8.59	\$ 9.15				\$ 9.49
		\$ 9.01	\$ 9.17				\$ 9.50
		\$ 9.03	\$ 9.19				\$ 9.51
		\$ 9.05	\$ 9.21				\$ 9.52
	8.39	9.07	9.26	9.12	9.23	9.38	9.56
	8.42	9.10	9.29	9.15	9.26	9.41	10.00
		\$ 9.13	\$ 9.32				\$10.03
	\$ 8.46	\$ 9.17	\$ 9.36	\$ 9.20	D 9.35	\$ 9.45	\$10.07
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

906A

WASHINGTON TO PHILADELPHIA

STATIONS	FIRST CLASS			
	920	<input type="checkbox"/> 106	<input type="checkbox"/> 130	922
	Daily Ex. Sat.	Daily Ex. Sun.	Sunday Only	Daily
	A. M.	A. M.	A. M.	A. M.
WASHINGTON.....		\$ 9.00	\$ 9.00	
NEW YORK AVE. (W.T.).....		9.02	9.02	
CHEVERLY.....				
LANDOVER.....		9.07	9.07	
CAPITAL BELTWAY.....		C 9.10	C 9.10	
LANHAM.....				
SEABROOK.....				
BOWIE.....		9.15	9.15	
JERICHO PARK.....				
ODENTON.....		9.19	9.19	
HALETHORPE.....				
FREDERICK ROAD.....				
EDMONDSON.....				
BALTIMORE.....		\$ 9.36	\$ 9.36	
BAY.....		9.41	9.41	
EDGEWOOD.....		9.51	9.51	
PERRYVILLE.....		10.01	10.01	
NEWARK.....	MU	MU	MU	MU
DAVIS.....		10.13	10.13	
WEST YARD.....		10.18	10.18	
WILMINGTON.....	\$ 9.25	\$10.21	\$10.21	\$10.25
EDGE MOOR.....				
CLAYMONT.....	\$ 9.34			\$10.34
NAAMAN.....				
MARCUS HOOK.....	\$ 9.37			\$10.37
HOOK.....		10.29	10.29	
TRAINER.....				
HIGHLAND AVE.....	\$ 9.40			\$10.40
LAMOKIN ST.....	W 9.42			Q10.42
CHESTER.....	\$ 9.44			\$10.44
EDDYSTONE.....				\$10.45
BALDWIN.....	9.46	10.33	10.33	10.46
CRUM LYNNE.....	\$ 9.47			\$10.47
RIDLEY PARK.....	\$ 9.48			\$10.48
MOORE.....	\$ 9.50			\$10.50
NORWOOD.....	\$ 9.51			\$10.51
GLENOLDEN.....	\$ 9.52			\$10.52
FOLCROFT.....	\$ 9.54			\$10.54
SHARON HILL.....	\$ 9.55			\$10.55
CURTIS PARK.....	\$ 9.56			\$10.56
DARBY.....	\$ 9.57			\$10.57
BRILL.....	10.01	10.39	10.39	11.00
ARSENAL.....	10.04	10.42	10.42	11.03
PENN CENTRAL.....	Lower Level			
30th ST.-PHILA.....	Upper Level	\$10.09		\$11.06
	Lower Level	\$10.46	\$10.46	
SUBURBAN STATION.....	\$10.13			\$11.10
	A. M.	A. M.	A. M.	A. M.

FIRST CLASS							
●172	□ 108	●96	±924	974	□ 110	926	●174
Daily	Daily	Daily	Daily Ex. Sat. & Sun.	Saturday Only	Daily	Daily	Daily
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.
\$ 9.05	\$10.00	\$10.20			\$11.00		\$11.05
9.08	10.02	10.23			11.02		11.08
9.15	10.07	10.30			11.07		11.14
					C11.10		
9.22	10.12	10.37			11.15		11.21
9.27	10.16	10.42			11.19		11.26
			Will Not Run Feb. 19	Will Run Feb. 19		Will Not Run Dec. 25	
\$ 9.46	\$10.33	\$11.02			\$11.36		\$11.46
9.52	10.38	11.08			11.41		11.52
10.06	10.48	11.21			11.51		12.05
10.20	10.58	11.36			12.01		12.19
	MU		MU	MU	MU	MU	
10.36	11.10	11.53			12.13		12.36
10.44	11.15	12.01			12.18		12.44
\$10.47	\$11.18	\$12.04	\$11.25		\$12.21	\$12.25	\$12.47
			\$11.34			\$12.34	
			\$11.37			\$12.37	
10.56	11.26	12.14			12.29		12.57
			\$11.40			\$12.40	
				11.55			
			\$11.44	\$11.57		\$12.44	
						\$12.45	
11.01	11.30	12.19	11.46		12.33	12.46	1.02
			\$11.47	\$11.59		\$12.47	
			\$11.48	\$12.00		\$12.48	
			\$11.50	\$12.01		\$12.50	
			\$11.51	\$12.03		\$12.51	
			\$11.52	\$12.04		\$12.52	
			\$11.54	\$12.06		\$12.54	
			\$11.55	\$12.07		\$12.55	
						\$12.56	
			\$11.57	\$12.09		\$12.57	
11.08	11.36	12.26	12.00	12.13	12.39	1.01	1.09
11.11	11.39	12.29	12.03	12.16	12.42	1.05	1.12
			\$12.06	\$12.19		\$ 1.08	
\$11.16	\$11.43	\$12.33	\$12.10	\$12.23	\$12.46	\$ 1.12	\$ 1.16
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

908P

WASHINGTON TO PHILADELPHIA

STATIONS	FIRST CLASS				
	□			□	
	112	972	928	114	
	Daily NOON	Saturday Only P. M.	Daily Ex. Sat. & Sun. P. M.	Daily P. M.	
WASHINGTON.....	\$12.00			\$ 1.00	
NEW YORK AVE. (W.T.)	12.02			1.02	
CHEVERLY.....					
LANDOVER.....	12.07			1.07	
CAPITAL BELTWAY.....					
LANHAM.....					
SEABROOK.....					
BOWIE.....	12.12			1.12	
JERICO PARK.....			Will Not Run Jan. 1 Feb. 19	1.16	
ODENTON.....	12.16				
HALETHORPE.....		Will Run Feb. 19			
FREDERICK ROAD.....					
EDMONDSON.....					
BALTIMORE.....	\$12.33			\$ 1.33	
BAY.....	12.38			1.38	
EDGEWOOD.....	12.48			1.48	
PERRYVILLE.....	12.58			1.58	
NEWARK.....	MU	MU	MU	MU	
DAVIS.....	1.10			2.10	
WEST YARD.....	1.15			2.15	
WILMINGTON.....	\$ 1.18		\$ 1.25	\$ 2.18	
EDGE MOOR.....					
CLAYMONT.....			\$ 1.34		
NAAMAN.....					
MARCUS HOOK.....			\$ 1.37		
HOOK.....	1.26			2.26	
TRAINER.....					
HIGHLAND AVE.....			\$ 1.40		
LAMOKIN ST.....		1.32			
CHESTER.....		\$ 1.34	\$ 1.44		
EDDYSTONE.....					
BALDWIN.....	1.30	1.36	1.46	2.30	
CRUM LYNNE.....		\$ 1.37	\$ 1.47		
RIDLEY PARK.....		\$ 1.38	\$ 1.48		
MOORE.....		\$ 1.40	\$ 1.50		
NORWOOD.....		\$ 1.41	\$ 1.51		
GLENOLDEN.....		\$ 1.42	\$ 1.52		
FOLCROFT.....		\$ 1.44	\$ 1.54		
SHARON HILL.....		\$ 1.45	\$ 1.55		
CURTIS PARK.....					
DARBY.....		\$ 1.47	\$ 1.57		
BRILL.....	1.36	1.50	2.00	2.36	
ARSENAL.....	1.39	1.53	2.03	2.39	
PENN CENTRAL.....	Lower Level Upper Level				
30th ST.-PHILA.....		\$ 1.56	\$ 2.06		
	Lower Level			\$ 2.43	
SUBURBAN STATION.....		\$ 2.00	\$ 2.10		
	P. M.	P. M.	P. M.	P. M.	

FIRST CLASS							
	930	176	531	□ 116	960	#934	962
	Daily	Daily		Daily	Saturday Only	Daily Ex. Sat. & Sun.	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 1.05	\$ 1.20	\$ 2.00			
		1.08	1.23	2.02			
		1.15	1.30	2.07			
			C 1.35				
		1.22	1.40	2.12			
		1.28	1.46	2.16			
	Will Not Run Dec. 25				Will Run Feb. 19	Will Not Run Feb. 19	Will Run Sunday and Jan. 1
		\$ 1.45	C 2.05	\$ 2.33			
		1.51	2.10	2.38			
		2.04	2.23	2.48			
		2.18	2.38	2.58			
	MU			MU	MU	MU	MU
		2.35		3.10			
		2.43		3.15			
	\$ 2.25	\$ 2.46		\$ 3.18		\$ 3.38	\$ 4.00
						\$ 3.43	
	\$ 2.34		Via			\$ 3.50	\$ 4.09
	\$ 2.37		C.&P.D.			\$ 3.53	\$ 4.12
		2.56		3.26			
	\$ 2.40		Cres			\$ 3.57	\$ 4.15
			3.52 PM		3.57	\$ 4.00	\$ 4.17
	\$ 2.44				\$ 3.59	\$ 4.03	\$ 4.19
	\$ 2.45					\$ 4.05	\$ 4.20
	2.46	3.00		3.30		\$ 4.07	4.21
	\$ 2.47				\$ 4.02	\$ 4.09	\$ 4.22
	\$ 2.48				\$ 4.03	\$ 4.11	\$ 4.23
	\$ 2.50				\$ 4.05	\$ 4.13	\$ 4.25
	\$ 2.51				\$ 4.06	\$ 4.14	\$ 4.26
	\$ 2.52		Will Run		\$ 4.07	\$ 4.16	\$ 4.27
	\$ 2.54		Monday		\$ 4.09	\$ 4.17	\$ 4.29
	\$ 2.55		Wed.		\$ 4.10	\$ 4.19	\$ 4.30
	\$ 2.56		and		\$ 4.11	\$ 4.21	\$ 4.31
	\$ 2.57		Friday		\$ 4.12	\$ 4.22	\$ 4.32
	3.03	3.07	Only	3.36	4.15	4.25	4.35
	3.07	3.10		3.39	4.18	4.28	4.38
	\$ 3.11			\$ 3.43	\$ 4.21	\$ 4.31	\$ 4.41
		\$ 3.14					
	\$ 3.15				\$ 4.25	\$ 4.35	\$ 4.45
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

STATIONS	FIRST CLASS				
	±936	□ 118	±938	964	
	Daily Ex. Sat. & Sun.	Daily Ex. Sat.	Daily Ex. Sat. & Sun.		
	P. M.	P. M.	P. M.	P. M.	
WASHINGTON.....		\$ 3.00			
NEW YORK AVE. (W.T.).....		3.02			
CHEVERLY.....					
LANDOVER.....		3.07			
CAPITAL BELTWAY.....		C 3.10			
LANHAM.....					
SEABROOK.....					
BOWIE.....		3.15			
JERICHO PARK.....				Will Run	
ODENTON.....		3.19		Sat., Sun.	
HALETHORPE.....	Will Not		Will Not	and	
FREDERICK ROAD.....	Run		Run	Dec. 25	
EDMONDSON.....	Feb. 19		Feb. 19	Jan. 1	
				Feb. 19	
BALTIMORE.....		\$ 3.36			
BAY.....		3.41			
EDGEWOOD.....		3.51			
PERRYVILLE.....		4.01			
NEWARK.....	MU	MU	MU	MU	
DAVIS.....		4.13			
WEST YARD.....		4.18			
WILMINGTON.....	\$ 4.10	\$ 4.21	\$ 4.50	\$ 4.55	
EDGE MOOR.....	\$ 4.14		\$ 4.55		
CLAYMONT.....	\$ 4.20		\$ 5.01	\$ 5.04	
NAAMAN.....					
MARCUS HOOK.....	\$ 4.24		\$ 5.05	\$ 5.07	
HOOK.....		4.29			
TRAINER.....	\$ 4.27		F 5.07		
HIGHLAND AVE.....	\$ 4.29		\$ 5.09	\$ 5.10	
LAMOKIN ST.....	\$ 4.31		\$ 5.11	G 5.12	
CHESTER.....	\$ 4.33		\$ 5.13	\$ 5.14	
EDDYSTONE.....	\$ 4.35		\$ 5.15		
BALDWIN.....	\$ 4.36	4.33	\$ 5.17	G 5.16	
CRUM LYNNE.....	\$ 4.38		\$ 5.19	\$ 5.18	
RIDLEY PARK.....	\$ 4.39		\$ 5.20	\$ 5.20	
MOORE.....	\$ 4.40		\$ 5.21	\$ 5.22	
NORWOOD.....	\$ 4.41		\$ 5.22	\$ 5.23	
GLENOLDEN.....	\$ 4.43		\$ 5.25	\$ 5.24	
FOLCROFT.....	\$ 4.45		\$ 5.27	\$ 5.26	
SHARON HILL.....	\$ 4.47		\$ 5.29	\$ 5.28	
CURTIS PARK.....	\$ 4.49		\$ 5.31	\$ 5.29	
DARBY.....	\$ 4.51		\$ 5.33	\$ 5.30	
BRILL.....	4.55	4.39	5.35	5.33	
ARSENAL.....	4.58	4.42	5.38	5.36	
PENN CENTRAL.....	Lower Level				
30th ST.-PHILA.....	Upper Level	\$ 5.01	\$ 5.41	\$ 5.39	
	Lower Level		\$ 4.46		
SUBURBAN STATION.....	\$ 5.05		\$ 5.45	\$ 5.43	
	P. M.	P. M.	P. M.	P. M.	

FIRST CLASS							
178	□ 120	● 82	±940	541	±942	□ 132	966
Daily	Daily	Daily	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat.	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 3.05	\$ 4.00	D 4.05		\$ 4.35		\$ 5.00	
3.08	4.02	4.08		4.38		5.02	
3.15	4.07	4.15		4.45		5.07	
				C 4.50			
3.22	4.12	4.22		4.54		5.12	
3.27	4.16	4.27		5.00		5.16	Will Run Sunday and Jan. 1
			Will Not Run Feb. 19		Will Not Run Feb. 19		
\$ 3.46	\$ 4.33	D 4.47		C 5.20		\$ 5.33	
3.52	4.38	4.53		5.25		5.38	
4.05	4.48	5.06		5.38		5.48	
4.19	4.58	5.20		5.53		5.58	
	MU		\$ 5.10			MU	MU
4.36	5.10	5.37	MU	Via		6.10	
4.44	5.15	5.45	5.19	C.&P.D.		6.15	
\$ 4.47	\$ 5.18	D 5.48	\$ 5.25			\$ 6.18	\$ 6.25
			\$ 5.35				\$ 6.34
			F 5.36				
			\$ 5.38				\$ 6.36
4.57	5.26	5.58			5.50	6.26	
			\$ 5.41				\$ 6.40
			\$ 5.45		\$ 5.55		\$ 6.42
							\$ 6.44
5.02	5.30	6.03	5.48	Cres	5.58	6.30	\$ 6.45
			\$ 5.50	7.12 PM	\$ 6.00		6.46
					\$ 6.02		\$ 6.47
					\$ 6.04		\$ 6.48
					\$ 6.06		\$ 6.50
					\$ 6.08		\$ 6.51
					\$ 6.08		\$ 6.52
					\$ 6.10		\$ 6.54
					\$ 6.12		\$ 6.55
					\$ 6.14		
					\$ 6.16		\$ 6.57
5.09	5.36	6.10	5.58		6.22	6.36	7.00
5.12	5.39	6.13	6.01		6.25	6.39	7.03
			\$ 6.04		\$ 6.29		\$ 7.07
\$ 5.18	\$ 5.43	D 6.20	\$ 6.08		\$ 6.33	\$ 6.43	\$ 7.11
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

STATIONS	FIRST CLASS				
	±944	968	● 60	±414	□ 124
	Daily Ex. Sat. & Sun.	Saturday Only	Daily	Daily Ex. Sat. & Sun.	Daily
	P. M.	P. M.	P. M.	P. M.	P. M.
WASHINGTON.....			\$ 5.05	\$ 5.25	\$ 6.00
NEW YORK AVE. (W.T.).....			5.08	5.28	6.02
CHEVERLY.....				\$ 5.35	
LANDOVER.....			5.15	F 5.37	6.07
CAPITAL BELTWAY.....			C 5.20		C 6.10
LANHAM.....				\$ 5.41	
SEABROOK.....				\$ 5.44	
BOWIE.....			5.26	\$ 5.49	6.15
JERICHO PARK.....				F 5.52	
ODENTON.....			5.31	\$ 5.58	6.19
HALETHORPE.....	Will Not Run Feb. 19	Will Run Feb. 19		F 6.12	
FREDERICK ROAD.....				F 6.15	
EDMONDSON.....				\$ 6.19	
BALTIMORE.....			\$ 6.50	\$ 6.26	
BAY.....			5.55		6.41
EDGEWOOD.....			6.08		6.51
PERRYVILLE.....			6.23		7.01
NEWARK.....	MU	MU		MU	MU
DAVIS.....			6.39		7.13
WEST YARD.....			6.47		7.18
WILMINGTON.....	\$ 6.25	\$ 6.30	\$ 6.50		\$ 7.21
EDGE MOOR.....					
CLAYMONT.....	\$ 6.35	\$ 6.40			
NAAMAN.....					
MARCUS HOOK.....	\$ 6.38	\$ 6.43			
HOOK.....			6.59		7.29
TRAINER.....					
HIGHLAND AVE.....	\$ 6.43	\$ 6.48			
LAMOKIN ST.....	\$ 6.45	\$ 6.50			
CHESTER.....	\$ 6.47	\$ 6.52			
EDDYSTONE.....					
BALDWIN.....	\$ 6.50	\$ 6.55	7.04	Will Not Run Feb. 19	7.33
CRUM LYNNE.....	\$ 6.52	\$ 6.57			
RIDLEY PARK.....	\$ 6.54	\$ 6.59			
MOORE.....	\$ 6.56	\$ 7.01			
NORWOOD.....	\$ 6.57	\$ 7.02			
GLENOLDEN.....	\$ 6.59	\$ 7.04			
FOLCROFT.....	\$ 7.01	\$ 7.06			
SHARON HILL.....	\$ 7.03	\$ 7.08			
CURTIS PARK.....					
DARBY.....	\$ 7.06	\$ 7.11			
BRILL.....	7.09	7.14	7.11		7.39
ARSENAL.....	7.12	7.17	7.14		7.42
PENN CENTRAL.....	Lower Level				
30th ST.-PHILA.....	Upper Level	\$ 7.16	\$ 7.21		
	Lower Level		\$ 7.18		\$ 7.46
SUBURBAN STATION.....	\$ 7.20	\$ 7.25			
	P. M.	P. M.	P. M.	P. M.	P. M.

902A

FIRST CLASS

#400	#946	948	164	□ 128	950	4	166
Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily	Daily	Daily Ex. Sat.	Daily	Mall Daily Ex. Sat. & Sun.	Daily Ex. Sat.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 6.05			\$ 7.00	\$ 8.00		\$10.00	\$10.30
6.08			7.03	8.02		10.03	10.33
6.15			7.09	8.07		10.10	10.40
			C 7.15				C10.45
F 6.19							
F 6.23			7.20	8.12		10.17	10.50
\$ 6.31			7.25	8.16		10.22	10.55
	Will Not Run Feb. 19						
\$ 6.49							
\$ 6.57							
			\$ 7.45	\$ 8.33		E10.40	\$11.15
			7.51	8.38		#11.00	#11.20
			8.04	8.48		11.06	11.26
			8.18	8.58		11.19	11.39
						11.33	11.53
MU	MU	MU		MU	MU		
			8.34	9.10		11.50	12.10
			8.42	9.15		11.58	12.18
		\$ 8.35	\$ 8.45	\$ 9.18	\$11.10	12.00	\$12.25
		\$ 8.44			\$11.20		
		\$ 8.47			\$11.22	Will Not Run Dec. 26 Jan. 1	
			8.55	9.26		12.12	12.35
		\$ 8.50			\$11.25		
	7.43	8.52			W11.27		
	\$ 7.45	\$ 8.54			\$11.31		
	\$ 7.47	\$ 8.55			\$11.33		
	\$ 7.48	\$ 8.56	9.00	9.30	11.34	12.17	12.40
	\$ 7.49	\$ 8.57			\$11.35		
	\$ 7.50	\$ 8.58			\$11.37		
	\$ 7.52	\$ 9.00			\$11.39		
	\$ 7.53	\$ 9.01			\$11.40		
	\$ 7.54	\$ 9.02			\$11.41		
	\$ 7.56	\$ 9.04			\$11.43		
	\$ 7.57	\$ 9.05			\$11.45		
	\$ 7.58				F11.47		
	\$ 7.59	\$ 9.07			\$11.49		
	8.02	9.10	9.07	9.36	11.52	12.29	12.47
	8.05	9.13	9.10	9.39	11.55		12.50
						E12.34	\$12.55
	\$ 8.09	\$ 9.16			\$11.58		
			\$ 9.14	\$ 9.43		#12.55	# 1.00
	\$ 8.13	\$ 9.20			\$12.02		
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.

STATIONS	FIRST CLASS			
	369	#601	9	#001
	Daily	Daily Ex. Sat. & Sun.	Mail Daily	Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.
SUBURBAN	\$12.50	\$ 5.45		\$ 6.30
PENN CENTRAL { Upper Level	\$12.53	\$ 5.48		\$ 6.33
30th ST.-PHILA. { Lower Level				
ZOO	12.56	5.51	6.55	6.36
FIFTY-SECOND ST.	12.58	\$ 5.53		\$ 6.38
OVERBROOK	\$ 1.01	\$ 5.56	6.30	\$ 6.42
MERION	\$ 1.03	\$ 5.57		\$ 6.44
NARBERTH	\$ 1.05	\$ 5.58		\$ 6.46
WYNNEWOOD	\$ 1.07			\$ 6.48
ARDMORE	\$ 1.09	\$ 6.01		\$ 6.50
HAVERFORD	\$ 1.11			\$ 6.52
BRYN MAWR	\$ 1.13	\$ 6.03	6.38	\$ 6.55
ROSEMONT	\$ 1.15	\$ 6.05		
VILLANOVA	\$ 1.17			
RADNOR	\$ 1.19			
ST. DAVIDS	\$ 1.21			
WAYNE	\$ 1.23	\$ 6.10		
STRAFFORD	\$ 1.25			
DEVON	\$ 1.27		Leave 44th St. 6.20 A. M.	
BERWYN	\$ 1.29	\$ 6.14		
DAYLESFORD	\$ 1.31			
PAOLI	\$ 1.35			
		\$ 6.20	6.49	
MALVERN				
WHITFORD				Will Not Run Feb. 19
DOWNINGTOWN		\$ 6.33		
THORN		6.36	7.03	
COATESVILLE		\$ 6.39		
PARKESBURG		\$ 6.45	7.13	
LANCASTER		\$ 7.06	7.38	
MOUNT JOY		\$ 7.18		
ELIZABETHTOWN		\$ 7.25		
MIDDLETOWN		\$ 7.33	8.00	
CRES.				
ROY	MU	MU		MU
HARRISBURG		\$ 7.45	8.15	
			8.40	
ROCKVILLE			8.50	
BANKS			8.55	
	A. M.	A. M.	A. M.	A. M.

908 P

CHESTNUT HILL TO SUBURBAN

STATIONS	FIRST CLASS			
	#801	#803	#805	#807
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. 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
PC 30th ST.-PHILA. 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.
Nos. 801, 803 and 807 Will Not Run Feb. 19.

FIRST CLASS							
11	#301	#623	371	#003	373	#303	#603
Mail Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Sat. & Sun. Only	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sun.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 7.00	\$ 7.11	\$ 7.15	\$ 7.20	\$ 7.42	\$ 7.42	\$ 8.00
	\$ 7.03	\$ 7.14	\$ 7.18	\$ 7.23	\$ 7.45	\$ 7.45	\$ 8.03
5.10	7.07	7.17	7.21	7.26	7.48	7.48	8.06
	\$ 7.10		\$ 7.23	\$ 7.29	\$ 7.50	\$ 7.52	
5.45	\$ 7.13	7.21	\$ 7.26	\$ 7.32	\$ 7.53	\$ 7.55	8.10
	\$ 7.15		\$ 7.27	\$ 7.34	\$ 7.54	\$ 7.57	
	\$ 7.17		\$ 7.29	\$ 7.36	\$ 7.56	\$ 8.00	
	\$ 7.19		\$ 7.30	\$ 7.38	\$ 7.57	\$ 8.02	
	\$ 7.22	\$ 7.25	\$ 7.32	\$ 7.40	\$ 7.59	\$ 8.05	\$ 8.13
	\$ 7.24		\$ 7.34	\$ 7.42	\$ 8.01	\$ 8.07	
5.52	\$ 7.27	7.29	\$ 7.37	7.46	\$ 8.04	\$ 8.09	8.16
	\$ 7.29		\$ 7.39		\$ 8.06	\$ 8.12	
	\$ 7.31		\$ 7.41		\$ 8.08	\$ 8.14	
	\$ 7.34		\$ 7.43		\$ 8.10	\$ 8.16	
	\$ 7.36		\$ 7.45		\$ 8.12	\$ 8.18	
	\$ 7.39		\$ 7.46		\$ 8.13	\$ 8.20	
	\$ 7.41		\$ 7.48		\$ 8.15	\$ 8.22	
	\$ 7.43		\$ 7.50		\$ 8.17	\$ 8.24	
	\$ 7.45		\$ 7.52		\$ 8.19	\$ 8.26	
	\$ 7.47		\$ 7.54		\$ 8.21	\$ 8.29	
	\$ 7.55		\$ 7.56		\$ 8.23	\$ 8.37	
6.03		\$ 7.38					\$ 8.27
		\$ 7.49					\$ 8.39
6.17		7.52					8.42
		\$ 7.55					\$ 8.45
6.28		8.00					8.50
6.50		\$ 8.21					\$ 9.11
		\$ 8.37					\$ 9.27
7.13		\$ 8.45					9.35
	MU	MU	MU	MU	MU	MU	MU
7.35		\$ 8.55					\$ 9.45
# 8.00							
8.10							
8.15							
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

WESTWARD

FIRST CLASS

	#873	809	#811	#813	#815	#817	#819
	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 7.34	\$ 7.44	\$ 8.00	\$ 8.14	\$ 8.25	\$ 8.40	\$ 9.13
	\$ 7.36	\$ 7.46	\$ 8.02	\$ 8.15	\$ 8.26	\$ 8.41	\$ 9.14
	\$ 7.38	\$ 7.48	\$ 8.04	\$ 8.16	\$ 8.28	\$ 8.43	\$ 9.15
	\$ 7.40	\$ 7.50	\$ 8.06	\$ 8.18	\$ 8.30	\$ 8.45	\$ 9.17
	\$ 7.42	\$ 7.52	\$ 8.08	\$ 8.20	\$ 8.32	\$ 8.47	\$ 9.19
		\$ 7.54	\$ 8.10	\$ 8.22	\$ 8.34	\$ 8.49	\$ 9.21
		\$ 7.56	\$ 8.12	\$ 8.24	\$ 8.36	\$ 8.50	\$ 9.23
		\$ 7.58	\$ 8.14	\$ 8.26	\$ 8.38	\$ 8.52	\$ 9.24
		\$ 8.00	\$ 8.16	\$ 8.28	\$ 8.40	\$ 8.54	\$ 9.26
		WWB.02	\$ 8.18	\$ 8.30	\$ 8.42		
	\$ 7.50	\$ 8.04	\$ 8.20	\$ 8.32	\$ 8.44	\$ 8.59	\$ 9.30
	7.54	8.09	8.25	8.37	8.49	9.04	9.35
	\$ 8.12	\$ 8.28	\$ 8.40	\$ 8.52	\$ 8.62	\$ 9.07	\$ 9.38
	\$ 8.01	\$ 8.16	\$ 8.32	\$ 8.44	\$ 8.56	\$ 9.11	\$ 9.42
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS			
	#005	#305	375	#007
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.
SUBURBAN.....	\$ 8.07	\$ 8.20	\$ 8.30	\$ 8.30
PENN CENTRAL/Upper Level 30th ST.-PHILA. { Lower Level	\$ 8.10	\$ 8.23	\$ 8.33	\$ 8.33
ZOO.....	8.13	8.27	8.36	8.36
FIFTY-SECOND ST.....	\$ 8.15	\$ 8.30	\$ 8.38	\$ 8.38
OVERBROOK.....	\$ 8.18	\$ 8.33	\$ 8.41	\$ 8.41
MERION.....	\$ 8.19	\$ 8.35	\$ 8.42	\$ 8.42
NARBERTH.....	\$ 8.21	\$ 8.37	\$ 8.44	\$ 8.44
WYNNEWOOD.....	\$ 8.22	\$ 8.39	\$ 8.45	\$ 8.45
ARDMORE.....	\$ 8.24	\$ 8.42	\$ 8.47	\$ 8.47
HAVERFORD.....	\$ 8.26	\$ 8.44	\$ 8.49	\$ 8.49
BRYN MAWR.....	\$ 8.29	\$ 8.47	\$ 8.52	\$ 8.52
ROSEMONT.....		\$ 8.50	\$ 8.54	
VILLANOVA.....		\$ 8.51	\$ 8.56	
RADNOR.....		\$ 8.54	\$ 8.58	
ST. DAVIDS.....		\$ 8.56	\$ 9.00	
WAYNE.....		\$ 8.59	\$ 9.01	
STRAFFORD.....		\$ 9.01	\$ 9.03	
DEVON.....		\$ 9.03	\$ 9.05	
BERWYN.....		\$ 9.05	\$ 9.07	
DAYLESFORD.....		\$ 9.07	\$ 9.09	
PAOLI.....		\$ 9.15	\$ 9.11	
MALVERN.....				
WHITFORD.....				
DOWNINGTOWN.....				
THORN.....				
COATESVILLE.....				
PARKESBURG.....				
LANCASTER.....				
MOUNT JOY.....				
ELIZABETHTOWN.....				
MIDDLETOWN.....				
ORES.....				
ROY.....	MU	MU	MU	MU
HARRISBURG.....				
ROCKVILLE.....				
BANKS.....				
	A. M.	A. M.	A. M.	A. M.

CHESTNUT HILL TO SUBURBAN

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
CHELLEN 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
PC 30th ST.-PHILA..... 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.

EASTERN REGION G.O. 908

Revision of 2-23-73

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 Ex. Sun.	Daily
A. M.	P. 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			MM2.57	
\$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.	

Nos. 829, 835 and 841 Will Not Run Dec. 25.
No. 831 Will Not Run Jan. 1.

PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS			
	#605	377	#013	#313
	Daily Ex. Sat.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sun.
	A. M.	A. M.	A. M.	A. M.
SUBURBAN.....	\$10.00	\$10.00	\$10.05	\$10.30
PENN CENTRAL } Upper Level	\$10.03	\$10.03	\$10.08	\$10.33
30th ST-PHILA. } Lower Level				
ZOO.....	10.06	10.06	10.11	10.36
FIFTY-SECOND ST.....		10.08	10.13	10.38
OVERBROOK.....	10.10	\$10.10	\$10.15	\$10.40
MERION.....		\$10.11	\$10.16	\$10.41
NARBERTH.....		\$10.13	\$10.18	\$10.43
WYNNEWOOD.....		\$10.14	\$10.19	\$10.44
ARDMORE.....	\$10.13	\$10.16	\$10.21	\$10.46
HAVERFORD.....		\$10.18	\$10.23	\$10.48
BRYN MAWR.....	10.16	\$10.21	\$10.26	\$10.51
ROSEMONT.....		\$10.23		\$10.53
VILLANOVA.....		\$10.25		\$10.55
RADNOR.....		\$10.27		\$10.57
ST. DAVIDS.....		\$10.29		\$10.59
WAYNE.....		\$10.30		\$11.00
STRAFFORD.....		\$10.32		\$11.02
DEVON.....		\$10.34		\$11.04
BERWYN.....		\$10.36		\$11.06
DAYLESFORD.....				\$11.08
PAOLI.....	\$10.26	\$10.40		\$11.10
MALVERN.....			Will Not Run Feb. 19	
WHITFORD.....				
DOWNTOWN.....	\$10.38			
THORN.....	10.41			
COATESVILLE.....	\$10.44			
PARKESBURG.....	\$10.50			
LANCASTER.....	\$11.11			
MOUNT JOY.....				
ELIZABETHTOWN.....	\$11.27			
MIDDLETOWN.....	\$11.35			
CRES.....				
ROY.....	MU	MU	MU	MU
HARRISBURG.....	\$11.45			
ROCKVILLE.....				
BANKS.....				
	A. M.	A. M.	A. M.	A. M.

902A

CHESTNUT HILL TO SUBURBAN

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	\$ 4.11	\$ 4.31
HIGHLAND.....	\$ 3.14	\$ 3.44	\$ 4.12	\$ 4.32
ST. MARTINS.....	\$ 3.15	\$ 3.45	\$ 4.13	\$ 4.33
ALLEN LANE.....	\$ 3.17	\$ 3.47	\$ 4.15	\$ 4.35
CARPENTER.....	\$ 3.18	\$ 3.48	\$ 4.16	\$ 4.36
UPSAL.....	\$ 3.19	\$ 3.49	\$ 4.17	\$ 4.37
TULPEHOCKEN.....	\$ 3.21	\$ 3.51	\$ 4.19	\$ 4.39
CHELLEN AVENUE.....	\$ 3.23	\$ 3.53	\$ 4.21	\$ 4.41
QUEEN LANE.....	\$ 3.25	\$ 3.55	\$ 4.23	\$ 4.43
WESTMORELAND.....	\$ 3.27		\$ 4.25	\$ 4.45
NORTH PHILA.....	\$ 3.29	\$ 3.59	\$ 4.27	\$ 4.47
ZOO.....	3.34	4.04	4.32	4.52
PC 30th ST-PHILA.....	\$ 3.37	\$ 4.07	\$ 4.35	\$ 4.55
SUBURBAN.....	\$ 3.41	\$ 4.11	\$ 4.39	\$ 4.59
	P. M.	P. M.	P. M.	P. M.

Note—All Regular Trains Will Operate With MU Equipment.

No. 843 Will Not Run Jan. 1.

No. 847 Will Not Run Dec. 25.

No. 851 Will Not Run Feb. 19.

FIRST CLASS							
	397	#315	317	#383	607	319	#321
		Daily Ex. Sun.	Daily	Daily Ex. Sat. & Sun.	Daily	Daily	Daily Ex. Sun.
	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
	\$10.45	\$11.15	\$11.45	\$12.15	\$12.35	\$12.45	\$ 1.15
	\$10.48	\$11.18	\$11.48	\$12.18	\$12.38	\$12.48	\$ 1.18
	10.51	11.21	11.51	12.21	12.41	12.51	1.21
	10.53	11.23	11.53	12.23		12.53	1.23
	\$10.55	\$11.25	\$11.55	\$12.25	12.45	\$12.55	\$ 1.25
	\$10.56	\$11.26	\$11.56	\$12.26		\$12.56	\$ 1.26
	\$10.58	\$11.28	\$11.58	\$12.28		\$12.58	\$ 1.28
	\$10.59	\$11.29	\$11.59	\$12.29		\$12.59	\$ 1.29
	\$11.01	\$11.31	\$12.01	\$12.31		\$ 1.01	\$ 1.31
	\$11.03	\$11.33	\$12.03	\$12.33		\$ 1.03	\$ 1.33
	\$11.06	\$11.36	\$12.06	\$12.36	12.51	\$ 1.06	\$ 1.36
	\$11.03	\$11.38	\$12.08	\$12.38		\$ 1.08	\$ 1.38
	\$11.10	\$11.40	\$12.10	\$12.40		\$ 1.10	\$ 1.40
	\$11.12	\$11.42	\$12.12	\$12.42		\$ 1.12	\$ 1.42
	\$11.14	\$11.44	\$12.14	\$12.44		\$ 1.14	\$ 1.44
	\$11.15	\$11.45	\$12.15	\$12.45		\$ 1.15	\$ 1.45
	\$11.17	\$11.47	\$12.17	\$12.47		\$ 1.17	\$ 1.47
	\$11.19	\$11.49	\$12.19	\$12.49		\$ 1.19	\$ 1.49
	\$11.21	\$11.51	\$12.21	\$12.51		\$ 1.21	\$ 1.51
	\$11.23	\$11.53	\$12.23	\$12.53		\$ 1.23	\$ 1.53
	\$11.25	\$11.55	\$12.25	\$12.55		\$ 1.25	\$ 1.55
					\$ 1.00		
	Will Run Sunday and Jan. 1			Will Not Run Feb. 19		Will Not Run Dec. 25	
				\$ 1.13			
				1.16			
				\$ 1.19			
				1.24			
					\$ 1.45		
					\$ 2.01		
					2.09		
	MU	MU	MU	MU	MU	MU	MU
					\$ 2.20		
	A. M.	A. 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	\$ 6.01	\$ 6.20	\$ 7.03	\$ 7.37
		\$ 5.25	\$ 5.43	\$ 6.02	\$ 6.21	\$ 7.04	\$ 7.38
	\$ 5.04		\$ 5.44	\$ 6.03	\$ 6.22	\$ 7.05	\$ 7.39
	\$ 5.06		\$ 5.46	\$ 6.05	\$ 6.24	\$ 7.07	\$ 7.41
	\$ 5.07		\$ 5.47	\$ 6.06	\$ 6.25	\$ 7.08	\$ 7.42
	\$ 5.08		\$ 5.48	\$ 6.07	\$ 6.26	\$ 7.09	\$ 7.43
	\$ 5.10		\$ 5.50	\$ 6.09	\$ 6.28	\$ 7.11	\$ 7.45
	\$ 5.12	\$ 5.30	\$ 5.52	\$ 6.11	\$ 6.30	\$ 7.13	\$ 7.47
	\$ 5.14	\$ 5.31	\$ 5.54	\$ 6.13	\$ 6.32	\$ 7.15	\$ 7.49
	\$ 5.16						
	\$ 5.18	\$ 5.34	\$ 5.58	\$ 6.17	\$ 6.36	\$ 7.19	\$ 7.53
	5.23	5.39	6.03	6.22	6.41	7.24	7.68
	\$ 5.26	\$ 5.42	\$ 6.06	\$ 6.25	\$ 6.44	\$ 7.27	\$ 8.01
	\$ 5.30	\$ 5.46	\$ 6.10	\$ 6.29	\$ 6.48	\$ 7.31	\$ 8.05
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 853 Will Not Run Feb. 19.

Nos. 857 and 861 Will Not Run Dec. 25 and Feb. 19.

No. 859 Will Not Run Jan. 1.

No. 863 Will Not Run Dec. 25.

PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS			
	#023	323	#609	#325
	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sun.
	P. M.	P. M.	P. M.	P. M.
SUBURBAN.....	\$ 1.30	\$ 1.45	\$ 2.05	\$ 2.15
PENN CENTRAL { Upper Level	\$ 1.33	\$ 1.48	\$ 2.08	\$ 2.18
30th ST.-PHILA. { Lower Level				
ZOO.....	1.36	1.51	2.11	2.21
FIFTY-SECOND ST.....	1.38	1.53		2.23
OVERBROOK.....	\$ 1.40	\$ 1.55	2.16	\$ 2.25
MERION.....	\$ 1.41	\$ 1.56		\$ 2.26
NARBERTH.....	\$ 1.43	\$ 1.58		\$ 2.28
WYNNEWOOD.....	\$ 1.44	\$ 1.59		\$ 2.29
ARDMORE.....	\$ 1.46	\$ 2.01		\$ 2.31
HAVERFORD.....	\$ 1.48	\$ 2.03		\$ 2.33
BRYN MAWR.....	\$ 1.51	\$ 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		\$ 2.53
PAOLI.....		\$ 2.25		\$ 2.55
MALVERN.....			\$ 2.30	
WHITFORD.....	Will Not Run Feb. 19			
DOWNTOWN.....			\$ 2.42	
THORN.....			2.45	
COATESVILLE.....			\$ 2.48	
PARKESBURG.....			2.53	
LANCASTER.....			\$ 3.14	
MOUNT JOY.....				
ELIZABETHTOWN.....				
MIDDLETOWN.....			3.36	
CRES.....				
ROY.....	MU	MU	MU	MU
HARRISBURG.....			\$ 3.47	
ROCKVILLE.....				
BANKS.....				
	P. M.	P. M.	P. M.	P. M.

CHESTNUT HILL TO SUBURBAN

STATIONS	FIRST CLASS			
	#865	867	#875	#869
	Daily Ex. Sun.	Daily Ex. Sat.	Daily Ex. Sat. & Sun.	Daily Ex. Sun.
	P. M.	P. M.	P. M.	P. M.
CHESTNUT HILL.....	\$ 8.22	\$ 9.05	\$ 9.36	\$10.16
HIGHLAND.....	\$ 8.23	\$ 9.06	\$ 9.37	\$10.17
ST. MARTINS.....	\$ 8.24	\$ 9.07	\$ 9.38	\$10.18
ALLEN LANE.....	\$ 8.26	\$ 9.09	\$ 9.40	\$10.20
CARPENTER.....	\$ 8.27	\$ 9.10	\$ 9.41	\$10.21
UPSAL.....	\$ 8.28	\$ 9.11	\$ 9.42	\$10.22
TULPEHOCKEN.....	\$ 8.30	\$ 9.13	\$ 9.44	\$10.24
CHELLEN AVENUE.....	\$ 8.32	\$ 9.15	\$ 9.46	\$10.26
QUEEN LANE.....	\$ 8.34	\$ 9.17	\$ 9.48	\$10.28
WESTMORELAND.....				
NORTH PHILA.....	\$ 8.38	\$ 9.21	\$ 9.52	\$10.32
ZOO.....	8.43	9.26	9.57	10.37
PC-30th ST. PHILA..... UL	\$ 8.46	\$ 9.29	\$10.00	\$10.40
SUBURBAN.....	\$ 8.50	\$ 9.33	\$10.04	\$10.44
	P. M.	P. M.	P. M.	P. M.

Note—All Regular Trains Will Operate With MU Equipment.
Nos. 867 and 875 Will Not Run Feb. 19.

FIRST CLASS

#027	#327	379	#029	531	• 31	#329
Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.		Daily Ex. Sat. & Sun.		Daily	Daily Ex. Sun.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 2.30	\$ 2.45	\$ 2.45	\$ 3.00			\$ 3.15
\$ 2.33	\$ 2.48	\$ 2.48	\$ 3.03			\$ 3.18
2.36	2.51	2.51	3.07		3.09	3.22
2.38		2.53	\$ 3.10			3.25
\$ 2.40	\$ 2.56	\$ 2.55	\$ 3.13		3.15	G 3.27
\$ 2.41	\$ 2.58	\$ 2.56	\$ 3.14			G 3.28
\$ 2.43	\$ 3.00	\$ 2.58	\$ 3.16			G 3.29
\$ 2.44	\$ 3.03	\$ 2.59	\$ 3.17			G 3.30
\$ 2.46	\$ 3.05	\$ 3.01	\$ 3.19			\$ 3.31
\$ 2.48	\$ 3.08	\$ 3.03	\$ 3.21			\$ 3.33
\$ 2.51	\$ 3.11	\$ 3.06	\$ 3.24		3.20	\$ 3.35
	\$ 3.13	\$ 3.08				\$ 3.38
	\$ 3.15	\$ 3.10				\$ 3.40
	\$ 3.18	\$ 3.12				\$ 3.42
	\$ 3.21	\$ 3.14				\$ 3.44
	\$ 3.23	\$ 3.15				\$ 3.46
	\$ 3.25	\$ 3.17				\$ 3.49
	\$ 3.28	\$ 3.19				\$ 3.51
	\$ 3.30	\$ 3.21				\$ 3.53
	\$ 3.32	\$ 3.23				\$ 3.55
	\$ 3.37	\$ 3.26				\$ 3.58
					\$ 3.32	
Will Not Run Feb. 19	Will Not Run Feb. 19	Will Run Sat., Sun. and Jan. 1 Feb. 19	Will Not Run Feb. 19	Will Run Monday Wed. and Friday Only		
					3.47	
					3.54	
					\$ 4.17	
					4.41	
				3.52		
MU	MU	MU	MU	4.27		MU
				\$ 4.45	\$ 4.51	
					5.08	
					5.18	
					5.23	
P. M.	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 and Feb. 19.
No. 871 Will Not Run Feb. 19.

PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS			
	611	±031	±331	393
	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	
	P. M.	P. M.	P. M.	P. M.
SUBURBAN.....	\$ 3.25	\$ 3.30	\$ 3.45	\$ 3.45
PENN CENTRAL { Upper Level	\$ 3.28	\$ 3.33	\$ 3.48	\$ 3.48
30th ST.-PHILA. { Lower Level				
ZOO.....	3.31	3.36	3.52	3.51
FIFTY-SECOND ST.....		3.38		
OVERBROOK.....	3.35	\$ 3.40	\$ 3.58	\$ 3.55
MERION.....		\$ 3.41	\$ 4.00	\$ 3.58
NARBERTH.....		\$ 3.43	\$ 4.02	\$ 3.58
WYNNEWOOD.....		\$ 3.44	\$ 4.04	\$ 3.59
ARDMORE.....		\$ 3.46	\$ 4.07	\$ 4.01
HAVERFORD.....		\$ 3.48	\$ 4.09	\$ 4.03
BRYN MAWR.....	3.40	\$ 3.51	\$ 4.12	\$ 4.06
ROSEMONT.....		\$ 4.14	\$ 4.08	
VILLANOVA.....			\$ 4.16	\$ 4.10
RADNOR.....			\$ 4.19	\$ 4.12
ST. DAVIDS.....			\$ 4.21	\$ 4.14
WAYNE.....			\$ 4.24	\$ 4.15
STRAFFORD.....			\$ 4.26	\$ 4.17
DEVON.....			\$ 4.28	\$ 4.19
BERWYN.....			\$ 4.30	\$ 4.21
DAYLESFORD.....			\$ 4.32	\$ 4.23
PAOLI.....	\$ 3.50		\$ 4.35	\$ 4.25
MALVERN.....	\$ 3.53			
WHITFORD.....	\$ 3.59	Will Not Run Feb. 19		
DOWNINGTOWN.....	\$ 4.04			Will Run Sat., Sun. and Jan. 1
THORN.....	4.07			
COATESVILLE.....	\$ 4.10			
PARKESBURG.....	\$ 4.16			
LANCASTER.....	\$ 4.37			
MOUNT JOY.....				
ELIZABETHTOWN.....	\$ 4.53			
MIDDLETOWN.....	5.00			
CRES.....				
ROY.....	MU	MU	MU	MU
HARRISBURG.....	\$ 5.10			
ROCKVILLE.....				
BANKS.....				
	P. M.	P. M.	P. M.	P. M.

SUBURBAN TO MANAYUNK

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	\$ 7.03	\$ 7.30	\$ 7.55
PC 30th ST.-PHILA.....UL	\$ 6.08	\$ 7.06	\$ 7.33	\$ 7.58
ZOO.....	6.10	7.09	7.35	8.00
FIFTY-SECOND ST.....	6.12	7.11	7.37	8.02
WYNNEFIELD AVE.....	F 6.14	F 7.13	D 7.39	\$ 8.04
BALA.....	D 6.15	F 7.14		\$ 8.05
CYNWYD.....	F 6.16		D 7.41	\$ 8.06
BARMOUTH.....	F 6.18			\$ 8.08
MANAYUNK.....	\$ 6.21	\$ 7.18	\$ 7.46	\$ 8.11
	A. M.	A. M.	A. M.	A. M.

Note—All Regular Trains Will Operate With MU Equipment.
 Note—Nos. 651 and 655 Will Not Run Feb. 19.

PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS			
	#337	#339	#041	387
	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only
	P. M.	P. M.	P. M.	P. M.
SUBURBAN.....	\$ 5.00	\$ 5.05	\$ 5.10	\$ 5.15
PENN CENTRAL { Upper Level	\$ 5.03		\$ 5.13	\$ 5.18
30th ST.-PHILA. { Lower Level				
ZOO.....	5.07	5.11	5.17	5.21
FIFTY-SECOND ST.....	5.09	5.13	5.19	5.23
OVERBROOK.....	G 5.12	\$ 5.16	\$ 5.23	5.25
MERION.....	G 5.13		\$ 5.25	
NARBERTH.....	G 5.14		\$ 5.27	
WYNNEWOOD.....	G 5.15	\$ 5.20	\$ 5.29	
ARDMORE.....	G 5.16	\$ 5.23	\$ 5.32	\$ 5.28
HAVERFORD.....	G 5.17	\$ 5.25	\$ 5.34	
BRYN MAWR.....	G 5.18	\$ 5.28	\$ 5.37	\$ 5.31
ROSEMONT.....	\$ 5.19	\$ 5.30		\$ 5.33
VILLANOVA.....	\$ 5.22			\$ 5.35
RADNOR.....	\$ 5.25			\$ 5.37
ST. DAVIDS.....	\$ 5.27			\$ 5.39
WAYNE.....	\$ 5.29	\$ 5.35		\$ 5.40
STRAFFORD.....	\$ 5.31	\$ 5.37		\$ 5.42
DEVON.....	\$ 5.34	\$ 5.40		\$ 5.44
BERWYN.....	\$ 5.37	\$ 5.43		\$ 5.46
DAYLESFORD.....	\$ 5.39			\$ 5.48
PAOLI.....	\$ 5.42	\$ 5.49		\$ 5.50
MALVERN.....	W 5.46			
WHITFORD.....	W 5.52	Will Not Run Feb. 19	Will Not Run Feb. 19	Will Run Feb. 19
DOWNINGTOWN.....	W 5.57			
THORN.....				
COATESVILLE.....				
PARKESBURG.....				
LANCASTER.....				
MOUNT JOY.....				
ELIZABETHTOWN.....				
MIDDLETOWN.....				
CRES.....				
ROY.....	MU	MU	MU	MU
HARRISBURG.....				
ROCKVILLE.....				
BANKS.....				
	P. M.	P. M.	P. M.	P. M.

SUBURBAN TO MANAYUNK

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	\$ 4.39	\$ 5.18
PC 30th ST.-PHILA.....UL	\$ 2.39	\$ 3.39	\$ 4.42	\$ 5.21
ZOO.....	2.42	3.42	4.45	5.25
FIFTY-SECOND ST.....	2.46	3.46	4.49	5.28
WYNNEFIELD AVE.....	\$ 2.48	\$ 3.48	\$ 4.51	\$ 5.30
BALA.....	\$ 2.50	\$ 3.50	\$ 4.53	\$ 5.32
CYNWYD.....	\$ 2.52	\$ 3.52	\$ 4.55	\$ 5.34
BARMOUTH.....	\$ 2.54	\$ 3.54	\$ 4.57	\$ 5.36
MANAYUNK.....	\$ 2.56	\$ 3.56	\$ 5.00	\$ 5.40
	P. M.	P. M.	P. M.	P. M.

Note—All Regular Trains Will Operate With MU Equipment.
 Note—No. 675 Will Not Run Feb. 19.

FIRST CLASS

	#341	#043	#613	389	#343	#045	391
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 5.15	\$ 5.24	\$ 5.28	\$ 5.30	\$ 5.33	\$ 5.36	\$ 5.48
	\$ 5.18	\$ 5.27	\$ 5.31	\$ 5.33	\$ 5.36	\$ 5.39	\$ 5.51
	5.21	5.31	5.34	5.38	5.39	5.43	5.54
	5.23	5.33		5.38	5.41	5.46	5.56
	5.27	\$ 5.37	5.39	\$ 5.40	5.44	\$ 5.49	\$ 5.58
		\$ 5.39		\$ 5.41		\$ 5.51	\$ 5.59
		\$ 5.41		\$ 5.43		\$ 5.54	\$ 5.61
		\$ 5.43		\$ 5.44		\$ 5.56	\$ 5.62
		\$ 5.45		\$ 5.46		\$ 5.58	\$ 5.64
		\$ 5.47		\$ 5.48		\$ 5.60	\$ 5.66
	5.34	\$ 5.51	5.44	\$ 5.51	5.50	\$ 5.64	\$ 5.69
	\$ 5.36			\$ 5.53	\$ 5.52		\$ 5.61
	\$ 5.38			\$ 5.55	\$ 5.55		\$ 5.63
	\$ 5.41			\$ 5.57	\$ 5.58		\$ 5.65
	\$ 5.43			\$ 5.59	\$ 5.61		\$ 5.67
	\$ 5.46			\$ 5.60	\$ 5.64		\$ 5.68
	\$ 5.48			\$ 5.62	\$ 5.66		\$ 5.70
	\$ 5.50			\$ 5.64	\$ 5.68		\$ 5.72
	\$ 5.52			\$ 5.67	\$ 5.71		\$ 5.75
	\$ 5.54			\$ 5.68	\$ 5.73		\$ 5.77
	\$ 5.57			\$ 5.71	\$ 5.76		\$ 5.80
			C 5.54				
	Will Not Run Feb. 19	Will Not Run Feb. 19	\$ 5.59	Will Run Feb. 19	Will Not Run Feb. 19	Will Not Run Feb. 19	Will Run Sat., Sun. and Jan. 1 Feb. 19
			\$ 5.66				
			\$ 5.68				
			\$ 5.71				
			\$ 5.74				
			\$ 5.77				
			\$ 5.80				
			\$ 5.83				
			\$ 5.86				
			\$ 5.89				
			\$ 5.92				
			\$ 5.95				
			\$ 5.98				
			\$ 6.01				
			\$ 6.04				
			\$ 6.07				
			\$ 6.10				
			\$ 6.13				
			\$ 6.16				
			\$ 6.19				
			\$ 6.22				
			\$ 6.25				
			\$ 6.28				
			\$ 6.31				
			\$ 6.34				
			\$ 6.37				
			\$ 6.40				
			\$ 6.43				
			\$ 6.46				
			\$ 6.49				
			\$ 6.52				
			\$ 6.55				
			\$ 6.58				
			\$ 6.61				
			\$ 6.64				
			\$ 6.67				
			\$ 6.70				
			\$ 6.73				
			\$ 6.76				
			\$ 6.79				
			\$ 6.82				
			\$ 6.85				
			\$ 6.88				
			\$ 6.91				
			\$ 6.94				
			\$ 6.97				
			\$ 7.00				
			\$ 7.03				
			\$ 7.06				
			\$ 7.09				
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			\$ 7.66				
			\$ 7.69				
			\$ 7.72				
			\$ 7.75				
			\$ 7.78				
			\$ 7.81				
			\$ 7.84				
			\$ 7.87				
			\$ 7.90				
			\$ 7.93				
			\$ 7.96				
			\$ 7.99				
			\$ 8.02				
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			\$ 8.68				
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			\$ 8.74				
			\$ 8.77				
			\$ 8.80				
			\$ 8.83				
			\$ 8.86				
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			\$ 8.92				
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			\$ 8.98				
			\$ 9.01				
			\$ 9.04				
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			\$ 9.76				
			\$ 9.79				
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			\$ 9.97				
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			\$ 10.66				
			\$ 10.69				
			\$ 10.72				
			\$ 10.75				
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			\$ 10.81				
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			\$ 10.93				
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			\$ 10.99				
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			\$ 11.56				
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			\$ 11.71				
			\$ 11.74				
			\$ 11.77				
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			\$ 11.83				
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			\$ 11.89				
			\$ 11.92				
			\$ 11.95				
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			\$ 12.04				
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			\$ 12.37				
			\$ 12.40				
			\$ 12.43				
			\$ 12.46				
			\$ 12.49				
			\$ 12.52				
			\$ 12.55				
			\$ 12.58				
			\$ 12.61				
			\$ 12.64				
			\$ 12.67				
			\$ 12.70				</

PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS				
	#345	619	#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	
PENN CENTRAL { Upper Level	\$ 5.57	\$ 5.58	\$ 6.00	\$ 6.13	
30th ST.-PHILA. { Lower Level					
ZOO.....	6.00	6.01	6.04	6.17	
FIFTY-SECOND ST.....	6.02		6.06	6.19	
OVERBROOK.....	6.04	6.05	\$ 6.10	\$ 6.22	
MERION.....			\$ 6.12	\$ 6.24	
NARBERTH.....			\$ 6.14	\$ 6.26	
WYNNEWOOD.....			\$ 6.17	\$ 6.28	
ARDMORE.....			\$ 6.19	\$ 6.30	
HAVERFORD.....			\$ 6.22	\$ 6.32	
BRYN MAWR.....	\$ 6.11	6.10	\$ 6.25	\$ 6.35	
ROSEMONT.....	\$ 6.13			\$ 6.37	
VILLANOVA.....	\$ 6.15			\$ 6.39	
RADNOR.....	\$ 6.17			\$ 6.41	
ST. DAVIDS.....	\$ 6.19	Will Run Sat., Sun. and Dec. 25 Jan. 1		\$ 6.43	
WAYNE.....	\$ 6.21			\$ 6.45	
STRAFFORD.....	\$ 6.23		\$ 6.33	\$ 6.47	
DEVON.....	\$ 6.25		\$ 6.35	\$ 6.49	
BERWYN.....	\$ 6.27		\$ 6.37	\$ 6.51	
DAYLESFORD.....	\$ 6.29		\$ 6.39	\$ 6.53	
PAOLI.....	\$ 6.33		\$ 6.42	\$ 6.57	
MALVERN.....		\$ 6.20			
WHITFORD.....	Will Not Run Feb. 19	\$ 6.28	Will Not Run Feb. 19	Will Not Run Feb. 19	
DOWNINGTOWN.....		\$ 6.32			
THORN.....		6.35			
COATESVILLE.....		\$ 6.38			
PARKESBURG.....		6.43			
LANCASTER.....		\$ 7.05			
MOUNT JOY.....					
ELIZABETHTOWN.....		\$ 7.21			
MIDDLETOWN.....		\$ 7.28			
CRES.....					
ROY.....	MU	MU	MU	MU	
HARRISBURG.....		\$ 7.38			
ROCKVILLE.....					
BANKS.....					
	P. M.	P. M.	P. M.	P. M.	

FIRST CLASS

	#615	351	541	●41	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.
	\$ 6.28	\$ 6.25			\$ 6.50	\$ 7.15	\$ 7.30
	\$ 6.31	\$ 6.28			\$ 6.53	\$ 7.18	\$ 7.33
	6.34	6.32		6.23	6.56	7.21	7.36
		6.34			6.58	7.23	7.38
	6.38	\$ 6.37		6.29	\$ 7.01	\$ 7.25	\$ 7.40
		\$ 6.39			\$ 7.03	\$ 7.26	\$ 7.41
		\$ 6.41			\$ 7.05	\$ 7.28	\$ 7.43
		\$ 6.43			\$ 7.07	\$ 7.29	\$ 7.44
		\$ 6.45			\$ 7.09	\$ 7.31	\$ 7.46
		\$ 6.47			\$ 7.11	\$ 7.33	\$ 7.48
	6.43	\$ 6.50		6.35	\$ 7.14	\$ 7.36	\$ 7.51
		\$ 6.52			\$ 7.16		\$ 7.53
		\$ 6.54			\$ 7.18		\$ 7.55
		\$ 6.56			\$ 7.20		\$ 7.57
		\$ 6.58			\$ 7.22		\$ 7.59
		\$ 7.00			\$ 7.24		\$ 8.00
		\$ 7.02			\$ 7.26		\$ 8.02
		\$ 7.04			\$ 7.28		\$ 8.04
		\$ 7.06			\$ 7.30		\$ 8.06
		\$ 7.08			\$ 7.32		\$ 8.08
		\$ 7.12			\$ 7.36		\$ 8.10
	C 6.53			\$ 6.48			
	\$ 6.56				Will Not Run Dec. 25 Feb. 19	Will Not Run Feb. 19	Will Not Run Dec. 25
	\$ 7.03	Will Not Run Jan. 1					
	\$ 7.08			7.08			
	7.11						
	\$ 7.14						
	\$ 7.20			7.12			
	\$ 7.41			\$ 7.35			
	\$ 7.57						
	8.03			7.55			
	MU	MU	7.12		MU	MU	MU
	\$ 8.13		7.47				
			\$ 8.00	\$ 8.09			
				8.29			
				8.39			
				8.44			
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

PHILADELPHIA TO BANKS

STATIONS	FIRST CLASS			
	#357		#059	395
	Daily Ex. Sat. & Sun.		Daily Ex. Sat. & Sun.	
	P. M.		P. M.	P. M.
SUBURBAN.....	\$ 8.00		\$ 8.25	\$ 8.25
PENN CENTRAL (Upper Level	\$ 8.03		\$ 8.28	\$ 8.28
30th ST.-PHILA. (Lower Level				
ZOO.....	8.06		8.31	8.31
FIFTY-SECOND ST.....				
OVERBROOK.....	\$ 8.10		\$ 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		\$ 8.46	\$ 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			\$ 9.03
PAOLI.....	\$ 8.40			\$ 9.05
MALVERN.....				
WHITFORD.....	Will Not Run Feb. 19		Will Not Run Feb. 19	Will Run Sat., Sun. and Jan. 1 Feb. 19
DOWNINGTOWN.....				
THORN.....				
COATESVILLE.....				
PARKESBURG.....				
LANCASTER.....				
MOUNT JOY.....				
ELIZABETHTOWN.....				
MIDDLETOWN.....				
CRES.....				
ROY.....	MU		MU	MU
HARRISBURG.....				
ROCKVILLE.....				
BANKS.....				
	P. M.		P. M.	P. M.

FIRST CLASS						
	359	361	617	363	365	367
	Daily Ex. Sat. & Sun.	Daily	Daily	Daily	Daily	Daily
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 8.50	\$ 9.30	\$10.00	\$10.10	\$11.00	\$11.59
	\$ 8.53	\$ 9.33	\$10.03	\$10.13	\$11.03	\$12.02
	8.56	9.36	10.06	10.16	11.06	12.05
	\$ 9.00	\$ 9.41	10.10	\$10.20	\$11.11	\$12.11
	\$ 9.01	\$ 9.43		\$10.21	\$11.13	\$12.13
	\$ 9.03	\$ 9.45		\$10.23	\$11.15	\$12.15
	\$ 9.04	\$ 9.47		\$10.24	\$11.17	\$12.17
	\$ 9.06	\$ 9.49		\$10.26	\$11.19	\$12.19
	\$ 9.08	\$ 9.51		\$10.28	\$11.21	\$12.21
	\$ 9.11	\$ 9.53	10.15	\$10.31	\$11.23	\$12.23
	\$ 9.13	\$ 9.55		\$10.33	\$11.25	\$12.25
	\$ 9.15	\$ 9.57		\$10.35	\$11.27	\$12.27
	\$ 9.17	\$ 9.59		\$10.37	\$11.29	\$12.29
	\$ 9.19	\$10.01		\$10.39	\$11.31	\$12.31
	\$ 9.20	\$10.03		\$10.40	\$11.33	\$12.33
	\$ 9.22	\$10.05		\$10.42	\$11.35	\$12.35
	\$ 9.24	\$10.07		\$10.44	\$11.37	\$12.37
	\$ 9.26	\$10.09		\$10.46	\$11.39	\$12.39
	\$ 9.28	\$10.11		\$10.48	\$11.41	\$12.41
	\$ 9.30	\$10.15		\$10.50	\$11.45	\$12.44
			\$10.25			
			MM10.27			
			\$10.34			
			\$10.39			
			10.42			
			\$10.45			
			F10.51			
			\$11.12			
			\$11.28			
			\$11.35			
	MU	MU	MU	MU	MU	MU
			\$11.45			
	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.

BANKS TO PHILADELPHIA

STATIONS	FIRST CLASS			
	10	‡300	372	‡302
	Mall Daily	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.
BANKS.....	1.35			
ROCKVILLE.....	1.40			
HARRISBURG.....	E 1.50 # 2.20			
ROY.....		MU	MU	MU
CRES.....				
MIDDLETOWN.....	2.30			
ELIZABETHTOWN.....				
MOUNT JOY.....				
LANCASTER.....	2.53			
PARKESBURG.....	3.18			
COATESVILLE.....				
THORN.....	3.28			
DOWNINGTOWN.....				
WHITFORD.....				
MALVERN.....				
PAOLI.....	3.42	\$ 5.45	\$ 6.16	\$ 6.28
DAYLESFORD.....		\$ 5.47	\$ 6.18	\$ 6.30
BERWYN.....		\$ 5.49	\$ 6.20	\$ 6.32
DEVON.....		\$ 5.51	\$ 6.22	\$ 6.34
STRAFFORD.....		\$ 5.53	\$ 6.24	\$ 6.36
WAYNE.....		\$ 5.55	\$ 6.26	\$ 6.38
ST. DAVIDS.....		\$ 5.56	\$ 6.27	\$ 6.40
RADNOR.....		\$ 5.58	\$ 6.29	\$ 6.42
VILLANOVA.....		\$ 6.00	\$ 6.31	\$ 6.44
ROSEMONT.....		\$ 6.02	\$ 6.33	\$ 6.47
BRYN MAWR.....	3.53	\$ 6.04	\$ 6.35	\$ 6.49
HAVERFORD.....		\$ 6.06	\$ 6.37	
ARDMORE.....		\$ 6.07	\$ 6.38	
WYNNEWOOD.....		\$ 6.09	\$ 6.40	
NARBERTH.....		\$ 6.10	\$ 6.41	
MERION.....		\$ 6.12	\$ 6.43	
OVERBROOK.....	4.10	\$ 6.13	\$ 6.44	6.55
FIFTY-SECOND ST.....		\$ 6.16	\$ 6.47	6.57
ZOO.....	4.50	6.18	6.49	6.59
PENN CENTRAL (Lower Level 30th ST.-PHILA. { Upper Level		\$ 6.22	\$ 6.53	\$ 7.03
SUBURBAN.....		\$ 6.26	\$ 6.57	\$ 7.07
	A. M.	A. M.	A. M.	A. M.

SUBURBAN TO CHESTNUT HILL

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.....	\$12.80	\$ 6.51	\$ 7.05	\$ 7.23
PC 30th ST.-PHILA.....	\$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
CHELLEN AVENUE.....	\$12.47	\$ 7.08	\$ 7.22	\$ 7.40
TULPEHOOKEN.....	\$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.

EASTERN REGION G.O. 908

Revision of 2-23-73

FIRST CLASS							
	8	#002	304	#600	#306	#308	#310
	Mail Daily	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	4.00						
	4.05						
	E 4.15						
	# 4.45			\$ 5.43			
		MU	MU	MU	MU	MU	MU
	4.55			5.53			
				\$ 6.00			
	5.23			\$ 6.16			
	5.43			\$ 6.37			
				\$ 6.43			
	5.53			6.46			
				\$ 6.50			\$ 7.10
				\$ 6.55			\$ 7.15
				\$ 7.01			\$ 7.21
	6.08		\$ 6.55	D 7.05	\$ 7.11	\$ 7.18	\$ 7.25
			\$ 6.57		\$ 7.13		
			\$ 6.59		\$ 7.16		\$ 7.30
			\$ 7.01		\$ 7.17		\$ 7.32
			\$ 7.03		\$ 7.19		\$ 7.35
			\$ 7.05		\$ 7.21	\$ 7.25	\$ 7.39
			\$ 7.07			\$ 7.27	
			\$ 7.09			\$ 7.29	
			\$ 7.12			\$ 7.32	
			\$ 7.14			\$ 7.34	
	6.20	\$ 7.04	\$ 7.16	7.16	\$ 7.29	\$ 7.37	\$ 7.46
		\$ 7.06	\$ 7.18		\$ 7.31	\$ 7.39	\$ 7.48
		\$ 7.08	Q 7.19		\$ 7.33	\$ 7.41	\$ 7.50
		\$ 7.10	Q 7.21		\$ 7.35	\$ 7.44	\$ 7.53
		\$ 7.12	Q 7.22		\$ 7.38	\$ 7.46	\$ 7.55
		\$ 7.14	Q 7.24		\$ 7.40	\$ 7.48	\$ 7.57
	6.40	\$ 7.16	\$ 7.25	7.20	\$ 7.42	\$ 7.51	\$ 8.00
		\$ 7.19	7.27		7.44	7.54	8.02
	7.30	7.22	7.29	7.25	7.46	7.56	8.04
		\$ 7.26	\$ 7.33	\$ 7.29	\$ 7.50	\$ 8.00	\$ 8.08
		\$ 7.30	\$ 7.37	\$ 7.33	\$ 7.54	\$ 8.04	\$ 8.12
	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	WW8.48	Y 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	\$ 8.62	\$ 9.32	\$10.02	\$10.32
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

STATIONS	FIRST CLASS			
	#312	• 40	• 540	#012
	Daily Ex. Sat. & Sun.	Daily	Daily	Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.
BANKS.....		5.56		
ROCKVILLE.....		6.01		
HARRISBURG.....		\$ 6.11		
		6.29	\$ 6.40	
ROY.....	MU		6.53	MU
CRES.....			7.36	
MIDDLETOWN.....		6.39		
ELIZABETHTOWN.....				
MOUNT JOY.....				
LANCASTER.....		\$ 7.01		
PARKESBURG.....		7.25		
COATESVILLE.....				
THORN.....		7.33		
DOWNINGTOWN.....				
WHITFORD.....				
MALVERN.....				
PAOLI.....	\$ 7.35	7.48		
DAYLESFORD.....	\$ 7.38			
BERWYN.....	\$ 7.41			
DEVON.....	\$ 7.43			
STRAFFORD.....	\$ 7.45			
WAYNE.....	\$ 7.47			
ST. DAVIDS.....	\$ 7.49			
RADNOR.....	\$ 7.51			
VILLANOVA.....	\$ 7.53			
ROSEMONT.....	\$ 7.56			
BRYN MAWR.....	8.01	7.59		\$ 8.00
HAVERFORD.....				\$ 8.02
ARDMORE.....				\$ 8.04
WYNNEWOOD.....				\$ 8.06
NARBERTH.....				\$ 8.08
MERION.....				\$ 8.10
OVERBROOK.....	8.08	8.05		\$ 8.12
FIFTY-SECOND ST.....				8.14
ZOO.....	8.12	8.11		8.16
PENN CENTRAL / Lower Level				
30th ST.-PHILA. / Upper Level	\$ 8.16			\$ 8.20
SUBURBAN.....	\$ 8.20			\$ 8.24
	A. M.	A. M.	A. M.	A. M.

9:56 A
9:08 P

SUBURBAN TO CHESTNUT HILL

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	\$11.84	\$12.04
PC 30th ST.-PHILA.....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.....				\$12.18
QUEEN LANE.....	\$10.50	\$11.20	\$11.50	\$12.20
CHELLEN AVENUE.....	\$10.51	\$11.21	\$11.51	\$12.21
TULPEHOCKEN.....	\$10.52	\$11.22	\$11.52	\$12.22
UPSAL.....	\$10.53	\$11.23	\$11.53	\$12.23
CARPENTER.....	\$10.54	\$11.24	\$11.54	\$12.24
ALLEN LANE.....	\$10.55	\$11.25	\$11.55	\$12.25
ST. MARTINS.....	\$10.57	\$11.27	\$11.57	\$12.27
HIGHLAND.....	\$10.58	\$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.

EASTERN REGION G.O. 908

Revision of 2-23-73

BANKS TO PHILADELPHIA

STATIONS	FIRST CLASS			
	±020	±322	±022	382
	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Saturday Only
	A. M.	A. M.	A. M.	A. M.
BANKS.....				
ROCKVILLE.....				
HARRISBURG.....				
ROY.....	MU	MU	MU	MU
CRES.....				
MIDDLETOWN.....				
ELIZABETHTOWN.....				
MOUNT JOY.....				
LANCASTER.....				
PARKESBURG.....				
COATESVILLE.....				
THORN.....				
DOWNTOWN.....	Will Not Run Feb. 19		Will Not Run Feb. 19	Will Run Feb. 19
WHITFORD.....				
MALVERN.....				
PAOLI.....		\$ 8.30		\$ 8.45
DAYLESFORD.....		\$ 8.32		
BERWYN.....		\$ 8.34		\$ 8.49
DEVON.....		\$ 8.36		\$ 8.51
STRAFFORD.....		\$ 8.38		\$ 8.53
WAYNE.....		\$ 8.40		\$ 8.55
ST. DAVIDS.....		\$ 8.42		\$ 8.56
RADNOR.....		\$ 8.44		\$ 8.58
VILLANOVA.....		\$ 8.46		\$ 9.00
ROSEMONT.....		\$ 8.48		\$ 9.02
BRYN MAWR.....	\$ 8.43	\$ 8.50	\$ 9.00	\$ 9.04
HAVERFORD.....	\$ 8.46	\$ 8.52	\$ 9.02	\$ 9.06
ARDMORE.....	\$ 8.48	\$ 8.54	\$ 9.03	\$ 9.07
WYNNEWOOD.....	\$ 8.50	\$ 8.56	\$ 9.05	
NARBERTH.....	\$ 8.52	\$ 8.57	\$ 9.06	
MERION.....	\$ 8.54	\$ 8.58	\$ 9.08	
OVERBROOK.....	\$ 8.56	\$ 8.59	\$ 9.09	9.11
FIFTY-SECOND ST.....	8.58	9.01	9.11	9.13
ZOO.....	9.00	9.03	9.13	9.15
PENN CENTRAL (Lower Level 30th ST.-PHILA. (Upper Level	\$ 9.04	\$ 9.07	\$ 9.17	\$ 9.19
SUBURBAN.....	\$ 9.08	\$ 9.11	\$ 9.21	\$ 9.23
	A. M.	A. M.	A. M.	A. M.

SUBURBAN TO CHESTNUT HILL

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	\$ 5.04
PC 30th ST.-PHILA. ..UL	\$ 3.58	\$ 4.26	\$ 4.49	
ZOO.....	4.02	4.30	4.53	5.11
NORTH PHILA.....	\$ 4.07	\$ 4.35	\$ 4.58	5.15
WESTMORELAND.....	\$ 4.09	\$ 4.37	\$ 5.00	\$ 5.16
QUEEN LANE.....	\$ 4.11	\$ 4.39	\$ 5.02	\$ 5.18
CHELLEN 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.....	\$ 4.20	\$ 4.49	\$ 5.14	\$ 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.
Nos. 846 and 848 Will Not Run Feb. 19.

No. 850 Will Not Run Dec. 25.
No. 858 Will Not Run Dec. 25 and Feb. 19.
No. 874 Will Not Run Feb. 19.
No. 852 Will Not Run Jan. 1 and Feb. 19.

BANKS TO PHILADELPHIA

STATIONS	FIRST CLASS				
	±028	330	332	606	
	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sat.	
	A. M.	A. M.	A. M.	A. M.	
BANKS.....					
ROCKVILLE.....					
HARRISBURG.....				\$ 9.15	
ROY.....	MU	MU	MU	MU	
CRES.....					
MIDDLETOWN.....				9.25	
ELIZABETHTOWN.....				\$ 9.31	
MOUNT JOY.....					
LANCASTER.....				\$ 9.48	
PARKESBURG.....				10.09	
COATESVILLE.....				\$10.14	
THORN.....				10.17	
DOWNTOWN.....	Will Not Run Feb. 19	Will Not Run Jan. 1	Will Not Run Dec. 25	\$10.20	
WHITFORD.....					
MALVERN.....					
PAOLI.....		\$10.80	\$11.00	\$10.32	
DAYLESFORD.....		\$10.82	\$11.02		
BERWYN.....		\$10.84	\$11.04		
DEVON.....		\$10.86	\$11.06		
STRAFFORD.....		\$10.88	\$11.08		
WAYNE.....		\$10.40	\$11.10		
ST. DAVIDS.....		\$10.41	\$11.11		
RADNOR.....		\$10.43	\$11.13		
VILLANOVA.....		\$10.45	\$11.15		
ROSEMONT.....		\$10.47	\$11.17		
BRYN MAWR.....	\$10.85	\$10.49	\$11.19	10.42	
HAVERFORD.....	\$10.87	\$10.51	\$11.21		
ARDMORE.....	\$10.88	\$10.52	\$11.22		
WYNNEWOOD.....	\$10.40	\$10.54	\$11.24		
NARBERTH.....	\$10.41	\$10.55	\$11.25		
MERION.....	\$10.43	\$10.57	\$11.27		
OVERBROOK.....	\$10.44	\$10.58	\$11.28	10.48	
FIFTY-SECOND ST.....	10.46	11.00	11.30		
ZOO.....	10.48	11.02	11.32	10.54	
PENN CENTRAL (Lower Level 30th ST.-PHILA. (Upper Level)	\$10.52	\$11.06	\$11.36	\$10.57	
SUBURBAN.....	\$10.56	\$11.10	\$11.40	\$11.01	
	A. M.	A. M.	A. M.	A. M.	

SUBURBAN TO CHESTNUT HILL

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	\$10.86	
PC 30th ST.-PHILA. 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	
CHELTEEN 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.....	F 8.54	F 9.24	F10.07	F10.59	
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.
Nos. 862, 866 and 872 Will Not Run Feb. 19.

FIRST CLASS							
334	• 30	630	530	336	338	340	370
Daily Ex. Sun.	Daily	Daily Ex. Sat. & Sun.		Daily	Daily	Daily	Daily Ex. Sun.
A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
	10.08						
	10.13						
	\$10.23						
	10.35	\$10.36	\$10.40				
MU			10.53 11.36	MU	MU	MU	MU
	10.45	10.46					
Will Not Run May 28 July 4 Sept. 3 Nov. 22 Dec. 25 Jan. 1	\$11.07	\$11.08					Will Not Run May 28 July 4 Sept. 3 Nov. 22 Dec. 25 Jan. 1
	11.28	11.29					
Will Run Feb. 18	11.38	11.39	Will Run Monday Wed. and Friday Only	Will Not Run Dec. 25	Will Not Run Dec. 25		Will Run Feb. 18
\$11.30	\$11.52	\$11.53		\$12.05	\$12.30	\$ 1.00	\$ 1.30
\$11.32		Will Not Run May 28 July 4 Sept. 3 Nov. 22 Dec. 25 Jan. 1		\$12.09	\$12.32		\$ 1.32
\$11.34				\$12.11	\$12.34	\$ 1.04	\$ 1.34
\$11.36				\$12.13	\$12.36	\$ 1.06	\$ 1.36
\$11.38				\$12.16	\$12.38	\$ 1.08	\$ 1.38
\$11.40				\$12.18	\$12.40	\$ 1.10	\$ 1.40
\$11.41				\$12.18	\$12.42	\$ 1.11	\$ 1.41
\$11.43				\$12.18	\$12.44	\$ 1.13	\$ 1.43
\$11.45		Will Run Feb. 18		\$12.20	\$12.46	\$ 1.15	\$ 1.45
\$11.47				\$12.22	\$12.48	\$ 1.17	\$ 1.47
\$11.49	12.03	12.03		\$12.24	\$12.50	\$ 1.19	\$ 1.49
\$11.51				\$12.26	\$12.52	\$ 1.21	\$ 1.51
\$11.52				\$12.27	\$12.54	\$ 1.22	\$ 1.52
\$11.54				\$12.29	\$12.56	\$ 1.24	\$ 1.54
\$11.56				\$12.30	\$12.58	\$ 1.25	\$ 1.55
\$11.57				\$12.32	\$ 1.00	\$ 1.27	\$ 1.57
\$11.58	12.08	12.07		\$12.33	\$ 1.02	\$ 1.28	\$ 1.58
12.00				12.35	1.05	1.30	2.00
12.02	12.13	12.10		12.37	1.07	1.32	2.02
\$12.06		\$12.12		\$12.41	\$ 1.11	\$ 1.36	\$ 2.06
\$12.10		\$12.16		\$12.45	\$ 1.15	\$ 1.40	\$ 2.10
P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.

EASTWARD

FIRST CLASS

868						
Daily						
P. M.						
\$11.16						
\$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			
	608	±042	342	344
	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sun.
	P. M.	P. M.	P. M.	P. M.
BANKS.....				
ROCKVILLE.....				
HARRISBURG.....				
ROY.....	\$12.25			
CRES.....	MU	MU	MU	MU
MIDDLETOWN.....	12.35			
ELIZABETHTOWN.....	\$12.41			
MOUNT JOY.....				Will Not Run
LANCASTER.....	\$12.58			May 28
PARKESBURG.....	1.19			July 4
COATESVILLE.....	\$ 1.24			Sept. 3
THORN.....	1.27			Nov. 22
DOWNINGTOWN.....	\$ 1.30		Will Not Run	Dec. 25
WHITFORD.....			Dec. 25	Jan. 1
MALVERN.....				Will Run
PAOLI.....	\$ 1.42		\$ 2.00	Feb. 18
DAYLESFORD.....	Will Not Run		\$ 2.02	
BERWYN.....			\$ 2.04	
DEVON.....	May 28		\$ 2.06	
STRAFFORD.....	July 4		\$ 2.08	
WAYNE.....	Sept. 3			
ST. DAVIDS.....	Nov. 22		\$ 2.10	\$ 2.40
RADNOR.....	Dec. 25		\$ 2.11	\$ 2.41
VILLANOVA.....	Jan. 1		\$ 2.13	\$ 2.43
ROSEMONT.....	Will Run		\$ 2.15	\$ 2.45
BRYN MAWR.....	Feb. 18		\$ 2.17	\$ 2.47
HAVERFORD.....	1.52	\$ 2.05	\$ 2.19	\$ 2.49
ARDMORE.....		\$ 2.07	\$ 2.21	\$ 2.50
WYNNEWOOD.....		\$ 2.08	\$ 2.22	\$ 2.51
NARBERTH.....		\$ 2.10	\$ 2.24	\$ 2.53
MERION.....		\$ 2.11	\$ 2.25	\$ 2.54
OVERBROOK.....		\$ 2.13	\$ 2.27	\$ 2.55
FIFTY-SECOND ST.....	1.59	\$ 2.14	\$ 2.28	\$ 2.56
ZOO.....	2.04	2.16	2.30	2.58
PENN CENTRAL {Lower Level		2.18	2.32	3.00
30th ST.-PHILA. {Upper Level				
SUBURBAN.....	\$ 2.08	\$ 2.22	\$ 2.36	\$ 3.04
	\$ 2.12	\$ 2.26	\$ 2.40	\$ 3.08
	P. M.	P. M.	P. M.	P. M.

MANAYUNK TO SUBURBAN

STATIONS	FIRST CLASS		
	±650	652	±654
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.
MANAYUNK.....	\$ 6.30	\$ 7.26	\$ 7.56
BARMOUTH.....	\$ 6.32	\$ 7.28	\$ 7.58
CYNWYD.....	\$ 6.34	\$ 7.30	\$ 8.00
BALA.....	\$ 6.36	\$ 7.32	\$ 8.02
WYNNEFIELD AVE.....	\$ 6.38	\$ 7.34	\$ 8.04
FIFTY-SECOND ST.....	6.41	7.37	8.07
ZOO.....	6.43	7.39	8.10
PC 30th ST.-PHILA. ..UL	\$ 6.46	\$ 7.42	\$ 8.13
SUBURBAN.....	\$ 6.50	\$ 7.46	\$ 8.17
	A. M.	A. M.	A. M.

Note—All Regular Trains Will Operate With MU Equipment.
EASTERN REGION G.O. 910
Revision of 3-18-73

[illegible]

EASTWARD

[illegible]

Nos. 658 and 660 Will Not Operate Feb. 19.
Nos. 686 and 688 Will Operate Feb. 19.

BANKS TO PHILADELPHIA

STATIONS	FIRST CLASS			
	610	#050	#052	#352
	Daily	Daily Ex.	Daily Ex.	Daily
	P. M.	Sat. & Sun. P. M.	Sat. & Sun. P. M.	Ex. Sun. P. M.
BANKS.....				
ROCKVILLE.....				
HARRISBURG.....	\$ 3.00			
ROY.....	MU	MU	MU	MU
CRES.....				
MIDDLETOWN.....	\$ 3.10			
ELIZABETHTOWN.....	\$ 3.16			
MOUNT JOY.....				
LANCASTER.....	\$ 3.33			
PARKESBURG.....	3.54			
COATESVILLE.....	\$ 3.59			
THORN.....	4.02			
DOWNTOWN.....	\$ 4.05	Will Not Run Feb. 19	Will Not Run Feb. 19	
WHITFORD.....				
MALVERN.....				
PAOLI.....	\$ 4.17			\$ 4.40
DAYLESFORD.....				\$ 4.42
BERWYN.....				\$ 4.44
DEVON.....				\$ 4.46
STRAFFORD.....				\$ 4.48
WAYNE.....				\$ 4.50
ST. DAVIDS.....				\$ 4.52
RADNOR.....				\$ 4.54
VILLANOVA.....				\$ 4.56
ROSEMONT.....				\$ 4.58
BRYN MAWR.....	4.27	\$ 4.34	\$ 4.48	\$ 5.00
HAVERFORD.....		\$ 4.36	\$ 4.50	\$ 5.02
ARDMORE.....	\$ 4.29	\$ 4.38	\$ 4.52	\$ 5.03
WYNNEWOOD.....		\$ 4.40	\$ 4.54	\$ 5.04
NARBERTH.....		\$ 4.42	\$ 4.56	\$ 5.05
MERION.....		\$ 4.44	\$ 4.58	\$ 5.07
OVERBROOK.....	4.34	\$ 4.46	\$ 5.00	\$ 5.08
FIFTY-SECOND ST.....		\$ 4.49	\$ 5.03	\$ 5.10
ZOO.....	4.38	4.52	5.06	5.12
PENN CENTRAL {Lower Level				
30th ST.-PHILA. {Upper Level	\$ 4.41	\$ 4.56	\$ 5.10	\$ 5.16
SUBURBAN.....	\$ 4.45	\$ 5.00	\$ 5.14	\$ 5.20
	P. M.	P. M.	P. M.	P. M.

906A

MANAYUNK TO SUBURBAN

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

FIRST CLASS

	±054	396	354	612	±356	±058	398
	Daily Ex. Sat. & Sun.		Daily Ex. Sun.	Daily Ex. Sat.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
				\$ 4.25			
	MU	MU	MU	MU	MU	MU	MU
				4.85			
				\$ 4.41			
				\$ 4.58			
				5.19			
				\$ 5.24			
		Will Run Sunday and Jan. 1	Will Not Run Jan. 1	5.27			Will Run Sunday and Jan. 1
	Will Not Run Feb. 19			\$ 5.30	Will Not Run Feb. 19	Will Not Run Feb. 19	
		\$ 5.00	\$ 5.10	\$ 5.42	\$ 5.50		\$ 6.00
		\$ 5.02	\$ 5.12		\$ 5.52		\$ 6.02
		\$ 5.04	\$ 5.14		\$ 5.54		\$ 6.04
		\$ 5.06	\$ 5.16		\$ 5.56		\$ 6.06
		\$ 5.08	\$ 5.18		\$ 5.58		\$ 6.08
		\$ 5.10	\$ 5.20		\$ 6.00		\$ 6.10
		\$ 5.11	\$ 5.22		\$ 6.02		\$ 6.11
		\$ 5.13	\$ 5.24		\$ 6.04		\$ 6.13
		\$ 5.15	\$ 5.26		\$ 6.06		\$ 6.15
		\$ 5.17	\$ 5.28		\$ 6.08		\$ 6.17
	\$ 5.05	\$ 5.19	\$ 5.30	5.52	\$ 6.10	\$ 6.17	\$ 6.19
	\$ 5.07	\$ 5.21	\$ 5.32			\$ 6.19	\$ 6.21
	\$ 5.09	\$ 5.22	\$ 5.34	\$ 5.55		\$ 6.21	\$ 6.22
	\$ 5.11	\$ 5.24	\$ 5.36			\$ 6.23	\$ 6.24
	\$ 5.13	\$ 5.25	\$ 5.38			\$ 6.25	\$ 6.25
	\$ 5.15	\$ 5.27	\$ 5.40			\$ 6.27	\$ 6.27
	\$ 5.17	\$ 5.28	\$ 5.42	5.58	6.16	\$ 6.29	\$ 6.28
	5.19	5.31	\$ 5.44		\$ 6.19	\$ 6.32	6.30
	5.21	5.34	5.47	6.02	6.22	6.35	6.32
	\$ 5.25	\$ 5.38	\$ 5.51	\$ 6.06	\$ 6.26	\$ 6.39	\$ 6.36
	\$ 5.29	\$ 5.42	\$ 5.55	\$ 6.10	\$ 6.30	\$ 6.43	\$ 6.40
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

EASTWARD

FIRST CLASS

	±674	±676	±678	±680	±682	±684	
	Daily Ex. Sat. & Sun.	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.	P. M.	
	\$ 5.49	\$ 6.15	\$ 7.09	\$ 8.30	\$ 9.42	\$11.36	
	\$ 5.52	\$ 6.18	\$ 7.11	\$ 8.34	\$ 9.44		
	\$ 5.53	\$ 6.19	\$ 7.12	\$ 8.35	\$ 9.45	\$11.40	
	\$ 5.55	\$ 6.21	\$ 7.13	\$ 8.36	\$ 9.46		
	5.57	6.23	7.15	8.38	9.48	11.42	
	5.59	6.25	7.17	8.39	9.50	11.44	
	\$ 6.03	\$ 6.29	\$ 7.21	\$ 8.42	\$ 9.54	\$11.48	
	\$ 6.07	\$ 6.33	\$ 7.25	\$ 8.46	\$ 9.58	\$11.52	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	

Nos. 674 and 680 Will Not Operate Feb. 19.

BANKS TO PHILADELPHIA

STATIONS	FIRST CLASS			
	#358	#614	360	#060
	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
BANKS.....				
ROCKVILLE.....				
HARRISBURG.....		\$ 5.25		
ROY.....	MU	MU	MU	MU
CRES.....				
MIDDLETOWN.....		\$ 5.38		
ELIZABETHTOWN.....		\$ 5.46		
MOUNT JOY.....		\$ 5.53		
LANCASTER.....		\$ 6.05		
PARKESBURG.....		\$ 6.26		
COATESVILLE.....		\$ 6.32		
THORN.....		6.35		
DOWNTOWN.....		\$ 6.38	Will Not Run Dec. 25	Will Not Run Feb. 19
WHITFORD.....				
MALVERN.....				
PAOLI.....	\$ 6.20	\$ 6.50	\$ 7.00	
DAYLESFORD.....	F 6.22		W 7.02	
BERWYN.....	\$ 6.24		\$ 7.04	
DEVON.....	\$ 6.26		\$ 7.06	
STRAFFORD.....	\$ 6.28		\$ 7.08	
WAYNE.....	\$ 6.30		\$ 7.10	
ST. DAVIDS.....	\$ 6.32		\$ 7.11	
RADNOR.....	\$ 6.34		\$ 7.13	
VILLANOVA.....	\$ 6.36		\$ 7.15	
ROSEMONT.....	\$ 6.38		\$ 7.17	
BRYN MAWR.....	\$ 6.40	7.00	\$ 7.19	\$ 7.45
HAVERFORD.....	\$ 6.42		\$ 7.21	\$ 7.47
ARDMORE.....	\$ 6.44	\$ 7.02	\$ 7.22	\$ 7.48
WYNNEWOOD.....	\$ 6.46		\$ 7.24	\$ 7.50
NARBERTH.....	\$ 6.48		\$ 7.25	\$ 7.51
MERION.....	\$ 6.50		\$ 7.27	\$ 7.53
OVERBROOK.....	\$ 6.52	7.06	\$ 7.28	\$ 7.54
FIFTY-SECOND ST.....	6.54		W 7.30	
ZOO.....	6.56	7.10	7.32	7.58
PENN CENTRAL (Lower Level 30th ST.-PHILA. (Upper Level	\$ 7.00	\$ 7.13	\$ 7.36	\$ 8.02
SUBURBAN.....	\$ 7.04	\$ 7.17	\$ 7.40	\$ 8.06
	P. M.	P. M.	P. M.	P. M.

FIRST CLASS							
	362	±064	616	364	624	366	368
	Daily	Daily Ex. Sat. & Sun.	Daily	Daily		Daily	Daily
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
			\$ 7.55		\$ 9.10		
	MU	MU	MU	MU		MU	MU
			8.05		9.20		
			G 8.11		MU		
			\$ 8.27		\$ 9.41		
			8.48		10.02		
			\$ 8.53		\$10.07		
			8.56		10.10		
			\$ 8.59		\$10.13		Will Not Run Dec. 25
	\$ 7.55		\$ 9.11	\$ 9.15	\$10.25	\$10.80	\$11.40
	F 7.57			F 9.17	Will Run	\$10.32	\$11.42
	\$ 7.59			\$ 9.19	Sunday &	\$10.84	\$11.44
	\$ 8.01			\$ 9.21	May 28	\$10.86	\$11.46
	\$ 8.03			\$ 9.23	July 4	\$10.88	\$11.48
	\$ 8.05			\$ 9.25	Sept. 3	\$10.40	\$11.50
	\$ 8.07			\$ 9.26	Nov. 22	\$10.41	\$11.52
	\$ 8.09			\$ 9.28	Dec. 25	\$10.43	\$11.54
	\$ 8.11			\$ 9.30	Jan. 1	\$10.45	\$11.56
	\$ 8.13			\$ 9.32	Feb. 18	\$10.47	\$11.58
	\$ 8.15	\$ 8.55	9.21	\$ 9.34	10.36	\$10.49	\$12.00
	\$ 8.17	\$ 8.57		\$ 9.36		\$10.51	\$12.02
	\$ 8.19	\$ 8.58		\$ 9.37	Will Not Run	\$10.52	\$12.04
	\$ 8.21	\$ 9.00		\$ 9.39	May 27	\$10.54	\$12.06
	\$ 8.23	\$ 9.01		\$ 9.40	Sept. 2	\$10.56	\$12.08
	\$ 8.25	\$ 9.03		\$ 9.42	Feb. 17	\$10.57	\$12.10
	\$ 8.27	\$ 9.04	9.26	\$ 9.43	10.42	\$10.58	\$12.12
	8.31	9.08	9.30	9.47	10.46	11.02	12.16
	\$ 8.35	\$ 9.12	\$ 9.34	\$ 9.51	\$10.51	\$11.06	\$12.20
	\$ 8.39	\$ 9.16	\$ 9.38	\$ 9.55	\$10.55	\$11.10	\$12.24
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.

SUBURBAN TO WEST CHESTER—SOUTHWARD

STATIONS	FIRST CLASS										
	#701	#0701	#0703	0705	#705	#707	#709	#0709	711	#713	#715
	Daily	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	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
SUBURBAN	\$12.55		\$6.00	\$7.00	\$7.00	\$7.20	\$7.55		\$8.10	\$8.28	\$8.55
PC 30th ST.-PHILA. UL	\$12.58		\$6.03	\$7.03	\$7.03	\$7.23	\$7.58		\$8.13	\$8.31	\$8.58
ARSENAL	1.00		\$6.05	\$7.05	\$7.05	\$7.25	\$7.60		\$8.15	\$8.33	\$8.60
FORTY-NINTH ST.			\$6.07	\$7.07	\$7.07	\$7.27	\$7.62		\$8.17	\$8.35	\$8.62
ANGORA	\$1.04		\$6.09	\$7.09	\$7.09	\$7.29	\$7.64		\$8.19	\$8.37	\$8.64
FERNWOOD-YEADON	\$1.06		\$6.11	\$7.11	\$7.11	\$7.31	\$7.66		\$8.21	\$8.39	\$8.66
LANDSDOWNE	\$1.08		\$6.13	\$7.13	\$7.13	\$7.33	\$7.68		\$8.23	\$8.41	\$8.68
GLADSTONE	\$1.09								MM8.24		\$8.69
CLIFTON-ALDAN	\$1.11		\$6.16	\$7.16	\$7.16	\$7.36	\$7.71		\$8.26	\$8.44	\$8.71
PRIMOS	\$1.13		\$6.18	\$7.18	\$7.18	\$7.38	\$7.73		\$8.28	\$8.46	\$8.73
SECANE	\$1.15		\$6.20	\$7.20	\$7.20	\$7.40	\$7.75		\$8.30	\$8.48	\$8.75
MORTON-RUTLEDGE	\$1.17		\$6.22	\$7.22	\$7.22	\$7.42	\$7.77		\$8.32	\$8.50	\$8.77
SWARTHMORE	\$1.19		\$6.24	\$7.24	\$7.24	\$7.44	\$7.79		\$8.34	\$8.52	\$8.79
WALLINGFORD	\$1.21					\$7.46			\$8.36	\$8.54	\$8.81
MOYLAN-ROSE VALLEY	\$1.23			\$7.27	\$7.27	\$7.48	\$7.83		\$8.38	\$8.56	\$8.83
MEDIA	\$1.30	\$5.20	\$6.33	\$7.32	\$7.32	\$7.52	\$7.87	\$8.29	\$8.45	\$8.63	\$8.90
ELWYN											
WILLIAMSON SCHOOL											
GLEN RIDDLE			F 6.37					F 8.33			
LENNI				F 7.39				F 8.35			
WAWA											
DARLINGTON			F 6.44	F 7.45							
GLEN MILLS											
LOCKESLEY											
CHEYNEY			F 6.48	F 7.50							
WESTTOWN			F 6.50	F 7.52							
NIELDS ST.			F 6.52	F 7.54							
WEST CHESTER		\$5.50	\$7.00	\$8.00							
	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.

SUBURBAN TO WEST CHESTER—SOUTHWARD

FIRST CLASS

STATIONS	#719	721	#0723	725	#727	729	#731	733	#735	737	#739	#0739	#741
	Daily Ex. Sun. A. M.	Daily Ex. Sun. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily A. M.	Daily Ex. Sun. P. M.	Daily P. M.	Daily Ex. Sun. P. M.	Daily P. M.	Daily Ex. Sun. P. M.	Daily P. M.	Daily Ex. Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily Ex. Sun. P. M.
SUBURBAN	\$10.25	\$10.55	\$11.25	\$11.55	\$12.25	\$12.55	\$1.25	\$1.55	\$2.25	\$2.55	\$3.25		\$3.55
PC 30th ST-PHILA...UL	\$10.28	\$10.58	\$11.28	\$11.58	\$12.28	\$12.58	\$1.28	\$1.58	\$2.28	\$2.58	\$3.28		\$3.58
ARSENAL	10.30	11.00	11.30	12.00	12.30	1.00	1.30	2.00	2.30	3.00	3.30		4.00
FORTY-NINTH ST.		\$11.02		\$12.02		\$1.02		\$2.02		\$3.02		Will Not Run Feb. 19	\$4.02
ANGORA	\$10.36	\$11.06	\$11.36	\$12.04	\$12.36	\$1.04	\$1.36	\$2.06	\$2.36	\$3.04	\$3.34		\$4.04
FERNWOOD-YEADON	\$10.38	\$11.08	\$11.38	\$12.08	\$12.38	\$1.08	\$1.38	\$2.08	\$2.38	\$3.06	\$3.36		\$4.06
LANDSDOWNE	\$10.39	\$11.09	\$11.39	\$12.09	\$12.39	\$1.09	\$1.39	\$2.09	\$2.39	\$3.08	\$3.38		\$4.08
GLADSTONE										\$3.09	\$3.39		\$4.09
CLIFTON-ALDAN	\$10.41	\$11.11	\$11.41	\$12.11	\$12.41	\$1.11	\$1.41	\$2.11	\$2.41	\$3.11	\$3.41		\$4.11
PRIMOS	\$10.43	\$11.13	\$11.43	\$12.13	\$12.43	\$1.13	\$1.43	\$2.13	\$2.43	\$3.13	\$3.43		\$4.13
SECANE	\$10.45	\$11.15	\$11.45	\$12.15	\$12.45	\$1.15	\$1.45	\$2.15	\$2.45	\$3.15	\$3.45		\$4.15
MORTON-RUTLEDGE	\$10.47	\$11.17	\$11.47	\$12.17	\$12.47	\$1.17	\$1.47	\$2.17	\$2.47	\$3.17	\$3.47		\$4.17
SWARTHMORE	\$10.49	\$11.19	\$11.49	\$12.19	\$12.49	\$1.19	\$1.49	\$2.19	\$2.49	\$3.19	\$3.49		\$4.19
WALLINGFORD	\$10.51	\$11.21	\$11.51	\$12.21	\$12.51	\$1.21	\$1.51	\$2.21	\$2.51	\$3.21	\$3.51		\$4.21
MOYLAN-ROSE VALLEY	\$10.53	\$11.23	\$11.53	\$12.23	\$12.53	\$1.23	\$1.53	\$2.23	\$2.53	\$3.23	\$3.53	\$4.02	\$4.23
MEDIA	\$10.57	\$11.27	\$11.57	\$12.27	\$12.57	\$1.27	\$1.57	\$2.27	\$2.57	\$3.30	\$4.00	\$4.04	\$4.30
ELWYN												\$4.04	
WILLIAMSON SCHOOL												\$4.07	
GLEN RIDDLE												\$4.09	
LENNI													
WAWA													
DARLINGTON												\$4.12	
GLEN MILLS												\$4.16	
LOCKSLEY												\$4.19	
CHEYNEY												\$4.21	
WESTTOWN												\$4.24	
NIELDS ST.												\$4.31	
WEST CHESTER												\$4.34	
	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Note—All Regular Trains Will Operate With MU Equipment.

No. 0723 Will Not Run Feb. 19.

SUBURBAN TO WEST CHESTER—SOUTHWARD

FIRST CLASS

STATIONS

STATIONS	743	0743	#777	779	#745	#0745	#747	#749	781	#751	#753	#0753	755	#757	759	#0759
	Daily Ex. Sat.	Saturday Only	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	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.	P. M.	P. M.
SUBURBAN	\$ 4.24	\$ 4.25	\$ 4.40	\$ 4.45	\$ 4.55	\$ 5.08	\$ 5.16	\$ 5.18	\$ 5.18	\$ 5.19	\$ 5.35	Will Not Run	\$ 5.45	\$ 6.05	\$ 6.30	\$ 6.30
PC 30th ST.-PHILA. UL	\$ 4.27	\$ 4.28	\$ 4.43	\$ 4.48	\$ 4.58	\$ 5.08	\$ 5.18	\$ 5.18	\$ 5.21	\$ 5.22	\$ 5.38		\$ 5.48	\$ 6.08	\$ 6.30	\$ 6.30
ARSENAL	\$ 4.30	\$ 4.33	\$ 4.46	\$ 4.52	\$ 5.01		\$ 5.09	\$ 5.21	\$ 5.25	\$ 5.26	\$ 5.41		\$ 5.51	\$ 6.11	\$ 6.36	\$ 6.36
FORTY-NINTH ST.	\$ 4.33	\$ 4.33		\$ 4.52	Will Not Run				\$ 5.27	\$ 5.29		Will Not Run	\$ 5.55	\$ 6.13		
ANGORA	\$ 4.36	\$ 4.36		\$ 4.54	\$ 5.06	Will Not Run			\$ 5.29	\$ 5.31		Will Not Run	\$ 5.57	\$ 6.16	\$ 6.41	\$ 6.41
FERNWOOD-YEADON	\$ 4.38	\$ 4.37		\$ 4.56	\$ 5.08				\$ 5.31	\$ 5.34		Will Not Run	\$ 5.59	\$ 6.18	\$ 6.43	\$ 6.43
LANSDOWNE	\$ 4.41	\$ 4.39		\$ 4.58					\$ 5.33	\$ 5.36	\$ 5.47		\$ 6.01	\$ 6.20	\$ 6.45	\$ 6.45
GLADSTONE	\$ 4.43	\$ 4.40		\$ 4.59					\$ 5.35	\$ 5.38			\$ 6.03	\$ 6.22	\$ 6.47	\$ 6.47
CLIFTON-ALDAN	\$ 4.45	\$ 4.42		\$ 5.01					\$ 5.37	\$ 5.41			\$ 6.05	\$ 6.24	\$ 6.49	\$ 6.49
PRIMOS	\$ 4.47	\$ 4.44		\$ 5.03					\$ 5.39	\$ 5.44			\$ 6.07	\$ 6.26	\$ 6.51	\$ 6.51
SECANE	\$ 4.50	\$ 4.46	\$ 4.58	\$ 5.05	\$ 5.14		\$ 5.28	\$ 5.33	\$ 5.41		\$ 5.54		\$ 6.09	\$ 6.28	\$ 6.53	\$ 6.53
MORTON-RUTLEDGE	\$ 4.53	\$ 4.48	\$ 5.01	\$ 5.07	\$ 5.17			\$ 5.38	\$ 5.43	\$ 5.57	\$ 6.00		\$ 6.11	\$ 6.30	\$ 6.55	\$ 6.55
SWARTHMORE	\$ 4.56	\$ 4.50	\$ 5.04	\$ 5.09	\$ 5.20			\$ 5.39	\$ 5.45	\$ 6.03	\$ 6.08		\$ 6.14	\$ 6.33	\$ 6.57	\$ 6.57
WALLINGFORD	\$ 4.58	\$ 4.52	\$ 5.07	\$ 5.11	\$ 5.23			\$ 5.42	\$ 5.47		\$ 6.03		\$ 6.16	\$ 6.36	\$ 6.59	\$ 6.59
MOYLAN-ROSE VALLEY	\$ 5.01	\$ 4.54	\$ 5.10	\$ 5.13	\$ 5.26			\$ 5.45	\$ 5.49		\$ 6.06		\$ 6.18	\$ 6.40	\$ 7.01	\$ 7.01
MEDIA	\$ 5.05	\$ 4.59	\$ 5.16	\$ 5.20	\$ 5.30	\$ 5.32	\$ 5.40	\$ 5.50	\$ 5.53	\$ 5.58	\$ 6.10	\$ 6.13	\$ 6.25	\$ 6.44	\$ 7.06	\$ 7.06
ELWYN	Will Not Run	F 5.02	Will Not Run	Will Not Run	Will Not Run	F 5.34	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	F 6.15		Will Not Run		F 7.07
WILLIAMSON SCHOOL	F 5.06	F 5.07	F 5.19	F 5.23	F 5.35	F 5.37	F 5.45	F 5.50	F 5.53	F 6.17	F 6.21	F 6.23		F 6.41	F 7.09	F 7.09
LENNI	F 5.07	F 5.07	F 5.19	F 5.23	F 5.35	F 5.37	F 5.45	F 5.50	F 5.53	F 6.17	F 6.21	F 6.23		F 6.41	F 7.13	F 7.13
WAWA																F 7.19
DARLINGTON	F 5.10	F 5.13			F 5.42							F 6.28			Will Not Run	F 7.20
GLEN MILLS	F 5.13	F 5.16			F 5.46							F 6.32			Will Not Run	F 7.24
LOCKESLEY		F 5.16			F 5.49							F 6.36			Will Not Run	F 7.28
CHEYNEY		F 5.18			F 5.51							F 6.38			Will Not Run	F 7.31
WESTTOWN		F 5.23			F 5.54							F 6.41			Will Not Run	F 7.38
NIELDS ST.		F 5.23			F 5.54							F 6.41			Will Not Run	F 7.38
WEST CHESTER		\$ 5.28			\$ 6.10							\$ 6.51			\$ 7.41	\$ 7.41
	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.

Note—All Regular Trains Will Operate With MU Equipment.

No. 0743 Will Run Feb. 19.

No. 0759 Will Not Run Feb. 19.

SUBURBAN TO WEST CHESTER—SOUTHWARD

STATIONS	FIRST CLASS									
	#761	#763	765	#0765	#767	769	771	785	#773	
	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sat. & Sun.	P. M.	Daily Ex. Sat. & Sun.	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
SUBURBAN	\$ 7.04	\$ 7.25	\$ 7.55	\$ 7.55	\$ 9.15	\$10.00	\$11.00	\$11.20	\$11.55	
PC 30th ST.-PHILA.....UL	\$ 7.07	\$ 7.28	\$ 7.58	\$ 7.58	\$ 9.20	\$10.05	\$11.05	\$11.25	\$11.58	
ARSENAL	\$ 7.10	\$ 7.30	\$ 7.60	\$ 7.60	\$ 9.20	\$10.05	\$11.05	\$11.25	\$11.58	
FORTY-NINTH ST.	\$ 7.32	\$ 7.32	\$ 8.04	\$ 8.04	\$ 9.24	\$10.09	\$11.09	\$11.29	\$12.04	
ANGORA	\$ 7.14	\$ 7.34	\$ 8.06	\$ 8.06	\$ 9.26	\$10.11	\$11.11	\$11.31	\$12.06	
FERNWOOD-YEADON	\$ 7.16	\$ 7.36	\$ 8.08	\$ 8.08	\$ 9.28	\$10.13	\$11.13	\$11.33	\$12.08	
LANDSDOWNE	\$ 7.18	\$ 7.38	\$ 8.10	\$ 8.10	\$ 9.30	\$10.15	\$11.15	\$11.35	\$12.10	
GLADSTONE	\$ 7.20	\$ 7.40	\$ 8.12	\$ 8.12	\$ 9.32	\$10.17	\$11.17	\$11.37	\$12.12	
CLINTON-ALDAN	\$ 7.22	\$ 7.42	\$ 8.14	\$ 8.14	\$ 9.34	\$10.19	\$11.19	\$11.39	\$12.14	
PRIMOS	\$ 7.24	\$ 7.44	\$ 8.16	\$ 8.16	\$ 9.36	\$10.21	\$11.21	\$11.41	\$12.16	
SECANE	\$ 7.26	\$ 7.46	\$ 8.18	\$ 8.18	\$ 9.38	\$10.23	\$11.23	\$11.43	\$12.18	
MORTON-RUTLEDGE	\$ 7.28	\$ 7.48	\$ 8.20	\$ 8.20	\$ 9.40	\$10.25	\$11.25	\$11.45	\$12.20	
SWARTHMORE	\$ 7.30	\$ 7.50	\$ 8.22	\$ 8.22	\$ 9.42	\$10.27	\$11.27	\$11.47	\$12.22	
WALLINGFORD	\$ 7.32	\$ 7.52	\$ 8.24	\$ 8.24	\$ 9.44	\$10.29	\$11.29	\$11.49	\$12.24	
MOYLAN-ROSE VALLEY	\$ 7.34	\$ 7.54	\$ 8.26	\$ 8.26	\$ 9.46	\$10.31	\$11.31	\$11.51	\$12.26	
MEDIA	\$ 7.39	\$ 8.00	\$ 8.29	\$ 8.29	\$ 9.50	\$10.35	\$11.35	\$11.55	\$12.30	
ELWYN	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	
WILLIAMSON SCHOOL	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	
GLEN RIDDLER	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	
LENNI	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	
WAWA	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	
DARLINGTON	Will Run	Will Run	Will Run	Will Run	Will Run	Will Run	Will Run	Will Run	Will Run	
GLEN MILLS	Will Run	Will Run	Will Run	Will Run	Will Run	Will Run	Will Run	Will Run	Will Run	
LOCKESLEY	Will Run	Will Run	Will Run	Will Run	Will Run	Will Run	Will Run	Will Run	Will Run	
CHEYNEY	Will Run	Will Run	Will Run	Will Run	Will Run	Will Run	Will Run	Will Run	Will Run	
WESTOWN	Will Run	Will Run	Will Run	Will Run	Will Run	Will Run	Will Run	Will Run	Will Run	
NIELDS ST.	Will Run	Will Run	Will Run	Will Run	Will Run	Will Run	Will Run	Will Run	Will Run	
WEST CHESTER	Will Run	Will Run	Will Run	Will Run	Will Run	Will Run	Will Run	Will Run	Will Run	

Note—All Regular Trains Will Operate With MU Equipment.

No. 0765 Will Not Run Feb. 19.

WEST CHESTER TO SUBURBAN—NORTHWARD

FIRST CLASS

STATIONS	#700	#702	#704	776	#706	#708	778	#710	#712	#714	#716	780	#718	#720	#722
	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.	Will Run Sat. Sun. and Dec. 25 Jan. 1 Feb. 19	Daily Ex. Sat. & Sun. 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.
WEST CHESTER			\$ 6.02							\$ 7.06					\$ 7.45
NIELDS ST.			\$ 6.03							\$ 7.07					\$ 7.46
WESTOWN			\$ 6.08							\$ 7.14					\$ 7.53
CHEYNEY			\$ 6.11							\$ 7.17					\$ 7.56
LOOKSLEY			\$ 6.12							\$ 7.19					\$ 7.58
GLEN MILLS			\$ 6.16							\$ 7.22					\$ 7.61
DARLINGTON										\$ 7.26					\$ 7.65
WAWA										\$ 7.29					\$ 7.68
LENNI			\$ 6.20							\$ 7.31					\$ 7.70
GLEN RIDDLE			\$ 6.22							\$ 7.33					\$ 7.72
WILLIAMSON SCHOOL										\$ 7.34					\$ 7.73
ELWYN										\$ 7.38					\$ 7.77
MEDIA	\$12.10	\$ 6.55	\$ 6.32	\$ 6.45	\$ 6.58	\$ 7.12	\$ 7.16	\$ 7.19	\$ 7.27	\$ 7.38	\$ 7.43	\$ 7.45	\$ 7.50	\$ 8.04	\$ 8.17
MOYLAN-ROSE VALLEY	\$12.12	\$ 6.57	\$ 6.34	\$ 6.47	\$ 7.00	\$ 7.14	\$ 7.18	\$ 7.21	\$ 7.29			\$ 7.47	\$ 7.52		
WALLINGFORD	\$12.14	\$ 6.59	\$ 6.36	\$ 6.49	\$ 7.02	\$ 7.17	\$ 7.20		\$ 7.31			\$ 7.49	\$ 7.55		
SWARTHMORE	\$12.16	\$ 6.01	\$ 6.38	\$ 6.51	\$ 7.05	\$ 7.19	\$ 7.22		\$ 7.34			\$ 7.51	\$ 7.57		
MORTON-RUTLEDGE	\$12.18	\$ 6.03	\$ 6.40	\$ 6.53	\$ 7.07	\$ 7.21	\$ 7.24		\$ 7.37			\$ 7.53	\$ 7.59		
SECANE	\$12.20	\$ 6.05	\$ 6.42	\$ 6.55	\$ 7.10	\$ 7.24	\$ 7.27	\$ 7.29	\$ 7.40			\$ 7.56	\$ 8.02	\$ 8.12	
PRIMOS	\$12.22	\$ 6.07	\$ 6.44	\$ 6.57	\$ 7.12	\$ 7.26	\$ 7.29		\$ 7.42			\$ 7.58	\$ 8.14	\$ 8.16	
CLIFTON-ALDAN	\$12.24	\$ 6.09	\$ 6.46	\$ 6.59	\$ 7.14	\$ 7.28	\$ 7.31	\$ 7.33				\$ 7.59		\$ 8.18	
GLADSTONE	\$12.26	\$ 6.11	\$ 6.48	\$ 7.01	\$ 7.17	\$ 7.31	\$ 7.34	\$ 7.36				\$ 8.01		\$ 8.20	
LANDSDOWNE	\$12.27	\$ 6.13	\$ 6.50	\$ 7.03	\$ 7.19	\$ 7.33	\$ 7.36	\$ 7.38				\$ 8.03		\$ 8.22	
FERNWOOD-YEADON	\$12.29	\$ 6.15	\$ 6.52	\$ 7.05	\$ 7.21	\$ 7.35	\$ 7.38	\$ 7.40				\$ 8.05		\$ 8.24	
ANGORA	\$12.31	\$ 6.17	\$ 6.54	\$ 7.07	\$ 7.23	\$ 7.37	\$ 7.40	\$ 7.42				\$ 8.07		\$ 8.26	
FORTY-NINTH ST.	\$12.33	\$ 6.19	\$ 6.56		\$ 7.25	\$ 7.39	\$ 7.42	\$ 7.44				\$ 8.09			
ARSENAL	\$12.35	\$ 6.21	\$ 6.58	\$ 7.12	\$ 7.27	\$ 7.41	\$ 7.44	\$ 7.46				\$ 8.11		\$ 8.30	
PO 30th ST.-PHILA.	\$12.38	\$ 6.23	\$ 6.59	\$ 7.16	\$ 7.31	\$ 7.45	\$ 7.48	\$ 7.50				\$ 8.13		\$ 8.32	
UL	\$12.40	\$ 6.25	\$ 6.61	\$ 7.18	\$ 7.33	\$ 7.47	\$ 7.50	\$ 7.52				\$ 8.15		\$ 8.34	
SUBURBAN	\$12.42	\$ 6.27	\$ 6.63	\$ 7.20	\$ 7.35	\$ 7.49	\$ 7.52	\$ 7.54				\$ 8.17		\$ 8.36	
	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.

No. 0704 Will Not Run Feb. 19.

Note—All Regular Trains Will Operate With MU Equipment.

WEST CHESTER TO SUBURBAN—NORTHWARD

STATIONS	FIRST CLASS													
	#722	782	#724	0726	726	#0730	728	#730	#732	734	#0736	738	#740	742
	Daily Ex. Sat. & Sun. A. M.	Saturday Only A. M.	Daily Ex. Sat. & Sun. A. M.	Saturday Only A. M.	Daily Ex. Sat. A. M.	Daily Ex. Sat. & Sun. A. M.	Daily Ex. Sun. A. M.	Daily Ex. Sun. A. M.	Daily Ex. Sun. A. M.	Daily A. M.	Daily Ex. Sun. A. M.	Daily A. M.	Daily Ex. Sun. P. M.	Daily P. M.
WEST CHESTER				\$ 8.26		\$ 9.11					\$10.45			
NIELDS ST.				F 8.27		F 9.12					F10.46			
WESTTOWN				F 8.32		F 9.19					F10.51			
CHEYNEY				F 8.35		F 9.22					F10.54			
LOCKESLEY											F10.56			
GLEN MILLS				F 8.38		F 9.26					F10.58			
DARLINGTON				F 8.40		F 9.30					F11.02			
WAWA														
LENNI				F 8.42		F 9.33					F11.04			
GLEN RIDDLE				F 8.44		F 9.35					F11.06			
WILLIAMSON SCHOOL				F 8.46		F 9.37					F11.08			
ELWYN											F11.10			
MEDIA	\$ 8.18	\$ 8.19	\$ 8.38	\$ 8.55	\$ 8.55	\$ 9.41	\$ 9.22	\$ 9.45	\$10.15	\$10.45	\$11.15	\$11.45	\$12.15	\$12.45
MOYLAN-ROSE VALLEY	\$ 8.20	\$ 8.21	\$ 8.40	\$ 8.57	\$ 8.57	\$ 9.24	\$ 9.24	\$ 9.47	\$10.17	\$10.47	\$11.17	\$11.47	\$12.17	\$12.47
WALLINGFORD	\$ 8.23	\$ 8.23	\$ 8.42	\$ 8.59	\$ 8.59	\$ 9.26	\$ 9.26	\$ 9.49	\$10.19	\$10.49	\$11.19	\$11.49	\$12.19	\$12.49
SWARTHMORE	\$ 8.25	\$ 8.25	\$ 8.45	\$ 9.01	\$ 9.01	\$ 9.28	\$ 9.28	\$ 9.51	\$10.21	\$10.51	\$11.21	\$11.51	\$12.21	\$12.51
MORTON-RUTLEDGE	\$ 8.27	\$ 8.27	\$ 8.47	\$ 9.03	\$ 9.03	\$ 9.29	\$ 9.29	\$ 9.53	\$10.23	\$10.53	\$11.23	\$11.53	\$12.23	\$12.53
SECANE	\$ 8.30	\$ 8.29	\$ 8.50	\$ 9.05	\$ 9.05	\$ 9.30	\$ 9.30	\$ 9.55	\$10.25	\$10.55	\$11.25	\$11.55	\$12.25	\$12.55
PRIMOS		\$ 8.31	\$ 8.52	\$ 9.07	\$ 9.07	\$ 9.32	\$ 9.32	\$ 9.57	\$10.27	\$10.57	\$11.27	\$11.57	\$12.27	\$12.57
CLIFTON-ALDAN		\$ 8.33	\$ 8.54	\$ 9.09	\$ 9.09	\$ 9.34	\$ 9.34	\$ 9.59	\$10.29	\$10.59	\$11.29	\$11.59	\$12.29	\$12.59
GLADSTONE		\$ 8.35	\$ 8.56	\$ 9.11	\$ 9.11	\$ 9.35	\$ 9.35	\$10.00	\$10.30	\$11.00	\$11.30	\$12.00	\$12.30	\$1.00
LANSDOWNE	\$ 8.35	\$ 8.37	\$ 8.58	\$ 9.13	\$ 9.13	\$ 9.37	\$ 9.37	\$10.02	\$10.32	\$11.02	\$11.32	\$12.02	\$12.32	\$1.02
FERNWOOD-YEADON		\$ 8.39	\$ 9.00	\$ 9.15	\$ 9.15	\$ 9.39	\$ 9.39	\$10.04	\$10.34	\$11.04	\$11.34	\$12.04	\$12.34	\$1.04
ANGORA		\$ 8.41	\$ 9.02	\$ 9.17	\$ 9.17	\$ 9.41	\$ 9.41	\$10.06	\$10.36	\$11.06	\$11.36	\$12.06	\$12.36	\$1.06
FORTY-NINTH ST.				WW9.19	WW9.19			\$10.08		MM11.08		\$12.08		\$1.08
ARSENAL	\$ 8.43	\$ 8.45	\$ 9.06	\$ 9.21	\$ 9.21	\$ 9.45	\$ 9.45	\$10.10	\$10.40	\$11.10	\$11.40	\$12.10	\$12.40	\$1.10
PO 30th ST.-PHILA.	\$ 8.46	\$ 8.51	\$ 9.09	\$ 9.26	\$ 9.26	\$ 9.50	\$ 9.50	\$10.13	\$10.43	\$11.13	\$11.43	\$12.13	\$12.43	\$1.13
SUBURBAN	\$ 8.50	\$ 8.55	\$ 9.13	\$ 9.30	\$ 9.30	\$ 9.54	\$ 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.

No. 0726 Will Run Feb. 19.

Note—All Regular Trains Will Operate With MU Equipment.

WEST CHESTER TO SUBURBAN—NORTHWARD

FIRST CLASS

STATIONS	#0744	744	746	#748	750	#752	754	#756	758	#0760	760	762	0786	#764
	Daily Ex. Sat. & Sun. P. M.	Saturday Only P. M.	Daily P. M.	Daily Ex. Sun. P. M.	Daily Ex. Sun. P. M.	Daily Ex. Sat. & Sun. P. M.	Daily P. M.	Daily Ex. Sat. & Sun. P. M.	Daily P. M.	Daily Ex. Sat. & Sun. P. M.	Daily P. M.	Daily Ex. Sat. & Sun. P. M.	Saturday Only P. M.	Daily Ex. Sat. & Sun. P. M.
WEST CHESTER	\$12.45									\$4.42			\$5.35	
NIELDS ST.	F12.46									F4.43			F5.36	
WESTTOWN	F12.51									F4.50			F5.41	
CHEYNEY	F12.56									F4.53			F5.44	
LOCKSFLEY										F4.55				
GLEN MILLS										F4.58			F5.47	
DARLINGTON	F 1.01									F5.02				
WAWA														
LENN RIDDLE	F 1.06									F5.05			F5.51	
GLEN RIDDLE	F 1.07									F5.07			F5.52	
WILLIAMSON SCHOOL										F5.09			F5.54	
ELWYN										F5.10				
MEDIA	\$ 1.15	\$ 1.15	\$ 1.45	\$ 2.15	\$ 2.45	\$ 3.15	\$ 3.45	\$ 4.15		\$ 5.14	\$ 5.15	\$ 5.38	\$ 6.05	\$ 6.20
MOYLAN-ROSE VALLEY	\$ 1.17	\$ 1.17	\$ 1.47	\$ 2.17	\$ 2.47	\$ 3.17	\$ 3.47	\$ 4.17		\$ 5.17	\$ 5.17	\$ 5.40	\$ 6.07	\$ 6.22
WALLINGFORD	\$ 1.19	\$ 1.19	\$ 1.49	\$ 2.19	\$ 2.49	\$ 3.19	\$ 3.49	\$ 4.19		\$ 5.19	\$ 5.19	\$ 5.42	\$ 6.09	\$ 6.24
SWARTHMORE	\$ 1.21	\$ 1.21	\$ 1.51	\$ 2.21	\$ 2.51	\$ 3.21	\$ 3.51	\$ 4.21		\$ 5.21	\$ 5.21	\$ 5.44	\$ 6.11	\$ 6.26
MORTON-RUTLEDGE	\$ 1.23	\$ 1.23	\$ 1.53	\$ 2.23	\$ 2.53	\$ 3.23	\$ 3.53	\$ 4.23		\$ 5.23	\$ 5.23	\$ 5.46	\$ 6.13	\$ 6.28
SECANE	\$ 1.25	\$ 1.25	\$ 1.55	\$ 2.25	\$ 2.55	\$ 3.25	\$ 3.55	\$ 4.25		\$ 5.25	\$ 5.25	\$ 5.48	\$ 6.15	\$ 6.30
PRIMOS	\$ 1.27	\$ 1.27	\$ 1.57	\$ 2.27	\$ 2.57	\$ 3.27	\$ 3.57	\$ 4.27		\$ 5.27	\$ 5.27	\$ 5.50	\$ 6.17	\$ 6.32
CLIFTON-ALDAN	\$ 1.29	\$ 1.29	\$ 1.59	\$ 2.29	\$ 2.59	\$ 3.29	\$ 3.59	\$ 4.29		\$ 5.29	\$ 5.29	\$ 5.52	\$ 6.19	\$ 6.34
GLADSTONE	\$ 1.30	\$ 1.30	\$ 2.00	\$ 2.30	\$ 3.00	\$ 3.30	\$ 4.00	\$ 4.30		\$ 5.30	\$ 5.30	\$ 5.56	\$ 6.22	\$ 6.38
LANSDOWNE	\$ 1.32	\$ 1.32	\$ 2.02	\$ 2.32	\$ 3.02	\$ 3.32	\$ 4.02	\$ 4.32		\$ 5.32	\$ 5.32	\$ 5.58	\$ 6.23	\$ 6.38
FERNWOOD-YEADON	\$ 1.34	\$ 1.34	\$ 2.04	\$ 2.34	\$ 3.04	\$ 3.34	\$ 4.04	\$ 4.34		\$ 5.34	\$ 5.34	\$ 5.60	\$ 6.24	\$ 6.40
ANGORA	\$ 1.36	\$ 1.36	\$ 2.06	\$ 2.36	\$ 3.06	\$ 3.36	\$ 4.06	\$ 4.36		\$ 5.36	\$ 5.36	\$ 5.62	\$ 6.26	\$ 6.42
FORTY-NINTH ST.					\$ 3.08	\$ 3.38	WW4.08	\$ 4.38		\$ 5.38	\$ 5.38	\$ 5.64	\$ 6.27	\$ 6.43
ARSENAL	1.40	1.40	2.10	2.40	3.10	3.40	4.10	4.41		\$ 5.39	\$ 5.39	\$ 5.65	\$ 6.28	\$ 6.44
PC 30th ST.-PHILA	\$ 1.43	\$ 1.43	\$ 2.13	\$ 2.43	\$ 3.13	\$ 3.43	\$ 4.13	\$ 4.43		\$ 5.40	\$ 5.40	\$ 5.66	\$ 6.29	\$ 6.45
SUBURBAN	\$ 1.47	\$ 1.47	\$ 2.17	\$ 2.47	\$ 3.17	\$ 3.47	\$ 4.17	\$ 4.50		\$ 5.42	\$ 5.42	\$ 5.68	\$ 6.30	\$ 6.46
	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.

No. 0744 Will Not Run Feb. 19.

No. 0786 Will Run Feb. 19.

WEST CHESTER TO SUBURBAN—NORTHWARD

STATIONS	FIRST CLASS									
	766	#0768	768	774	#0770	770	784	#772		
	Daily P. M.	Daily Ex. Sat. & Sun. P. M.	Saturday Only P. M.	Daily P. M.	Daily Ex. Sat. & Sun. P. M.	Saturday Only P. M.	P. M.	Daily Ex. Sat. & Sun. P. M.		
WEST CHESTER		\$ 7.56			\$ 9.30					
NIELDS ST.		F 7.57			F 9.31					
WESTTOWN		F 8.04			F 9.38					
CHEYNEY		F 8.07			F 9.41					
LOCKSFLEY										
GLEN MILLS		F 8.11			F 9.45					
DARLINGTON										
WAWA										
LENNI										
GLEN RIDDLE										
WILLIAMSON SCHOOL										
ELWYN										
MEDIA										
MOYLAN-ROSE VALLEY										
WALLINGFORD										
SWARTHMORE										
MORTON-RUTLEDGE										
SECANE										
PRIMOS										
CLIFTON-ALDAN										
GLADSTONE										
LANSDOWNE										
FERNWOOD-YEADON										
ANGORA										
FORTY-NINTH ST.										
ARSENAL										
PC 30th ST.-PHILA.										
SUBURBAN										
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Will Not Run Dec. 25	Will Not Run Feb. 19	Will Run Feb. 19		Will Run Feb. 19	Will Run Feb. 19	Will Run Sunday and Jan. 1	Will Not Run Feb. 19		
	\$ 7.10	\$ 8.28	\$ 8.10	\$ 8.50	\$10.00	\$10.00	\$10.40	\$11.00		
	\$ 7.12	\$ 8.30	\$ 8.12	\$ 8.52	\$10.02	\$10.02	\$10.42	\$11.02		
	\$ 7.14	\$ 8.32	\$ 8.14	\$ 8.54	\$10.04	\$10.04	\$10.44	\$11.04		
	\$ 7.16	\$ 8.34	\$ 8.16	\$ 8.56	\$10.06	\$10.06	\$10.46	\$11.06		
	\$ 7.18	\$ 8.36	\$ 8.18	\$ 8.58	\$10.08	\$10.08	\$10.48	\$11.08		
	\$ 7.20	\$ 8.38	\$ 8.20	\$ 8.60	\$10.10	\$10.10	\$10.50	\$11.10		
	\$ 7.22	\$ 8.40	\$ 8.22	\$ 8.62	\$10.12	\$10.12	\$10.52	\$11.12		
	\$ 7.24	\$ 8.42	\$ 8.24	\$ 8.64	\$10.14	\$10.14	\$10.54	\$11.14		
	F 7.25	\$ 8.43	\$ 8.25	\$ 8.65	\$10.15	\$10.15	\$10.55	\$11.15		
	\$ 7.27	\$ 8.45	\$ 8.27	\$ 8.67	\$10.17	\$10.17	\$10.57	\$11.17		
	\$ 7.29	\$ 8.47	\$ 8.29	\$ 8.69	\$10.19	\$10.19	\$10.59	\$11.19		
	\$ 7.31	\$ 8.49	\$ 8.31	\$ 8.71	\$10.21	\$10.21	\$11.01	\$11.21		
	\$ 7.33				\$10.23					
	7.35	8.53	8.35	9.15	10.25	10.25	11.05	11.25		
	\$ 7.38	\$ 8.56	\$ 8.38	\$ 9.18	\$10.28	\$10.28	\$11.08	\$11.28		
	\$ 7.42	\$ 9.00	\$ 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.	P. M.	P. M.

Note—All Regular Trains Will Operate With MU Equipment.

No. 0770 Will Not Run Feb. 19.

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

FIRST CLASS

STATIONS	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.
	#5401	5501	5551	#5801	5553	5503	#5403	5503	5503	#5445	5505	5555	#5405	5507	#5407	5557
HARRISON C.N.J. YD.																
NEWARK	\$12.68	\$12.68	\$12.68	\$ 6.18	\$ 6.30	\$ 7.06	\$ 6.40	\$ 6.40	\$ 7.24	\$ 7.40	\$ 7.60	\$ 8.13	\$ 8.30	\$ 8.30	\$ 8.50	\$ 9.16
HUNTER	1.01	1.01	1.01	6.21	6.33	7.10	6.44	6.43	7.28	7.43	7.53	8.17	8.33	8.33	9.02	9.33
NK-L.V.R.R.	1.04	1.04	1.04	6.24	6.36	7.13	6.47	6.46	7.32	7.46	7.56	8.20	8.36	8.36	9.06	9.36
	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.

FIRST CLASS

STATIONS	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.
	5509	5559	#5411	5511	5513	#5413	5561	#5415	5515	5563	#5417	5517	#5419	5519	5557	5557
HARRISON C.N.J. YD.																
NEWARK	\$ 9.52	\$10.07	\$10.45	\$10.45	\$11.40	\$11.45	\$12.05	\$12.45	\$ 1.10	\$ 1.35	\$ 1.55	\$ 2.22	\$ 3.23	\$ 3.24	\$ 9.06	\$ 9.30
HUNTER	9.55	10.10	10.48	10.48	11.43	11.48	12.08	12.48	1.13	1.38	1.58	2.25	3.26	3.27	9.08	9.33
NK-L.V.R.R.	9.58	10.13	10.51	10.51	11.46	11.51	12.11	12.51	1.16	1.41	2.01	2.28	3.29	3.30	9.11	9.36
	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.	A. M.	A. M.

Trains Nos. 5551, 5553, 5555, 5557, 5559, 5561 and 5563 Will Run Dec. 25, Jan. 1 and Feb. 19.

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

FIRST CLASS													
C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.
5565	5521	55421	55619	55423	55923	5523	5567	55703	55425	55621	55427	55707	5569
Sunday Only	Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Sunday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Sunday Only
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.
\$ 3.67	\$ 4.22	\$ 4.15	\$ 4.45	\$ 4.51	\$ 5.00	\$ 5.22	\$ 5.25	\$ 5.34	\$ 5.38	\$ 5.46	\$ 5.41	\$ 5.53	\$ 5.07
4.00	4.25	4.31	4.57	5.03	5.21	5.28	5.28	5.31	5.38	5.49	6.00	6.04	6.25
4.03	4.28	4.34	5.00	5.07	5.25	5.28	5.31	5.34	5.42	5.52	6.04	6.07	6.32
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.
HARRISON C.N.J. YD.													
NEWARK													
HUNTER													
NK-L.V.R.R.													

FIRST CLASS													
C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.
5525	55431	55433	5527	55435	5571	5529	5531	55437	5573	5533	5575	55439	5535
Saturday Only	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Sunday Only	Saturday Only	Saturday Only	Daily Ex. Sat. & Sun.	Sunday Only	Saturday Only	Sunday Only	Daily Ex. Sat. & Sun.	Saturday Only
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.
6.10	\$ 6.53	\$ 7.25	\$ 7.22	\$ 8.26	\$ 8.28	\$ 8.27	\$ 9.22	\$ 9.45	\$10.22	\$10.26	\$11.22	\$11.25	\$11.59
6.28	6.57	7.29	7.25	8.29	8.29	8.30	9.25	9.48	10.25	10.29	11.25	11.28	12.02
6.31	7.01	7.32	7.28	8.32	8.32	8.33	9.28	9.51	10.28	10.32	11.28	11.31	12.05
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
HARRISON C.N.J. YD.													
NEWARK													
HUNTER													
NK-L.V.R.R.													

Trains Nos. 5565, 5567, 5569, 5571, 5573 and 5575 Will Run Dec. 25, Jan. 1 and Feb. 19.

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

STATIONS		FIRST CLASS													
		C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.
NK-L.V.R.R.	#5440	Daily Ex. Sun. & Mon.	5576	C. N. J.	5536	C. N. J.	5502	C. N. J.	5504	C. N. J.	5540	C. N. J.	5540	C. N. J.	C. N. J.
		A. M.	A. M.		A. M.		A. M.		A. M.		A. M.		A. M.		A. M.
		12.04	12.04		12.07		6.07		6.50		6.51		7.11		7.43
		12.07	12.07		6.10		6.12		6.54		7.14		7.25		7.47
		\$12.10	\$12.10		\$6.14		\$6.15		\$6.57		\$7.18		\$7.28		\$7.50
HUNTER															
NEWARK															
HARRISON C.N.J. YD.															

STATIONS		FIRST CLASS													
		C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.
NK-L.V.R.R.	#5910	Daily Ex. Sat. & Sun.	5600	C. N. J.	5712	C. N. J.	5556	C. N. J.	5412	C. N. J.	5508	C. N. J.	5602	C. N. J.	C. N. J.
		A. M.	A. M.		A. M.		A. M.		A. M.		A. M.		A. M.		A. M.
		8.09	8.13		8.26		8.37		8.40		9.06		9.15		9.18
		8.12	8.16		8.29		8.40		8.43		9.09		9.18		9.21
		\$8.16	\$8.19		\$8.33		\$8.43		\$8.47		\$9.12		\$9.21		\$9.25
HUNTER															
NEWARK															
HARRISON C.N.J. YD.															

Trains Nos. 5536, 5552, 5554, 5556, 5558 and 5560 Will Run Dec. 25, Jan. 1 and Feb. 19.

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

STATIONS	FIRST CLASS											
	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.
	#5420	#5422	#5424	#5426	#5428	#5430	#5432	#5434	#5436	#5438	#5440	#5442
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	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.
NK-L.V.R.R.	12.09	1.04	1.23	1.24	1.27	1.28	1.30	1.31	1.32	1.33	1.34	1.35
HUNTER	12.12	1.07	1.26	1.27	1.30	1.31	1.33	1.34	1.35	1.36	1.37	1.38
NEWARK	\$12.15	\$ 1.10	\$ 1.29	\$ 1.30	\$ 1.33	\$ 1.34	\$ 1.36	\$ 1.37	\$ 1.38	\$ 1.39	\$ 1.40	\$ 1.41
HARRISON O.N.J. YD.	12.18	1.13	1.32	1.33	1.36	1.37	1.39	1.40	1.41	1.42	1.43	1.44
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

STATIONS	FIRST CLASS											
	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.	C. N. J.
	#5430	#5432	#5434	#5436	#5438	#5440	#5442	#5444	#5446	#5448	#5450	#5452
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	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.
NK-L.V.R.R.	6.08	6.33	6.39	6.40	6.41	6.42	6.43	6.44	6.45	6.46	6.47	6.48
HUNTER	6.11	6.37	6.42	6.43	6.44	6.45	6.46	6.47	6.48	6.49	6.50	6.51
NEWARK	\$ 6.15	\$ 6.41	\$ 6.46	\$ 6.47	\$ 6.48	\$ 6.49	\$ 6.50	\$ 6.51	\$ 6.52	\$ 6.53	\$ 6.54	\$ 6.55
HARRISON O.N.J. YD.	6.18	6.43	6.48	6.49	6.50	6.51	6.52	6.53	6.54	6.55	6.56	6.57
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Trains Nos. 5562, 5564, 5566, 5568, 5570, 5572 and 5574 Will Run Dec. 25, Jan. 1 and Feb. 19.

PRINCETON BRANCH—SOUTHWARD

FIRST CLASS															
STATIONS	#4133	#4135	#4137	4139	#4141	4259	4101	4261	4143	#4145	4147	#4149	4105	#4151	4263
	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Sunday Only	Saturday Only	Sunday Only	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Sunday Only
	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.
PRINCETON	\$ 7.15	\$ 7.40	\$ 8.19	\$ 8.48	\$ 9.40	\$ 9.50	\$10.15	\$10.47	\$12.35	\$ 1.20	\$ 1.43	\$ 2.02	\$ 2.35	\$ 3.05	\$ 3.40
PRINCETON JOT	\$ 7.20	\$ 7.45	\$ 8.24	\$ 8.53	\$ 9.45	\$ 9.55	\$10.20	\$10.52	\$12.40	\$ 1.25	\$ 1.48	\$ 2.07	\$ 2.40	\$ 3.10	\$ 3.45
	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.
FIRST CLASS															
STATIONS	#4153	#4155	4265	#4157	#4159	4107	4161	4267	4163	#4165	4167	#4169	4171	4111	
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Sunday Only	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Sunday Only	Daily	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily	Saturday Only	
	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.	
PRINCETON	\$ 4.00	\$ 4.21	\$ 4.38	\$ 4.40	\$ 4.57	\$ 5.28	\$ 5.40	\$ 5.47	\$ 6.03	\$ 6.18	\$ 6.50	\$ 7.08	\$ 7.43	\$ 9.02	
PRINCETON JOT	\$ 4.05	\$ 4.26	\$ 4.38	\$ 4.45	\$ 5.02	\$ 5.33	\$ 5.45	\$ 5.52	\$ 6.08	\$ 6.23	\$ 6.55	\$ 7.13	\$ 7.48	\$ 9.07	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
FIRST CLASS															
STATIONS	4175	#4183		4177	4179		4181								
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.		Daily	Daily		Daily								
	P. M.	P. M.		P. M.	P. M.		P. M.								
PRINCETON	\$ 9.22	\$10.00		\$10.47	\$11.15		\$11.48								
PRINCETON JOT	\$ 9.27	\$10.05		\$10.52	\$11.20		\$11.53								
	P. M.	P. M.		P. M.	P. M.		P. M.								

Regular trains on Princeton Branch operate with MU equipment and will not carry baggage.
Nos. 4259, 4261 and 4265 Will Run Dec. 25, Jan. 1 and Feb. 19.
Nos. 4133, 4137, 4145, 4149, 4151, 4153, 4155, 4157, 4159, 4163, 4169 and 4183 Will Not Run Feb. 19.
No. 4141 Will Not Run Dec. 25, Jan. 1 and Feb. 19.

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

Nos. 4259, 4261 and 4265 Will Run Dec. 25, Jan. 1 and Feb. 19.

Nos. 4133, 4137, 4145, 4149, 4151, 4153, 4155, 4157, 4159, 4165, 4169 and 4183 Will Not Run Feb. 19.

No. 4141 Will Not Run Dec. 25, Jan. 1 and Feb. 19.

PRINCETON BRANCH—NORTHWARD

FIRST CLASS															
STATIONS	#4134	#4136	#4138	4140	#4142	4260	4102	4262	4144	4104	#4146	4148	#4150	4106	#4152
	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Sunday Only	Saturday Only	Sunday Only	Daily Ex. Sat.	Saturday Only	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Saturday Only	Daily Ex. Sat. & Sun.
	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.
	\$ 7.27	\$ 7.59	\$ 8.30	\$ 9.06	\$ 9.57	\$10.10	\$10.27	\$11.00	\$12.48	\$ 1.05	\$ 1.31	\$ 1.52	\$ 2.12	\$ 3.15	\$ 3.15
PRINCETON JOT	\$ 7.32	\$ 8.04	\$ 8.35	\$ 9.11	\$10.02	\$10.15	\$10.32	\$11.05	\$12.53	\$ 1.10	\$ 1.36	\$ 1.57	\$ 2.17	\$ 3.20	\$ 3.20
PRINCETON	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.
FIRST CLASS															
STATIONS	4264	#4154	#4156	4158	#4160	4108	4162	4266	4164	#4166	4168	#4170	4172	4110	4112
	Sunday Only	Daily Ex. Sun.	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. & Sun.	Sunday Only	Daily	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sat.	Saturday Only	Saturday Only
	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.
	\$ 3.50	\$ 4.14	\$ 4.30	\$ 4.51	\$ 5.10	\$ 5.43	\$ 5.50	\$ 5.56	\$ 6.13	\$ 6.28	\$ 7.00	\$ 7.18	\$ 7.55	\$ 8.15	\$ 9.12
PRINCETON JOT	\$ 3.55	\$ 4.19	\$ 4.35	\$ 4.56	\$ 5.15	\$ 5.48	\$ 5.55	\$ 6.01	\$ 6.18	\$ 6.33	\$ 7.05	\$ 7.23	\$ 8.00	\$ 8.20	\$ 9.17
PRINCETON	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
FIRST CLASS															
STATIONS	4176	#4184	4178	4180	4182										
	Daily Ex. Sat.	Daily Ex. Sat. & Sun.	Daily	Daily	Daily										
	P. M.	P. M.	P. M.	P. M.	P. M.										
	\$ 9.31	\$10.15	\$10.57	\$11.25	\$11.59										
PRINCETON JOT	\$ 9.36 <th>\$10.20</th> <th>\$11.02</th> <th>\$11.30</th> <th>\$12.04</th> <th colspan="10"></th>	\$10.20	\$11.02	\$11.30	\$12.04										
PRINCETON	P. M.	P. M.	P. M.	P. M.	A. M.										

Regular trains on Princeton Branch operate with MU equipment and will not carry baggage.
Nos. 4260 and 4262 Will Run Dec. 25, Jan. 1 and Feb. 19.
Nos. 4134, 4138, 4146, 4150, 4152, 4154, 4156, 4160, 4166, 4170 and 4184 Will Not Run Feb. 19.
No. 4142 Will Not Run Dec. 25, Jan. 1 and Feb. 19.

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

Nos. 4260 and 4262 Will Run Dec. 25, Jan. 1 and Feb. 19.

Nos. 4134, 4138, 4145, 4150, 4152, 4154, 4156, 4160, 4166, 4170 and 4184 Will Not Run Feb. 19.

No. 4142 Will Not Run Dec. 25, Jan. 1 and Feb. 19.

WASHINGTON TO SOUTH END—SOUTHWARD

FIRST CLASS

STATIONS	SOU.		SOU.		R. F. & P.								C. & O.		SOU.		R. F. & P. R. F. & P.		R. F. & P.		
	405	407	81											51	401	83	85	95			
	Daily	Daily	Daily											Daily	Daily	Daily	Daily	Daily			
	A. M.	A. M.	P. M.											P. M.	P. M.	P. M.	P. M.	P. M.			
	\$ 9.45	\$11.45	\$ 2.25											\$ 5.50	\$ 7.00	\$ 7.05	\$ 8.15	\$10.50			
	9.50	11.50	2.30											5.55	7.05	7.10	8.20	10.55			
	9.56	11.56	2.36											6.01	7.11	7.16	8.26	11.01			
	A. M.	A. M.	P. M.											P. M.	P. M.	P. M.	P. M.	P. M.			
	WASHINGTON																				
	VIRGINIA																				
SOUTH END																					

SOUTH END TO WASHINGTON—NORTHWARD

FIRST CLASS

STATIONS	R.F.&P.		R.F.&P.		SOU.		C.&O.		R.F.&P.		SOU.		R.F.&P.		SOU.	
	84	86	Daily	Daily	402	50	96	Daily	Daily	408	82	Daily	Daily	406	Daily	
	A. M.	A. M.			A. M.	A. M.	A. M.			P. M.	P. M.			P. M.	P. M.	
	4.35	6.45			8.00	8.20	9.45			2.14	3.20			10.00		
	4.42	6.52			8.07	8.27	9.52			2.22	3.27			10.06		
	\$ 4.50	\$ 7.00			\$ 8.15	\$ 8.35	\$10.00			\$ 2.30	\$ 3.35			\$10.15		
	A. M.	A. M.			A. M.	A. M.	A. M.			P. M.	P. M.			P. M.	P. M.	
SOUTH END																
VIRGINIA																
WASHINGTON																

OFFICES OPEN FOR SALE OF TICKETS

NEW JERSEY DIVISION

Station	Monday to Friday	Saturday	Sunday and Holidays
New York	6.10 AM to 11.30 PM	6.10 AM to 11.30 PM	6.10 AM to 11.30 PM
Newark, N.J.	6.00 AM to 11.00 PM	6.00 AM to 11.00 PM	6.00 AM to 11.00 PM
N. Elizabeth	6.30 AM to 8.45 AM	Closed	Closed
Elizabeth	6.00 AM to 5.00 PM	9.00 AM to 5.00 PM	Closed
Linden	6.00 AM to 2.30 PM	Closed	Closed
Rahway	6.30 AM to 2.30 PM	8.30 AM to 4.00 PM	Closed
Woodbridge	6.30 AM to 8.15 AM	Closed	Closed
Metro Park	6.00 AM to 5.40 PM 6.00 PM to 10.30 PM	6.00 AM to 5.40 PM 6.00 PM to 10.30 PM	7.30 AM to 5.40 PM 6.00 PM to 10.30 PM
Metuchen	6.30 AM to 2.30 PM	Closed	Closed
New Brunswick	6.00 AM to 8.00 PM	6.00 AM to 8.00 PM	11.30 AM to 8.00 PM
Jersey Avenue	6.45 AM to 10.45 AM	Closed	Closed
Princeton Jct.	6.45 AM to 11.15 AM 12.15 PM to 3.15 PM	7.00 AM to 3.30 PM	Closed
Princeton	7.00 AM to 10.00 AM	Closed	Closed

PHILADELPHIA COMMUTER AREA

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 11.00 AM	Closed	Closed
Torresdale	6.45 AM to 8.45 AM	Closed	Closed
North Phila.	6.00 AM to 11.00 PM	6.00 AM to 11.00 PM	6.00 AM to 11.00 PM
Penn Central 30th St.-Phila.	6.00 AM to 11.45 PM	6.00 AM to 11.45 PM	6.00 AM to 11.45 PM
Suburban	6.00 AM to 11.45 PM	6.30 AM to 10.00 PM	10.00 AM to 7.30 PM
Darby	7.00 AM to 9.30 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	6.40 AM to 11.30 AM 12.45 PM to 3.40 PM	Closed	Closed
Ardmore	6.35 AM to 11.30 AM 12.30 PM to 3.35 PM	Closed	Closed
Haverford	6.45 AM to 12.00 Noon 1.15 PM to 3.45 PM	Closed	Closed
Bryn Mawr	6.50 AM to 3.50 PM	Closed	Closed
Rosemont	7.10 AM to 10.45 AM	Closed	Closed
Villanova	6.45 AM to 11.45 AM 1.15 PM to 3.45 PM	Closed	Closed

PHILADELPHIA COMMUTER AREA (CONTINUED)

Station	Monday to Friday	Saturday	Sunday and Holidays
Radnor	7.00 AM to 9.15 AM	Closed	Closed
St. Davids	6.30 AM to 11.30 AM 1.00 PM to 3.30 PM	Closed	Closed
Wayne	6.50 AM to 12.00 Noon 1.10 PM to 3.50 PM	Closed	Closed
Stratford	6.30 AM to 11.30 AM 1.00 PM to 3.30 PM	Closed	Closed
Devon	6.45 AM to 11.40 AM 1.00 PM to 3.45 PM	Closed	Closed
Berwyn	6.45 AM to 11.30 AM 1.00 PM to 3.15 PM	Closed	Closed
Paoli	6.30 AM to 7.15 PM	6.30 AM to 7.15 PM	6.30 AM to 7.15 PM
Malvern	6.45 AM to 8.15 AM	Closed	Closed
Coatesville	6.30 AM to 3.30 PM	Closed	Closed
Queen Lane	6.25 AM to 12.00 Noon 1.00 PM to 2.20 PM	Closed	Closed
Cheltenham Ave.	6.45 AM to 11.30 AM 1.00 PM to 3.45 PM	Closed	Closed
Carpenter	6.45 AM to 11.50 AM 12.30 PM to 2.25 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
Angora	7.30 AM to 9.15 AM	Closed	Closed
Fernwood-Yeadon	7.00 AM to 9.00 AM	Closed	Closed
Lansdowne	6.45 AM to 11.00 AM 12.00 Noon to 3.45 PM	Closed	Closed
Clifton-Aldan	6.35 AM to 10.00 AM	Closed	Closed
Primos	6.15 AM to 8.45 AM	Closed	Closed
Secane	6.30 AM to 10.00 AM	Closed	Closed
Morton-Rutledge	6.45 AM to 12.00 Noon 1.00 PM to 3.30 PM	Closed	Closed
Swarthmore	6.30 AM to 12.00 Noon 12.45 PM to 3.00 PM	Closed	Closed
Wallingford	6.40 AM to 11.50 AM 1.21 PM to 3.20 PM	Closed	Closed
Moylan-Rose Valley	6.45 AM to 9.47 AM	Closed	Closed
Media	6.45 AM to 11.00 AM 12.00 Noon to 3.15 PM	Closed	Closed
West Chester	7.30 AM to 9.15 AM	Closed	Closed
Wynnefield Ave.	7.15 AM to 10.05 AM	Closed	Closed
Bala	7.15 AM to 9.15 AM	Closed	Closed
Cynwyd	7.15 AM to 11.15 AM	Closed	Closed

PHILADELPHIA COMMUTER AREA (CONTINUED)

Station	Monday to Friday	Saturday	Sunday and Holidays
Sharon Hill	6.45 AM to 11.45 AM 12.45 PM to 3.15 PM	Closed	Closed
Folcroft	6.30 AM to 11.00 AM 12.30 PM to 3.30 PM	Closed	Closed
Glenolden	6.30 AM to 9.00 AM	Closed	Closed
Norwood	6.30 AM to 11.45 AM 1.20 PM to 3.30 PM	Closed	Closed
Moore	6.00 AM to 10.45 AM 11.45 AM to 2.30 PM	Closed	Closed
Ridley Park	6.00 AM to 10.45 AM 11.45 AM to 2.30 PM	Closed	Closed
Chester (Note 1)	6.20 AM to 2.40 PM 3.40 PM to 6.00 PM	Closed	Closed
Marcus Hook	6.15 AM to 9.10 AM	Closed	Closed
Claymont	7.00 AM to 2.45 PM	Closed	Closed
Wilmington	6.10 AM to 10.15 PM	6.10 AM to 10.15 PM	6.10 AM to 10.15 PM

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

CHESAPEAKE DIVISION

Newark, Del.	7.00 AM to 5.00 PM	Closed	Closed
Aberdeen	8.00 AM to 5.00 PM	Closed	Closed
Baltimore	6.10 AM to 10.45 PM	6.10 AM to 10.45 PM	6.10 AM to 10.45 PM
Odenton	8.00 AM to 9.00 AM 2.20 PM to 5.00 PM	Closed	Closed
Capital Beltway	5.30 AM to 5.00 PM 5.30 PM to 7.15 PM	5.30 AM to 5.00 PM 5.30 PM to 7.15 PM	5.30 AM to 5.00 PM 5.30 PM to 7.15 PM
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
Elizabethtown	7.00 AM to 8.30 AM	Closed	Closed
Harrisburg	Continuously	Continuously	Continuously
York	7.00 AM to 4.00 PM	Closed	Closed

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

EXTRA STOPS—PASSENGER TRAINS
New Jersey Division

Train No.	Stop At	For
3812	Portal Block Station.....	Employees
3706	Portal Block Station.....	Employees
4241	Portal Block Station.....	Employees
3740	Portal Block Station.....	Employees
3767	Portal Block Station.....	Employees
3789	Portal Block Station.....	Employees
3606	Switch Leading to Engine Track,	Employees
3723	Meadows, East End Hudson Interlocking.....	
3607	Waverly Freight Station, Haynes Ave.....	Employees
3731	Waverly Freight Station, Haynes Ave.....	Employees
3842	County Block Station.....	Employees
3815	County Block Station.....	Employees

Philadelphia Commuter Area

Train No.	Stop At	For
601	Paoli Shops.....	Employees
☒ 908-935-910	Lamokin Street	Employees
☐ 951		
953		
903		
905		
904		
907		
912		
919	Wilmington Shop Overhead Bridge.....	Employees
925		
934		
936		
938		
949		
952		
950		
▲ 955		

Chesapeake Division

414	Ivy City Enginehouse, on Signal.....	Employees
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†Saturday Only.

▲ Daily Except Saturday and Sunday.

☐ Saturday, Sunday and Holidays.

☒ Daily Except Saturday, Sunday and Holidays.

HARRISBURG DIVISION

PASSENGER HIGHWAY BUS SERVICE

Stations	LANCASTER TO YORK			YORK TO LANCASTER			
	0553	0557	0559	0552	0558	0560	0572
	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	Ex. Sat. P. M.
Lancaster.....	11.20	3.25	8.00	8.17	3.15	7.55	10.05
Mountville.....		3.40			2.55		
Columbia.....	11.42	3.47	8.22	7.50	2.48	7.28	9.38
Wrightsville	11.47	3.52	8.27	7.45	2.43	7.23	9.33
Strickler	11.51	3.56	8.31	7.41	2.39	7.19	9.29
Hellam.....	11.55	4.00	8.35	7.37	2.35	7.15	9.25
York.....	12.15	4.15	8.55	7.22	2.20	7.00	9.10
	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.
Conn. train.....	605	609	41	604	610	616	.....
Due Lancaster.....	11.11	3.14	7.35	8.33	3.33	8.27	.....
	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	

TRAINS WAIT FOR CONNECTIONS

NEW JERSEY DIVISION

Rahway

Train No.	Due to Leave	Will Wait 5 Minutes for Train No.	Due	Train No.	Due to Leave	Will Wait 5 Minutes for Train No.	Due
	A.M.		A.M.		P.M.		P.M.
3704	6.01	3602	5.55	3621	5.08	3839	5.03
3611	8.32	3821	8.28	3637	7.13	3785	7.10
				3641	9.49	3757	9.43

Princeton Jct.

	A.M.		A.M.		A.M.		A.M.
3820	8.25	4137	8.24	4134	7.27	254	7.25
3822	8.26	4137	8.24	4136	7.59	3817	7.55
256	8.55	4139	8.53	4136	7.59	3853	7.55
4202	8.57	4139	8.53	4138	8.30	3820	8.25
3823	9.46	4141	9.45	4138	8.30	3822	8.26
4203	10.57	4261	10.52	4140	9.06	3819	9.01
				4140	9.06	3821	9.05
	P.M.		P.M.				
143	12.43	4143	12.40	4260	10.10	280	10.04
3825	1.03	4103	1.01	4102	10.27	3824	10.25
212	1.50	4147	1.48	4262	11.00	4203	10.57
3827	2.09	4149	2.07				
3831	2.45	4105	2.40	4144	12.48	143	12.43
3829	3.12	4151	3.10	4104	1.05	3825	1.03
218	3.48	4263	3.45	4148	1.52	212	1.50
3846	4.01	4153	4.05	4150	2.12	3827	2.09
3833	4.28	4155	4.26	4106	3.15	3830	3.20
3839	5.38	4107	5.33	4152	3.15	3829	3.12
220	5.47	4161	5.45	4264	3.50	218	3.48
221	5.53	4267	5.52	4154	4.14	3832	4.12
3838	6.09	4163	6.08	4154	4.14	3835	4.12
3841	6.09	4163	6.08	4156	4.30	3833	4.28
223	6.24	4165	6.23	4158	4.51	219	4.50
225	6.58	4167	6.55	4108	5.43	3839	5.40
3849	7.16	4169	7.13	4162	5.50	220	5.47
298	7.50	4171	7.48	4266	5.56	221	5.55
3842	9.29	4175	9.27	4164	6.13	3838	6.09
3860	10.54	4177	10.52	4164	6.13	3841	6.09
3861	11.22	4179	11.20	4166	6.40	3858	6.38
231	11.59	4181	11.53	4168	7.00	225	6.58
3844	11.56	4181	11.53	4170	7.18	3849	7.16
				4172	7.55	227	7.54
				4110	8.15	3850	8.12
				4184	10.15	3843	10.11
				4178	10.57	3860	10.54
				4180	11.25	3861	11.22
				4182	11.59	3844	11.56
				4182	11.59	231	11.59

TRAINS WAIT FOR CONNECTIONS
PHILADELPHIA COMMUTER AREA

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
501 517	A.M. 6.13 11.10	3815 4203	A.M. 6.10 11.05	172	A.M. 11.52	510	A.M. 11.48
529 559	P.M. 5.32 8.48	215 3839	P.M. 5.28 8.50	3840	P.M. 8.19	534	P.M. 8.14

AT PENN CENTRAL 30th ST. STATION-PHILADELPHIA

Train No.	Due to Leave	Mins. Wait	Train No.	Due	For Pagra.
905 0759	7.00 AM 6.33 PM	3 5	501 221	6.58 AM 6.40 PM	

AT NORTH PHILADELPHIA

852	5.41 PM	3	219	5.30 PM	
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AT MEDIA

Train No.	Wait for	Train No.	Wait for
0709 0739 0745 0753	709 739 745 753	716 722 730 760	0714 0722 0730 0760

NOTE—Conductors of trains for which connections are held must notify the Superintendent Suburban Transportation 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 Suburban Transportation, as to the number of passengers and their destinations.

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.

Uniforms

100J-1-A1. Designated uniformed employes must wear the Standard Penn Central or Amtrak uniform while on duty.

Penn Central and AMTRAK uniform coats must be buttoned except when Trainmen are actually engaged in lifting transportation.

Penn Central uniform requires a clean, plain, white broadcloth shirt with either long or short elbow length sleeves and four-in-hand or black clip-on bow tie of dacron-wool material with square ends measuring $4\frac{1}{2}$ inches long and $1\frac{3}{4}$ inches wide, a black belt, black hose and black shoes.

Amtrak uniform requires a clean Amtrak shirt and matching tie, black belt, black hose and black shoes.

Passenger trainmen may perform their duties without uniform coats and vests during the period May 1 to October 31 inclusive, or at any time when the outside temperature exceeds 80 deg. except, trainmen who have objectionable markings on their arms such as tattoos, etc., must not wear shirts with short elbow length sleeves. The long sleeve shirt must be buttoned and not rolled.

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

Tunnel Alarm System

100L-A1. (New Jersey Division). Tunnel alarm system consists of alarm boxes, indicated by blue light, located not more than 800 feet apart on opposite bench walls to signals which govern movements with current of traffic, and are connected to indicators in offices of Power Director.

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

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

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

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

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

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

Tunnel Flood Gates

100L-B1. (New Jersey Division). Gates have been installed at the Tenth Avenue Portals of the North River Tunnels and at the Sixth Avenue Portals of the East River Tunnels. These gates can be closed to confine water to each individual tunnel in case of breakage or damage to the tunnel.

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

Fire in Tunnels

100L-C1. (New Jersey Division). In event of fire or serious flashing on trains in East or North River Tunnels every effort must be made to get train out of tunnel as quickly as possible. Engineman must be notified at once but train must not be stopped unless there is reason to believe that derailment or personal injury may otherwise result.

When fire or serious flashing is observed on MU type cars under movement, power switches located in the electrical cabinet must be operated at once by a member of the train crew to cut off power to the car. The engineman must be notified as soon as practical.

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

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

After this is done, fire extinguishers may be used to put out fire, using discretion to insure the least amount of inconvenience and discomfort to passengers.

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

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

When a train is stopped in the tunnel, or is disabled and unable to move, trainmen must instruct passengers not to leave the train.

If it becomes necessary to evacuate passengers, they should be instructed as to use of exits and members of the crew must escort passengers to the nearest exit.

Crew members must keep passengers informed as to the probable extent of delay.

If passengers cannot be restrained from leaving train, power must be removed from 3rd rail and every effort must be made by crew members to establish an orderly evacuation, preferably out of tunnel and "A" Tower must be notified.

Tunnel Emergency Exits

100L-D1. (New Jersey Division). Emergency exits are provided at the following locations:

East River Tunnels

Track	Location	Bench Wall	
1	1st Ave.	South	400 feet west of signal 1-E-12
1	L.I. City (Shaft)	South	810 feet west of signal 1-E-22
1	L.I. City (Portal)	South	30 feet east of signal 1-E-28
2	L.I. City (Portal)	Both	500 feet west of home signal for F
2	L.I. City (Shaft)	Both	945 feet west of signal 2-E-21
2	1st Ave.	Both	515 feet east of signal 2-E-11
3	1st Ave.	South	1060 feet west of signal 3-E-14
3	L.I. City (Shaft)	South	810 feet east of signal 3-E-18
3	L.I. City (Portal)	Both	420 feet west of signal E-28
4	L.I. City (Portal)	Both	1280 feet east of signal 4-E-25
4	L.I. City (Shaft)	Both	25 feet west of signal 4-E-19
4	1st Ave.	Both	570 feet east of signal 4-E-11

North River Tunnels

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

Tunnel Telephone System

100L-D2. (New Jersey Division). Telephones are located on bench walls *opposite of signal locations* in the normal direction of traffic and at exit shafts. Buttons are color coded on operable lines as follows:

GREEN—"A" Tower, RED—Power Director

WHITE—Exchange Line (PBX Operator)

Train Director, "A" Tower, may be reached on the direct line (GREEN) through the PBX Operator (WHITE), Extensions 3100, 3101, 3102—or through Power Director relay in emergency situations.

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 S7-A

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 pages 404 and 405. 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 except Metroliners.

Staff Officers and their 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, Load Dispatchers and Maintainers in their districts.

Supervisors of Track, Assistants and Foremen in their districts.

Air-Brake Inspectors.

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 Division 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 operating cab of an engine hauling a passenger train, two men in addition to the crew.

Under no circumstances are more than four men including engine-man to be allowed to ride in the operating cab of a Metroliner.

Region and Division Staff Officers and Assistants, Train Masters, Road Foreman, Supervisor Track and Assistants, Supervisor C. and S. and Assistants, and General Foremen will be permitted to ride METROLINERS in the performance of their duties.

Personal Injuries.

100R-A1. Injuries to persons must be reported immediately to the Division Superintendent and Superintendent Suburban Transportation 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.

Type of Medical Service

- ‡ Available to employees for periodic or other physical examinations.
- Care of injuries only.

Location	Name and Address	Telephone Number
Baltimore, Md.	Divisional Medical Officer Nelson C. Sun, M.D. Room 318 Penn Central Station	685-4800—Ext. 279
Bayhead, N. J.	§H. Irving Dunn 720 Main Avenue Bayhead, N. J.	892-2255
Bayonne, N. J.	•Salvatore J. La Pilusa, M.D. 858 Avenue "C"	339-2283
Bristol, Pa.	•Thomas F. Fannin 725 Radcliffe Street	788-3837
Cambridge, Md.	§•John Mace, Jr., M.D. Office: 604 Church Street	228-4545
Camden, N. J.	•Paul M. McCray, M.D. 405 Cooper Street	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. Rahauer, M.D. 634 Lincoln Way East (By Appointment)	264-6211 263-3419 264-6185
Chester, Pa.	•W. R. Levis, M.D. 401 E. 9th St.	TR 6-6510
Coatesville, Pa.	Trachtenberg Riviello Surgical Associates (Company Surgeon) 590 East Chestnut St.	384-3355
Coeymans, N.Y.	Coeymans Medical	756-2151
Coxsackie, N. Y.	§•S. Yarvin 145 Mansion Street	Office 731-8359
Delmar, Del.	§•E. M. Larmore, M.D. 100 Grove Street	846-8521
Dover, Del.	§J. Stites McDaniel, M.D. Professional Building	REdfield 4-5838
Dumont, N. J.	§S. Siegel 167 Washington Avenue	Office 384-3493
Easton, Md.	•H. F. Kinnamon, M.D. 6 Glenwood Avenue	822-1616
Easton, Pa.	§•D. R. Quinn, M.D. 2030 Lehigh St.	253-0428
Hagerstown, Md.	§E. W. Ditto, III, M.D. 217 W. Washington Street Hagerstown, Md. (By Appointment)	733-3361

Location	Name and Address	Telephone Number
Harrisburg, Pa.	§•Divisional Medical Office Passenger Station	232-4141 Ext. 327 or 328
	•G. A. Berkheimer, M.D. 325 N. Front Street	238-4759
	•Edwin O. Daue, M.D. 2800 Green Street	234-6749
	•Champe C. Pool, M.D. 2800 Green Street	232-1335
	C. B. Fager, M.D. (Oculist) 126 Walnut Street	232-1924
Haverstraw, N. Y.	Lee Weinstein, M.D. (Oculist) 1104 N. 2nd Street	232-7102
	§•H. Karlan 55 New Main Street	Office 429-2222
Havre de Grace, Md.	§•Wallace H. Sadowsky, M.D. 504 Lewis Street	939-0700
	M. D. Ramos, M.D. (Medical Officer— Company Surgeon) 504 Lewis St.	939-0700
	Alberto Barretto (Medical Officer— Company Surgeon) 504 Lewis St.	939-0700
Hoboken, N. J.	•Charles E. Woltmann 805 Garden Street	659-6532
Jersey City, N. J.	•Geo. J. Brick 43 Cottage Street	653-4138
	•R. G. Rohner Christ Hospital	653-1220
Kingston, N. Y.	§•J. Mahdavian 211 Hurley Avenue	Office 338-9488
Lancaster, Pa.	•J. L. Farmer, M.D. 571 West Lemon Street	397-6257
	§•R. M. Landis, M.D. 653 W. Chestnut Street	394-8263
Lebanon, Pa.	§•Charles G. Menges, M.D. South 3rd and Oak Streets	272-4081
Levittown- Tullytown, Pa.	§•Frederick E. Stiepan 44 Sweetbriar Lane	946-1333
Lewes, Del.	•James Beebe, M.D.	Office: 645-6218 Res.: Rehoboth 2051
	•James Beebe, Jr., M.D.	Office: 645-6218 Res.: 8587
Long Island City, N. Y.	•James Morrissey 28-19 Dittmars Boulevard Astoria, Long Island	AS 4-8855 AS 8-2149
Martinsburg, W. Va.	§•E. W. Ditto, III, M.D. 217 W. Washington Street Hagerstown, Md. (By Appointment)	733-3361
Newark, Del.	§•Wallace M. Johnson, M.D. 257 E. Main Street	737-5445
Newark, N. J.	I.H. Plain, M.D. (Oculist) 31-33 Lincoln Park Medical Tower	622-2020
	•Hossein Eslami, M.D. 62 Jefferson Street	643-2332
New Brunswick, N. J.	§Wm. George Kuhn 251 Powers Street	249-1300
Newburgh, N. Y.	J. W. Overton (Oculist) 229 Liberty Street	Office 561-3260
	§•E. H. Douglass, Jr. 286 Liberty Street	Office 562-0626
	§•D. R. Shapiro 27 West Street	Office 562-5450
New York, N. Y.	§A. R. Copely, M.D. Divisional Medical Officer Pennsylvania Station	484-2451 Extension 2451

Location	Name and Address	Telephone Number
Norfolk, Va.	§•Southgate Leigh, Jr., M.D. Office: 300 Colonial Avenue Res.: §•Richard D. Bowles, M.D. Mathews Court House Office: Mathews, Va. Res.:	622-6924 622-6924 725-2044 725-2055
Norristown, Pa.	§•Robert A. Buyers, M.D. 1308 DeKalb Street	279-8686
North Bergen, N. J.	F. R. Arndt (Oculist) 7500 Bergenline Avenue	Office 863-6601
Ocean Grove, N. J.	§Theo. Schlossbach 94 S. Main Street	775-7657
Oneonta, N. Y.	§•A. F. Carson, 26 Watkins Avenue	Office 432-2110
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. 22 State Road	NI 4-2525 NI 4-6116
Perth Amboy, N. J.	•Albert A. Schwartz, M.D. 280 Hobart Street	826-7676
Philadelphia, Pa.	§•Penn Central Medical Center Suite 474 •L. W. Stevens, M.D. 133 S. 36th Street, or Presbyterian Hospital Scheie Eye Institute Presbyterian-University of Pennsylvania Medical Center 51 North 39th Street, (Ophthalmologist) R. A. Ellis, M.D. (Oculist) 255 S. 17th Street	594-3322 EVergreen 2-2211 EVergreen 2-4200 662-8121 KI 5-5900
Pottsville, Pa.	§•Gabriel M. Lizak, M.D. 415 W. Market Street	622-7803
Rahway, N. J.	•Richard Newman 104 W. Milton Avenue	388-6484
Reading, Pa.	§Edward A. Agnew, M.D. 730 North Second Street •M. B. DeWire, M.D. 225 North Sixth Street	374-7083 372-5426
Seaford, Del.	•Bruce Barnes, M.D. 328 High Street Office:	629-7037
Shamokin, Pa.	§•J. R. Vastine Medical Officer 305 E. Sunbury St.	648-4663
Spring Lake, N. J.	•Wm. J. D'Elia 57 Pitney Road	449-5881
Sunbury, Pa.	•G. A. Deitrich, Jr. 28 N. 3rd St. •J. H. Landau 70 Fairmount Ave. R. M. Johnston (Oculist) 12 North Front St.	AT 6-6201 AT 6-2503 AT 6-5934
Trenton, N. J.	•R. B. Ernest 834 Riverside Avenue •John A. Flood, M.D. 2512 Nottingham Way	393-4009 JU 7-1082
Union City, N. J.	§J. D. Napoli 2815 Summit Avenue	Office 863-1015

Location	Name and Address	Telephone Number
Washington, D. C.	§•E. B. Kelly, M.D. Wash. Term'l Medical Office, Union Station Room 217 •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: •Arthur J. Mourot, M.D. 300 South Washington Street Alexandria, Va.	EXecutive 3-4300 Extension 514 LIncoln 4-3747 OLiver 4-4481 LIncoln 4-3747 269-7537 683-1852
Wilkes-Barre, Pa.	§•C. A. Miller 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. Armino, M.D. Suite 201 Professional Bldg. IV Augustine Cut-off	654-6245
York, Pa.	•Earl K. Bernstine, M.D. 800 S. George Street, York, Pa. Ronald J. Reinhard, M.D. (Medical Officer) 800 South George Street York, Pennsylvania	854-7460 854-2711

NOTE—Penn Central Medical Offices will not have office hours on Saturdays and Sundays, New Year's, Washington's Birthday, Memorial, Independence, Labor, Thanksgiving and Christmas Days.

Personal Injuries—(Harrisburg Division and Philadelphia Commuter Area)

100R-A2a. 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-A2b. Medical Officers will make preemployment, periodic, special and return to duty examinations. Each employee notified to report for Medical examination will contact the medical office where he is regularly examined, for an appointment, unless otherwise instructed.

100R-A2c. 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 Central Medical Centre Eastpoint Shopping Centre Baltimore City Hospital 4940 Eastern Avenue	727-5400 288-2555 342-5400
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

Location	Name and Address	Telephone Number
Carlisle, Pa.	Carlisle Hospital 224 Parker Street	249-1212
Chambersburg, Pa.	Chambersburg Hospital Lincoln Way East	264-5171
Chester, Pa.	Croser-Chester Hospital 15th Street and Upland Avenue	TR 4-8611
Chestnut Hill, Pa.	Chestnut Hill Hospital 8835 Germantown Avenue	CHestnut Hill 7-4600
Coatesville, Pa.	Coatesville Hospital 300 Strode Avenue	DU 4-9000
Columbia, Pa.	Columbia Hospital Seventh and Popular Streets	684-2841
Cornwall, N.Y.	Cornwall Laurel Avenue	534-3240
Crisfield, Md.	Edw. W. McCreedy Memorial Hospital	75
Dover, Del.	Kent General Hospital	REdfield 4-4701
Easton, Md.	Memorial Hospital	TAlbert 2-1000
Elizabeth, N.J.	Elizabeth General 925 East Jersey Street	289-8600
Elkton, Md.	Union Hospital	EXport 8-4000
Frederick, Md.	Frederick Memorial Hospital Park and Trail Avenues	662-5111
Hackensack, N.J.	Hackensack 22 Hospital Place	487-4000
Hagerstown, Md.	Washington County Hospital King Street	733-3000
Harrisburg, Pa.	Harrisburg Hospital Front and Mulberry Streets Harrisburg Polyclinic Hospital 3rd and Polyclinic Avenue	782-3131 782-4141
Havre de Grace, Md.	Harford Memorial Hospital	WEstmore 9-2400
Hoboken, N.J.	St. Mary's 4th and Willow Avenue	792-3300
Jersey City, N.J.	Medical Center Baldwin Avenue St. Francis East Hamilton Place Christ Hospital 176 Palisade Avenue	434-1058 653-1050 653-1220
Kingston, N.Y.	City of Kingston 396 Broadway	331-3131
Lakewood, N.J.	Paul Kimball River Avenue	526-1600
Lancaster, Pa.	General Hospital 528 N. Lime Street	393-5801
Lebanon, Pa.	Good Samaritan Hospital Fourth and Walnut Streets	272-7611
Lewes, Del.	Beebe Hospital	645-6211
Long Island City, N.Y.	St. Johns 90-02 Queens Boulevard Elmhurst, L.I.	457-1300
Martinsburg, W. Va.	Kings Daughters Hospital East King Street	267-8981
Milford, Del.	Milford Memorial Hospital	GArden 2-4561
Mount Holly, N. J.	Burlington County Madison Avenue	AM 7-0700
Nassawadox, Va.	Northampton-Accomac Memorial Hospital	GILbert 2-2021
Newark, N.J.	Beth-Israel 201 Lyons Avenue St. James 142 Jefferson Avenue	923-6000 643-1300

Location	Name and Address	Telephone Number
New Brunswick, N. J.	Middlesex General Somerset Street St. Peters Easton Avenue	555-8200 555-8000
Norfolk, Va.	Norfolk General Hospital De Paul Hospital	MAdison 5-1481 MAdison 5-3251
Norristown, Pa.	Montgomery Hospital Powell and Fornance Streets	275-6000
Nyack, N.Y.	Nyack N. Midland Avenue	358-6200
Perth Amboy, N.J.	Perth Amboy General 530 New Brunswick Avenue	442-3700
Philadelphia, Pa.	Hahnemann Hospital Broad above Race Streets Presbyterian Hospital 39th and Filbert Streets University Hospital 34th and Spruce Streets St. Agnes' Hospital Broad and Mifflin Streets Methodist Episcopal Hospital Broad and Wolf Streets Albert Einstein Medical Center Southern Division 1429 South 5th Street Jefferson Hospital 10th and Sansom Streets Graduate Hospital (U. of P.) 19th and Lombard Streets Temple University Hospital Broad and Ontario Streets St. Luke's Hospital Thompson and Franklin Streets Episcopal Hospital Front Street and Lehigh Avenue Northeastern Hospital Allegheny Ave. and Tulip St. Frankford Hospital Frankford Ave. and Wakeling St. Wills Eye Hospital 1601 Spring Garden Street	LOcust 4-5000 EVergreen 2-4200 EVergreen 2-4600 HOward 5-2500 DEwey 6-3300 HOward 5-1100 WAlnut 3-1100 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
Rahway, N.J.	Rahway-Jefferson Avenue	381-4200
Reading, Pa.	Community General 135 North Sixth Street Reading Hospital Sixth Avenue and Spruce Streets West Reading St. Joseph's Hospital Walnut and Birch Streets	376-4881 376-6868 376-4901
Riverside, N. J.	Zurbrugg Memorial Franklin Street	HO 1-0510
Roxborough, Pa.	Memorial Hospital Ridge Avenue and Rector Street	IVyridge 3-4550
Salisbury, Md.	Peninsula General Hospital	PIioneer 9-3161
Seaford, Del.	Nanticoke Memorial Hospital	NAtional 9-9103
Shamokin, Pa.	State Uniontown	648-4621
South Amboy, N.J.	South Amboy Bordentown Avenue	751-1000
Sunbury, Pa.	Sunbury Community N. 11th Street	AT 2-3671
Teaneck, N.J.	Holy Name 718 Teaneck Road	837-3070

Location	Name and Address	Telephone Number
Trenton, N. J.	St. Francis Hamilton Ave. and Chambers St. Helene Fuld Memorial Brunswick Avenue	396-7676 396-6575
Washington, D. C.	Casualty Hospital 8th & Massachusetts Ave., N.E.	269-7000
Waynesboro, Pa.	Waynesboro Hospital East Main Street	762-3131
Weehawken, N. J.	North Hudson 4300 Park Avenue	863-1900
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 Memorial Division Hospital	OLympia 4-5111 OLympia 6-3351
Winchester, Va.	Winchester Memorial Hospital Stewart and Cork Streets	662-4121
York, Pa.	York Hospital S. George Street & Rathton Road	854-1511

100R-A4. First-Aid Boxes and Stretchers, Location of

First-Aid Boxes:

Passenger, baggage, mail and caboose 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—(New Jersey and Chesapeake Divs.)

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

New Jersey Division:

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

Chesapeake Division:

2 at Station Master's Office—Baltimore.
 5 at C. & S. Headquarters—Platform Level—Penn Central-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 34 to 170 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.
- 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, Jan. 1 and Feb. 19.
- T**—Regular stop to receive or discharge passengers to or from south or west of Philadelphia.
- W**—Regular stop Monday to Friday, inclusive.
- Y**—Regular stop except Saturdays, Dec. 25 and Jan. 1.
- AB**—Stops to discharge passengers and to receive passengers for points south of Washington.
- AC**—Stops to discharge passengers from points south of Washington and to receive passengers.
- AD**—Regular stop Sunday and Dec. 25, Jan. 1 and Feb. 19.
- AE**—Regular stop daily except Saturday and Dec. 25, Jan. 1 and Feb. 19.
- AF**—Regular stop Sunday and Dec. 25, Jan. 1 and Feb. 19.
- AG**—Regular stop Saturday and Sunday and Dec. 25, Jan. 1 and Feb. 19.
- AH**—Regular stop Saturday.
- AJ**—Stop to discharge passengers south of Washington and to receive passengers.
- 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.

Letters and Characters (Continued)

- DD**—Regular stop to discharge passengers Monday to Friday and regular stop to receive and discharge passengers, Saturdays and Dec. 25 and Jan. 1.
- DP**—Stops to discharge passengers and to receive passengers for south of Washington.
- MM**—Regular stop daily except Saturday, Sunday and Dec. 25 and Jan. 1.
- MU**—Multiple Unit operation.
- NN**—Regular stop to discharge passengers except Sunday and Dec. 25 and Jan. 1.
- NP**—Stops only to discharge passengers for No. 31.
- OO**—Stop to discharge passengers from east of New York and to receive passengers.
- PA**—Stop to discharge passengers and receive passengers for east of New York.
- PN**—Stops only to receive passengers from No. 30.
- PP**—Stop to discharge passengers transferring to Train No. 103 and receive passengers.
- RR**—Regular stop Sunday.
- VV**—Regular stop on Dec. 25 and Jan. 1.
- WW**—Regular stop daily except Sunday and Dec. 25 and Jan. 1.
- XX**—Regular stop Saturday and Sunday.
- YY**—Regular stop daily except Saturday.
- X**—Regular stop Saturday and Sunday only.
- U**—Regular stop Saturday, Sunday and Dec. 25 and Jan. 1.
- V**—Regular stop, Saturday, Sunday and Holidays.
- ☐—Metroliner.
- ☒—Schedule based on a maximum speed of 100 M.P.H.

1004-C1. (New Jersey Div.) Timetable and Book of Rules of the Long Island Railroad will apply and be the authority for movement of Long Island Railroad trains between Harold and A inclusive.

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 INTERLOCKING AND OTHER DESIGNATED POINTS.

1013-A1. Emergency Signals—Whistle, Horn or Oscillating white light in service as follows:

New Jersey Division

All attended interlocking stations except MG:

Philadelphia Commuter Area

All attended interlocking stations.

Harrisburg Division

All interlocking or block stations except Landis, Pennroad, Hager, Creek, Brooke and Pay.

Northumberland and Kase (Horn).

Chesapeake Division

All interlocking or block stations except Iron Hill, North East, Chadd, Magnolia, Read, Clayton, Seaford, Cassatt and All Interlockings on C. & P.D. Branch.

1013-A2. (Harrisburg Div., Philadelphia Commuter Area).
Sound: o o—INDICATION: Call for car inspector.

NON-INTERLOCKING SWITCHES AND SIGNALS**Emergency Signals**

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

Yard Masters' Office.....Greenwich

Block Station.....Nest

**Movements of Trains and Engines at
52nd Street and Enola**

1013-A5. (Harrisburg Division). 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 Enola yard.

Suburban Station Tracks

1013-A6. (Phila. Commuter Area). 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:

NEW JERSEY DIVISION

Track	Between	And
A	Union	Elmora

HARRISBURG DIVISION

Track	Between	And
No. 1 D.R.R.R. & B. Co. Branch	Shore	Jersey

PHILADELPHIA COMMUTER AREA

No. 1 Chestnut Hill Branch	North Phila.	Westmoreland
No. 1 Schuylkill Branch	Jeff	Valley
No. 1 West Chester Branch	49th Street	Arsenal

CHESAPEAKE DIVISION

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

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

NEW JERSEY DIVISION

Track	Between	And
B	Elmora	Union

HARRISBURG DIVISION

Track	Between	And
No. 2 D.R.R.R. & B. Co. Branch	Jersey	Shore

PHILADELPHIA COMMUTER AREA

No. 2 Chestnut Hill Branch	Westmoreland	North Phila.
No. 2 Schuylkill Branch	Valley	Jeff
No. 2 West Chester Branch	Arsenal	49th Street

CHESAPEAKE DIVISION

No. 3	Landover	Virginia
No. 2 Shellpot Branch	Bridge	Ragan

1014(l)-A5. (Hbg. 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.

1014(l)-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.

Jamesburg Branch
Amboy Secondary Track
Hightstown Secondary Track
Passaic and Harsimus Branch
Greenville Branch
Catakill Mountain Branch
Arsenal Track
Millstone Track
Rocky Hill Track
Freehold Secondary Track
Walkill Valley Branch
Main Line (CP Waldo to CP 132)
Running Tracks between
Millham and Coalport
Robbinsville Running Track

Belvidere—Delaware Branch
Running Track
Coalport—Hamilton Ave.
Trenton Branch
Philadelphia and Thorndale Branch
Bordentown Branch and Secondary
Track between Pavonia and Fair
Pemberton Secondary Track
Dix Running Track
Medford Running Track
Landover—South End
Riderwood—Wago Jct.
Shellpot Branch
Columbia and Port Deposit Branch

1014(l)-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	
Shippensburg	Engine bell

1014(l)-B2. (Harrisburg Div.) Rule 14(l) 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 East Sunbury 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-A2. Application of Rule 19, State of Maryland.

In accordance with Maryland Public Service Commission Order of January 14, 1970; in the application of **Rule 19**, the following instructions are in effect in the State of Maryland:

Lighting Facilities

- Every caboose shall be equipped with no less than two marker lights at the rear of said caboose, said marker lights shall show a red light to the rear, visible in clear weather at a distance of seven hundred feet from the rear.
- Electric light or lights shall be provided for adequate illumination for clerical work within said railroad cabooses.

Exemption

The provisions of (a) and (b) shall not apply to any railroad caboose operated on tracks of less than standard gauge, or to any railroad caboose operated within a twenty-mile radius from point of dispatchment.

1019-A3. Application of Rule 19, State of New York.

In accordance with New York State Law, and in the application of **Rule 19**, the following instructions are in effect in the State of New York:

- The last car of passenger, mail, work or wreck trains shall be equipped with electric markers of sufficient candle power to be visible for a distance of 3000 feet under normal weather conditions. Battery powered, flashing-type or constant burning markers shall be deemed sufficient compliance with the foregoing requirement.

1019-A4. (New Jersey Division). Night signals must be displayed by day as well as by night in New York Pennsylvania Station Area.

1019-A7. (New Jersey Div.). In the application of **Rule 19**, the use of reflectorized markers is prohibited as follows: beyond 25 miles of yard limits in State of New York by day or night.

1019-A8. In the application of **Rule 19**, authorized reflector discs may be used as markers in territory listed below:

Landover—New York Ave.

Landover—South End.

Jersey to Division Post (P.R.S.L.)

Bordentown Branch.

Bordentown Secondary Track.

Pemberton Secondary Track.

Robbinsville Running 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. 3 and 4 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. 3 and 4 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. 3 and 4 tracks.

USE OF SIGNALS

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.

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

Fusees and Torpedoes

1035-A1. On account of fire hazard lighted fusees must not be displayed on open deck bridges or trestles, nor in the following territory unless necessary to prevent an accident:

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

Between Suburban Sta. and Zoo interlocking.

Between Fulton and Biddle Street.

Between Union Junction and Calvert.

Between Grantley and York.

1035-A2. (New Jersey Div.). Torpedoes must not be used between east portals of East River Tunnels and west portals of North River Tunnels or on movable bridges.

1035-B. 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	8
Engine in Helper Service	6	8
Track Cars	4	8
Crossing Watchmen	3	0
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 replenished at convenient points.

SUPERIORITY OF TRAINS

1072-A1. (New Jersey Div.). Eastward and Northward trains are superior by direction to trains of the same class in the opposite direction.

1072-A2. (New Jersey Div.) (Catskill Mountain Branch). Westward trains are superior by direction to trains of the same class in the opposite direction.

1072-A3. (Philadelphia Commuter Area). Southward trains are superior by direction to trains of the same class in the opposite direction.

1072-A4. 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-A5. (Chesapeake Div.). Northward and Westward trains are superior by direction to trains of the same class in the opposite direction.

1072-A6. (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.

GENERAL ORDERS—BULLETIN ORDERS

**Bulletin Board—Employees' Register—Train Register—
Standard Clocks.**

1075-A1. Location of Bulletin boards where applicable General Orders and Bulletin Orders are posted and General Orders are delivered. Location of Employee's Register, Train Registers and Standard Clocks of this region.

NOTE—X indicates in service.

Bulletin Board and Bulletin Book	Employees' Register	Train Register	Standard Clock	Location	Other Regions, Divisions, and Railroads	Notes
NEW JERSEY DIVISION						
X	X	.....	X	Weehawken General Yard Office	Mohawk- Hudson L.V.R.R.	.....
X	X	.....	X	North Bergen Yard Office	Northeastern Northeastern Mohawk- Hudson	.....
X	X	.....	X	Kingston Enginehouse	Northeastern Mohawk- Hudson	.....
X	X	.....	X	Sunnyside—Engine Dispatcher's Office	Mohawk- Hudson New England Northeastern N.Y. & L.B.R.R.	.....
X	X	.....	X	New York—Crew Dispatcher's Office	Wash. Term. P. C. A. Chesapeake Harrisburg	.....
X	X	.....	X	Newark—Crew Dispatcher's Office	N.Y. & L.B.R.R. Wash. Term. P. C. A. Northeastern Mohawk- Hudson New England	.....
X	.....	.....	X	Harrison Yard—Newark, N.J. (C.R.R.N.J.)	N.Y. & L.B.R.R.	.....
.....	.....	.....	X	Newark, N.J.—Station Master's Office	P. C. A.	.....
X	X	.....	X	Meadows—No. 1 Yard Office	N.Y. & L.B.R.R. Wash. Term. P. C. A.	.....
X	X	.....	X	Meadows—Enginehouse	Chesapeake Harrisburg Potomac Yard	.....
X	X	.....	X	Meadows—TrueTrain Terminal Yard Office	.....	.....
X	X	.....	X	Waverly—Yard Office—WA-4	N.Y. & L.B.R.R. L.V.R.R. P. C. A. Chesapeake Harrisburg Potomac Yard	.....

Bulletin Board and Bulletin Book	Employees' Register	Train Register	Standard Clock	Location	Other Regions, Divisions, and Railroads	Notes
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NEW JERSEY DIVISION (CONTINUED)

X	X	X	Waverly—WA-5	N.Y. & L.B.R.R. L. V. R. R. P. C. A.
X	X	X	Greenville—Yard Master's Office	N.Y. & L.B.R.R.
X	X	.....	X	Linden—Stiles St. Yard Office	.....	.....
X	X	.....	X	South Amboy—Yard Office	C.R.R. of N.J. N.Y. & L.B.R.R. P. C. A.	.....
X	X	.....	X	Metuchen—Yard Office, Ford Yard	.....	.....
X	X	.....	X	County—Yard Office	N.Y. & L.B.R.R. P. C. A.	.....
X	X	.....	.....	Princeton—Conductor's Room	.....	.....
X	X	.....	X	Trenton—Yard Office Barracks Yard	N.Y. & L.B.R.R. P. C. A. Chesapeake Potomac Yard	.....
X	X	.....	X	Morrisville—Hump Office	P. C. A.	.....
X	X	.....	X	Morrisville—Yard Office, East end "A" Yard	P. C. A. Harrisburg Chesapeake Potomac Yard	.....
X	X	.....	X	Morrisville—Enginehouse	P. C. A. Harrisburg Chesapeake Potomac Yard	.....
X	X	.....	X	Phillipsburg—Yard Office	P. C. A.	.....
X	.....	.....	.....	Lehigh & Hudson River Ry. Warwick, N.Y.	.....	.....
X	.....	.....	.....	Train Dispatcher's Office	.....	.....
X	.....	.....	.....	Enginehouse	.....	.....

NOTE—X indicates in service

PHILADELPHIA COMMUTER AREA

X	X	.....	X	Trenton—Crew Dispatcher's Office, Passenger Station	New Jersey Chesapeake Wash. Term. Harrisburg	.....
X	X	.....	X	Chestnut Hill Passenger Station	New Jersey	.....
X	X	.....	X	Yard Office, Race Street Engine Terminal	New Jersey Chesapeake Wash. Term. Harrisburg	.....
X	X	.....	X	Penn Central—30th St. Station, Philadelphia (Crew Dispatcher's Office)	N.Y. & L.B.R.R. New Jersey Wash. Term. Harrisburg	.....
X	X	.....	X	Suburban Station	New Jersey Chesapeake Harrisburg	.....
X	X	.....	X	Media—Passenger Station	Chesapeake Harrisburg	.....
X	X	.....	X	Paoli—Trainman's Room	New Jersey Chesapeake Harrisburg	.....
X	X	.....	X	Wilmington—Station Master's Office	New Jersey Chesapeake Wash. Term. Co. Potomac Yard Harrisburg	.....
X	X	.....	.....	West Yard—Yard Office	New Jersey Chesapeake Wash. Term. Co. Potomac Yard Harrisburg	.....

Bulletin Board and Bulletin Book	Employees' Register	Train Register	Standard Clock	Location	Other Regions, Divisions, and Railroads	Notes
HARRISBURG DIVISION						
X	X			Tacony	P. C. A.	
X	X		X	Frankford Junction—Yardmaster's Office	P. C. A.	
X	X			C Street	P. C. A.	
X	X			Margie Street Yard	P. C. A.	
X	X			Midvale	P. C. A.	
X	X			Engelside Freight Station	P. C. A.	
X	X			Shackamaxon—Yard Office		
X	X			Tidewater Yard		
X	X		X	Yard Office—South Philadelphia Ore Yard	P. C. A.- Chesa.-N.J.	
X	X			South Phila.—Pay Yard		
X	X			Gray's Ferry Yard Office	P. C. A.	
X	X		X	44th Street—Yard Office	P. C. A.	
X	X		X	Phoenixville—Agent's Office	P. C. A.	
X	X		X	Pottstown—Yard Office	P. C. A.	
X	X		X	Reading—Yard Office	P. C. A.	
X	X		X	Earnest—Yard Office	P.C.A.-N.J.	
X	X		X	Thorndale—Yard Office	P. C. A.	
X	X		X	Pavonia—Yardmaster's Office, 27th St.	P.R.S.L. P. C. A.- Chesa.-N.J.- Pot. Yard	
X	X		X	Pavonia—Enginehouse Car Shop Foreman's Office	P.R.S.L. P. C. A.- Chesa.-N.J.- Pot. Yard	
X	X		X	Delair		
X	X		X	Lancaster—Enginehouse	Reading Co. P. C. A.	
X	X		X	Lebanon	Reading Co.	
X	X		X	Enola—East End Yard Office		
X	X		X	Enola—Brick Office	Central Reg. Reading Co. Potomac Yard P. C. A.- Chesa.-N.J. Allegheny Zones A & B Pittsburgh	
X	X		X	Enola—West Hump Yard Office		
X	X		X	Enola—West End Yard Office		
X	X		X	Harrisburg—Crew Dispatcher's Office, Passenger Station	Chesapeake New Jersey Pittsburgh Central Reg. Wash. Term. Reading Co. P. C. A. Allegheny Zones A & B	
X	X		X	Harrisburg—Reily Yard Office	Reading Co. Central Reg. P. C. A. Allegheny Zones A & B Pgh. Chesapeake New Jersey	

Bulletin Board and Bulletin Book	Employees' Register	Train Register	Standard Clock	Location	Other Regions, Divisions, and Railroads	Notes
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HARRISBURG DIVISION (CONTINUED)

X			X	Train Dispatcher's Office—Harrisburg	P. C. A. Chesapeake New Jersey Allegheny Zone A Zone B Pittsburgh Central Reg. Wash. Term.	
X	X		X	Lemoyne—Camp Hill Yard Office		
X	X		X	Chambersburg		
X	X		X	Hagerstown—Enginehouse, 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	EL RR Allegheny Zones A & B	
X	X		X	Buttonwood, Yard Master's Office	LV RR D&H RR Central Region Allegheny Zones A & B	

CHESAPEAKE DIVISION

X	X		X	Eddystone—Yard Office	P. C. A.—Hbg.	
X	X		X	Thurlow Yard—Yard Office	P. C. A.—Hbg.	
X	X		X	Stony Creek—Yard Office	P. C. A.	
X	X		X	Landlith—Crew Dispatcher's Office in Locomotive Inspection Pit Building	Wash. Term. Co. Potomac Yard P. C. A.—N.J.— Hbg.	
X	X			Edge Moor—South End Yard Office		
X	X			Edge Moor—Transportation Center	P. C. A.	
X	X			Perryville—Engine House	Hbg.	
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 P. C. A.—N.J.— Hbg.	
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 P. C. A.—N.J.— Hbg.	
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 P. C. A.—N.J.— Hbg.	

Bulletin Board and Bulletin Book	Employees' Register	Train Register	Standard Clock	Location	Other Regions, Divisions, and Railroads	Notes
CHESAPEAKE DIVISION (CONTINUED)						
X	X			Washington—Ivy City Team Track	Wash. Term. Co. Potomac Yard	
X	X		X	Washington—Union Station Station Master's Office	Wash. Term. Co. Potomac Yard P. C. A.-N.J.- Hbg.	
X	X		X	Potomac Yard—R.F. & P.R.R. Crew Dispatcher's Office	Wash. Term. Co. Potomac Yard P. C. A.-N.J.- Hbg.	
X	X		X	Dover Freight Station		
X	X		X	Delmar—Yard Master's Office	Hbg.	
X	X		X	Clayton—Station		
X	X		X	Harrington—Station		
X	X		X	Cape Charles—Yard Master's Office		
X	X		X	Norfolk Yard—Agent's Office		
				W. M. Ry— Port Covington—Yardmaster's Office Union Bridge—Station Hagerstown—Caller's Office		

NOTES:

Standard Clocks.**1075-A3.** Standard Clocks at Other Points:All Block and Interlocking Stations
Train Dispatchers Offices**Qualification of Conductor or Engineman**

1075-A4. (Hbg., New Jersey Divs. and Phila. Commuter Area). 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-A5. To operate Metroliner equipment at NORMAL speed, except under direct continuous supervision, engineman must have a properly completed, up-to-date C.T. 1516 form. This pass-sized form will be carried by each qualified engineman while on duty. It must be renewed or updated every six (6) months by a qualified examiner.

It will be the engineman's responsibility to notify the crew dispatcher and to notify the Division Superintendent before undertaking Metroliner service if he is not so qualified.

This form will not be required for movement of Metroliner equipment to and from the Shop which is made at less than normal speed and in Emergency Propulsion.

1075-A6. (Hbg., New Jersey Divs. and Phila. Commuter Area). 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, Bulletin 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 Division Superintendent.

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

BULLETIN ORDERS

1075-A7. With reference to **Rule 75**, paragraph 4, all Bulletin Orders issued and in effect during the period of one calendar month will expire at 12.01 A.M. on the first day of each month, all of which must be removed from Bulletin Board.

Effective at 12.01 A.M. on the first day of each month, a new Bulletin Order will be issued repeating all Bulletin Order paragraphs continuing in effect.

Passenger Crews Reporting and Registering for Duty

1075-A8. 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 Trainmen	Passenger Engine Crews	
				Diesel or Electric Engines	MU Trains
Sunnyside Yard New York	Trains from Sunnyside Yard.....	1		90	75
	Trains from New York.....	1		90	
	Penn Central.....		30		20
	Northeastern Region.....	3	10	40	
			10		
Rahway New Brunswick County Princeton South Amboy Bay Head Junction			10		
			30		35
			30		30
			30	50	30
			25	50	
Trenton			15		20
Suburban Station	MU Trains.....		20		25
Yard Office, Race St. Engine Terminal	Trains from PC 30th St. Sta., Phila., Zoo, and adjacent points.....			70	
	Trains from North Phila.....			90	
Penn Central— 30th St. Station, Philadelphia	Relief crews.....			60	45
	Trains from PC 30th St. Sta., Phila., Main 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
Reily 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 arriv- ing time.....			75	
	(See Note 4)			60	
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 Penn Central Station	Trains from Penn Central Sta.....	1		75	
	Trains from Penn Central Sta.....	1	25	80	25
Wilm.— Penna. Sta. West Yd.	Trains from Penna. Sta.....	1	25	75	25
	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.

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

4—Engine crews getting power off Nos. 36 or 37 tracks for eastward passenger trains.

Crews Relieved. No Register

1075-A9. Conductor of crew relieving a crew at point where there is no employees' register will be responsible for the engine and train crew when starting work, but all employees must personally register at the first opportunity after going on duty.

Deadheading

1075-A10. 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.

Employees' Register (C.T. 876 R-3)

1075-A12. The Employees' Register, as referred to in **Rule 74**, has been revised to include the last Bulletin Order Number in effect.

Signature, as required by **Rule 74**, will also be the signature for Bulletin Orders as required by **Rule 75 (c)**.

Signature in the Bulletin Book for Bulletin Orders, discontinued.

OBSERVATION OF TRAINS FOR DEFECTS

Hot Box Detector and Recorder Locations:

1077-A1. Hot Box Detector and Recorder Locations on Eastern Region are as follows:

Detector Location	Mile Post	Track No.	Direction	Recorder Location
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NEW JERSEY DIVISION

Main Line: CP Waldo to CP 132	97.6 61.0 28.4	Single Single Single	Nwd.—Swd. Nwd.—Swd. Nwd.—Swd.	New York Disp. New York Disp. New York Disp.
Trenton Branch	44.9	2	Wwd.—Ewd.	Morris

PHILADELPHIA COMMUTER AREA

Main Line: N. Y. to Philadelphia	73.5 68.5	3 2	Ewd.—Wwd. Ewd.—Wwd.	Holmes Grundy
Main Line: Phila. to Washington	11.8 17.0	3 2	Nwd.—Swd. Nwd.—Swd.	Hook (Proposed) Baldwin
Main Line: Phila. to Pittsburgh	16.3 23.9 27.3 39.0 39.0 48.2	3 1 2 4 3 1	Ewd.—Wwd. Ewd.—Wwd. Ewd.—Wwd. Ewd.—Wwd. Ewd.—Wwd. Ewd.—Wwd.	Paoli Paoli Paoli & Thorn Thorn Thorn Thorn

Detector Location	Mile Post	Track No.	Direction	Recorder Location
HARRISBURG DIVISION				
Trenton Branch	19.8 10.8	2 1	Wwd. Ewd.	Nest Nest
Main Line: Phila. to Pittsburgh	61.4 73.6 113.3	4 1 3	Ewd.—Wwd. Ewd.—Wwd. Ewd.—Wwd.	Cork Cork Enola
Main Line: Harrisburg to Buffalo	121.8	M	Ewd.—Wwd.	Kase
A&S Branch	3.7 34.1 44.1	1 2 1	Wwd.—Ewd. Ewd.—Wwd. Ewd.—Wwd.	Thorn Cola Cola
Cumberland Valley Branch	50.3	M	Nwd.—Swd.	Town (Proposed)

CHESAPEAKE DIVISION				
Main Line: Phila. to Washington	45.0 45.0 53.3 53.3 69.6 69.6 79.4 107.8 107.8	2 3 2 3 2 3 3 2 3	Nwd.—Swd. Nwd.—Swd. Nwd.—Swd. Nwd.—Swd. Nwd.—Swd. Nwd.—Swd. Nwd.—Swd. Nwd.—Swd. Nwd.—Swd.	Davis Davis Perryville Perryville Perryville Perryville Bay Gwynn Odenton & Gwynn
C&PD Branch	9.6 33.6	M M	Wwd.—Ewd. Wwd.—Ewd.	Perryville Columbia (Proposed)

Dragging Equipment Detector.

1078-A2. (New Jersey Division). When device is actuated for eastward movements at the following location:

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

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

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

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

1078-A3. (Phila. Commuter Area, Harrisburg 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.

1078-A4. (New Jersey Division).

Dragging equipment detector indicators located at:

MAIN LINE—New York to Phila.

Track Nos. 1 and 2 Signal W38
Track Nos. 1 and 2 Signal W51

Laurel Movable Bridge

1078-A5. (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

Clearance Authority

1079-A. Penn Central General Notice No. 207-C—Clearance Authority for movement of all equipment and all lading on open top cars over the lines of Penn Central and PRSL in freight service, cancels Pennsylvania Railroad General Notice 207-B and supplements.

Agents, Yardmasters, Car Inspectors and others responsible for the billing, carding, routing and handling of cars or other equipment to determine proper routing, must provide themselves with a copy.

1083-A1a. 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.

Train Ready Indicators (Phila. Commuter Area)

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.

1084-A4. Wilmington Station. Conductors of trains using No. 1 track will, prior to leaving time, or when ready to proceed, Tapout 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.

Train Ready Indicators—(Chesapeake Division)

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 engineman to proceed unless otherwise instructed.

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

Train Ready Indicators—(Harrisburg Division)

1084-A6. Harrisburg Station. Train starting indicator consisting of a yellow and green light suspended from stanchions of building structure of train sheds, and are located at each elevator, adjacent to track on which train is standing. Push buttons are located on shelter post near elevator on island platforms, also west end of shelter sheds.

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

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

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

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

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

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

Movement of Trains by Timetable and Train Order Only

1091-A1. Movement of trains on Main Tracks by Timetable and Train Order only Where No Form of Block Signal System Is In Use.

Movement of passenger trains will be made under MBS Rules.

NEW JERSEY DIVISION

Track	Between	And	Notes
Catskill Mountain Branch	Kingston Point	Kingston Yard	1-3
	Kingston Yard	Bloomville	3
Wallkill Valley	Kingston	Montgomery	3

NOTE 1—Rule S-97 does not apply.

NOTE 2—In the application of Rule S-93, permission of Train Dispatcher or Operator is required for Trains or Engines to occupy Main Track.

NOTE 3—See Special Instruction 1093-A1.

Yard Limits

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

NEW JERSEY DIVISION

Track	Between	And
Catskill Mt. Branch	Kingston Point	Bloomville
Wallkill Valley Branch	Kingston	Montgomery
Belvidere Delaware Branch	MP15 526 feet south of MP33 2096 feet north of MP2	MP19 MP47 MG
Bordentown Secondary	MP16	MP25

PHILADELPHIA COMMUTER AREA

West Chester Branch	Media	Darlington
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HARRISBURG DIVISION

Bordentown Secondary	Hatch 2500 feet east of MP12	3693 feet east of MP6 MP14
9044 Schuylkill Secondary	2500 feet east of MP15 2500 feet east of MP28 3000 feet east of MP36 836 feet east of MP56	4220 feet west of MP18 890 feet west of MP33 1300 feet west of MP42 528 feet west of MP67
Cumberland Valley Branch Winchester Secondary	Camp 600 feet north of MP17 2500 feet south of MP49 3000 feet north of MP72 2110 feet south of MP89 MP108	MP10 MP21 3500 feet south of MP64 2840 feet south of MP75 MP95 Winchester (end of track)
Frederick Secondary	3093 feet north of MP14 3000 feet north of MP23 1500 feet north of MP31	3305 feet south of MP16 MP24 1300 feet south of MP33
Northern Central Branch	1729 feet east of MP60	2439 feet east of MP55

CHESAPEAKE DIVISION

Track	Between	And
Delmarva Branch	Northward Home Signal— Davis Townsend—1130 feet north of MP29 Dover—MP42 Harrington—MP62	MP15 2600 feet north of MP38 2700 feet south of MP51 1620 feet south of MP66
New Castle Secondary	1510 feet south of Bridge	End of Block—Porter
Seaford Secondary	290 feet north of MP95	Hearn
Pocomoke Secondary	Patton	MP11
Oxford Secondary	Main Line Junction Clayton	3452 feet south of Clayton
D.M. & V. Secondary	Main Line Junction Harrington	228 feet south of MP1
Cambridge Secondary	Main Line Junction Seaford	1300 feet south of MP2
Pope's Creek Secondary	Main Line Junction Bowls	975 feet north of MP1

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

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

1093-A4. (New Jersey and Harrisburg Divs.).



← Reflectorized
Background

INDICATION—Proceed in
accordance with Rule S-93.

NAME—Yard Limit Sign.

Authority to Proceed as an Extra

1097-A1. In the application of Rules S-97 and D-97 when a train is to run as a Passenger Extra it will be notified by the operator except:

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

At Suburban Station, Penn Central 30th Street Station, Philadelphia, North Philadelphia Station or Harrisburg Station—by the Station 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 these divisions over non-interlocked railroad crossings at grade will be governed as follows:

NEW JERSEY DIVISION

Location	Signals, etc., Governing Movements Over Crossing		Requirements	Note
	Type	Indication or Position		
Newark, N.J.: Crossing with L.V.R.R. Interchange Track, Frelinghuysen Ave.	None	None	Before movement is made over L.V.R.R. interchange track derails must be operated to non-derailing position, and upon completion of each movement both derails must be returned to the derailing position and secured with padlocks provided on switch stand.	
Morrisville Yard Reading Co. Crossing with lead from No. 1 Running Track to Coal Storage Yard.	None	None	It must be known the crossing is clear before using.	
Morrisville Yard 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 Running 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.	

HARRISBURG DIVISION

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 Lanerch, 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 (CONTINUED)

Location	Signals, etc., Governing Movements Over Crossing		Requirements	Note
	Type	Indication or Position		
PC-Reading Co.: Lebanon	Stop Signs	Stop	See Note	8
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	
West Yard: PC yard track with Reading Co. track and B.&O track.	Dwarf Signal	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.	

CHESAPEAKE DIVISION (CONTINUED)

Location	Signals, etc., Governing Movements Over Crossing		Requirements	Note
	Type	Indication or Position		
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:

- Movements must stop at Stop Signs and shall not proceed over Reading Railroad until crossing is clear.
- 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.
- Cars must not be left standing within confines of crossing.
- 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.
- 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.
- 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.
- Normally set for Penn Central Trains.
- 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.
- 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.
- 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 Division Superintendent from first point of communication where the report can be made without delay.

NOTES: (Continued)

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. (Hbg. 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:

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. (New Jersey 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."

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."

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.

NEW JERSEY DIVISION

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Hoboken	Ferry St.	P. & F. Co. Yard track	X						
	Patterson Plank Rd.	Main		X		X	X		2
	Ravine Rd.	Main				X			
	Hoboken Ave.	Main				X			
North Bergen	69th St.	Main				X			2-16
Little Ferry	Bergen Tnpk.	Main				X			
Ridgefield Pk.	Mt. Vernon Ave.	Main				X			
W. Englewood	New Bridge Rd.	Main, Siding		X		X	X		2
Bergenfield	Clinton Ave.	Main, Siding		X		X	X		2
	Main St.	Main, Siding		X		X	X		2
	Church St.	Main, Siding		X		X	X		2
	Central Ave.	Main, Siding		X		X	X		2
	Columbia Ave.	Main, Siding		X	X	X	X		2
Dumont	Madison Ave.	Main, Siding			X	X			
	New Milford Ave.	Main				X			2

NEW JERSEY DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			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						
Morrisville	Pennsylvania Ave.	Old Line Tracks	X						24
	Washington St.		X						24
	All Crossings	Delmorr Ave. Industrial	X						25
Tullytown	Philadelphia and Bristol Turnpike	Naught Track Warner Company	X						24
Edgely	North Radcliffe St.	Patterson Parchment Paper Co.	X						24
Grundy	Beaver Dam Rd.	M. & M. Co. Inc.	X						18
	Route 13		X						26
Bristol	All street crossings	Old Line Tracks	X						24
Cornwells Heights	State Rd.	Penn-Salt Chemical Co.	X						24
Andalusia		Edgcomb Steel Co.	X						24
Torresdale		Filtration	X					X	10
Haworth	Haworth Ave.	Main				X			
Harrington Park	Old Hook Rd.	Main				X			
	La Roche Ave.	Main				X			
	Harriot Ave.	Main				X			
W. Norwood	Blanch Ave.	Main				X			
	Broadway	Main				X			
Northvale	Clinton Ave.	Main				X			
Tappan	Andre Ave.	Main				X			
	Tappan Rd.	Main				X			
Orangeburgh	Orangeburgh Rd.	Main, Yard				X			9
Valley Cottage	Main Rd.	Main, Yard				X			9
Congers	Waringhouse Rd.	Main, Yard				X			
Haverstraw	Short Clove Rd.	Main				X			
	New Main St.	Main			X	X			1
	West Side Ave.	Main			X	X			1
W. Haverstraw	Railroad Ave.	Main, Siding (2)	X		X	X			2
	Dunnigan's	Yard							7
	Gagan and Grassy Point Road	Orange and Rockland Utilities Inc. Industrial	X						
Tompkins Cove	Shipyards Rd.	Siding	X			X			2
Cornwall	Hudson St.	Main				X			
Newburgh	Shipyards	Main, Siding	X		X	X			2
	Renwick St.	Main			X	X			
	Washington St.	Main			X	X			

NEW JERSEY DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Highland	New Palts 724	Main	...	...	X	X	...	...	1
Highland	New Palts 725	Main, Siding	...	X	...	X	X	...	2
Kingston	Smith Ave.	Main, Siding	...	X	X	X	X	...	1,2
	Ten Broeck Ave.	Main, Siding	...	...	X	X	...	...
	Foxhall Ave.	Main, Siding	...	X	X	X	X	...	1
	Gage St.	Main, Siding	...	X	...	X	X	...	
	Cemetery Rd.	Main, Siding	...	X	...	X	X	...	
	Flatbush Ave.	Main, Siding	...	X	X	X	X	...	1
	Boices Lane	Main	...	...	...	X	...	...
Lake Katrine	Leggs Mill Rd.	Main	...	...	X	...	...	...
Mount Marion	Glasco T'pike	Side	...	...	X	...	...	...
Saugerties	Ulster Ave.	Main, Side	...	X	...	X	X	...	2
Alsen	Marquette Cement	Siding, Side (2)	...	X	X	...	X	...	2
West Athens	Schoharie T'pike	Side	...	X	X	...	X	...	2
Coxsackie	Bronx Flats Rd.	Siding	...	X	...	...	...	...
	Bailey St.	Siding	...	X	...	...	...	...
Ravena	Atlantic Cement		...	...	...	...	...	...
	North Crossing	Siding	...	...	...	...	...	...	2
	South Crossing	Siding	...	...	...	...	...	...	2
CATSKILL MT. BRANCH: Kingston	State Route 209	Main	...	...	...	...	...	...	4,8
	Upper Hasbrouck Ave.	Main	X	...	...	...	...	...	8
	Prince St.	Main	X	...	...	...	...	...	8
	Grand St.	Main	X	...	...	...	...	...	8
	Cornell St.	Main	X	...	...	...	...	...	8
	O'Neil St.	Main	X	...	...	...	...	...	8
Phoenicia	West of Station	Main	...	...	...	...	...	...	3,8
Shandaken	Route 28	Main	X	...	...	...	...	...	8
Big Indian	Route 28	Main	X	...	...	...	...	...	8
Grand Hotel Station	Grand Hotel Rd.	Main, Siding	...	...	...	...	...	...	3,8
Arkville	Main St.	Main	...	...	...	...	...	...	7,8
Austin's Bridge	1.2 miles West of Arkville	Main	X	...	...	...	...	...
Roxbury	Preston's Rd.	Main, Siding	...	...	...	...	...	...	3,8
Grand Gorge	St. Rd.	Main, Siding	...	...	...	...	...	...	6,8
Hobart	Railroad Ave.	Main, Siding	...	...	...	...	...	...	3,8
Bloomville	Bloomville Rd.	Main, Siding	...	...	...	...	...	...	3,8
Stamford	Extension of Prospect St.	Main	X	...	...	...	...	...
WALLKILL VALLEY BRANCH: Kingston to Montgomery Kingston	All	Main	...	...	...	...	X	...	
	South Clinton Ave.	Main	...	...	...	...	...	...	6
	Rosendale Rd.	Main	...	...	...	...	...	...	5,6

NEW JERSEY DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
WALLKILL VALLEY BRANCH: (CONTINUED)									
Rosendale	Mountain	Main							5,6
New Palts	Creamery	Main							7
Gardiner	Main St.	Main							6,7
	West of Station	Main, Siding							3
Walden	Grant St.	Main, Siding							3
Montgomery	Ward St.	Main	X						
MAIN LINE:									
Linden	Lower road to Rahway	Industrial	X						
Rahway	New Brunswick Ave.	Fertil-Soll Co.	X						
PERTH AMBOY WOODBRIDGE BRANCH: Woodbridge									
	Green St.	Industrial	X						
	Pollon St.		X						
	Main St.		X						
	Factory Lane (Berry's Crossing)		X						
Genasco	Amboy Ave.	Hampton Cutter	X						
AMBOY SECONDARY TRK.: Old Bridge—1800 feet east of									
	Tile Works Crossing	Industrial							15
OB—3500 feet east of	Deep Run Rd.	No. 1 Running	X						
Helmetta	Maple Ave.	G. W. Helme Co.							15
Jamesburg	Sherman St.	Wye	X						
	Gravel Hill Rd.	Secondary	X						
JAMESBURG BRANCH: Dayton									
	New Brunswick Turnpike	Industrial	X						
	Friendship Rd.	Industrial	X						
Dayton—2970 feet west of	Culver Rd.	IBM	X			X			
Midway—JG 700 feet east MP3	Engelhard Enterprises	Main				X			
PRINCETON BRANCH: Princeton 2080 feet South of									
	Private	Yard	X			X			8
PASSAIC AND HARSIMUS BRANCH: CP Waldo—3300 feet west of									
	Newark Ave.	Main	X						
40 feet west of western limits of Hack Intlg.	Public Road crossing								
		No. 1 Track	X						
HIGHTSTOWN SECONDARY TRACK: Hightstown Secondary with automatic protection									
	All crossings with automatic protection	All Tracks							12

NEW JERSEY DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
FREEHOLD SECONDARY TRACK: Freehold Secondary with automatic protection	All crossings with automatic protection	Freehold Secondary							12
JG—End of Track	Jones Road Edingers Road Howells Road Fairfield Road		X						
			X						
			X						
Jamesburg	Gatamer Ave.	Main	X						
	Church St.		X						
Freehold	Bowne Ave.	Main	X						
	Monmouth Ave.		X						
	Broad St.		X						
	Hudson St.		X						
OTHER TRACKS: Jersey City	Washington St.	Track leading to Washington St. Yard	X						
Harrison	Fourth St.	Center St. Running		X				X	
		Public Service Elec. & Gas Co.	X						13
	First St.	Center St. Running	X						
	Second St.		X						
	First & Essex Sts.		X						
Newark	Alpine St. and Clinton Ave.	Hunter—18th Ave							10
	Elizabeth Ave. and Peddie St.								10 14
	Waverly Ave.								10
	Bigelow Ave.								10
	Avon Ave.								10
	Frelinghuysen Ave.							X	10
	All street crossings not protected by crossing watchmen		X						
Jersey Ave. County—East Millstone	Jiggerson Construction Co.	Industrial Siding		X				X	
Arsenal Running Track	Fieldcrest Road	Running	X						
BELVIDERE—DELAWARE BRANCH: Trenton	All crossings	All Tracks							17
WB	Wilburtha Rd.	Siding					X		18
	Upper Ferry Rd.						X		18
Moore	River Rd.	Quarry	X						
Lambertville	Bridge St.	Main			X				
	Coryell St.				X				
	Public Rd. Crossing	Lambertville	X						
RIEGELSVILLE—HD: 200 feet north of switch 1 at HD.	New Jersey Power and Light Co.	Main							20
Phillipsburg	Union Square	All Tracks							19
Martins Creek	Broad St.	Siding and Yard	X					X	

NEW JERSEY DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table					Note
			1	2	3	4	5	
BORDENTOWN SECONDARY TRACK: Trenton	Hamilton Ave.	Industrial					X	17
	South Broad St.	Industrial					X	17
		Connecting					X	10-17
		Lead					X	10-17
	Cass St.	Industrial	X				X	17-21
	Lalor St.						X	17
Burlington	Sluice Rd.	Siding		X		X	X	
		Secondary, Industrial, Yard and Delivery			X			
	Kelm St.	Secondary			X			
	Duggan Drive	Chain Toy Industrial	X					
	High Street	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					
ROBBINSVILLE RUNNING TRACK: Windsor	Edinburg Rd.	Robbinsville Running	X					
Bordentown	Park St.	Wye	X					
Yardville	Trenton Rd.	Storage		X				
Robbinsville Running with automatic protection	All crossings with automatic protection	All Tracks						22
Yardville- Robbinsville	Kuser Road	Robbinsville Running	X					28
COALPORT— HAMILTON AVE. RUNNING TRACK: Trenton	East State St.	Running						17-27
OTHER TRACKS: Trenton	Mulberry St.	Industrial		X			X	17
	New York Ave.	Enterprise					X	17
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	

NOTES:

1. Signs are provided on main tracks to indicate "End of Circuit." Trains and engines stopping on main tracks must stop back of sign. When starting, if gates are raised (or flashing lights not operating), they must proceed past sign prepared to stop and not cross highway until gates are in horizontal position. Where flashing light signals are in service without gates, flashing lights must be operating for at least 20 seconds.
2. Signs are provided adjacent to highway on other than main tracks to indicate "End of Circuit." Trains and engines must not cross highway until gates are in horizontal position. Where flashing light signals are in service without gates, the flashing lights must be operating for at least 20 seconds.

NOTES: (Continued)

3. Trains or engines meeting, passing or using siding will approach crossing prepared to stop.
4. A member of crew must push "Stop" button located in Manual Control Box to change Highway Traffic Signal from "Green" to "Red." After it is ascertained Highway Signal is "Red" and traffic stopped, train or engine may proceed over crossing. To avoid delay to highway traffic, after movement over crossing is completed, a member of crew must push "Start" button in Manual Control Box to restore signal to "Green." **NOTE:** Highway Signal will remain "Red" for five minutes and then automatically be restored to "Green."
5. Westward movements only.
6. Trains or engines must stop before moving over crossing.
7. Switching movements over crossing must be protected by a member of the crew.
8. Trains and 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, account of rusty rail conditions.
9. Trains or engines using other than main tracks will approach crossing prepared to stop.
10. A member of the train crew must station himself on the crossing to insure full protection until the movement is completed.
12. All trains and engines operating on Freehold Secondary Track and Hightstown 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.
13. Track can only be used between the hours of 3:00 A.M. and 6:00 A.M.
14. Train must stop clear of crossing and movement must not be made until traffic light for Elizabeth Avenue indicates stop.
15. Cars must not be placed on industrial tracks between clearance posts located as follows:
150 feet east and west of Tile Works Crossing 1800 feet east of Old Bridge.
50 feet east and west of Maple Avenue on G.W. Helme Co. Track, Helmetta.
16. Push buttons are provided at the crossing for trainmen to raise gates to facilitate highway traffic.
17. 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.
18. An apparatus is provided for manual operation of the highway crossing signals should they fail to operate automatically.
19. Trains and engines in either direction must approach crossing prepared to stop.
20. To avoid unnecessary operation of automatic highway crossing protection southward trains when necessary will leave part of their train north of "CC" Sign, 200 feet north of switch 1 at HD, when required to perform shifting movements at New Jersey Power and Light Co.
21. 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.
22. 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.
23. 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.
24. 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.
25. 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.
26. 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.
27. 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.
28. Trains and engines must stop before passing over Kuser Road Crossing and 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.

HARRISBURG DIVISION

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
PHILADELPHIA:	All public crossings	Commerce St.	X						
		Westmoreland St.	X						
	All public crossings (Aramingo Ave., at Tloga St.)		X						26
Tacony St. 140 feet west of Tacony Freight Station	State Rd.	Kensington and Tacony	X						1-27
543 feet west of Tacony Freight Station	Wissinoming St.		X						1
	Tacony St.		X						1
	Aramingo Ave. between Castor Ave. and Butler St.	Frankford St.	X						26
	At Roxborough St.		X						26
	At Church St.		X						26
	At Orthodox St.		X						26
	Margaret St.							X	
	Bermuda St.		X						
	Butler St.		X						
	Wheatsheaf La.		X						
	State Rd.	Frankford Arsenal	X						27
	All public crossings (State Rd., see Note 13)	Tacony	X						
		Bleigh St.	X						
	All public crossings	Bustleton	X						
	West of 30th St.	Gray's Ferry Ave.	X						
	West of 35th St.		X						
	Gray's Ferry Ave. and 34th St.	Industrial	X						26
	49th St. Crossings	Gray's Ferry Yard	X						
	All public crossings	60th St.	X						27
	All public crossings between 24th St. and Delaware Ave.	Washington Ave. (All tracks)	X						28-29
	Private Rd.	Girard Point	X						29
	All public crossings	Swanson St.	X						
		Delaware Ave.	X						
	Darien St. Greenwich Yard	Merchants Warehouse Co.	X						
	Pattison Ave. Greenwich Yard		X						30
		U.S. Cold Storage Co.	X						30
52nd. Street	Flexi-Van	No. 14 Running		X					
		No. 15 Running		X					
		Eastward Belt (880 Feet East of 52nd. Street Undergrade Bridge 4.06 leading to Flexi-Van Terminal Facilities)						X	

HARRISBURG DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
PHILADELPHIA: (CONTINUED) Greenwich	Food Distribution Center	1350 feet from connection with Industrial Track	...	X	...	...	...	...	1
JORDAN SECONDARY TRACK: Divide—Jordan (First grade crossing south of Divide)	Burlington Pike	Industrial	...	X	...	...	...	...	26
		Secondary	...	X	...	...	...	...	32-48
HADDONFIELD SECONDARY TRACK: Utica Ave.	Utica Ave.	Secondary	...	...	...	X	...	...	1-13
Delair	DeRousse Ave.	Connecting	...	X	...	...	...	...	34
	Curtis Ave.		...	X	...	...	...	...	34
Jordan	Park Ave.	Secondary	...	X	...	...	...	...	13
SCHUYLKILL SECONDARY TRACK: Spring Mill	Righter St.	Storage	...	X	...	...	...	...
Conshohocken	Cherry St.	Secondary	...	X	X	...	...	...	33-35
	Harry St.		...	...	X	...	...	...	33-35
Earnest	Conshohocken Hghy.	Norris	X	...	...	...	...	...	27
Norristown	Ford St.	Secondary	X	...	...	...	...	...	29
		No. 1 Running	X	...	...	...	...	...	29
	Mill St.	Freight House	X	...	...	...	...	...
Oaks	Synthane Corp. Rd.	Siding	...	X	...	...	X	...	
		Synthane Corp.	...	X	...	...	X	...	
Spring City	Bridge St.	Storage	...	...	...	...	X	...	
Fricks Lock	Fricks Lock Rd.	Eastern Warehouse Track No. 2	X	...	...	...	...	...
Pottstown	Kalm St.	Yard	...	X	...	...	...	...
		Lock Siding	...	X	...	...	X	...	
	Water St.	Siding	...	X	...	...	...	...	31
	Hanover St.	Secondary	...	...	X	...	...	...
Stowe	Grosstown Rd.	Pottstown Metal Products Co.	X	...	...	...	...	...	29
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	...	...	...	...	...

HARRISBURG DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
SCHUYLKILL SECONDARY TRACK: (CONTINUED) 3789 feet west of junction with Secondary track									
	U.S. Route No. 61	North Reading	.....	.....	.....	.....	X	.....	37
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	.....	.....	.....	.....	.....	29
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	.....	.....	.....	36
TB-22	Henderson Rd.	No. 1 and No. 2	.....	.....	X	.....	.....	.....	36
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	River Road	Industrial	X	.....	.....	.....	.....	.....	39
	Suckle Hwy.		X	.....	.....	.....	.....	.....	.....
Palmyra	Crossing west of Arch St. Station	Industrial	.....	.....	.....	.....	.....	.....	38
BORDENTOWN SECONDARY TRACK: Riverton									
	Thomas Ave.	Industrial	.....	X	.....	X	.....	.....	.....
		Secondary	.....	.....	X	.....	.....	.....	.....
	Main St.		.....	.....	X	.....	.....	.....	.....
	Cedar St.	Industrial	.....	.....	X	.....	.....	.....	.....
	Bannard St.	Whitsell, Inc.	X	.....	.....	.....	.....	.....	29
Cambridge	Front St.	Gadley, Inc.	X	.....	.....	.....	.....	.....	.....

HARRISBURG DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
BORDENTOWN SECONDARY TRACK: (CONTINUED) Riverside	Chester Ave.	Secondary and Ind.	.....	.....	X	.....	.....	.....	.....
		Secondary	.....	.....	X	.....	.....	.....	40
	Fairview Ave.	Secondary and Ind.	.....	.....	X	.....	.....	.....	.....
	Pavilion	.....	.....	.....	X	.....	.....	.....	.....
		Secondary	.....	.....	X	.....	.....	.....	41
	
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	.....	.....	.....	.....	.....	.....	38
PEMBERTON SECONDARY TRACK: MP2—MP3	Pleasant Street	Main	.....	.....	.....	.....	.....	.....	32
	Westfield Avenue	Main	.....	.....	.....	.....	.....	.....	32
MP3—MP4	36th Street	Main	.....	.....	.....	.....	.....	.....	32
West Merchantville	Euclid Avenue	Main	.....	.....	.....	.....	.....	.....	32
	Wellwood Avenue	Main	.....	.....	.....	.....	.....	.....	32
Merchantville	Morris St.	Main	.....	.....	.....	X	.....	.....	32-43
	Center St.	.....	.....	.....	.....	X	.....	.....	32-43
	Park Ave.	Industrial	.....	X	.....	.....	X	.....	32
		Main	.....	.....	.....	X	.....	.....	32-43
	Cove Rd.	Industrial	.....	X	.....	.....	X	.....	32
Pennsauken	Union Avenue	Main	.....	.....	.....	.....	X	.....	32-43
		Main	.....	.....	.....	.....	.....	.....	32
Maple Shade	Coles Avenue	Main	.....	.....	.....	.....	.....	.....	32
	Fork Landing Road	Main	.....	.....	.....	.....	.....	.....	32
	Stiles Avenue	Main	.....	.....	.....	.....	.....	.....	32
Lenola	Lenola Road	Main	.....	.....	.....	.....	.....	.....	32
	New Albany Road	Main	.....	.....	.....	.....	.....	.....	32
Mt. Holly	Madison Ave.	Main	.....	.....	X	.....	.....	.....	12-32
	Pine St.	Industrial	X	.....	.....	.....	.....	.....	1-32
	Maple Ave.	.....	X	.....	.....	.....	.....	.....	32
	N. J. Route 38	Medford	X	.....	.....	.....	.....	.....	42
	East Landing St. and Eyrestown Rd. (Bella Bridge Rd.) (4th and 6th grade crossings south of Mt. Holly)	.....	.....	.....	.....	.....	.....	.....	.....
		.....	X	.....	.....	.....	.....	.....	.....
Lenola- West Moorestown	Flynn Ave. (1375 Feet South of MP9)	Main	.....	.....	X	.....	.....	.....	35

HARRISBURG DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table					Note
			1	2	3	4	5	
PEMBERTON SECONDARY TRACK: (CONTINUED) West Moorestown	Church Street	Main	.....	.....	.....	.....	.....	32
	New Albany Rd.	International Pulverizing	X	.....	.....	.....	.....	.....
	Flynn Ave.	Main	.....	X	.....	.....	.....	32-35
	Locust St.	Industrial	X	.....	.....	.....	.....	32
South of Moorestown	Chestnut St.	Main	.....	X	.....	.....	.....	32-44
Moorestown	Mill St.	Industrial	X	.....	.....	.....	.....	32
	Chester Ave.	Main	.....	X	.....	.....	.....	32-47
	Washington Street	Main	.....	.....	.....	.....	.....	32
	Zelley Avenue	Main	.....	.....	.....	.....	.....	32
Stanwick Avenue	Stanwick Avenue	Main	.....	.....	.....	.....	.....	32
	Borton Landing Road	Main	.....	.....	.....	.....	.....	32
MP11—MP12	RCA No. 1	Main	.....	.....	.....	.....	.....	32
	RCA No. 2	Main	.....	.....	.....	.....	.....	32
MP13—MP14 1789 feet south of MP13	Hartford Road	Main	.....	.....	.....	.....	.....	32
Masonville	Masonville Road	Main	.....	.....	.....	.....	.....	32
Hainesport	Mt. Laurel Road	Main	.....	.....	.....	.....	.....	32
	Lumberton Road	Main	.....	.....	.....	.....	.....	32
MP21—MP22	Church St.	Main	.....	.....	.....	.....	.....	32
Birmingham	Budtown Road	Main	.....	.....	.....	.....	.....	32
Lumberton	Main St.	Medford	X	.....	.....	.....	.....	.....
Medford	N. J. Route 70		X	.....	.....	.....	.....	42
	Pointville Rd.		X	.....	.....	.....	.....	.....
DIX RUNNING TRACK: Lewis	Pemberton— Wrightstown Rd.	Running	X	.....	.....	.....	.....	.....
Pemberton	Pointville Road	Main	.....	.....	.....	.....	.....	32
CHESTER AND PHILADELPHIA RUNNING TRACK: Essington	Second Street	Running	.....	.....	.....	.....	X	49
OTHER TRACKS:	Red Lion Road	Industrial	.....	.....	.....	.....	X	.....
	Grant Ave.		.....	.....	.....	.....	X	.....
West of Northeast Airport	Petty Island Br.	Industrial	.....	X	.....	.....	.....	46
Petty Island	Lancaster Ave.	Cornog	X	.....	.....	.....	.....	.....
E. Downingtown	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	.....	.....	.....	.....	.....

HARRISBURG DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
OTHER TRACKS: (CONTINUED)									
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						
Upper Darby	Garrett Rd.	Newtown Square		X					
Pembroke	Pembroke Ave.	Newtown Square	X						
	Pembroke Yard		X						
Arlington	State Rd.		X						
	Cedar La.		X						
North of Llanerch	Township Line Rd.		X						
Llanerch	West Chester Pike		X						26
Grassland	Eagle Rd.		X						
Delaware Co., Pa.	All public crossings	Cardington	X						
West Chester	Market St.	Fraser	X						
	Biddle St.		X						
Wilmer	Bridge and Pothouse Rds.	Devault Running	X						
	Charlestown		X						39
Roebling	Knickerbocker Rd.	All Yard		X				X	
Camden	Haddon Ave.	Pine St.	X						
	Mt. Ephraim		X						
NORTHERN CENTRAL BRANCH: New Freedom									
	High Street	Industrial		X			X		50
		Main			X				4-50
	Main Street	Industrial		X			X		50
		Main			X				4-50
	Franklin Street	Industrial		X			X		50
		Main			X				3-50
Glen Rock	Valley Street	Main			X				7-50
	Main Street	Main			X				7-50
	Water Street	Main			X				7-50
York	Grantley Road	Main & Industrial	X						8-50
	Kings Mill Road	Main	X						8-50
	W. Princess Street	Main & Industrial	X						8-50

HARRISBURG DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
NORTHERN CENTRAL BRANCH: (CONTINUED) York (Continued)	W. King Street	Main	X	.....	.....	.....	.....	.....	50
	W. Market Street	Main	.....	.....	X	.....	.....	.....	8
	W. Philadelphia St.	Main	.....	.....	X	.....	.....	.....	8
	No. Beaver Street	Shed	.....	X	.....	X	.....	.....	.....
		Main	.....	.....	X	.....	.....	.....	10
	North Street	Shed	.....	X	.....	.....	.....	.....	.....
		Main & Industrial	.....	.....	X	.....	.....	.....	.....
	No. George Street	Industrial	.....	X	.....	.....	.....	.....	.....
		Shed	.....	X	.....	X	.....	.....	.....
		Main & Industrial	.....	.....	X	.....	.....	.....	9
	No. Queen Street	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	.....	.....	.....
MAIN LINE ROCKVILLE- MONTANDON JCT.: Rockville	Roberts Valley Road	Single	.....	.....	X	.....	.....	.....	.....
		Wye	.....	.....	X	.....	.....	.....	.....
East Boyles	Rice Street	.....	.....	.....	X	.....	.....	.....	.....
	Market Street	.....	.....	.....	X	.....	.....	.....	.....
	Armstrong Street	.....	.....	.....	X	.....	.....	.....	.....
Herndon	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
	Packer Street	Main	.....	.....	X	.....	.....	.....	51
		Siding	.....	X	.....	.....	.....	.....	.....
Northumberland	King Street	E-L RR Interchange	X	.....	.....	.....	.....	.....	21

HARRISBURG DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
NEW HOLLAND SECONDARY TRACK:									
Honey Brook	Routes 10 & 322		X						
New Holland	Custer Avenue		X						
	Railroad Avenue		X						
	Brimmer Avenue	Secondary	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		X						
COLUMBIA BRANCH:									
Rohrerstown	E. Petersburg Road	Main			X				5
Mountville	Manor Street	Main & Industrial				X			2
Columbia	Walnut Street	All			X				
Roy-Jeb: Mile Post 97	Metropolitan Edison Co.	Main			X				
ATGLEN AND SUSQUEHANNA BRANCH:									
Columbia	Walnut Street	All			X				
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				
1404 Feet South of MP9	Mulberry Drive	All							25
Carlisle	At Passenger Station				X				6
Shippensburg	King Street	Main							13
	Fayette Street								13
		Industrial		X					
So. of Greencastle	U. S. Route 11			X		X			2
Greencastle Old Line— South of Green- castle		Greencastle Old Line							13

HARRISBURG DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
WINCHESTER SECONDARY TRACK: Martinsburg	King Street	Secondary	X						
	John Street								13
		Industrial		X			X		2
580 ft. south of Mile Post 95	Route 45	Secondary							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	Secondary							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
	Hasle	Yard		X					
	Dana	No. 1 Yard		X			X		
		Yard			X				19
	Barney	No. 1 Yard		X					20
		Yard			X				18
	Horton Street	No. 1 Yard		X					20
		Yard			X				18
	Carey Street	Yard		X					
	Fellows Street	All		X		X			24
Nanticoke	Public Road	Industrial Lead	X						21
	Broadway	Susquehanna Lumber Co., east leg of Wye	X						
		Gibbs Milling Co.	X						21
		West Nanticoke	X						21
	Warsaw, Saba and Allan Streets	Siding		X					
Nescopeck	Thrd Street	Siding		X					
		Industrial	X						21
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	Secondary	X						
Dillsburg	U. S. Route 15			X			X		1

HARRISBURG DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
MERCERSBURG SECONDARY TRACK: South of Marion	Route 11	Secondary	X						
LEBANON SECONDARY TRACK: Lebanon	All tracks within city limits except South 8th Street	Secondary							14
	Township Highway		X						
	Mount Vernon								13
	Beverly								13
	8th Street								13
Lebanon-Cornwall	State Route 38016 located 4500 feet from switch in Lebanon Secondary Track (810 feet east of Mile Post 18)	Alcoa Corp.		X			X		
FREDERICK SECONDARY TRACK: York	N. Newberry Street	Secondary			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	Secondary			X				
Hanover	Ridge Ave., Center, Carlisle & High Streets	Secondary	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						
SELINGSGROVE SECONDARY TRACK: Kreamer	Routes 25 & 522	Secondary							22
Sellingrove	Walnut Street								22
	Pine Street				X				22

HARRISBURG DIVISION (CONTINUED)									
LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
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
Scott	Ranshaw	Shamokin Secondary	X						13
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 Hickory Street Market Street Chestnut Street Walnut Street Locust Street Spruce Street	Montelius Industrial							21
MONTANDON SECONDARY TRACK: Lewisburg	State Highway Route 15		X						21
OTHER TRACKS: Lancaster	Prince & Walnut Sts.	Yard	X						
	Manheim Avenue	Industrial	X						
Middletown	Route 230	Freuhauf Co.		X		X	X		
Mount Joy	Route 230	Industrial	X						
Columbia	Union & Perry Sts. (Shifting Move- ments)	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
Lancaster	All within city limits	Quarryville	X						
South of Lancaster	Route 222	Industrial	X						
Between New Provi- dence and West Willow (Seners Road) Inclusive	All	Industrial	X						

HARRISBURG DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
OTHER TRACKS: (CONTINUED)									
Quarryville	State Street		X						
4367 feet south of MP7	Route 272	Industrial	X						13
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.

NOTES (Continued)

In the event automatic highway crossing protection is not operating a member of the crew must protect the crossing in advance of each movement over the crossing.

15. Before making a movement over any of the five public highway crossings, trains must stop and member of crew must go to traffic signal control box located at East Fourth Street, or at Patrick Street and turn snap switch which will place highway traffic signals in stop position for all five streets. Train movement may then proceed over the crossings. After train has cleared all five crossings, highway traffic signals must be restored to normal operation by turning snap switch in traffic signal control box located at East Fourth Street or at Patrick Street.
16. Push buttons located in box on mast at crossing for manual control of the automatic crossing protection of adjacent tracks. This control to be used to assist in protecting movement and prevent southward highway travel from stopping on main and other tracks during the movement. Instructions posted in push button box.
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.
24. Pushbutton is located in box on east end of relay case for manual start of automatic crossing protection.
25. That every switching movement of every train or car made over the crossing shall be properly attached to and propelled or retarded by a locomotive and that a member of the train crew, equipped with a red flag during daylight hours and with a lighted lantern or lanterns capable of providing both red and white aspects during the hours of darkness precedes on the ground each and every locomotive, car or train, making a switching movement across the highway and properly warn the traveling public of the approach of such locomotive, car or train. This crew member shall remain at the crossing during the switching movements and expedite the movement of any vehicles over the crossing.
Cars must not be left standing between crossing and "Limits of Standing"
Signs located 150 feet north of crossing and 150 feet south of crossing.
26. 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, engineer 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.

NOTES (Continued)

- 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.
27. 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.
 28. 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.
 29. 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.
 30. 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.
 31. A member of the train crew must station himself on the crossing to insure full protection until movement is completed.
 32. 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**.
 33. 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.
 34. Trains and engines on Connecting track must approach Drouse Avenue and Curtis Avenue 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**.
 35. Attention is directed to second paragraph **Rule 4103-A**.
 36. Westward trains on No. 1 track with work at the Henderson track, will stop with their train standing east of "CC" Sign 250 feet east of Henderson Road. After work has been completed and engine recoupled to train, the entire train must be east of "CC" Sign before proceeding westward.
Eastward trains on No. 1 track, with work at the Swedeland track, must stop west of the eastward signal at King before detaching the engine. If engine is to make a westward move via No. 2 track, crossover movement should be made at King to avoid unnecessary operation of the automatic protection at Henderson Road.
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.
 37. Manually operated highway crossing protection at U.S. Route No. 61 (Center Avenue) 3769 feet west of junction with Secondary track, in service. Member of crew must insert and turn switch-lock key in receptacle on post located between Penn Central and Reading Co. tracks. When standard traffic signals change from flashing yellow to red for highway traffic, movement may proceed across U. S. Route No. 61. After movement is completed and clear of highway, member of crew will remove switch key restoring highway traffic signals to display flashing yellow.
 38. 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.

NOTES (Continued)

39. 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.
40. Riverside—Eastward trains delayed or working between Main Street 1008 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.
41. 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.
42. 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.
43. 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.
44. 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.
45. 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.
46. 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.
47. 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.
48. 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.
49. Trains and engines must stop before passing over Second Street, Essington, on Chester and Philadelphia Running track. Switch key boxes to manually start and stop crossing protection are located on flasher poles on both sides of crossing.
50. Trains and engines must stop if automatic highway crossing protection fails to function, member of crew must protect the crossing in advance of each movement, account of rusty rail conditions.
51. Cars must not be left standing between Horn and "CC" sign, 1027 feet west of crossing.

PHILADELPHIA COMMUTER AREA

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
WEST CHESTER BRANCH: Lansdowne	Union Ave.	No. 1 and No. 2	.....	.....	X	.....	.....	.....	1-2
	Wycombe Ave.		.....	.....	X	.....	.....	.....	2
Primos	Oak Lane		.....	.....	X	.....	.....	.....	2
Lenni	Lenni Station Rd.	Naught and Yard	X	.....	.....	.....	.....	.....	.....
West Chester	Worthington St.	Farm	X	.....	.....	.....	.....	.....	3
	Union St.	Station	.....	.....	.....	.....	.....	.....	4

NOTES:

1. 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.
2. Attention is directed to second paragraph Rule 4103-A.
3. 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.
4. Before switching movements are made a member of the crew must protect the crossing.

CHESAPEAKE DIVISION

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
MAIN LINE: Newark	So. Chapel St.	No. 1 Extension	.....	X	.....	.....	X	.....	.....
		No. 2 and No. 3	.....	.....	X	.....	.....	.....	2
Iron Hill	Iron Hill Rd.	No. 2	.....	.....	X	.....	.....	.....	2
Perryman	Michaelville and Bush River Neck Rds.	No. 4	.....	.....	X	X	.....	.....	3
Chase	Ebeneser 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.	.....	X	.....	.....	X	.....	.....
		Main	.....	.....	X	.....	.....	.....	8
Cockeysville	Beaver Dam Rd.	Public Delivery	.....	X	.....	.....	X	.....	35
		Main and Siding	.....	.....	X	.....	.....	.....	9

CHESAPEAKE DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
NORTHERN CENTRAL BRANCH: (CONTINUED)									
Sparks	Sparks Road	Main	----	----	----	----	X	----	42
Glencoe	Glencoe Road	Main	----	----	----	----	X	----	42
Corbett	Corbett Road	Main	----	----	----	----	X	----	42
Monkton	Manor Rd.	Public Delivery	----	X	----	----	X	----	42
White Hall	Hunters Road	Main	----	----	----	----	X	----	42
	White Hall Road		----	----	----	----	X	----	42
	Parkers and McCulloughs Rd.		----	----	X	----	X	----	10-42
Walker	Walkers Road	Main	----	----	----	----	X	----	42
Bentley Springs	Bentley Road	Main	----	----	----	----	X	----	42
Freeland	Freeland Road	Main	----	----	----	----	X	----	42
OCTORARO SECONDARY TRACK:									
Kennett Square	Broad St.	Secondary	X	----	----	----	----	----	----
Avondale	Route 41	Secondary	----	----	X	X	----	----	6
	State St.	----	----	----	X	----	----	----	6
First crossing north of West Grove	Oakland Ave.	Industrial	X	----	----	----	----	----	----
West Grove	Prospect Ave.	Secondary	X	----	----	----	----	----	----
	Guernsey Ave.		X	----	----	----	----	----	----
Elkview	Hodgson Rd.	----	X	----	----	----	----	----	----
Lincoln University	Elkdale Rd.	----	X	----	----	----	----	----	----
Oxford	Market St.	----	X	----	----	----	----	----	----
	Chase and Hodgson Sts.	----	X	----	----	----	----	----	----
3000 feet south of M. P. 50	Route 131	----	X	----	----	----	----	----	----
M. P. 51	Dunlap Rd.	----	X	----	----	----	----	----	----
3000 feet south of M. P. 54	Route 131	----	X	----	----	----	----	----	----
Rising Sun	Wards Road	Secondary	X	----	----	----	----	----	----
	Queen St.		X	----	----	----	----	----	----
500 feet south of M. P. 58	State Hwy. Rt. 276	----	X	----	----	----	----	----	----
Colora	Browns Road	----	X	----	----	----	----	----	----
DELMARVA BR.:									
Glasgow	U.S. Route 40	Main	----	----	X	----	----	----	6
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	
	Jlmtown Rd.		----	X	----	X	----	----	----
Cheswold—Dover	----	Main	----	----	X	----	----	----	14
	Walker Road—2827 feet south of Mile Post 46	Main	----	X	----	----	----	----	----
----	----	Switching	----	----	----	----	X	----	----

CHESAPEAKE DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
DELMARVA BRANCH: (CONTINUED) 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.	Main	...	...	X	...	...	11
	Harrington	Center St.	Main and Siding	...	X	X
Liberty St.			...	X	X	...	...	...	16
Clark St.		Main and Siding	...	...	X	...	...	...	16
Route 316		Main	...	X	...	...	...	...	45
		Northward Siding	...	X	...	...	X	...	.....
		Southward Siding	...	X	...	...	X	...	.....
		Switching	...	X	...	...	X	...	.....
Greenwood	Market St.	Main	...	...	X	...	...	17	
Bridgeville			...	...	X	...	...	18	
SEAFORD SECONDARY TRACK: Seaford									
Laurel	River Rd.	Secondary	...	...	X	...	...	...	13
	Market St.	Secondary	...	...	X	...	...	...	19
		Switching to Secondary	...	X	...	...	X	...	19-38
	Sixth St.	Secondary	...	...	X	...	...	19	
	Seventh St.	Switching	...	X	...	...	X	...	6-19
		Secondary	...	X	...	...	X	...	19
	Eighth St.	Switching	...	X	...	...	X	...	19-37
		Secondary	...	...	X	...	...	...	19
	Tenth St.	Switching	...	X	...	...	X	...	6-19
		Secondary	...	...	X	...	...	...	19
Delmar	State Rd.	Switching	...	X	...	...	X	...	6-19
		Siding and Switching	...	X	...	...	X	...	.....
	State St.	Siding	...	X	...	...	X	...	.....
	Chestnut St.	Siding	...	X	...	...	X	...	.....
Secondary		...	...	X	...	...	...	.....
POCOMOKE SECONDARY TRACK: Salisbury									
Fruitland	Naylor St.	Switching	...	X	...	...	X	...	.....
	Kendall St.		...	X	...	...	X	...	.....
	College Ave. Bateman St.	Secondary	...	...	X	...	...	...	.....
		Switching	...	X	...	...	X	...	.....
Princess Anne	Main St.	Secondary	...	...	X	...	...	11-13	
Pocomoke	Academy St.	Secondary	...	...	X	...	...	...	.....
	Antioch St.	Switching	...	X	...	...	X	...	.....
	Hampden St.		...	X	...	...	X	...	.....
Parkley	Clark St.	Switching	...	X	...	...	X	...	.....
	Second St.		...	X	...	...	X	...	.....
Bennett St.	Adelaide St.	Siding	...	X	...	...	X	...	.....
	Bennett St.	Secondary and Siding	...	X	...	...	X	...	21
		Siding	...	X	...	...	X	...	.....
		Secondary and Siding	...	...	X	...	...	...	21

CHESAPEAKE DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table					Note
			1	2	3	4	5	
NEW CASTLE SECONDARY TRACK: Wilmington	Christina St.	Secondary	X					
New Castle	South St.					X		
New Castle	Washington St.	Deemers Steel Casting	X					
New Castle	9th St.	Secondary	X					
Porter	County Rd. 383	Running		X			X	
		Secondary			X			12
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					
	Md. Route By-Pass 291		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	31
Marydel	Route 454	Secondary	X					30
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	Sliding		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					
Federalsburg	State Route 313				X			24
Cambridge	Gypsy Hill Road		X					
CRISFIELD SECONDARY TRACK: Mile Post 2—637 feet west of	Route 13	Secondary	X					
Marlon	Route 357		X					
Crisfield	Route 413		X					

CHESAPEAKE DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
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	Bloomngdale	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						
OTHER TRACKS:									
Eddystone	Market St.	Chester and Phila.		X					
Essington	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						

CHESAPEAKE DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
OTHER TRACKS: (CONTINUED) Elkton— 2588 feet west of Main Track Switch	Route 279	Triumph Ind. track	X					X	29
	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		
	Boston and Clinton Sta.	President	X						28
Canton	Newkirk St.	Bear Creek	X						
	Boston St.	Bear Creek 1 and 2		X	X				44
		Yard Tracks		X	X				44
Catonsville	Beechfield Ave., 150 feet west of Shady Nook La.	Catonsville	X						
Brandywine	Route 38	South Ave.	X						
1220 feet south of Main Track Switch	New York Ave.	United Clay Products Co.	X						29
Washington	16th, "V" and 31st Sta., 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						
Sallsbury	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		X						
	Truit St.	Willard	X						
Sallsbury—4.3 miles east of	Route 50		X						
Sallsbury—8.2 miles east of			X						

CHESAPEAKE DIVISION (CONTINUED)

LOCATION	CROSSING	TRACK	See Column Table					Note
			1	2	3	4	5	
OTHER TRACKS: (CONTINUED) 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—4533 feet south of	New U.S. Route 13	Kiptopeke	X					
CAPE TRACK: End of Block	State Route 636			X				6
Cheriton	State Route 639			X				6
Bayview	State Route 186			X				6
Bayview—south of	U.S. Route 13			X	X			6-22
Cape Charles— north of	Fertiliser Rd.			X				6

NOTES:

1. An apparatus is provided for manual operation of the highway crossing signals should they fail to operate automatically.
2. Southward trains on No. 2 and No. 3 tracks receiving stop signal at Davis and northward trains receiving stop signal at Iron Hill must stop 85 feet from the crossing.
3. Automatic crossing protection is interrupted when switch leading to Look 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.

NOTES (Continued)

19. Cars must not be left standing on main track between Sixth St. and Tenth St. Cars must not be left standing on switching track between Sixth St. and insulated joints 660 feet south of Tenth St. Movements on switching track consuming more than 45 seconds between Tenth and Eighth Sts. will cause gates to raise. Movements must then occupy short track circuit south of Eighth St. before gates will lower. Movements on switching track consuming more than 45 seconds between Market and Sixth Sts. will cause gates to raise. Movements must then occupy track circuits extending 70 feet from the crossing before gates will lower.
21. Cars must not be left standing on secondary track or siding between Adelaide St. and CC sign 600 feet north thereof.
22. Northward trains having stopped on track circuit extending 660 feet south from crossing must approach crossing prepared to stop and occupy track circuit 70 feet south of the crossing to operate automatic protection.
23. Cars must not be left standing between crossing and insulated joints 300 feet from the crossing.
24. Cars must not be left standing between crossing and switch leading to Zaffere Bakery track. Southward movements leaving cars north of this switch must upon returning to pick up cars clear switch and not exceed a speed of 10 m.p.h. southward to crossing. Cars must not be left standing between crossing and insulated joints 1030 feet south thereof.
25. Cars must not be left standing between crossing and "CC" sign located 800 feet north of Knecht Avenue crossing.
26. Cars must not be left standing between crossing and "CC" sign located 800 feet south of Ebenezer Road crossing.
28. Before making a movement over crossing, trains must stop and member of crew must unlock traffic signal control box located north or south of crossing; wait until amber light is displayed for either street then turn snap switch which will place highway traffic signals in stop position for both streets. Train movement may then proceed over crossing. After train has cleared crossing highway traffic signals must be restored to normal operation by use of snap switch.
29. Before making a movement over the public crossing, trains must stop and member of crew must open signal control box located on highway crossing signal masts or instrument cases north or south of crossing, and push "start" button, which will start highway flashing signals. After highway traffic is stopped, train movement may then proceed over crossing. After train has cleared crossing highway flashing signals must be restored to normal operation by pushing stop button.
30. Before making a movement over crossing, trains must stop and member of crew must unlock signal control box mounted on poles located north or south of crossing with switch key, then turn snap switch which will place highway traffic signals in red or stop position. Train movement may then proceed over crossing. After train has cleared crossing, highway traffic signals must be restored to normal operation by use of snap switch.
31. Automatic protection operates when trains occupy track circuit extending 70 feet from crossing.
Before movement over crossing, crew must know that automatic protection is operating to protect highway traffic.
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.
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.
44. 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. Cars must not be left standing between crossing and yellow stripes on rails about 70 feet from the crossing.
Northward movement on Bear Creek tracks must not exceed 10 MPH from a point 440 feet south of crossing to the crossing.
Southward movement on Bear Creek tracks must not exceed 6 MPH from a point 275 feet north of crossing to the crossing.
Northward and Southward movements on yard tracks must not exceed 4 MPH from a point 200 feet from the crossing to the crossing.
45. Cars must not be left standing between crossing and a point 2310 feet south thereof.

Referring to First Paragraph Rule 103

1103-A2. (Phila. Commuter Area). 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 18k of the EC-99 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. (Hbg. 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**NEW JERSEY DIVISION**

Switch Located At	Connecting	With	Normal Position is for Movement
West end No. 13 Track Hudson Interlocking	No. 13 Track	No. 14 Track	To No. 13 Track
East end No. 13 Track Hudson Interlocking	No. 13 Track	No. 14 Track	To No. 13 Track
Jamesburg	Hightstown Secondary Track	Amboy Secondary Track	On Amboy Secondary Track
Jamesburg	Freehold Secondary Track	Amboy Secondary Track	On Amboy Secondary Track
WA-2	No. 2 Track	Old Eastward Running Track	Old Eastward Running Track
Karny	Center Street Secondary Track	Engine Track	Engine Track
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
Hamilton Ave.	Hamilton Ave. Coalport Running Track	Bordentown Secondary Track	Hamilton Ave. Coalport Running Track

HARRISBURG DIVISION

Harrisburg Yard *GI-8	Westward Running Track	Ramp and Westbound Receiving Yard	To Ramp and Westbound Receiving Yard
Carnation Industrial	Carnation Industrial Track	Camp Running Track	To Carnation Industrial Track
3170 feet south of M P 89	Winchester Secondary Track	Cumbo Secondary Track	To Cumbo Secondary Track
Shore Interlocking	G.E. Track	No. 5 Track	Through on No. 5 Track

HARRISBURG DIVISION (CONTINUED)

Switch Located at	Connecting	With	Normal Position is for Movement
Penn Coach Yard	Car Washing Track	Run Down and No. 37 Track	Through on Car Washing Track
1110 feet west 52nd St. Pgr. 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 Track	No. 14 Running Track	No. 14 Running Track
750 feet east of 52nd St. U. G. Bridge	Eastward Belt Track	No. 15 Running Track	No. 15 Running Track
4000 feet east of 52nd St. U. G. Bridge	Eastward Belt 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

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

PHILADELPHIA COMMUTER AREA

Powelton Ave. Yard (East End)	No. 3 Yard Track	No. 4 M Main Track	Through on Connecting Track and No. 3 Track
Paoli Yard	No. 3 and No. 4 Shop Storage Tracks	Ladder Tracks	Through on No. 3 and No. 4 Shop Storage Tracks

CHESAPEAKE DIVISION

River	Secondary Track No. 1	Sparrows Point Spur Track	Secondary Track No. 1
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
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
Woodsell	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
Porter	N & DC Running Track	New Castle Secondary Track	To N & DC Running Track

Switch Tenders are Stationed at and Have Charge of Main Track Switches as Indicated

1104-B1. (New Jersey Division).

Location	Switches	Note
WA-5	All Switches	

1104-B2. (Harrisburg Div.). Switch Tenders are Stationed at and Have Charge of Yard Switches as Indicated

HARRISBURG DIVISION

Location	Switches	Note
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.

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

NEW JERSEY DIVISION

Location	Switches	Note
WA-6	All Switches	

Semi-Automatic Hand-Operated Switches

1104-C2 (Harrisburg Division). Trailing semi-automatic switch for westward movement in No. 4 Running track leading to the West End of D Running track. A trailing movement (westward) through this semi-automatic switch will automatically throw the switch for the movement and it will remain in that position.

Eastward movements on No. 4 Running track must approach this switch prepared to stop and must stop clear, unless the switch 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.

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.

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 padlock is removed from keeper.

NEW JERSEY DIVISION

Location	Switch	Controlled by	Notes
2720 feet west of Dock	Switch in No. 4 Track leading to Alling Street Track	Dock	2
3400 feet west of Lincoln	Switch in No. 0 Track leading Wye Track	Lincoln	1
4100 feet west of Lincoln	Switch in No. 0 Track leading to No. 5, 6, 7, 8 and 9 Yard Tracks	Lincoln	1
8150 feet west of Lincoln	Switch in No. 0 Track leading to No. 5, 6, 7, 8 and 9 Yard Tracks	Lincoln	1
8843 feet west of Lincoln	Switch in No. 0 Track leading to U.S. Envelope Co. Siding	Lincoln	1
900 feet east of CY	Switch in No. 1 Track, Greenville Branch, leading to New Garden Yard	CY	1
Trenton Branch 2000 feet east of MP44	Switch in No. 1 Running Track leading to Coal Storage Yard	Wayne Jct. (Rdg. Co.)	4
Trenton Branch 3000 feet east of MP44	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 Running Track leading to Strick Trailer Co. Track	Wayne Jct. (Rdg. Co.)	3

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

NOTE 2—After permission from Dock is received, removal of switch lock from keeper will unlock switch for trains and engines standing on No. 4 track less than 150 feet west of switch. To enter No. 4 track from Alling Street track after permission from operator is received and switch lock is removed from keeper, switch must be thrown to reverse position and movement must not be made until interlocking signal indication is received.

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

NOTE 4.—Permission to unlock must be obtained from Operator Morris who will obtain unlock from Reading Company Operator at Wayne Jct.

PHILADELPHIA COMMUTER AREA

Location	Switch	Controlled by	Notes
Main Line: No. 4 track, Holmes	Prison	Holmes	
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.		
Darby, North of		Arsenal	
West Chester Branch: Arsenal Interlocking	Breyer Co.		

HARRISBURG DIVISION

Delaware Extension: Arsenal Interlocking	Philadelphia Electric Co.		
D.R.R. & B. Co. Branch Frankford Jet.	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		
Philadelphia, Grays Ferry Ave.	Barrett Co.	Grays Ferry— Movable Bridge Operator	
East end, Brooke	Birdsboro Steel Foundry & Machine Co. No. 2	Brooke	
Jersey—Hatch	Weyerhaeuser Container Co. 2 switches	Jersey	
Lancaster	All hand-operated switches within Interlocking	Cork	
Harrisburg	6C track to Industrial track	Harris	
Rockville	Eastbound Running Track: Hand-operated crossover, 1278 feet east of Rockville	Rockville	
Day	Track G to Stock Yard	Day	
York	Crossovers between Main Track and York Siding	York	
Sunbury	Main Track to Central Builders M. P. 286	Kase	1
	Haas lead crossing Main Line	SF	
Cork	R.R. Donnelly & Sons 2315 feet east of MP70	Cork	2

HARRISBURG DIVISION (CONTINUED)

Location	Switch	Controlled by	Notes
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		
902 G Camp	Main Track to Secondary track Main Track to East Yard track Main Track to Industrial track	Lemo	
Hagerstown	Main Track to Iron Works track	Town	

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

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

NOTE 2. Removal of switch lock from keeper will unlock electric lock for trains standing on No. 2 track, 75 feet from switch. Before movement can be made from siding track to No. 2 track when No. 2 track is unoccupied, permission must be obtained from operator at Cork, before removing switch lock.

CHESAPEAKE DIVISION

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	
McCall's Ferry	Public Delivery Track	Cola	
Pequea	Penna. Water & Power Co. Track		
West Harbor	Crippled Car Track	Cola	
Aberdeen	Safe Harbor Water Power Co. —Interchange Track	Cola	
Aberdeen	C. B. Osborne Industrial Track	Perryville	
Aberdeen	Industrial Track	Perryville	
Edgewood	Arsenal Industrial Track	Edgewood	
Magnolia	Public Delivery Track	Edgewood	
Canton 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	
Washington	United Clay Products Co.	Landover	

CHESAPEAKE DIVISION (CONTINUED)

Location	Switch	Controlled by	Notes
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		

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

NEW JERSEY DIVISION

Location	Switch	Note
1768 feet east of WC	Switch in No. 1 Track leading to Calso Oil Co. Track.	1
2300 feet west of Dayton, Jamesburg Br.	Facing switch for westward movement in Main Track leading to International Business Machine Company track.	1
4080 feet west of Dayton, Jamesburg Br.	Facing switch for eastward movement in Main Track leading to International Business Machine Company track.	1
450 feet east of Broad Street, Trenton. Bordentown Br.	Facing switch for westward movement on Main track leading to Connecting track.	1
4710 feet west of MY	Facing switch in Main track leading to east leg of Wye track.	1
25 feet east of MY	Facing hand-operated switch for eastward movement in Main track leading to Old Line.	3
1045 feet west of MY	Facing hand-operated switch for eastward movement in Main track leading to Redon Klein.	3
2325 feet west of MY	Facing hand-operated switch for eastward movement in Main track leading to M. or W. Yard.	3
3055 feet west of MY	Facing hand-operated switch for eastward movement in Main track leading to Scrap Yard.	3
3776 feet west of MY	Center thrown locking device on facing hand-operated crossover for eastward movement in Main track to Middle Secondary track.	3
4725 feet west of MY	Facing hand-operated switch for westward movement in Main track leading to east leg of Wye track.	3
730 feet west of Copper	Center thrown locking device on facing hand-operated crossover for eastward movement in Main track to Middle Secondary track.	3
2500 feet east of MA	Center thrown locking device on facing hand-operated crossover for eastward movement in Main track to Middle Secondary track.	3

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

NOTE 3—Removal of switch lock from Keeper will unlock electric lock for train standing on Main track 75 feet from switch to be used. Before movement can be made from side track to Main track, when Main track is unoccupied, permission must be obtained from operator at Morris before removing switch lock from Keeper.

PHILADELPHIA COMMUTER AREA

Location	Switch	Note
Zoo Secondary track: 48 feet east of east switch to Estes Yard	Facing hand-operated switch in Zoo Secondary track leading to Pyramid Tire and Rubber Com- pany.	2
1375 feet east of Allen Lane Passenger Station	Center thrown locking device on crossover between No. 1 and No. 2 tracks.	
1535 feet east of Allen Lane Passenger Station	Facing hand-operated switch in No. 1 track leading to Fort Washing- ton running track.	
Between Secane and Morton	Facing hand-operated switch, No. 2 track leading to Lansdowne Iron and Steel Company.	
Pencoyd	Switch leading to Pencoyd track.	1

NOTE 1—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 2—Cars moved to and from this industrial track must be handled separately over this switch.

Permission to unlock must be obtained from operator before switch padlock is removed from keeper. Movements on lead from Zoo Secondary track to Pyramid Tire & Rubber Co. with diesel-type engine or with cars longer than 41 feet will not clear passing trains on No. 1 track. Such movements must not be made without first obtaining permission from operator, North Philadelphia and movements on No. 1 track protected as prescribed by **Rule 99**. Operator must be notified when movements have been completed, switch restored to normal position and padlocked.

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
Seabrook	No. 3 Track to Public Delivery Track	1
Washington	Bladensburg Road Crossover between No. 2 and No. 3 Tracks	1
Washington	Union Market Yard	1
Cheverly	Cheverly Loop 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.

HARRISBURG DIVISION

Location	Switch	Note
Glen	Facing hand-operated switch for eastward movement in single track leading to Glen Siding, 19 feet east of Glen.	
Spring Mill	Hand-operated switch in Second- ary track leading to eastward end Cherry Street storage track.	
Leaman	Trailing hand-operated cross-over between No. 1 and No. 4 track.	1

HARRISBURG DIVISION (CONTINUED)

Location	Switch	Note
Creek	B. F. Goodrich Co. track. Alan Wood Steel Co. track.	See Instructions Posted in Shelter Box
Between Arsenal and Penrose	Trailing hand-operated switch in No. 2 track, 2500 feet east of east end of Arsenal bridge, leading to Killhower Industrial track.	
	Hand-operated switch in No. 2 track, 1100 feet west Penrose Interlocking, leading to U. S. Quartermaster track.	
Columbia Branch: Between Roy and State	Hand-operated switch, 530 feet east of MP99, leading to west end Highspire yard	2
	Hand-operated switch, 2350 feet west of MP99, leading to east end Steelton yard	2
	Hand-operated switch, 150 feet east of fixed signal 962, leading to Middletown Siding	2
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 westward movement from single track, 1288 feet west of MP122, equipped with hand-operated derail to Dalmatia delivery track	2
East Boyles	Facing switch for eastward movement from single track to Hernon 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.

- (3) 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.

1105-A1. Spring Switches Located.

NEW JERSEY DIVISION

Location	Normal Position	Route for Which Sprung	Note
Sunnyside—Connecting Hump Track to Inbound Motor Track	Inbound Motor Track	Westward movements from Hump Track	....
South Amboy Junction—Connecting yard to Secondary Track	Secondary Track	Westward movements from yard	1
South Amboy Junction—Connecting secondary track to No. 2 Running Track	Secondary Track to No. 2 Running Track	Eastward movements from secondary track to secondary track	1
Deep Cut—	Secondary Track	Westward movement from No. 2 running track to secondary track	....
East End—	Secondary Track	Eastward movement from No. 1 running track to secondary track	....
OB—Connecting secondary track to No. 1 Running Track	Secondary Track to No. 1 Running Track	Westward movements from secondary track to secondary track	....
Lead Switch. Kent—connecting lead track to main track	Main Track	Southward movements from lead track to main track	....

NOTE 1—When spring switches at South Amboy Junction are hand-operated for movements to or from the yard, they must not be returned to normal position until movement has cleared signals governing movements in opposite direction.

HARRISBURG DIVISION

44th St. (M-1) East end of first crossover west of 42nd St. O.H. Bridge	No. 15 Running Track	Westward movements to No. 15 Running Track	1
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NOTE 1—Movements eastward from 44th St. Overhead Bridge to Westward Running track or eastward Jersey Running track via first crossover west of 42nd St. Overhead Bridge may trail through spring switch.

Chestnut Hill

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

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

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

1107-A2. In the application of Rule 107, a passenger train, routed to a track which will result in a station stop for receiving or discharging traffic across a main track between that train and station platform, must stop as soon as known it is so routed and obtain assurance from operator that other trains involved will be notified of the stopping of that train on that track at the station, unless this assurance has been previously furnished in writing or by radio.

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

Pennsylvania Station—New York

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

Penn Central Station—Baltimore.

Penna. Station—Harrisburg.

Moving Cars on Tracks Where Loading or Unloading Is Done

1130-A2. (New Jersey Division). When mail, baggage or express is being loaded or unloaded from cars on tracks 1, 2, 3, 4, 7, 8, 9, 10, 13, 14, 1D, and 3D, Pennsylvania Station, New York, a red lamp will be placed on the west end of 1, 2, 3 and 4 and on the east and west end of such cars on tracks 7, 8, 9, 10, 13, 14, 1D and 3D. When red lights are displayed shifting crews must not couple to or move the cars until they have contacted the Baggage Foreman and he has removed the light.

Track Assignments

1151-A1. Single Track

NEW JERSEY DIVISION

Track	Between	And
Main Line	CP Waldo	Division Post Mohawk-Hudson
Catskill Mountain Branch	Kingston Point	Bloomville
Wallkill Valley Branch	Kingston	Montgomery
Princeton Branch	Nassau	579 feet north of KS
Jamesburg Branch	JG	Midway
Belvidere Delaware Branch	MG	G
Trenton Branch	Morris	MA

PHILADELPHIA COMMUTER AREA

Track	Between	And
West Chester Branch	Media	End of Block Sign, West Chester

CHESAPEAKE DIVISION

Northern Central Branch	B & P. Jct.	Division Post (Hbg. Div.)
Delmarva Branch	Davis	Seaford
Columbia and Port Deposit Branch	Quarry	Tome
	West Rock	Midway
	McCalls	Division Post (Hbg. Div.)

HARRISBURG DIVISION

Main Line: Rockville-Buffalo	Rockville	Division Post (Allegheny Div.)
Columbia Branch	Shocks	State
9018 Northern Central Branch	Div. Post (Ches. Div.)	Cly
Cumberland Valley Branch	State	Town
9012 Wilkes-Barre Branch	Lomis	Kase
Grays Ferry Branch	Zoo	Arsenal
Trenton Branch	Dale	Glen
Bordentown Branch	Cooper	Division Post (P.R.S.L.)
Philadelphia and Thorndale Branch	Dale	Thorn
Connecting Tracks	Jersey	Hatch
	Jersey	Minson
	Jordan	Pennsauken
	Hatch	Divide

1151-B1. Two or More Tracks

Current of Traffic or TCS as follows:

NEW JERSEY DIVISION

Main Line Between:	Track B	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	No. 0 Track	Track A
Harold and JO or C.....		West'd	East'd	West'd	East'd		
A and Hudson.....				West'd	East'd		
Hudson and Dock.....			West'd	East'd	East'd		
Dock and Hunter.....		West'd	West'd	East'd	East'd		
Hunter and Elmora.....		West'd	West'd	East'd	East'd		
Elmora and Union.....	West'd	West'd	West'd	East'd	East'd		East'd
Edison and Lincoln.....						East'd	
Union and Div. Post (Phila. Commuter Area)		West'd	West'd	East'd	East'd		
Passaic and Harsimus Branch Between: CP Waldo and Lane.....				West'd	East'd		
Greenville Branch Between: Bay and WA3.....				West'd	East'd		
Perth Amboy & Woodbridge Branch Between: Union and WC.....				West'd	East'd		

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

Within Dock Interlocking

Track 5—Westward Passenger

Track A—Eastward Passenger

PHILADELPHIA COMMUTER AREA

Main Line Between:	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Division Post (New Jersey Division) and Zoo.....	Westward	Westward	Eastward	Eastward
Zoo and Penn.....	Southward			Northward
Penn and Arsenal.....	Southward			Northward
Zoo (44th St.) and Overbrook.....	Westward		Eastward	Eastward
Overbrook and Paoli.....	Westward	Westward	Eastward	Eastward
Paoli and Downs.....	Westward		Eastward	Eastward
Downs and Park.....	Westward	Westward	Eastward	Eastward
Arsenal and Brill.....	Southward			Northward
Brill and Bell.....	Southward	Southward	Northward	Northward
Bell and West Yard.....		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 Main 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
West Chester Arsenal Int. Station and Media.....			Southward	Northward
Schuylkill Valley and Man.....			Westward	Eastward
36th Street Connection Zoo (38th Street—connection with Suburban Line) and Penn (Main Line).....	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

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

NOTE—Tracks are numbered from south to north or east to west.
Within Wilmington Interlocking tracks are designated: Nos. 1, 2 and 3.

HARRISBURG DIVISION

Branches D. R. R. & B. Co. Between:				
Shore and Jersey.....			Westward	Eastward
Jersey and Divide.....			Southward	Northward
West Phila. Elevated Zoo and Brill.....		Southward	Northward	
Delaware Extension Arsenal and End of Main Track (Broad St. overhead bridge).....			Westward	Eastward
Trenton MA and Dale.....			Westward	Eastward

HARRISBURG DIVISION (CONTINUED)

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					West'd	East'd
Cork and Cola.....					West'd	East'd
York Haven Line					West'd	East'd
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. 4, 5, 6, 7, 8 and 10.

MOVEMENTS AGAINST THE CURRENT OF TRAFFIC WITHOUT TRAIN ORDERS

1151-B2. (New Jersey and Chesapeake Divisions)

At the following locations the third paragraph of Rule D-151 will not apply and movements may be made as indicated below at Reduced Speed. Trains or engines may operate against the current of traffic without train orders, under manual block signal system rules, in the following territories when authorized by the Train Dispatcher. The conductor or engineman must obtain permission to use the track only from the employee in charge of track as designated below.

NEW JERSEY DIVISION

Track	From	To	When authorized by Train Dispatcher on Verbal Permission From	Note
P.&H. Branch No. 2	Switch Leading to Marion Yard	CP Waldo	Operator at Hack	1
	Switch 1500 feet west of Hack	Hack	Operator at Hack	1
	Karny	Switch 1258 feet east of Karny	Operator at Hack	1
	Switch 2000 feet west of Hack	Hack	Operator at Hack	1

Where Block Operator Controls the Track.

NOTE 1—The Train Dispatcher must determine that the block is clear of all opposing movements. Form J Train Order must be issued to the operator in charge of track. The operator must apply blocking devices, with signal in Stop position, at station where opposing movements must be held. Notation confirming this procedure must be made on the Train Dispatcher's train sheet and the operator's Record of Train Movement sheet before permission is granted.

CHESAPEAKE DIVISION

Track	From	To	When authorized by Train Dispatcher on Verbal Permission from	Note
Main Line: 4	Catonsville Track	Gwynn	Operator, Gwynn	1

Where Block Operator Controls the Track.

NOTE 1—The Train Dispatcher must determine that the block is clear of all opposing movements. Form J Train Order must be issued to the operator in charge of track. The operator must apply blocking devices, with signal in Stop position, at station where opposing movements must be held. Notation confirming this procedure must be made on the Train Dispatcher's train sheet and the operator's Record of Train Movement sheet before permission is granted.

1151-C1. Secondary Tracks of Assigned Direction

NEW JERSEY DIVISION

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

NOTES:

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

HARRISBURG DIVISION

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

NOTE:

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

CHESAPEAKE DIVISION

Track	From	To	Assigned Direction	Controlled by	Note
Shellpot No. 1	Bridge	Bell	Northward	Yard Master; Edge Moor Tower	1
Shellpot No. 2	Bell	Bridge	Southward	Yard Master; Edge Moor Tower	1
New Castle No. 4	Bridge Virginia	Porter Four- teenth St. Virginia	Southward Southward	Bridge Virginia	2 4
No. 1	Four- teenth 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 Edge Moor Tower. 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 is authority to operate via this track.

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

1151-D1. Secondary Tracks of No Assigned Direction**NEW JERSEY DIVISION**

Track		Between	And	Controlled by	Note
Government		Produce Yd.			
Lead	(W)	Lead	Karny	Karny	1-2-5
Set-Off	(W)	WA-5	WA-3	WA-5	3-5
Oak Island	(W)	CY	WA-2	WA-5	1-5
Hightstown	(W)	Conn. Amboy Sec. Trk.	End of Block (1380 feet west of K)	SA	5-6
Amboy	(W)	SA	JG	SA	1-5-6-7
Set-Off	(W)	WA-3	WA-6	WA-6	4-5
Connecting	(W)	No. 0 Track	Yard Running Track Edison	Lincoln	1-5
Freehold	(E)	Conn. Amboy Sec. Trk.	End of Track (MP24.1)	SA	5-6
Bordentown	(E)	MP16	Fair	Fair	1-11
Naught	(W)	Millham	Fair	Fair	1
No. 5	(W)	Millham	Fair	Fair	1
Naught	(W)	Morris	Grundy	Grundy	1
Middle	(W)	Morris	MA	Morris	1
Belvidere-Delaware		G	Kent	MC	1-5-6

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

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

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

NOTE 3—Westward movement from WA-5 made on hand signal from switchtender; Eastward movement from WA-3 made on permission of operator at WA-6.

NOTE 4—Westward movement from WA-3 made on permission of operator at WA-6.

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

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

NOTE 7—In the application of Rule 326, crews of westward trains or engines, enroute to a point west of Midway, must report clear at GO, unless otherwise instructed. If instructed not to report clear at GO and stop signal is displayed at Midway or train stops at any point between GO and Midway, crew must immediately report train clear of GO to Operator SA.

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

NOTE 11—Block signal indication at MJ and BO is authority to operate via Bordentown Secondary track.

PHILADELPHIA COMMUTER AREA

Track		Between	And	Controlled by	Note
B	(N)	Landlith	Bell	Bell	1

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

NOTE 1—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 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.

CHESAPEAKE DIVISION

Track	Between	And	Controlled by	Note
Chester Creek (S)	Lamokin	Wawa Passenger Station	Lamokin	4-21
Octoraro (S)	Wawa Passenger Station	Colona	Lamokin	4-24
No. 0 (N)	Landlith	Edge Moor	Wilmington	1
Meat House (S)	Wilmington	West Yard	Wilmington	3
No. 1 (S)	Bay	River	Bay	5
Western Maryland (W)	Eager St. (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)	Woodsell	Morgantown	Bowie	4-9
No. 1 (N)	Anacostia	Landover	Yard Master, Benning	6
No. 4 (S)	Deanwood	Anacostia	Yard Master, Benning	7
Chestertown (S)	Mass	Chestertown	Clayton	8-16
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	8-19-23
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 0 track at Landlith is authority to operate to north end of this track.

Trains clearing 0 track between Landlith and Edge Moor must report clear to operator at Wilmington.

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

NOTE 23—Controlled by Cassatt when Seaford is not in service.

NOTE 24—In the event any passenger train movements are operated on this track, Manual Block Signal System Rules will be in effect for such movements.

HARRISBURG DIVISION

Track		Between	And	Controlled by	Note
Pemberton		Cooper	Pemberton	Cooper	1-4
Jordan	(S)	Divide	Jordan	Jersey	1-4-8
Haddonfield	(N)	Jordan	Division Post (P.R.S.L.)	Winslow (P.R.S.L.)	1-4
Loucks	(E)	Loucks	Connection with the east end of Loucks No. 1 Yard track	Yd. Master, York	4
Frederick	(S)	York	Frederick	York	1-3-5
Lebanon	(E)	Conewago	9th St. Lebanon	State	4
Lemoynes	(S)	Lemo	Camp	Lemo	4
Dillsburg	(S)	Dillsburg Junction	End of track	Lemo	4
Marcoersburg	(W)	South Penn Junction	End of track	Town	4
Winchester	(S)	Town	Winchester	Hager	1-3-5
Cumbo	(S)	Connection with Winchester Secondary Track	Cumbo Yard	Hager	2-4
New Holland	(W)	End of track 2640 feet east M.P. 18	Cork	Cork	4
Montandon	(W)	Montandon Junction	End of Track Mile Post 11.6	Kase	4
Shamokin	(E)	Kase	Mt. Carmel	Kase	4
Selinsgrove	(W)	Selinsgrove Jct.	End of Track Mile Post 29.9	Kase	4
L. V. Jct.	(E)	L. V. Jct.	End of Track 4700 feet east of MP9	Kase	
Schuylkill	(W)	Man	End of Track 2633 feet west of MP90	Nest	1-7
Pomeroy	(S)	Pomeroy	End of Track	Park	4
Bordertown	(E)	Hatch	MP16	Jersey	1-8

(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, York and Kase.
- (4) Rule 110 applies.
- (5) Extra trains, except passenger extras, will run on verbal permission of the operator when authorized by the Division Superintendent. See Special Instruction 1250-A1.
- (6) Block signal indication at Divide is authority to operate via Jordan Secondary track.
- (7) Block signal indication at Man is authority to operate via Schuylkill Secondary track.
- (8) Block signal indication at Hatch is authority to operate via Bordertown Secondary track.

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

Siding	Employee in charge	Note
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NEW JERSEY DIVISION

Jamesburg—Eastward	Operator at SA	
Siding between Switch 2 and Switch 3, Phillipsburg— Northward	Operator at MG	

Siding	Employee in charge	Note
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HARRISBURG DIVISION

Wood—Southward	Pennroad	1
Town—Northward	Town	

CHESAPEAKE DIVISION

Woodberry—Eastward	Yard Master Mt. Vernon	
Timonium—Eastward	Operator B & P Jct.	
Harrington—Southward —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
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HARRISBURG DIVISION

Oaks, Spring City, Look, Cromby, Shoemakersville, Hamburg	Nest	
Dale	Thorn	
Cly	Cly	1
Carlisle	Lemo	1
Spring	Pennroad	
Pennroad	Pennroad	
Greencastle	Town	1
Hagerstown	Hager	
Nescopeck	Norca	
Perkins	Jersey	
Riverside		

CHESAPEAKE DIVISION

Delmar	Seaford	2
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Sidings listed will not be used without permission from designated employee.

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

2—Cassatt when Seaford is closed.

1151-G1. Running Tracks of Assigned Direction**HARRISBURG DIVISION**

Track	From	To	Assigned Direction	Controlled By	Note
No. 5	Calm	Thorn	Eastward	Thorn	3
Eastward	Rockville	Maclay St.	Eastward	Yard Master Reily	1-4
Westward	Maclay St.	Rockville	Westward	Yard Master Reily	1-4
No. 11	Maclay St.	Harris	Eastward	Harris	1
No. 12	Harris	Maclay St.	Westward	Harris	1
G Running	Day	Westbound Hump-Enola	Westward	Day	2-4
G Running	Westbound Hump-Enola	Banks	Westward	Yard Master at West End Enola	4

Track	From	To	Assigned Direction	Controlled By	Note
No. 44	Electric Pit	East End Yard Office	Eastward	Yard Master Brick Office (Between Midnight and 4:00 P.M.)	1
Westward	Eastbound Hump	23-B	Westward	Yard Master Brick Office (Between 4:00 P.M. and Midnight)	1
Eastward	111-B	23-B	Eastward	Switch Tender 111-B	1
Westward	23-B	West End Enola	Westward	Yard Master West End Enola	1
High Line	23-B	W-11	Westward	Yard Master W. B. Hump Enola	1
No. 2 In Receiving Yard	4-B	W-11	Westward	Yard Master W. B. Hump Enola	1-4
No. 1 & No. 2 In Receiving Yard	111-B	Brick Office	Eastward	Yard Master Brick Office (Between 4:00 P.M. and Midnight)	1
No. 4 Running	Hand-operated switch 2700 feet west of MP90	Banks	Westward	Banks	4
C	West End Enola	Connection with G Running track	Westward	Yard Master West End Enola	1
D	West End Enola	Connection with No. 4 Running track East End, Marysville	Westward	Yard Master West End Enola	1
B	Rockville	111-B	Eastward	Eastbound General Yardmaster, Brick Office Enola	1 9047
No. 4	Rockville	Banks	Westward	Banks	1
A	Rockville	111-B	Eastward	Yard Master Brick Office (Between 4:00 P.M. and Midnight)	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.
- (3) 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.
- (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-G2. (Hbg. 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.

1151-H1. Running Tracks of No Assigned Direction.**NEW JERSEY DIVISION**

Track	From	To	Controlled by	Note
Nos. 5-6-9-10	At Hudson		Operator Hudson	1
Center Street (W)	Hudson	Center Street Movable Bridge	Operator Hudson	1
No. 5 (W)	Hunter	Lane	Operator Hunter	
Naught (W)	Elmora	Linden Park Yard	Operator Elmora	1
Arsenal (N)	Lincoln	Raritan Arsenal	Yard Master Metuchen	1
No. 5 (W)	Baldwin St. Yard	County	Operator County	1
Millstone (W)	County	East Millstone	Operator County	1
Rocky Hill (W)	Midway	Rocky Hill	Operator Midway	1
Susquehanna (E)	East End Marion	Eastward Main NYS & WRR	Operator Hack	1
Morris (W)	East end of cabin track	Karny	Operator Karny	1
No. 7 Old Receiving Yard—Meadows Old Eastward (E)	Karny	No. 1 Office Meadows	Yard Master Meadows	1
New York (E) Bay Line R.R.	WA-5	WA-2	Yard Master WA-5	1
Float Running	Greenville Yard	Connection No. 11	Yard Master Greenville	1
No. 1—Green- ville (E)	Bay	Track Departure Yard Greenville	Yard Master Greenville	1
Departure Yd. Lead	Greenville Yd.		Yard Master Greenville	1
Southwest Lead	Greenville Yd.		Yard Master Greenville	1
WC -Perth Amboy (W)	WC	End of track	Operator WC	1
Yard Running (Via Loop) (E)	Edison	Kilmer	Operator Lincoln	1
No. 12 (E) South Amboy	Connection to Secondary Track	Yard Office	Yard Master South Amboy	1
No. 1 Running (E)	OB	East End	Operator SA	1
No. 2 Running (N)	CQ	Deep Cut	Operator SA	1
Eastward (W)	Millham	East End of Coalport Yard	Operator Millham	4
Westward (W)	Old Cabin E	East End of Coalport Yard	Operator Millham	4
No. 1 Running (S)	CP 04	CP 03	Yard Master Weehauken	1
Grape Lead (W)	Hack	West Conn. Naught track	Yardmaster South Kearny	1
No. 1 Ice-House (W)	Grape Lead	Produce Yard Lead		1
Produce Yard Lead (W)	No. 1 Ice-House	Government Lead		1
Naught (W)	East Conn. Grape Lead	Karny		1
Inward track of Fairless Spur (E)	No. 1 Running Track	U.S. Steel Co. private tracks	Assistant Agent Fairless Works U. S. Steel Co.	4
Outward track of Fairless Spur (E)	No. 1 Running Track	U.S. Steel Co. private tracks		

NEW JERSEY DIVISION (CONTINUED)

Track	From	To	Controlled by	Note
No. 7 "C" Yard Morrisville (E)	West End "C" Yard	East End "C" Yard	Yard Master Morrisville	4
W-4 (E)	West End "B" Yard	East End "B" Yard		
Eastward Running (E)	East End East- ward Receiving Yard	East End "A" Yard		
Running (W)	Coalport	Hamilton Avenue	Operator MG	4
Naught (E)	Coalport	East Trenton	Yard Master Coalport	4
Flemington (N)	Lambertville	U. G. Bridge 0.71	Operator MG	2-4
Lead (S)	Phillipsburg Yard	Lead Switch Kent	Yard Master Phillipsburg	4
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		
No. 1 Running (E)	MA	Morris	Yardmaster Morrisville	4
Robbinsville (E)	BO	End of track 4500 feet east of Windsor	Fair	4

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

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

Note 2—Train and engine crews interchanging cars with Black River and Western R.R. will be governed by the following special instructions of current timetable of BR&WRR reading "Trains or Engines of PCRR may use BR&W track within yard limits at any time, not protecting. BR&W Trains and Engines must be prepared to stop short of such PCRR movements."

Note 4—Permission must be secured, or proper signal indication required, 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

Port Richmond (W)	Conn. with Rdg. Co. at Belgrade Street	Conn. with DRRR & B. Co. Branch	Yardmaster Frankford Jet.	1
No. 15 (W)	42nd St. Over- head Bridge	Overbrook	Yardmaster 44th Street	1-9-10
No. 14 (E)	Overbrook	44th St. Over- head Bridge No. 3.23		1-8
Eastward Jersey (E)	42nd St. Over- head Bridge 3.03	Zoo (East End Mantua)	Train Director at Zoo	1
Belmont (N)	Zoo (Conne- ction with West Phila. Elev. Branch)	Belmont (Reading Co.)		1
Westward (W)	Zoo (Conne- ction with West Phila. Elev. Branch)	42nd St. Over- head Bridge 3.03		1
Eastward (E)	M-1	Zoo (Conne- ction with West Phila. Elev. Branch)		1

HARRISBURG DIVISION (CONTINUED)

Track	From	To	Controlled by	Note
No. 5 (Main Line) (S)	Penn Interlocking	Shifting track	Train Director Penn	1
No. 11 (Main Line) (S)	Penn Interlocking	South End Mail House		1
No. 0 (E)	North Phila.	Shore	Operator Shore	1
Fort Washington (E)	Connection with Chestnut Hill Branch	End of track 1.6 miles east of Allen Lane	North Philadelphia	6
Shifting (S)	Walnut Street Overhead Bridge	Arsenal	Arsenal	1
Naught (S)	Grays Ferry Yard	Brill	Yardmaster Grays Ferry Yd.	1
60th Street (S)	Connection with Naught track north of Brill	Connection with Chester and Phila. track south of Fort Mifflin	Brill	1-2
Chester and Phila. (S)	Connection with 60th St. track south of Fort Mifflin	Center of Island Road	Brill	1-4
Newtown Sq. (S)	Connection with No. 2 track (Fernwood)	A point 1350 feet south of Eagle Rd.	Media	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
Norris (E)	Norris	Earnest including Wye tracks	Yardmaster at Earnest	1-15
No. 1 (W)	Ivy Rock	3025 feet west MP17	Nest	1
No. 2 (W)	3025 feet west MP17 (Temporarily out of service)	Haws Ave.		1
Devault (W)	Phoenixville	Devault	Cooper	1
Dix (S)	Pemberton	Camp		1
Medford (S)	Mt. Holly	Medford		1
No. 0 Running (E)	200 feet east of MP3	3300 feet east of MP3	Cooper	1
No. 1 Running (E)	PEM	Hatch		
No. 2 Running (W)	Hatch	3000 feet west of MP3	Yardmaster 27th Street, Pavonia	1-13
No. 10 Running (W)	485 feet east of Cooper	305 feet west of Pavonia	Yardmaster 27th Street, Pavonia	
Camp (S)	Crossover 1200 feet north Mile Post 6	Connection with Main Track 2513 feet south of MP9	Lemo and Yardmaster, Shiremanstown	1-14

HARRISBURG DIVISION (CONTINUED)

Track	From	To	Controlled by	Note
Hagerstown (S)	Town	A point 3986 feet south of Town	Town	1
	A point 3986 feet south of Town	Hager		1
Run-Around (South leg of Wye) (N)	Winchester Secondary Track 2895 feet south of Hager	Brick Yard Tracks	Hager	1
Honey Pot (E)	Hunlock	Lomis	Hunlock	1

(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 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.

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.

Note 14—Controlled by Yardmaster at Shiremanstown from 7.00 A.M., Sunday until 11.00 P.M., Saturday. 409 T

Note 15—Controlled by operator at Nest from 11.00 P.M. to 7.00 A.M., Saturdays and Sundays.

PHILADELPHIA COMMUTER AREA

Track	From	To	Controlled by	Note
Station (West Chester) (S)	End of Block Sign	End of track	Media	1-3

(E), (W), (N), (S) indicates timetable direction from first point 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 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 3—Block indication to southward passenger trains leaving Media will also convey authority for that train to use station track at West Chester.

CHESAPEAKE DIVISION

Track	From	To	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	

CHESAPEAKE DIVISION (CONTINUED)

Track	From	To	Controlled by	Note
Catonsville (S)	Jet. with No. 4 track, Frederick Road	Catonsville	Gwynn	
Ft. Geo. G. Meade (S)	Odenton	Ft. Geo. G. Meade	Odenton	1
Rosslyn (S)	South End	Pentagon	Yardmaster, Benning	
Newark and Delaware City (S)	Porter	2463 ft. south of State Route 9 crossing at Reybold	Bridge	
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 Eddystone. Yardmaster Thurlow when Eddystone is closed	7
Naught (N)	Hook	Trainer	Yardmaster Thurlow	8
Denton (E)	End of track Queenstown	Denton	Clayton	2
Milton (S)	Ellendale	Milton	Harrington	
Rehoboth (S)	Georgetown	Lewes		
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, Parsonsburg		
Capes (S)	End of Block, 435 feet north of Mile Post 89	2491 feet south of Mile Post 92	Yardmaster at Cape Charles	5

(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.—Yardmaster at Cape Charles will clear track with Cassatt (Seaford when Cassatt is closed).

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.

Movement of Trains

Application of Rule 152—State of New Jersey

1152-A1. (New Jersey, Harrisburg Divisions and Philadelphia Commuter Area). 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-A4. MU equipment, Diesel engines, electric engines or rail motor cars must be operated with engineman located on end in direction of movement when conditions permit, 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.
2. In Penna. Station, N.Y., Engineman must operate from control station on nearest operable car in direction of movement. If there is no operative control station on lead car, a member of crew will protect movement.

When necessary to make backup movement with Diesel or electric engines, with engineman operating from end opposite to direction of movement, other members of crew must be located to observe conditions ahead and pass hand signals to engineman.

1154-A5. Passenger trains that develop equipment defects en-route, 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.

Braking Trains at Speeds in Excess of 100 MPH Metroliner

1154-A6. 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.

Train Announcements—Station Announcements

1154-A11. (Phila. Commuter Area).

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.

On New Jersey Division, MU Station Stop Markers are designated by letter M except when located on ties.

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:

NORTHWARD TRAINS—No. 3 AND No. 4 TRACKS

Total Cars in Train	Station Stop Markers
Up to 12 cars.....	12
13 cars.....	13
14 cars.....	14
15 cars.....	15
16 cars.....	16
17 cars.....	17
18 cars.....	18

SOUTHWARD TRAINS—No. 5 AND No. 6 TRACKS

Total Cars in Train	All Working	1 Non-Working	2 Non-Working	3 Non-Working	4 Non-Working
STATION STOP MARKERS					
Up to 12 cars.....	12	13	14	15	16
13 cars.....	13	14	15	16	17
14 cars.....	14	15	16	17	18
15 cars.....	15	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. 18 will stop with working cars just west of station building. These markers are located on station platform light standards adjacent to No. 1 track.

Westward—When car next to the engine is a working car, stop with front end of engine opposite Marker E (E designates Engine).

When there are cars between the engine and first working car, stop with front end of engine opposite marker corresponding to number of such cars.

These markers, D1, D2, D3, D4, D5 (D designates deadhead) are located along north side of No. 4 track. A second engine will be considered as a car.

Engineman will stop with cab of engine opposite station stop marker corresponding to number of cars in train, except where head or rear car is a working car that must be platformed. Conductors will advise engineman the position of working, baggage or mail car to be platformed. Double-headed trains will count the second engine as one deadhead car.

When, on account of the make-up, trains cannot be properly platformed in accordance with above instructions, the conductor will advise the engineman at which station stop marker to stop.

Station stop markers for passenger trains, other than multiple unit trains, located on standards on station platform adjacent to tracks, governing stopping of trains at Wilmington and Baltimore Passenger Stations.

At the following locations reflectorized marker signs have been installed to properly platform Metroliner trains at:

Newark, N.J.
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.

At Penn Central-30th St. Philadelphia (Lower Level) station stop markers for southward Metroliner trains will indicate as follows:

- "A" Engineman of southward Metroliner train must platform leading end of first car of train of six-or-more cars opposite this marker.
- "B" Engineman of southward Metroliner train must platform leading end of first car of train of five-or-less cars opposite this marker.

Lost Articles

1154-A13. (Phila. Commuter Area.) 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, Penn Central 30th St. Station, Philadelphia, or Station Master's Office, Suburban Station, promptly.

Baggageman 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. (Hbg. Div. and Philadelphia Commuter Area). 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 15a of the EC-99 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 express, mail or deadhead cars if suitable car is provided.

Toilet Room Doors

1154-A20. Toilet room doors must be locked at the following locations except Metroliners and MP-85's Nos. 220 to 239 inclusive and Jersey Arrow passenger cars:

Within the zone bounded by Sunnyside and Newark.

North and South Elizabeth.

Suburban Station, Overbrook, North Philadelphia, and Arsenal—Philadelphia.

When Standing in Paoli Station.

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.

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.

Testing Air Brakes

1154-A21. (New Jersey Division) Referring to Instruction 10b Brake and Train Air Signal Instructions (EC-99), enginemen receiving M.P. 261-C in duplicate from car-inspector after brake test has been completed in Sunnyside will deliver one copy to conductor at New York.

1154-A22. Blowing or draining steam heat lines on trains is prohibited while passing station platforms, street crossings or sidewalks and streets paralleling the railroad.

Forms—Preparation and Use of

1154-A24. Amtrak Form 1000 and/or 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 Amtrak Form 1000 and/or Form MP 217-A, description of all defects found, together with other information called for under the heading "Unsatisfactory Conditions Enroute" and/or "Train Crew Entry."

When defects occur enroute, which must be given attention before train reaches final destination, Division 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.

1154-A27. (New Jersey Division) All engine crews operating in passenger service, when moving between Sunnyside Enginehouse and Yard, after arrival at signal for reverse movement, will change to leading end of engine for reverse movement to enginehouse or train.

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 EC-99, 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-C1a.

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.

Catskill Mountain Branch

Retainer valves of the 3 position type will be used in the low pressure position, or the No. 3 position.

On the 4 position valve the No. 4 position, which is slow direct release, will be used.

Brake pipe feed valve to be adjusted to 90 pounds on engines when handling trains and retaining valves must be turned up in descending grades between the following points:

Kingston and Kingston Point
West Hurley and Mile Post 6
Grand Hotel and Big Indian
Grand Hotel and Fleischmanns (MP 44)

Retaining valves must also be used on such other trains and grades where, in the judgment of engineman, the use of retainers is necessary.

Engineman must operate the automatic brake valve in such a manner as to maintain a brake pipe pressure of not less than 60 pounds at all times. Should brake pipe pressure fall below 60 pounds, trains must be stopped until pressure is restored.

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. 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. (Hbg. Div.) A running test of the air brakes must be made before descending grades on Devault running track.

Shifting Movements on Grades

1155-A6. (Harrisburg Division) 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 EC-99, 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. (Hbg. 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. (New Jersey Div.) Eastward freight trains receiving Approach aspect (Rule 285) or Caution aspect (Rule 285a) on approach aspect, 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-A9. (New Jersey Div.) Nickel—Eastward Freight trains on No. 1 Running 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.

Freight Train Stops

1155-A10. (New Jersey Division)

Bergenfield

Crews of Westbound freight trains on Main track and siding that stop short of New Bridge Road crossing and are delayed will use pushbuttons in the manner described to control the gate manually to avoid delaying highway traffic.

Newburgh

Trains having work to do at Newburgh Yard must not block Renwick Street or Washington Street crossings. These crossings must be kept clear at all times.

Highland

Freight trains having work to do at Highland will stop West Bound, east of "End of Highway Circuit" sign and East Bound, west of "End of Highway Circuit" Sign.

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. (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-A18. (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.

Pusher Engines

1155-A19. (Philadelphia Commuter Area) 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.

Not more than two electric engines, nor more than one diesel unit coupled together with an electric engine, nor more than three diesel engines with a total of 12 traction motors will be used to push SOLID MINERAL freight trains.

On all other type trains not more than one electric engine nor more than two diesel engines with a total of 8 traction motors will be used for pushing.

When pushing freight trains pusher engines will ease off passing over crossovers or turnouts when making diverging movement, 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 caboose car exceeds 3,500 horsepower, the train crew shall, before such a move is made, vacate the caboose car and occupy the pusher engine or a caboose 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 caboose 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. (Hbg. Div.) Before entering Frankford Arsenal from Naught track, or K and T track, movements must stop and obtain permission from guard station 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. (Philadelphia Commuter Area) 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. (Hbg. 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.

Capital Beltway Station

1155-A26. (Chesapeake Div.) Indicator light displaying illuminated arrow located adjacent to Home Signal governing northward movement on No. 2 track, 2013 feet north of MP127, in service.

Indicator light displaying illuminated arrow governing northward movement on No. 2 track located on signal bridge, 1087 feet north of Landover Block and Interlocking Station, in service.

Indicator light displaying illuminated arrow located adjacent to Home Signal governing southward movement on No. 2 track, 1602 feet south of MP126, in service.

Indicator light displaying illuminated arrow located adjacent to Block Signal No. 1247 governing southward movement on No. 2 track, 3860 feet south of MP124, in service.

Indicator light displaying illuminated vertical arrow indicates that route is lined for normal movement to operate via No. 2 track.

Indicator light displaying illuminated horizontal arrow indicates that route is lined for movement to operate via No. 2 Gauntlet track.

When indicator light is not displaying a vertical arrow for any movement other than a passenger train movement, the train will be stopped as soon as safe handling will permit and not proceed past switch leading to No. 2 Gauntlet track. When train is brought to stop notify operator at Landover Block and Interlocking Station.

Indicator light displaying illuminated arrow located adjacent to Home Signal governing southward movement on No. 3 track, 1592 feet south of MP126, in service.

Indicator light displaying illuminated arrow located adjacent to Block Signal No. 1247 governing southward movement on No. 3 track, 3860 feet south of MP124, in service.

Indicator light displaying illuminated arrow located adjacent to Home Signal governing northward movement on No. 3 track, 2013 feet north of MP127, in service.

Indicator light displaying illuminated arrow governing northward movement on No. 3 track located on signal bridge, 1087 feet north of Landover Block and Interlocking Station, in service.

Indicator light displaying illuminated vertical arrow indicates that route is lined for normal movement to operate via No. 3 track.

Indicator light displaying illuminated horizontal arrow indicates that route is lined for movement to operate via No. 3 Gauntlet track.

When indicator light is not displaying a vertical arrow for any movement other than a passenger train movement, the train will be stopped as soon as safe handling will permit and not proceed past switch leading to No. 3 Gauntlet track. When train is brought to stop notify operator at Landover Block and Interlocking Station.

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. In the application of Rules 16-d and 18-i of the Brake and Train Air Signal Instructions EC-99:

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

Westward—4700 feet east of MP9 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.

1155-A32. Conductors placing cars for loading or unloading, must furnish the Agents with a report giving the initial and number, kind of car, whether loaded or empty, tracks on which placed and time placed.

Conductors will include on report record the condition of seals on loaded closed cars placed on or removed from sidings, except cars placed on team tracks adjacent to stations when Agent or his Representative is on duty.

It will not be necessary to make this report for empty cars placed for loading with coal at mines or mine sidings or coke at coke ovens.

Form T1580 will be used for making these reports, but Conductor not having these blanks are not relieved of furnishing Agent with this information.

Initial Inspection

1155-A33. (Chesapeake Div.) At the following points on the Chesapeake Division, freight trains picking up cars at Morgantown or Chalk point for Baltimore, at Chase for Enola and at Harrington, Dover or Clayton for Edge Moor or Enola, are restricted to 30 MPH to the point where required servicing will be performed.

1155-A34. (New Jersey Div.) At the following points on the New Jersey Division, complete journal box inspection will be made at Kingston, Weehawken, Harsimus Cove, Meadows, Waverly, Greenville, Metuchen, Linden and South Amboy. Freight trains which pick up cars at local points, where no car forces are available, will not exceed a speed of 30 MPH to the point where required servicing will be performed. Servicing will not be necessary at outlying points where blocks of cars previously serviced are relayed from one train to another; pool marks will be applied to all cars inspected and serviced by car forces.

1155-A35. (Phila. Commuter Area.). A roll by inspection of freight trains with 30 or more cars of mineral or grain freight must be made by operator standing at track level while passing the following block and interlocking stations:

Park, Paoli, Holmes, Millham, Brill and Hook.

1155-A36. (Harrisburg Div.). Freight trains containing 30 or more cars of coal, ore, stone or sand that do not pass over hot box detectors within 30 miles between regular inspection points, must be inspected in accordance with one of the following procedures:

1. Roll by inspection by Car Inspectors.
2. Roll by inspection by Operators standing at track level while passing the following Block and Interlocking Stations: Hager, Pennroad, Norca, Hunlock and Rockville.
3. While standing by members of the crew at Lemo.

1155-A37. (Chesapeake Div.). Freight trains containing 30 or more cars of coal, ore, stone or sand that do not pass over hot box detectors within 30 miles, between regular inspection points, must be inspected in accordance with one of the following procedures:

1. Roll by inspection by Car Inspectors.
2. Roll by inspection by Block Operators at Davis, Clayton (when in service), Harrington, Seaford, Bay and Bowie.
3. While standing by members of the crew at Wine and Clayton (when Clayton is not in service.)

1155-A38. (New Jersey Division). Freight trains containing 30 or more cars of coal, ore, stone or sand that do not pass over hot box detectors within 30 miles between regular inspection points, must be inspected in accordance with one of the following procedures:

1. Roll by inspection by Car Inspectors.
2. Roll by inspection by Operator at Block Stations at County and WA-6.
3. While standing by members of the crew.

FREIGHT AND PASSENGER TRAIN OPERATION

Diesel Equipment

1156-A1 (New Jersey Div.) (1) Road Freight and Road Switch Type Units.

Road Freight and Road Switch Type units may be operated, coupled together, with a maximum of twelve (12), including those handling train and those in tow.

The total number of units handling train may not exceed seven (7).

The units being towed may be either dead or on idle.

(2) Yard switch Type Units

Only one yard switch type unit, dead or on idle, whether hauling or being towed, should be placed on rear of engine consist and on head end of train. Additional switch type units should be placed in train in accordance with **Rule 4161-A** of Rules for Conducting Transportation.

(3) Backing Trains with Road Switch and or Yard Switch Type Units Hauling or In Tow.

To minimize the possibility of jack-knifing when trains are backed up or engines are used in pusher service the following restrictions should be observed.

When necessary to back up a train consisting of more than fifty (50) cars and there are any Road Switch Units in the engine consist, the engineman will be governed by the following:

MAXIMUM AVERAGE RATING WITH

3 Units working.....	800 Amps.
4 Units working.....	600 Amps.
5 Units working.....	500 Amps.
6 Units or more working.....	400 Amps.

NOTE: With all Road Freight or Road Passenger Units in the consist or a combination of such units and Road Switch Units series 2020 to 2044 inc., 2100 to 2112, 2188 to 2197, 2369 to 2399, 2500 to 2559, inc., the above amperage restrictions may be disregarded.

Sufficient lead units must be isolated and power of not more than three (3) rear hauling units used against the train.

Hot Journals—Roller Bearings

1156-A2. Trainmen except in yard service without delay to their train must obtain from crew dispatcher or at caboose car supply point 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 Division Superintendent for instructions.

1156-A3 (New Jersey Division) Princeton Branch

Hand operated derail in main track 403 feet north of KS.

When cars are stored between location of derail and north end of main track, a member of train crew must place derail in derailing position and secure switch stand with padlock.

Train crew must see that derail is in non-derailing position before movement is made from north of derail.

Braking Over Movable Bridges

1156-A4. (New Jersey and Chesapeake Divs.) Dock—Trains hauled by electric or diesel engines: brakes may remain applied or be released on Dock movable bridge but no additional application of the brakes may be made while engine is on lift span, except in an emergency.

MU trains: the brakes may be applied or released on Dock Movable Bridge.

Brakes must not be applied while passing over the following movable bridges, except in case of emergency:

Seaford Laurel Cassatt Canal.

Caution should be exercised to avoid dropping sand while passing over these bridges.

1156-A5. Brake pipe pressure on multiple unit cars when handled by a shifting engine must not exceed following:

DC multiple unit cars	90 lbs.
L.I.R.R. DC multiple unit cars	80 lbs.
AC multiple unit cars, except class MP-85	90 lbs.
AC multiple unit cars, class MP-85	110 lbs.

1156-A6. Cars equipped with steam connectors must not be moved in freight trains unless the steam connectors are removed.

Attaching Cars at Interlocking

1156-A7. (New Jersey Div.) When approaching interlocking signal where engine or cars are to be attached to head end, engineer must stop at location that will permit head end of train to be in the rear of interlocking signal after coupling.

1156-A8. (New Jersey Division) Enginemen must personally operate engine between Newark and Harold, including Sunnyside Yard, except in case of extreme emergency. This instruction will not apply to yard engines while working within the confines of Sunnyside Yard.

Referring to Rule 4159-A

1156-A9. (Hbg. 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. must be advised of the number of hand brakes applied.

Landover—TD Sign

1156-A12. (Chesapeake Div.) Illuminated letters TD displayed on north side of Landover block and Interlocking station, indicates southward trains enroute to Potomac Yard, must stop at Deanwood and report to yardmaster, Benning, for instructions.

North Avenue Crossing (B. & O. R. R.)

1156-A13. (Chesapeake Div.) All movements over North Avenue Crossing (B. & O. R. R.) must advise operator at B. & P. Junction block station, of engine number and number of cars in train.

The operator will arrange with operator at B. & O. R. R. crossing to set necessary signals for movements over crossing. Hand-operated

switch point type derails in High Line track located 761 feet west of interlocked derails at North Avenue, normally set in derailing position.

1156-A14. (Chesapeake Div.) All southward trains on F track requiring helper at B. & P. Junction must stop within 300 feet of Charles Street O.H. Bridge leaving a sufficient distance to allow helper to couple to train and be north of southward home signal.

Attaching and Detaching Helper—(Chesapeake Division)

1156-A15. Trains operating with helper within Baltimore Yard territory will be governed by Air Brake and Train Air Signal Instructions EC-99, 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-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-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 Division). 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 will contact yardmaster at Buttonwood, at hand-operated switch at Log, and obtain permission to operate on thoroughfare track to Carey Ave.

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

Southward trains will stop clear of trailing crossover north of Carey Ave. for instructions from yardmaster.

Westward trains from Buttonwood will obtain permission from yardmaster at Buttonwood.

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

Railroad Crossings At Grade

1156-A25. When operating at speeds exceeding 25 MPH, the throttle must be reduced to run 4 position with diesel electric engines, or to one-half throttle for electric engines before passing over railroad crossing at grade. If operating diesel electric engines in run 4 or lower, or electric engines in one-half throttle or lower, throttle should be placed in next lower position. Throttle must not be advanced until all engine units have passed over crossing.

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 at Northumberland.

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 at Northumberland 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 at Northumberland.

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.

1156-A29. (Philadelphia Commuter Area) At Union Street, West Chester, before making movement over public crossing at grade, trains and engines must come to a complete stop clear of crossing then proceed after sounding engine whistle or horn in accordance with Rule 14 (I).

State of New Jersey

1156-A30. In accordance with New Jersey P.U.C. Order dated August 3, 1972 modifying orders of January 20, 1972 and April 27, 1972, the following instruction is in effect in the State of New Jersey: Trains and engines will use one long sound of the engine horn or whistle approaching a passenger station on a track adjoining platform during daylight hours. During the hours of darkness such trains shall not be required to sound a horn or whistle except when the engineman observes a person or persons on or near a station platform. This signal shall not supersede other whistle alarm signals now in effect.

Freight and Passenger Train Operation

1156-A31. When operating FlexiVan or Piggyback equipment at speeds in excess of 59 miles per hour, and it is necessary to reduce speed in compliance with Approach Signal indication—Rule 285 or Approach Speed or Approach Speed Limit Signs, an initial brake pipe reduction of not less than 26 pounds must be made, and throttle must be gradually reduced to idle within 25 seconds. For this type operation, the locomotive brake may be permitted to apply limiting locomotive brake cylinder pressure as necessary to prevent wheel sliding.

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-A1.

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 EL-106.

NEW JERSEY DIVISION

Between	Location
Main Line—New York to Div. Post (Phila. Commuter Area) Mile Post 4 and Mile Post 5 Mile Post 30 and Mile Post 31 Mile Post 45 and Mile Post 46 Mile Post 53 and Mile Post 54	East of Portal East of New Brunswick East of Nassau East of Millham

PHILADELPHIA COMMUTER AREA

Between	Location
Main Line—Morris to Holmes: Mile Post 63 and Mile Post 64 Mile Post 73 and Mile Post 74 Main Line—Philadelphia to Parkesburg: Mile Post 14 and Mile Post 15 Mile Post 24 and Mile Post 25 Mile Post 41 and Mile Post 42 Main Line—Darby to Bell Mile Post 8 and Mile Post 9 Mile Post 20 and Mile Post 21	East of Grundy East of Torresdale West of St. Davids West of Fraser West of Coatesville South of Folcroft North of Holly Oak

CHESAPEAKE DIVISION

Between	Location
Main Line—Baltimore to Washington: Mile Post 130 and Mile Post 131	South of Landover

HARRISBURG DIVISION

Between	Location
Main Line—Lancaster to Rockville: Mile Post 100 and Mile Post 101 Mile Post 108 and Mile Post 109 Main Line—Rockville to Buffalo: Mile Post 95 and Mile Post 96 Mile Post 105 and Mile Post 106 Mile Post 125 and Mile Post 126 Mile Post 280 and Mile Post 281 Trenton Branch—Dale to MP41 Mile Post 3 and Mile Post 4 Mile Post 28 and Mile Post 29 Mile Post 38 and Mile Post 39 Northern Central Branch—York to Cly: Mile Post 58 and Mile Post 59 Cumberland Valley Branch—Harrisburg to Hagerstown: Mile Post 13 and Mile Post 14 Mile Post 66 and Mile Post 67 York Haven Line—Cly to Day: White Markers near Mile Post 73 and Mile Post 74 Winchester Secondary Track—Hagerstown to Winchester: Mile Post 88 and Mile Post 89	East of State West of Harris West of Stoney West of West Ferry West of Dalmatia West of Molly East of Dale East of Heaton East of Langhorne West of York South of New Kingston South of Greencastle West of Cly South of CV-87

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

NEW JERSEY DIVISION

	No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track		Other Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
Main Line Between:	Miles per Hour									
Harold and East River Tunnels	50	20	50	20	50	20	50	20	.....	.....
Through East River Tunnels	50	20	50	20	50	20	50	20	.....	.....
Except as follows:										
Trains hauled with electric engines between Signals 3E02 and 3E14	40	.....	40	.....	.....	.....	.....	.....	.....	.....
Trains hauled with electric engines Signals 3E04 to 6th Ave. Portal.	.....	.....	15	.....	.....	.....	.....	.....	.....	.....
6th Ave. Portal and Signal Bridge 580 feet east of 10th Ave. Portal, all tracks	.....	.....	.....	.....	.....	.....	.....	.....	15	8
Signal Bridge 580 feet east of 10th Ave. Portal and 150 feet west of 10th Ave. Portal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Westward Trains—all tracks	.....	.....	.....	.....	.....	.....	.....	.....	15	8
Eastward Trains—all tracks	.....	.....	.....	.....	.....	.....	.....	.....	15	8
Through North River Tunnels	.....	.....	.....	.....	50	20	50	20	.....	.....
North River Tunnels and eastern limits of Hudson Interlocking	.....	.....	.....	.....	75	50	75	50	.....	.....
Eastern Limits Hudson Interlocking and 300 feet east of western limits Hudson Interlocking	.....	.....	60	20	60	20	60	20	.....	.....
300 feet east of western limits of Hudson Interlocking and west end of Passaic River Bridge	.....	.....	45	20	45	20	45	20	.....	.....
West end of Passaic River Bridge and C.N.J. overhead bridge	35	20	35	20	35	20	35	20	.....	.....
Tracks A and No. 5 Dook Interlocking	.....	.....	.....	.....	.....	.....	.....	.....	35	20
C.N.J. overhead bridge and Signal Bridge 96-97	65	20	65	20	65	20	65	20	.....	.....
Signal Bridge 96-97 and Hunter	70	40	70	40	70	40	70	40	.....	.....
Hunter and Union	75	50	80	50	80	50	75	50	.....	.....
Tracks A and B Elmora and Union	.....	.....	.....	.....	.....	.....	.....	.....	60	50
Union and County	80	50	80	50	80	50	80	50	.....	.....
No. 0 Track Edison and Lincoln	.....	.....	.....	.....	.....	.....	.....	.....	30	30
County and Division Post (Philadelphia Commuter Area)	80	50	80	50	80	50	80	50	.....	.....
Balvidere 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
Trenton Branch Between:										
Morris and MP41	.....	.....	.....	.....	.....	.....	.....	.....	30	30

NEW JERSEY DIVISION (CONTINUED)

	Single Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
Passaic and Harsimus Branch Between:						
	Miles per Hour					
WA-3 and L.V.R.R. overhead bridge 750 ft. east of WA-5	.....	.....	10	10	10	10
L.V.R.R. overhead bridge 750 ft. east of WA-5 and Karny	.....	.....	30	30	30	30
Karny and west end of Hackensack Bridge	.....	.....	15	15	15	15
West end of Hackensack Bridge and CP Waldo	.....	.....	25	25	25	25
WA-3 and WA-6	.....	.....	30	30	30	30
Greenville Branch Between: WA-3 and Bay	.....	.....	30	30	30	30
P.A. & W. Branch Between: Union and WC	.....	.....	65	30	65	30
Princeton Branch	35	30	.....	.....	.....	.....
Jamesburg Branch Between: JG and MP2 MP2 and Midway	10 30	10 30	.....	.....	.....	.....

Main Line Between:	Single Track	
	Pagr.	Frt.
	Miles Per Hour	
CP Waldo and CP05	15	15
CP05 and CP03	20	20
CP03 and CP02	15	15
CP02 and CP1	20	20
CP1 and Division Post (Mohawk Division)	40	40
Catskill Mt. Branch Between: Kingston Point and Rondout	15	15
MP3.2 and MP6.0	25	25
MP6.0 and MP11.0	20	20
MP11.0 and MP36.4	25	25
MP36.4 and MP44.2	20	20
MP44.2 and Bloomville	25	25
Wallkill Valley Branch Between: Kingston and MP1.0	20	20
MP1.0 and Montgomery	25	25

PHILADELPHIA COMMUTER AREA

Main Line Between:	Other Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Ert.	Pgr.	Ert.	Pgr.	Ert.	Pgr.	Ert.	Pgr.	Ert.
	Miles per Hour									
Division Post (New Jersey Div.) 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 Shore	10	10	.....	.....	.....	.....	.....	.....	.....	.....
Shore Interlocking Station and Eastward Limits North Phila. Interlocking	.....	.....	80	50	80	50	80	50	80	50
Through N. Phila. Interlocking 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	.....	.....	80	15	15	15	80	20	80	20
Zoo Interlocking Station and 44th St. OH Br. via New York-Pgh. Subway Westward Track	25	35	.....	.....	.....	.....	.....	.....	.....	.....
Westward Track (East. Movement)	15	15	.....	.....	.....	.....	.....	.....	.....	.....
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 Downs	.....	.....	75	50	.....	.....	60	50	75	50
Downs and Park	.....	.....	75	50	60	50	60	50	75	50
North End Market St. Tunnel and 66 Br. Southward from Market St. Tunnel (Arsenal Interlocking)	.....	.....	80	20	.....	.....	.....	.....	30	20

PHILADELPHIA COMMUTER AREA (CONTINUED)

	Other Tracks		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
Main Line										
Between:										
	Miles per Hour									
Sig. Br. southward from Market St. Tunnel and Arsenal Interlocking Sta.			40	20					40	20
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
West Phila. Elevated Branch OH Br. No. 1.07 and Suburban Station (Broad Interlocking)			15		15					
Arsenal Interlocking Sta. and Grays Ferry Ave. OH Br.			50	40					50	40
Grays Ferry Ave. OH Br. and Brill			75	40					75	40
Brill and Mile Post 6			80	50	80	50	80	40	80	40
Mile Post 6 and Hook			80	50	80	50	80	50	80	50
Hook and Bell			80	50	50	50	50	50	80	50
Bell and Landlith					80	50	80	50		
Landlith and West Yard					60	50	60	50		
Suburban Line										
Between:										
Conn. with No. 1 and No. 4 Main 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 4M	30 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	
Schuylkill Branch										
Between:										
Valley and Cynwyd							50	30	50	20
Cynwyd and Barmouth							50	30	50	40
Barmouth and Man							50	40	50	40
Chestnut Hill Branch										
Between:										
North Philadelphia and West End of Interlocking Chestnut Hill							50	25	50	40
West Chester Branch										
Between:										
Arsenal and Media							50	40	50	40
Through Media Interlocking	15	15								
Media and End of Block Sign, 3155 feet north of West Chester Passenger Station	40	30								
36th Street Connection										
Between:										
Zoo (38th St.—Conn. with Suburban Line) and Penn (Conn. with Main Line)			30	15					30	15

CHESAPEAKE DIVISION

	Single Track		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									
West Yard and Ragan					80	50	80	50		
Ragan and Davis			70	50	80	50	80	50		
Davis and Iron Hill			70	50	80	50	80	50	35	35
Iron Hill and North East			70	50	80	50	80	50		
North East and Principio					80	50	80	50		
Principio and Perryville			65	50	80	50	80	50	65	50
Perryville and Havre de Grace					60	45	60	45		
Havre de Grace and Oak			80	50	80	50	80	50	80	50
Oak and Bush			80	50	80	50	80	50		
Bush and Gunpow					80	50	80	50		
Gunpow and River			80	50	65	50	80	50	50	50
River and North Point			80	50	65	50	80	50		
North Point and Bay			80	50	35	35	80	50		
Bay and Union Junction			60	35	35	35	60	35	35	35
	Gauntlet Track									
B. & P. Jct. and Fulton	30	20			30	20	80	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
Gauntlet Track (Capital Beltway)					30	*	30	*		
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.)	40	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 McCall							40	40	40	40
McCall and Division Post (Hbg. Div.)	40	40								
Shellpot Branch Between: Bridge and Ward Ward and Ragan							30 30	15 30	30 30	15 30
Delmarva Branch Between: Davis and Mile Post 15 Mile Post 15 and Seaford	15 45	15 45								

*Freight trains prohibited.

HARRISBURG DIVISION

	Other Tracks		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Post R.	St. L.	Post R.	St. L.	Post R.	St. L.	Post R.	St. L.	Post R.	St. L.
Main Line Between:	Miles per Hour									
Park and Cork Eastward Interlocking Limits	.....	.....	75	50	.....	.....	.....	.....	75	50
Through Cork Interlocking Westward Station	30	30	.....	.....	.....	.....	75	50	75	50
Eastward Station	30	30	.....	.....	.....	.....	.....	.....	.....	.....
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 and MP 138	40	40	.....	.....	.....	.....	.....	.....	.....	.....
MP 138 and Horn	20	20	.....	.....	.....	.....	.....	.....	.....	.....
Horn and Northumberland	30	30	.....	.....	.....	.....	.....	.....	.....	.....
Northumberland and MP 278.0	40	40	.....	.....	.....	.....	.....	.....	.....	.....
D.R.R.R. & B. Co. Branch Between:	.....	.....	.....	.....	.....	.....	30	30	30	30
Shore and Jersey	.....	.....	.....	.....	.....	.....	50	40	60	40
Jersey and Divide	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West Philadelphia Elevated Branch Between:	.....	.....	.....	.....	30	30	30	30	.....	.....
Zoo and Arsenal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
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	.....	.....
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	.....	.....	.....	.....	45	40	45	40	.....	.....
Atglen and Susquehanna Br. Between:	.....	.....	.....	.....	.....	.....	45	45	45	45
Park and M. P. 1	.....	.....	.....	.....	.....	.....	50	50	50	50
M. P. 1 and M. P. 15	.....	.....	.....	.....	.....	.....	40	40	50	50
M. P. 15 and Smith	.....	.....	.....	.....	.....	.....	40	40	40	40
Smith and Wago Junction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Columbia Branch Between:	.....	.....	.....	.....	.....	.....	35	35	35	35
Cork and Cola	Single	.....	.....	.....	.....	.....	.....	.....	.....	.....
Shocks and State	35	35	.....	.....	.....	.....	.....	.....	.....	.....
Columbia and Port Deposit Br. Between:	.....	.....	.....	.....	.....	.....	30	30	30	30
Division Post (Chesapeake Division) and Port	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central Branch Between:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Division Post (Ches. Div.) and MP54	40	40	.....	.....	.....	.....	.....	.....	.....	.....
MP54 and York	15	15	.....	.....	.....	.....	.....	.....	.....	.....
York and Cly	30	30	.....	.....	.....	.....	.....	.....	.....	.....

HARRISBURG 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.
Main Line Between:	Miles per Hour									
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 9	20	20								
Mile Post 9 and Watts	35	35								
Watts and Pennroad	40	40								
Pennroad and Town	35	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 and Lomis	30	30								
Grays Ferry Branch Between:										
Zoo and Arsenal	30	20								
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
Trenton Branch Between:										
MP41 and Dale							40	40	40	40
Phila. and Thorndale Branch Between:										
Dale and Thorn	30	30								
Bordertown Branch Between:										
Division Post (P.R.S.L.) and westward limits Cooper Interlocking	15	15								
Within Cooper Interlocking							15	15	15	15
Connecting Tracks Between:										
Jersey and Hatch	15	15								
Jersey and Minson	20	20								
Jordan and Pennsauken	15	15								
Hatch and Divide	15	15								

701/E

SPECIAL MAXIMUM SPEEDS

1157-C1a. Maximum speeds unless otherwise restricted.

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.

Freight Flexi-Van cars (PC and NYC) may be operated at speeds not to exceed 70 MPH 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 TV and PR, are authorized to operate at a maximum speed of 60 miles per hour between the following locations:

Main Line—New Jersey Division
Signal 157-158 and Millham.

Main Line—Philadelphia Commuter Area
East end Delaware River Bridge and MP76.
Paoli and Park—TV Only.
Bell and Baldwin northward—TV Only.
Brill and West Yard southward—TV Only.

Main Line—Chesapeake Division.
West Yard and Bay southward—TV 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 50 miles per hour must not be exceeded.

Mail, Express and Deadhead Equipment trains with passenger equipped cars and freight Flexi-van car or cars, with freight or passenger caboose, unless otherwise restricted, will operate at speeds authorized for TrailVan trains.

Passenger train equipment cars equipped with freight type trucks with either internal or external type snubbing will be restricted to a maximum speed of 60 MPH loaded or empty and cannot be the rear car on any train in passenger service loaded or empty.

The following is a list of such cars:

EL 100-199 Incl.
EL 2111-2121 Incl.
EL 10,000-10,089 Incl.
CBQ 8600-8700-8800 series
ATSF 4100-4200-4300-9700 series
B&O 1850-1887 Incl. and 468230
REX—1002-1025 Incl.
REX—3401-3423 Incl.
REX—6600-6899 Incl.
REX—8200-8299 Incl.
MILW 1600 series
GN 2500 series
Former NYC 9200-9499 Incl.
Former PRR 1800-2499 Incl.

Former PRR 4800-4999 Incl.
Former PRR 5200-5399 Incl.
Former PRR 6800-6999 Incl.
Former PRR 9400-9999 Incl.
CRDX—1002-1025 Incl.
CRDX—6600-6899 Incl.
CRDX—8200-8299 Incl.
PRR 5400-5539 Incl.
PC 31234 Thru 31238
PC 33440 Thru 33450
PC 37700 Thru 37729
PC 40007 Thru 40010
PRR 491403 and 491404
PC 33452 and 33457
PC 33461 and 33403
PC 33468 and 33472
PC 33474 and 33508

1157-C1b. Maximum speeds, for trains consisting entirely of cars as follows:

A—Class MR1A electric MU cars, Nos. 800 to 830, incl.; MS1A Nos. 850 to 869, incl. and MG1A Nos. 880 to 889, inclusive in high-speed passenger service (Metroliners), Class MP85-E3 electric MU cars Nos. T1, 2, 3 and 4 and Class MA1A, Nos. 100 to 106, incl. and 108 to 134, incl.

NOTE—The above trains must not exceed speed indicated in Special Instruction **1157-C1** when operating on tracks not shown.

NEW JERSEY DIVISION

Main Line Between:	Train:	A				
	Track:	4	3	2	1	.....
		Miles per Hour				
Harold and East River Tunnels		50	50	50	50	.....
Through East River Tunnels Except as follows: Between Signals 3E02 and 3E14		50	50	50	50	.....
6th Ave. Portal and Signal Bridge 580 feet east of 10th Ave. Portal, all tracks						15
Signal Bridge 580 feet east of 10th Ave. Portal and 150 feet west of 10th Ave. Portal						
Westward Trains—all tracks						15
Eastward Trains—all tracks						15
Through North River Tunnels				60	60	.....
North River Tunnels and eastern limits of Hudson Interlocking				90	90	.....
Eastern limits Hudson Interlocking and 300 feet east of western limits Hudson Interlocking			60	60	60	.....
300 feet east of western limits of Hudson Interlocking and west end of Passaic River Bridge			45	45	45	.....
West end of Passaic River Bridge and C.N.J. overhead bridge		35	35	35	35	.....
Tracks A and No. 5 Dock Interlocking						35
C.N.J. overhead bridge and Hunter		70	70	70	70	.....
Hunter and Union		75	100	100	75	.....
Union and Colonia		80	100	100	80	.....
Tracks A and B, Elmora and Union						60
Colonia and County		80	100	100	80	.....
No. 0 Track Edison & Lincoln						30
County and (Div. Post Phila. Commuter Area)		80	100	100	80	.....

PHILADELPHIA COMMUTER AREA

Main Line Between:	Train:	A				
	Track:	4	3	2	1	.....
	Miles per Hour					
Division Post (New Jersey Div.) and Morris, except adjacent Trenton Station Platforms		80	80	80	80	.....
Trenton—Adjacent to Station Platforms		60	.....	.....	60	.....
Track 5 Fair Interlocking		10
Morris and Grundy		90	100	100	90	.....
Grundy and MP76		80	100	100	90	.....
MP76 and Holmes		80	100	100	80	.....
Holmes and Shore		90	100	100	90	.....
Shore and Eastward Limits North Phila. Interlocking		70	70	70	70	.....
Through N. Phila. Interlocking Westward Station Eastward Station		50	50	50	50	50 50
Westward Limits North Phila. Interlocking and Girard Ave. UG Br.		70	70	70	70	.....
Girard Ave. UG Br. and Zoo		30	30	30	30	.....
Zoo and 44th St. OH Br. via New York-Pgh. Subway Westward Track		35
44th St. OH Br. and 52nd St.		50	.....	50	50	.....
52nd St. and 59th St. overhead bridge		70	.....	50	50	.....
59th St. overhead bridge and westward limits Overbrook Interlocking		70	.....	50	65	.....
Overbrook westward interlocking limits and Paoli eastward interlocking limits		70	70	70	70	.....
Through Paoli Interlocking		65	65	70	70	.....
Paoli westward interlocking limits and Downs		75	.....	60	75	.....
Downs and Park		75	60	60	75	.....
Zoo and Southward Home Signal located 1035 ft. south of Spring Garden St. OH Br. All Routes		60	.....	.....	60	.....
Southward Home Signal located 1035 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		60	.....	.....	60	.....
Arsenal and Grays Ferry Ave. OH Br.		50	.....	.....	50	.....
Grays Ferry Ave. OH Br. and Brill		90	.....	.....	100	.....
Brill and Hook		90	100	100	90	.....
Hook and Bell		100	50	50	100	.....
Bell and Landlith		100	100	.....	.....
Landlith and West Yard, except No. 2 track within interlocking limits at Wilmington		80	80	.....	.....
Wilmington, within interlocking limits		30	.....	.....

CHESAPEAKE DIVISION

Main Line Between:	Train:	A				
	Track:	4	3	2	1	.....
	Miles per Hour					
West Yard and Ragan	.....	100	100	.....	.....	.....
Ragan and Davis	70	100	100	.....	.....	.....
Davis and Iron Hill	70	100	100	35	.....	.....
Iron Hill and North East	70	100	100	.....	.....	.....
North East and Principio	.....	100	100	.....	.....	.....
Principio and Perryville	65	100	100	65	.....	.....
Perryville and Havre de Grace	.....	70	70	.....	.....	.....
Havre de Grace and Oak	100	80	80	100	.....	.....
Oak and Bush	100	80	100	.....	.....	.....
Bush and Gunpow	.....	100	100	.....	.....	.....
Gunpow and River	100	65	100	50	.....	.....
River and North Point	100	65	100	.....	.....	.....
North Point and Bay	100	35	100	.....	.....	.....
Bay and Union Junction	60	35	60	35	.....	.....
B. & P. Jct. and Fulton	.....	30	30	.....	.....	.....
B. & P. Jct., Gauntlet Track	.....	.....	.....	.....	.....	30
Fulton and Frederick Road	50	75	75	50	.....	.....
Frederick Road and Winans	80	100	100	50	.....	.....
Winans and Vern	80	100	100	.....	.....	.....
Vern and Bowie	.....	100	100	50	.....	.....
Gauntlet Track (Capital Beltway)	.....	30	30	.....	.....	.....
Bowie and Landover	.....	100	100	50	.....	.....
Landover and Division Post (W.T.)	.....	100	100	.....	.....	.....

HARRISBURG DIVISION

Main Line Between:	Train:	A				
	Track:	4	3	2	1	.....
	Miles per Hour					
Park and Cork Eastward Interlocking Limits	75	.....	.....	75	.....	.....
Through Cork Interlocking	75	75	.....	.....
Westward Station	30	.....
Eastward Station	30	.....
Cork Westward Interlocking Limits and State	75	75	.....	.....

1157-C2. Operating against current of traffic, except where Rule 261 is in effect, unless otherwise specified.

	Miles per Hour	
	Psg'r	Frt
NEW JERSEY DIVISION		
Main Line.....	50	40
Branches:		
P. A. & W.....	50	30
PHILADELPHIA COMMUTER AREA		
Main Line.....	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
HARRISBURG DIVISION		
Main Line.....	50	40
Branches:		
Trenton Branch.....	40	40
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-C3a. Wreck, Work and Wire Trains

NEW JERSEY DIVISION	Miles per Hour				
	Wire Train	Boom Trailing		Boom Forward	
		Wreck	Work	Wreck	Work
Main Line N.Y. to Div. Post (Phila. Commuter Area.).....	50	50	30	40	20
Main Line (CP Waldo to Wken.).....				20	20
Wken to Div. Post (Mohawk-Hudson Div.).....				35	30
Catskill Mountain Branch.....				20	20
Wallkill Valley Branch.....				20	20
Belvidere-Delaware Branch.....		30	30	20	20
All Other Branches.....	30	30	30	20	20

PHILADELPHIA COMMUTER AREA	Miles per Hour		
	Wire Train	Wreck & Work	
		Boom Trailing	Boom Forward
Main Line			
Between:			
Division Post (New Jersey Div.) and Paoli	50	50	40
Paoli and Parks:			
Passenger tracks.....	50	50	40
Freight tracks.....	40	40	30
Zoo and Arsenal.....	30	30	20
Arsenal and West Yard.....	50	50	40
Branches:			
Suburban Line.....	30	30	20
Chestnut Hill Branch.....	40	40	30
West Chester Branch.....	40	40	30
Schuylkill Branch.....	40	40	30
HARRISBURG DIVISION			
D. R. R. R. & B. Co. Branch.....	30	30	20
West Philadelphia Elevated Branch.....	30	30	20
Grays Ferry Branch.....	20	20	20
Schuylkill Secondary Track.....	30	30	25
Delaware Extension.....	20	20	20
Trenton Branch.....	35	35	30
Philadelphia and Thorndale Branch.....	30	30	30
Pemberton Secondary Track	30	30	20
Bordentown Secondary Track.....	30	30	20
Hatch and Minson.....	20	20	20
Main Line			
Between:			
Park and Banks.....	50	50	40
Main Line—Harrisburg—Buffalo			
Rockville to MP278.0.....		25*	25*
Shamokin Secondary Track		15	15
Wilkes-Barre Branch			
Between:			
Lomis and Kase.....		30*	25*
Selinsgrove Secondary Track			
Between:			
Selinsgrove Jct. and MP42.....		10	10
MP42 and End of Block.....		15	15
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.....	30	30	30
New Holland, Lebanon, Dillsburg and Mercersburg secondary tracks.....	15	15	10

On Curves—20 MPH.

*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.

CHESAPEAKE DIVISION	Miles per Hour				
	Wire Train	Boom Trailing		Boom Forward	
		Wreck	Work	Wreck	Work
Main Line					
Between:					
West Yard 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
Delmarva Branch					
Davis and Mile Post 15.....	15	15	15	15	15
Mile Post 15 and Seaford.....	40	40	30	30	30
New Castle Secondary Track					
Bridge and Tasker.....	15	15	15	15	15
Tasker-Porter.....	30	30	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
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
Other Tracks					
Between:					
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 Parsonburg (MP49)	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 (Speeds greater than 30 MPH may be authorized by the General Manager and as determined by the Bureau of Exceptional Shipments)	30
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..... Except between CP05 (New Jersey Division) To Div. Post (Mohawk-Hudson Div.) —on straight track..... —on curves.....	30 20 20 20
1157-C6. Jennie Type Cars: In mineral trains when loaded..... In other than mineral trains when loaded..... In any train when empty..... *NOTE—When handling such trains, conductor must know that the engineman has been so advised.	40 50 50
1157-C6a. Freight trains with 30 or more cars of mineral or grain freight 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.... NOTE—When handling such trains conductor must know that enginemen have been so advised.	30 20
1157-C7a. Snow Plows in service Snow Flangers in service..... Passing station platforms, trains on adjacent tracks and over all grade crossings 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 be- tween the plow and engine.	20 20 5
1157-C8. Passenger train assisted by an engine on rear and air brake controlled by leading engine	30
1157-C9. Pushing Cars—Passenger Trains..... —Freight Trains.....	30 20
1157-C10. Electric and Diesel engines when operated from rear unit or other than leading end for direction of movement NOTE—Road Switch type units when operating as lead unit shall be considered running forward re- gardless of which end of unit is leading.	30

Main Line (Continued)	Miles per Hour
1157-C11. (Chesapeake Division). Trains consisting of TPIX (Tropicana) cars will be limited to 65 cars on the Chesapeake Division. No rear end helpers permitted.	
1157-C12. (Chesapeake Division). Northward trains consisting of only loaded TPIX cars between Glenddale and MP106.	40
1157-C14. TrailVan trains must not exceed a speed of 60 MPH when handling cars (except cabooses) equipped with friction bearings.	908Q
1157-C16. (Hbg. Div.) Speed over grade crossings when protected by a member of the crew.....	6
Other Tracks	
1157-C17. (N. J. and Hbg. Divs.) 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.....	15
Through Riverton and Palmyra (between ½ mile west of Mile Post 7 and ½ mile east of Mile Post 9)	35
1157-C18. (Chesapeake and Harrisburg Divs.) Movement on surface tracks over road or street crossings south of Sixth Street, within the city limits of Chester.	10
Movements over surface tracks over road and street crossings within the City limits of Wilmington.....	6
Movements on City Block Route, on Boston St., on Fleet St., on Alliceanna St. and on Guilford Ave., Baltimore....	4
New Freedom Westward storage track.....	4
1157-C19. Engines moving over turntables.....	4
1157-C22. (New Jersey Div.) Trains handling Speno Ballast cleaning equipment	30
1157-C23. Trains handling cars loaded with welded rail....	40
1157-C24. (New Jersey Div.) Trains with snow loader and snow melter units not in service..... Note: Loader and melter units to be coupled and moved in train with loaded unit trailing.	30
1157-C25. Trains with scale test cars or Jordan Spreader	25
1157-C26. (New Jersey Div.) Trains handling open top equipment loaded with pulpwood	
on straight track	25
on curves.....	15
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.	
EASTERN REGION G.O. 908	
Revision of 2-23-73	

TURNOUTS**1157-D1. Maximum Speed****NEW JERSEY DIVISION**

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
OB —Connecting No. 1 Running and secondary track	Trailing—Springing Switch through turnout.....	30
East End —Connecting No. 1 Running and secondary track	Trailing—Springing Switch through turnout.....	15
Deep Cut —Connecting No. 2 Running and secondary track	Trailing—Springing Switch through turnout.....	15
CQ —Connecting No. 2 Running and secondary track	Trailing—Springing Switch through turnout.....	15
CQ —Connection—yard to secondary track	Trailing—Springing Switch through turnout.....	15
Lead Switch, Kent connecting lead track to main track	Trailing—Springing Switch through turnout.....	.....

Interlocked Switches

Lane —To or from No. 2 track, P. & H. Branch, through switch located in No. 2 track, Main Line, 180 feet east of Lane Interlocking Station.....	15
All other class engines either operating or being hauled	*15

*This applies to all hand-operated crossovers and turnouts, and the following interlocked crossovers or turnouts.

MAIN LINE:

Hudson—Crossovers between tracks No. 5 and No. 6
 Elmora—Switch to Elizabeth Freight Yard.
 Midway—Switch to Yard.

PASSAIC AND HARSIMUS BRANCH:

CP Waldo—Switch to Waldo Avenue Yard.
 Kary—Combination dividing switch at connection of track No. 2 and yard lead; switch to Government Lead.

AMBOY SECONDARY TRACK:

SA—Connection of N.Y. & L.B.R.R. and Amboy Secondary Track.

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.

HARRISBURG DIVISION

Other Crossovers and Turnouts	Miles per Hour
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.

	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
Non-Interlocked crossovers and turnouts—diverging movements.....		10

NOTE—This applies to all hand-operated Crossovers and Turnouts and the following interlocked crossovers and turnouts:

Lemo —Switch to east leg of Wye.
Hager {Crossover between secondary track
and No. 2 yard track.

CHESAPEAKE DIVISION

Other Crossovers and Turnouts	Miles per Hour
Non-interlocked 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

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
NEW JERSEY DIVISION	
P. & H. Branch:	
Hack (against current of traffic)	20
Karny (against current of traffic)	15
Greenville Branch:	
Bay (against current of traffic)	20
HARRISBURG 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
Chester and Philadelphia Track:	
Darby Creek.....	15
Shellpot Branch:	
Ward.....	20
Bridge.....	20
Lewes Beach Track:	
Lewes.....	6
Denton Track:	
Denton.....	6

CURVES, BRIDGES, ETC.**1157-F1. Maximum Speed****NEW JERSEY DIVISION**

Main Line (New York to Div. Post Phila. Commuter Area).	Miles per Hour
Sunnyside Yard, east end loop tracks MPE4.0.....	15
Sunnyside Yard, drafts containing passenger cars on Loop 1 and Loop 2 tracks while moving through car washing machines, located 3180 feet east of F MPE3.4.....	3
Portal Movable Bridge MP6.1.....	45
Freight Train operation against current of traffic Portal Movable Bridge.....	10
Curves between Elizabeth and South Elizabeth MP14-MP14.8.....	55
Main Line (CP Waldo to CP132)	
Baldwin Ave. Private Crossing MP0.9.....	10
Bridge 8 Little Ferry MP5.8-MP5.9.....	30
Haverstraw Tunnel MP29.8-MP30.1.....	30
MP48 to MP48.5.....	15
MP51 to MP52.....	30
Peggs Point curves MP65.0.....	30
Kingston Viaduct MP87.7.....	30
Catskill Viaduct MP110.3-MP110.6.....	30
Catskill Mountain Branch:	
Rondout through Ferry Street and The Strand MP1.1-MP1.4.....	5
Foxhall Ave. Grade Crossing MP2.5.....	10
Downs Street Grade Crossing MP3.2.....	5
Bridge C-9 MP5.0.....	15
Arkville Main Street Crossing MP48.3.....	5
Rice Clark Crossing MP67.1.....	5
Stamford Village Limits MP73.3.....	20
Wallkill Valley Branch:	
Bridge W-52 MP4.5	20
Bridge W-51 MP4.7	10
Bridge W-44 MP7.5	20
Bridge W-43 MP7.9 Rosendale	5
Rosendale reverse curves MP8-MP8.3.....	10
Bridge W-37 MP12.7.....	15
Bridge W-25 West of New Paltz MP16.7.....	10
Gardiner Main Street Crossing MP20.6.....	5
Gardiner Wallkill Road Crossing MP20.8.....	5
Bridge W-4 MP29.1	10
Factory Street Crossing, West of Montgomery MP32.4....	5
Passaic and Harsimus Branch:	
Bridge 6.16 at Karny MP6.2.....	15
Karny Movable Bridge MP4.21.....	15
P. A. & W. Branch:	
Curve west of Union MP0.0.....	30
Curve between WC and connection to No. 1 Track, west side of C.R.R. of N.J., overhead bridge MP5.8.....	20

NEW JERSEY DIVISION (CONTINUED)	Miles per Hour
Princeton Branch:	
Curve, Princeton Jct. MP2.0.....	15
Faculty Road Crossing MP2.3.....	10
Belvidere-Delaware Branch:	
Between a point 8,700 feet south and a point 7,900 feet south of DY (Marble Hill) MP52.6-MP52.7.....	15
Between a point 5,600 feet south and a point 4,400 feet south of DY (Iron Mountain) MP53.1-MP53.4.....	15
Freehold Secondary Track:	
Farmingdale: Over highway crossing MP9.1.....	6
Freehold: Over South Street and Main Street grade crossings MP15.7.....	6
Englishtown: Over Sodden St. grade crossing MP21.8.....	10
Jamesburg: Between Jamesburg Station and a point 5020 feet east thereof Buckelew Ave., grade crossing—fourth grade crossing east of station MP25.6-MP27.1.....	10
Amboy Secondary Track:	
Over switches at East End MP0.0-MP1.9.....	15
Hightstown Secondary Track:	
Hightstown to end of block (west of K)—Trains with cars in excess of 220,000 lbs. maximum weight MP7.1-MP8.0.....	10
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 Bordentown Secondary Track MP33.2-MP33.4.....	10
Curves between BO and east end of Crosswick Creek bridge MP26.7.....	20
Robbinsville Running Track:	
Yardville—Between 500 feet east and 500 feet west of Trenton Road grade crossing MP30.3.....	15
Robbinsville—Over Allentown road grade crossing MP33.9.....	10
Martins Creek Spur:	
Curve at south end of Spur MP0.5.....	10
Coalport-Hamilton Ave., Running Track:	
Trenton: Over East State Street and Perry Street grade crossings MP0.1-MP0.4.....	6

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.

PHILADELPHIA COMMUTER AREA

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.

90201-90401--908K2 00111-2-3 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
Note: { For freight trains shown in Note to Special Instruction 1157-C1a	
1st curve west of Block Signal 295—all tracks.....	55
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
Curve from Grays Ferry Ave. overhead Br. to M.P. 3..	60
Curve at Curtis Park—No. 1, No. 2, No. 3 and No. 4 tracks.....	70
Curve under Jumpover north of Bell—No. 2 and No. 3 tracks.....	30
Curve north of Wilmington Passenger Station, No. 2 and No. 3 tracks.....	40
Freight trains, Wilmington Passenger Station.....	30
Wilmington Interlocking—Trains and Engines Nos. 1 and 2 tracks.....	30
Chestnut Hill Branch:	
Curve at North Phila. station.....	15
Curve between Queen Lane and Chelton Ave.....	40
Curve between Chelton 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
First curve southward from Elwyn passenger station.....	30
Parkmount crossing Lenni freight station, yard and run- ning tracks.....	6

PHILADELPHIA COMMUTER AREA (CONTINUED)		Miles per Hour
West Chester Branch (Continued)		
West Chester, Nields Street Crossing.....		5
West Chester, Union St., Crossing.....		5
NOTE—For movement of wreck derrick, see Special Instruction 1160-B9.		
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
Eastward trains and engines on No. 2 track over Frantz Equipment Co. switch, 1070 feet west of MP5		20

CHESAPEAKE DIVISION

Main Line:		Miles per Hour
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
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 between 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.....		25
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
First curve east of Mile Post 7 to Bridge 7.64.....		30
Reverse curve at Mile Post 19.....		30
Second curve east of Bridge 21.65.....		30

CHESAPEAKE DIVISION (CONTINUED)	Miles per Hour
Northern Central Branch (Continued)	
Curve at Mile Post 27.....	30
Curves at Bridges 27.34 and 27.42.....	30
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.	
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
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
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
Pocomoke Secondary Track:	
Salisbury—Church Street Crossing.....	20
Corporate limit Salisbury, College Ave. to Naylor Street.....	35
Cassatt movable bridge.....	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, Brandywine; and over State Road Crossing, Marlboro.....	6
State Road Crossing, Waldorf.....	15
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

CHESAPEAKE DIVISION (CONTINUED)	Miles per Hour
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
Denton Track:	
Denton bridge.....	6
Hillsboro, first and second road crossings west of.....	6
Bloomingdale road crossing.....	6
Track connecting Denton track with Oxford Secondary track.....	8
Mardela Track:	
Curve at Salisbury station.....	5
Willard Track:	
Moss Hill Lane Crossing..... (1.1 miles from connection with Pocomoke Secondary track at Salisbury)	5
Parker Road Crossing..... (2.1 miles from connection with Pocomoke Secondary track at Salisbury)	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

901 Q 2 - 901 Q 20 - 905 E 1 - 906 X 2 - X 3 *Main Line: 909 R 1 - 910 A 1 - A 5* 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 Nos. 1 and 2 tracks.....	40
1st Curve west of Banks Nos. 1 and 2 tracks.....	50
Over wheel checker Banks Interlocking No. 3 track.....	15

901 Q 1 Main Line: Harrisburg—Buffalo *910 A 6*

Horn and 300 feet west of Northumberland station.....	30
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901 Q 7 - 901 Q 13 Columbia Branch: *902 E 2 - 906 X 1*

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

901 Q 3 Atglen and Susquehanna Branch: *910 A 3*

No. 2 track between Block Signal L-255 and Block Signal L-325, looking for slides.....	20
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Northern Central Branch:

Reverse curve at Mile Post 39.....	30
Curve at Mile Post 50.....	30
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

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.

DELAWARE EXTENSION: 901 Q 15

HARRISBURG DIVISION (CONTINUED)	Miles per Hour
901Q8-901Q12 York Haven Line: 910A2	
Freight trains operating on No. 1 track between Day Interlocking and Cly Interlocking that cannot maintain a speed of 25 MPH or more, speed must be reduced to not exceeding 10 MPH.	
Freight trains operating on No. 2 track between Cly Interlocking and Stell that cannot maintain a speed of 25 MPH or more, speed must be reduced to not exceeding 10 MPH.	
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
901Q5 Wilkes-Barre Branch:	
First curve east of Mile Post 59.....	15
Mile Post 10 and Mile Post 11.....	20
901Q4 Cumberland Valley Branch: 90452-905E3	
Curve at Watts.....	35
<div data-bbox="80 885 456 966"> Bridge 41.14 North of Pennroad Bridge 41.25 North of Pennroad Bridge 41.36 North of Pennroad </div> <div data-bbox="456 854 726 1007" style="display: inline-block; vertical-align: middle;"> {Yard tracks between connection to Cumberland Valley Branch and connection to Reading Co. tracks to Rutherford. </div>	20
901Q6-905E2 Trenton Branch: 909R2 910A4-A7	
Over Bridge 21.82 on Nos. 1 and 2 Tracks.....	30
Bordentown Branch:	
Bridge 1.50 Cooper River Movable Bridge.....	15
Bridge 3.26 Petty Island Movable Bridge.....	10
Bordentown Secondary Track:	
Delanco Movable Bridge.....	20
901Q14 Winchester Secondary Track: 908R2	
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
901Q10 Lebanon Secondary Track:	
Bridge 0.63 Lebanon.....	10
901Q18 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.	

HARRISBURG DIVISION (CONTINUED)		Miles per Hour
901Q11 Schuylkill Secondary Track: 908R3		
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 MP15 and MP19.....		20
Between 1000 feet west of Hanover Street and Kelm Street Grade Crossing, Pottstown.....		15
Crossing, Reading Co. Brooke.....		15
901Q9 Frederick Secondary Track: 908R1		
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
901Q16 Pemberton Secondary Track:		
Curve South of Pavonia at Pleasant Street.....		15
Centre Street, Park Ave., Cove Road, Merchantville.....		20
Between Locust Street 1,250 feet north West Moores- town and Stanwick Ave.....		25
Curve between Mount Holly Station and Pine St.....		20
Curve at Birmingham.....		15
901Q22 Shamokin Secondary Track: 902E1		
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
L. V. Junction Secondary Track:		
L. V. Junction to a point 1000 feet east.....		10
Dix Running Track:		
Lewis—Over the following highway crossings:		
Juliustown Road on U. T. Co. R. R.....		6
North York Industrial Track:		
Between Mile Post 12 and York Block Station.....		10
Speed Ordinances:		
Mechanicsburg.....		20
Carlisle.....		20
Shippensburg.....		6
Hagerstown.....		10
Martinsburg.....		10
Winchester.....		12
Within City Limits, Philadelphia, over highway or street crossings at grade not protected by crossing watchmen or flashing light signals.....		10
MONTRAVILLE SEC. TRACK 901Q21-905E1		
SELINGROVE SEC. TRACK 901Q19-904S1		
EASTERN REGION G.O. 907		Revision of 2-1-73

SPEEDS

PASSENGER TRAINS

1157-F1a. Maximum Speed, for trains consisting entirely of cars as follows:

A—Class MR1A electric MU cars, Nos. 800 to 830, incl.; MS1A Nos. 850 to 869, incl. and MG1A Nos. 880 to 889, inclusive in high-speed passenger service (Metroliners), Class MP85-E3 electric MU cars Nos. T1, 2, 3 and 4 and Class MA1A, Nos. 100 to 106, incl. and 108 to 134, incl.

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.

NEW JERSEY DIVISION	Train:	A
		Miles per hour
Main Line:		
Sunnyside Yard, east end loop tracks.....		15
Sunnyside Yard, Loop 1 and Loop 2 tracks while moving through car washing machine, located 3180 feet east of F.....		3
Curve west of West Portal, North River Tunnels.....		75
Portal Movable Bridge.....		60
Curve at Hunter.....		70
Curves between Elizabeth and South Elizabeth.....		55
First curve east of Mile Post 24, west of Iselin.....		90
First curve west of Mile Post 24, west of Iselin.....		90
First curve west of Lincoln.....		80
Second curve west of Lincoln.....		90
PHILADELPHIA COMMUTER AREA		
Main Line:		
First curve west of Trenton, No. 1 and No. 4 tracks....		65
First curve west of Trenton, No. 2 and No. 3 tracks....		80
Reverse curves between MP74 and MP75:		
No. 2 and No. 3 tracks.....		90
No. 1 track.....		80
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 Overbrook interlocking No. 4 track.....		60
Curve from Narberth passenger station eastward to Merion.....		60

Train: A	
PHILADELPHIA COMMUTER AREA (CONTINUED)	
Main Line:	Miles per Hour
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
All curves between Zoo Interlocking Station and 34th	
St. overhead Br.....	30
All curves 34th St. overhead Br. to South St. over-	
head Bridge.....	40
All curves South St. overhead Br. to Arsenal Inter-	
locking Station.....	50
Curve from Grays Ferry Ave. overhead Br. to MP3....	60
Reverse curves between Brill and Sharon Hill.....	70
Curve under Jumpover north of Bell—No. 2 and No. 3	
tracks.....	30
First curve south of Bell.....	90
Curve north of Wilmington Passenger Station, No. 2	
and No. 3 tracks.....	40
CHESAPEAKE DIVISION	
Main Line:	
Curve at Mile Post 27, No. 2 and No. 3 tracks.....	40
Curve at Mile Post 50, north of North East.....	90
Curve at Mile Post 57, north of Principio.....	95
Reverse curve Bay Block and Interlocking Station,	
No. 2 and No. 4 tracks.....	50
Curve at Mile Post 94, No. 2 and No. 4 tracks.....	45
Through Union Tunnels.....	45
Between south portals of Union Tunnels and southern	
and westward limits of B.&P. Junction Block and	
Interlocking, all tracks.....	15
To and from No. 4 track at Fulton Interlocking.....	15
Curve at Fulton, No. 2 and No. 3 tracks.....	40
Curve at overhead Bridge, 560 feet south of Mile Post	
98, No. 1 and No. 4 tracks.....	20
Curve at Edmondson Station, No. 2 and No. 3 tracks	50
Curve at Edmondson Station, No. 1 and No. 4 tracks	30
First curve north of Frederick Road Station, No. 2 and	
No. 3 tracks.....	70
Curve south of Mile Post 106, south of Winans.....	90
Curve at Mile Post 117, south of Odenton.....	90
Curve at Division Post (W.T.), No. 2 and No. 3 tracks	30
HARRISBURG DIVISION	
90102 Main Line: 910A1	
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.....	50
EASTERN REGION G.O. 907	
Revision of 2-1-73	

ENGINES

1157-G1. Maximum Speeds, unless otherwise restricted

CLASS	Miles per Hour		
	Single Unit Light	Multiple Light	With Train
Diesel Engines:			
All Road and Road Switcher Types except Classes:			
EP-17, EP-18, EP-20, EP-22;	30	60	70
ARS-24S, EFP-15;	50	60	80
ARS-10, ARS-16, ARS-18,	30	60	75
ARS-20, ARS-24, EF-15, EF-17,			
ERS-15, ERS-17;	30	60	65
ARS-16A, BRS-10, BRS-12,			
BRS-16;	30	45	60
ERS-15AX;	30	45	55
All Switcher Classes:	30	45	60
Electric Units:			
B-1;	25	—	25
GG-1 4800 to 4889;	50	60	80
GG-1 4890 to 4938 only;	50	60	80
E-40;	50	60	80
E-44, E-44A;	50	60	80
E-33;	50	50	65
P-2A, P-2B, S-2, T-3	40	40	50

	Miles per Hour
Multiple Unit Cars:	
MU cars except Classes:	65*
MA1B, Nos. 201 to 219, incl., 251 to 269, incl., and	
MA1C, Nos. 220 to 239, incl.	75*
MR1A, Nos. 800 to 830, incl., MS1A, Nos. 850 to	
869, incl., and MG1A, 880 to 889, incl.	100
MA1D, Nos. 294 to 299, incl.	75*
MP85, Nos. T-1, T-2, T-3, T-4	100*
MA1A, Nos. 100 to 106, incl., and 108 to 134, incl.	100*
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 or MA1A 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

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
Class E33;	3300 horsepower

SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS

1157-H1. Maximum speeds, unless otherwise specified

NEW JERSEY DIVISION

Track	Between	And	Miles per Hour
Amboy.....	SA.....	JG.....	30
Hightstown.....	Conn. Amboy Sec. Trk.....	End of Block (West of K)...	15
Freehold.....	Conn. Amboy Sec. Trk.....	End of Track (MP24.1).....	30
Belvidere Delaware No. 1 and 2 Tracks....	Fair.....	MG.....	20
Robbinsville.....	BO.....	End of Track....	20
Bordentown.....	Westend Fair....	Hamilton Ave....	20
	Interlocking....	Signal M-273....	30
	Hamilton Ave....	BO.....	20
	Signal M-273....	MP16.....	30
Bordentown.....	BO.....		30

CHESAPEAKE DIVISION

Chester Creek....	Lamokin.....	Wawa.....	15
Octoraro.....	Wawa.....	Square.....	20
Octoraro.....	Square.....	Colora.....	10
No. 0.....	Landlith.....	Edge Moor.....	15
No. 1 and No. 2..	Bell.....	Bridge.....	15
New Castle.....	Bridge.....	Tasker.....	15
New Castle.....	Tasker.....	Porter.....	30
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.....	Wine.....	30
Pope's Creek.....	Wine.....	Woodzell.....	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
D M & V.....	Harrington.....	Snow Hill.....	30
Rehoboth.....	Georgetown.....	Lewes.....	20
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,	
		Parsonsborg.....	30
Crisfield.....	Kings Creek.....	Field.....	30
Seaford.....	Seaford.....	Hearn.....	40
Western Maryland.....	Eager St.....	Hillen Jct.....	15
	(Overhead Bridge)		

CHESAPEAKE DIVISION (CONTINUED)

Track	Between	And	Miles per Hour
Pocomoke.....	Patton.....	End of Block.....	30
Capes Track.....	End of Block.....	2491 feet south of Mile Post 92..	15
All other sidings.....			15
Herbert.....	Wine—North Leg of Wye.....	Mile Post 0.....	15
	Mile Post 0.....	Herbert.....	30
Morgantown	Woodzell.....	Morgantown.....	20

PHILADELPHIA COMMUTER AREA

B.....	Landlith.....	Bell.....	30
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HARRISBURG DIVISION

"G".....	Ramp opposite west bound Hump yard office.....	Banks.....	*20
"A".....	Rockville.....	111-B.....	35
"D".....	West end Enola..	To connection with No. 4 Running track, East end of Marysville.....	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.....	15
Lebanon.....	Conewago.....	9th St. Lebanon..	15
Lemoyne.....	Lemo.....	Camp.....	15
Dillsburg.....	Dillsburg Jct.....	End of track.....	15
Northward siding Carlisle.....			10
Mercersburg.....	South Penn Jct..	End of track.....	15
Hagerstown.....	Town.....	Hager.....	15
Winchester.....	Town.....	Hager.....	15
Winchester.....	Hager.....	Winchester.....	30
Cumbo.....	Connection with Winchester Secondary track.....	Cumbo yard.....	15
Montandon.....	Montandon.....	End of track.....	15
L.V. Junction.....	L.V. Junction.....	End of track 4700 feet East of MP9.....	15
Selinsgrove	Selinsgrove Junction.....	MP42.....	10
	MP42.....	End of Block	15
Shamokin.....	Kase.....	Tenth Street, East Sunbury....	20
	Tenth Street, East Sunbury....	MP18.....	30
	MP18	Luke.....	20
	Luke.....	1129 feet West of MP25	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

EJ ROUTE - 905K-LM

HARRISBURG DIVISION (CONTINUED)

Track	Between	And	Miles per Hour
Zoo.....	Zoo.....	North Phila.....	30
No. 0.....	North Phila.....	Shore.....	15
Schuylkill.....	Man.....	End of track 2833 feet west of Mile Post 90.....	30
No. 5.....	Caln.....	Thorn.....	15
Pomeroy.....	Pomeroy.....	End of track.....	15
Jordan.....	Divide.....	Jordan.....	30
Haddonfield.....	Jordan.....	Division Post (P.R.S.L.).....	30
No. 0 Running...	200 feet east of MP3.....	3300 feet east of MP3.....	15
No. 10 Running..	485 feet east of Cooper.....	305 feet west of Pavonia.....	15
No. 1 Running...	PEM.....	Hatch.....	15
No. 2 Running...	Hatch.....	3000 feet west of Mile Post 3.....	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
Bordentown.....	Minson.....	MP16.....	40
Pemberton.....	Hatch	Minson	20
	Cooper	PEM.....	15
	PEM.....	Pemberton.....	30

*Note—Trains and engines must not exceed 15 MPH in either direction over semi-automatic switch in No. 4 Running track at West end of D Running track, East end Marysville, and over semi-automatic switch in G Running track at West end of C Running track, 890 feet west of MP89.

1157-J1. (New Jersey 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.

SPEED RESTRICTIONS—CONTROLLED POINT (CP) OR INTERLOCKINGS

1157-K. When a speed restriction is put in effect at a Controlled Point (CP) or Interlocking, the restriction applies between the extreme outer home signals. (907B)

ENGINE AND SPECIAL LOAD RESTRICTIONS

1160-A1a (New Jersey Division) Engines and special loads are restricted at locations shown below:

NOTE—Letters and figures indicate:

X—Prohibited.

Z—AF-15, AF-16, AS-10A restricted in Third Rail Territory.

Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

The small letter in parentheses shown in location column indicates reference NOTE shown at end of table.

ERS-15, EP-20, EP-22, EFP-15, EF-15 restricted over interlocked crossovers at CP Waldo.

Class AF-30, AF-36, GF-33A, EF-36, GF-28A and GRS-22 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 Division Superintendent.

Diesel engines having less units than the number listed for that class may be operated under the same restrictions.

	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	12
LOCATION	AS-6, BS-6, BS-7, BS-7M, ES-6 AF-24, AF-24A, AS-10, AS-10A, ARS-10, ARS-10M, ARS-10S, ARS-10SX, ARS-18, BS-10, BS-10M, BRS-10SX, BS-12, BRS-12, BRS-12S, BRS-12SX, BS-12M, EF-25, ES-10, ES-12, ES-12M, FS-10 AF-25, ARS-10X, ARS-16, ARS-16S, ERS-15, ERS-15S, EF-17, ER-17, ERS-17, EF-15, EF-15A, EF-22, EFP-15, FS-12, FS-12M, FRS-16, GF-25, ERS-20, ES-15M ARS-18A, ARS-24, BRS-16, EP-20, EP-22 AF-27, AF-30, AF-36, ARS-24S, EF-25, EF-30A, EF-36, ERS-15AX, ERS-17A, FRS-24, GF-25A, GF-28A, GF-33A, ERS-20A, GRS-22 GG-1, E-44, E-44A, E-33, P2, T1, T3, S2										
MAIN LINE											
ENTIRE DIVISION											
Northeastern Region electric engines may operate conforming to restrictions shown for GGI engines.											
SUNNYSIDE YARD:											
East End No. 9 Track.....			X	X	X	X	X	X	X	X	
Horn Track from No. 68 Lead to No. 105 Track.....						X	X	X	X	X	5
SUNNYSIDE TO WEST PORTAL NORTH RIVER TUNNELS.....	X	X	X	X	X		X	X	X	X	
Pennsylvania Station, New York: Slipswitch west and No. 39											
Crossover at KN.....	X	X	X	X	X	X	X	X	X	X	X
B-1 type not restricted.											
No. 59 switch to track 15 at JO.....	X	X	X	X	X		X	X	X	X	
WEST PORTAL NORTH RIVER TUNNELS TO HUDSON.....			X	X	X		X	X	X	X	

	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	12
HUDSON TO LANE (b)				X						X	
Newark:											
Post Office track.....			X	X	X		X	X	X	X	X
Bridge 9.65, east end South St.....			40	40	40	45	40	35	30	X	45
All industrial tracks between											
Hunter and Lane (a).....		X	X	X	X	X	X	X	X	X	X
LANE TO RAHWAY										X	
Lane:											
Bridge 12.12, Waverly Jumpover											
No. 1 track.....								50	50	X	
Bridge 12.37, first bridge west of Lane.....								55	40	X	
All industrial tracks between Lane and											
North Elizabeth (a).....		X	X	X	X	X	X	X	X	X	X
Elizabeth:											
Bridge 12.98, east end North Elizabeth								70	50	X	
Station.....											
Bridge 14.05, C.R.R. of N.J. Elizabeth								50	50	X	
Station.....								50	50	X	55
Bridge 14.59, 430 feet east of Elmora.....		55	55	55	55	55		50	50	X	
Bridge 14.71, east end South Elizabeth.....								50	50	X	
Elizabeth Yard—No. 1 Team track.....										X	
Elizabeth Yard—All other tracks.....			X	X	X	X	X	X	X	X	X
Elmora—No. 0 Track											
A. Gross Candle Co. (a).....		X	X	X	X	X	X	X	X	X	X
Street & Smith (a).....		X	X	X	X	X	X	X	X	X	X
All other tracks.....			X	X	X	X	X	X	X	X	X
Linden:											
Distillers Co., Ltd. (a).....		X	X	X	X	X	X	X	X	X	X
Woods Lead											
Bridge 0.50.....										X	
Rahway:											
McNeil Track.....			X	X	X	X	X	X	X	X	X
RAHWAY TO LINCOLN										X	
All bridges, Rahway to 1300 feet											
west of Lincoln.....								55	40	X	
LINCOLN TO MONMOUTH JCT										X	
New Brunswick:											
Janeway and Carpenter Tracks (a).....		X	X	X	X	X	X	X	X	X	X
Johnson & Johnson (a).....		X	X	X	X	X	X	X	X	X	X
Deans:											
Industrial Track.....				X	X		X	X	X	X	
MIDWAY TO MILLHAM										X	
Plainsboro:											
No. 5 Track east of Walker Gordon											
switch.....			X	X	X	X	X	X	X	X	X
Princeton Jct.:											
Connection No. 4 Track to											
Princeton Branch.....			X	X	X					X	
HUDSON STREET TRACK	X	X	X	X	X	X	X	X	X	X	X
HARSIMUS COVE							X	X	X	X	X
Flour Dock Track.....											
HARSIMUS COVE TO CP WALDO										X	
Bridges 0.36 to 0.88 inclusive, tracks 1.2.3.....							X	X	X	X	
PASSAIC AND HARSIMUS BRANCH											
CP WALDO TO KARNY.....										X	
Government Lead:											
Karny Movable Bridge to 700 feet east.....								5	X	X	
Marion Yard.....			10	X	X	X	X	X	X	X	X
Meadows—Federal Ship.....			X	X	X	X	X	X	X	X	X
All Industrial Tracks (a).....		X	X	X	X	X	X	X	X	X	X
Meadows—Tompkins Tidewater Ter.....		X	X	X	X	X	X	X	X	X	X
All Industrial Tracks (a).....		X	X	X	X	X	X	X	X	X	X
Meadows—American Stores Siding (a).....		X	X	X	X	X	X	X	X	X	X
KARNY:											
Bridge 6.16.....	15	15	15	15	15	15	15	15	15	10	15
Movable Bridge.....	15	15	15	15	15	15	15	15	10	10	15
KARNY to WA-5										15	X
Connection with Manufacturer's											
Branch C.R.R. of N.J. (a).....		X	X	X	X	X	X	X	X	X	
Plank Road Public Delivery Track (a).....		X	X	X	X	X	X	X	X	X	
GREENVILLE BRANCH										X	
Waverly:											
C-O-TWO Industrial Track.....			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	
CENTER STREET TRACK												
Karny-Hudson.....										X		
Hudson-End of Track.....			X	X	X		X	X		X		
HARRISON TRACK (a).....		X	X	X	X	X	X	X	X	X	X	
HUNTER—18TH STREET (a).....		X	X	X	X		X	X	X	X	X	
GG1 permitted on lead from L.V.R.R. connections, 5 mph.												
P.A. & W. BRANCH.....										X		
Rahway:												
Freight House Yard (a).....		X	X	X	X	X	X	X	X	X	X	
Fertl-Soil Co. (a).....		X	X	X	X	X	X	X	X	X	X	
McMullins Track (a).....		X	X	X	X	X	X	X	X	X	X	
New Jersey Reformatory (a).....		X	X	X	X	X	X	X	X	X	X	
Philadelphia Quarts Co. (a).....		X	X	X	X	X	X	X	X	X	X	
Avenel:												
Steel Equipment Co. (a).....		X	X	X	X	X	X	X	X	X	X	
Woodbridge:												
Barry's Track (a).....		X	X	X	X	X	X	X	X	X	X	
Genasco:												
Valentine Track (a).....		X	X	X	X	X	X	X	X	X	X	
Hampton Cutter (a).....		X	X	X	X	X	X	X	X	X	X	
Witco Chemical Co. (a).....		X	X	X	X	X	X	X	X	X	X	
Barber Asphalt Co.		X	X	X	X	X	X	X	X	X	X	
DuPont—Upper Track (a).....		X	X	X	X	X	X	X	X	X	X	
LINCOLN—RARITAN ARSENAL.....						X				X	X	
COUNTY—EAST MILLSTONE.....			X	X	X	X				X	X	
All electric permitted to 1700 feet clear of Main Line.												
GM Track.....			X	X	X	X	X	X	X	X	X	
Sintex Inc. Track (a).....		X	X	X	X	X	X	X	X	X	X	
U.S. Atomic Energy Commission (a).....		X	X	X	X	X	X	X	X	X	X	
Jersey Paper Co. (a).....		X	X	X	X	X	X	X	X	X	X	
MILE RUN YARD:												
East and West leg of WYE.....						X	X	X	X	X	X	
MIDWAY—ROCKY HILL.....			X	X	X	X				X	X	
All electric permitted from connection to No. 4 Track, Main Line, 730 feet north.												
JAMESBURG BRANCH.....										X		
PRINCETON BRANCH.....			X	X	X					X		
AMBOY SECONDARY TRACK.....										X		
Brown:												
Perth Amboy Water Works.....			X	X	X	X	X	X	X	X	X	
Old Bridge:												
Anheuser-Busch Track.....			X	X	X	X	X	X	X	X	X	
Quigley Co. Track.....												
Spotswood:												
Freight House Track.....			X	X	X	X	X	X	X	X	X	
HIGHTSTOWN SECONDARY TRACK.....						X				X		
Hightstown:												
Coal Trestle.....			X	X	X	X	X	X	X	X	X	
FREEHOLD SECONDARY TRACK.....			20			X				X	X	
Bridge 6.45 1/2 mile east of Jamesburg.....									30	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	
Cornwells Heights:												
Badenhausen 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		

LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	12
BORDENTOWN SECONDARY TRACK											X
Trenton:											
Hutchison and Hawk Co. Track.....	X	X	X	X	X	X	X	X	X	X	X
Note: Class AS6, BS6, 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, Cromwick Creek.....						15		15	15	X	15
East leg of WYE.....						X				X	
BURLINGTON YARD TRACKS			(g)								
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	X
Coalport Yard:								5			
Industrial tracks leading to Trenton Potteries 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 Feeder.....								25	15	X	X
Bridge 3.06 over Park Tunnel.....								20	X		
Lambertville:											
Kingston Trap Rock Co. No. 3 (f) (h).....		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
MARTINS CREEK SPUR							X			X	X
ROBBINSVILLE RUNNING 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

NOTE:

- (a) Class AS-10, AS-10A, ARS-10, ARS-10SX, ARS-10S, AS-10M, BS-10, BS-10M, BRS-10SX, ES-10 and FS-10 engines permitted.
- (b) Class EP-20 and EP-22 engines may be operated on Main Tracks.
- (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) ERS-17 prohibited.
- (h) Class ARS-16A, ARS-18 and ERS-17 engines are permitted on track of Kingston Trap Rock Co. No. 3.

HARRISBURG DIVISION AND PHILADELPHIA COMMUTER AREA

1160-A1b. 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 Division Superintendent.

PRSL diesel engines Class BS15MS same restrictions as Penn Central Class ARS-10.

Class AF-36, GF-33a, AF-30, EF-36, GF-28A and GRS-22 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 Division 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.

	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
LOCATION	AS6, BS6, BS7, BS7M, ES6 AF24, AF24A, ARS10, ARS10S, ARS10SX, ARS18, AS10, AS10A, BS10, BS10M, BS10S, BR12, BR12S, BR12SX, BS12, BS12M, EF25, ES10, ES12, ES12M, FS10, LRS12 AF25, ARS16, ARS16S, ARS16X, ARS24, EF15, EF15A, EF22, EFP16, ERS16, ERS16S, ERS17, FRS16, FRS20, FRS20X, FS12, FS12M, GF26, ERS20, ES-15M ARS18A, ARS24, BR12, EF22, EP20, EP22, L6 AF27, AF30, AF36, ARS16A, ARS24S, EF25A, EF36, GRS-22 ERS15AX, ERS17A, FRS24, GF25A, GF28A, GF33A, ERS-20A GG1, E44, E44A, E83, P2, T1, T3, S2									
MAIN LINE										
TRENTON										
Bridge 57.54, second bridge east of Delaware River.....							60	45	X	..
FAIR TO MORRIS										
Morrisville:										
Bridge 58.03, east of.....							60	45	X	..
Bridge 58.16, west of (o).....							60	45	X	..
MORRIS TO GRUNDY.....									X	..

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
MAIN LINE:										
Between Mile Post 76 and Zoo (r) (t).....									X	X
Industry Tracks Holmesburg.....			X	X	X	X	X	X	X	X
Br. 77.68—Princeton St. (f).....				70	70		45	45	20	X
Br. 78.29—Magee St.....				60	60		45	45	45	X
Br. 80.71—Tacony St.....							45	45	40	X
Br. 81.53—Castor Ave.....							45	45	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.....										
Este Yard Tracks 7 to 12, inc.....										
Diamond St. Yard No. 6 Track.....							45	35	20	X
Br. 85.76—25th Street.....										
ZOO-OVERBROOK: (u)										
Curves at west end of Tracks 3 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
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, 3 and 8.....						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 52nd 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:										
Bryn Mawr:										
All Yard Tracks except No. 1.....					X	X	X	X	X	X
Rosemont: Team Track.....								X	X	X
Mehl & Latta Track.....					X	X	X	X	X	X
Wayne: Burkets Coal Track.....								X	X	X
Br. 14.54.....								55	35	X
Strafford: Industrial Tracks.....					X	X	X	X	X	X
Berwyn: Industrial and Shifting Tracks.					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
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
Sensenigs 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 44.16.....								40	30	X
Bridge 44.70, West of Parkesburg.....										
ZOO AND ARSENAL (p).....										
BETWEEN ARSENAL AND										
DARBY:										
All main tracks (r).....										
General Electric Co. tracks (portion of)					X	X	X	X	X	X
Purux Corp. (Wreck derricks must not										
use trestle.).....				X	X	X	X	X	X	X
Other Industry tracks.....			X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	
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 Division 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.....											
CHESTNUT HILL BRANCH: (m)											
North Philadelphia Interlocking (cc).....						X			X	X	
Between—											
Main } North Phila. and											
Track } Allen Lane (l).....								X	X	X	
Track } Allen Lane and											
Track } 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	
WEST CHESTER BRANCH: (g) (w) (dd) (ee) (x)											
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.....	35	35	15	15	15	15	X	X	X	X	
Br. 11.87—N. of Wallingford.....		30	30	30	30	25	X	X	X	X	
Br. 14.41—Media.....		30	30	30	30	25	X	X	X	X	
Br. 20.31—N. of Glen Mills.....		20	20	20	20	20	X	X	X	X	
Br. 25.75—First Undergrade Bridge North of M. P. 26.....		25	25	25	25	25	X	X	X	X	
All industrial tracks.....			X	X	X	X	X	X	X	X	
NAUGHT TRACK WAWA.....											
						X	X	X	X	X	
WEST CHESTER:											
Trestle—C. C. Hipple No. 1.....											
Trestle—C. C. Hipple No. 2.....	X	X	X	X	X	X	X	X	X	X	
Trestle—J. L. Haggerty.....											
SCHUYLKILL BRANCH: (li) (m)											
Between 52nd St. and Jeff No. 2 Main Track.....						X				X	
Between 52nd St. and Jeff No. 1 Yard Track.....						5				X	
Industrial Tracks, Wynnefield Ave. to Manayunk Station.....					X	X	X	X	X	X	
Br. 5.29—Woodbine Ave.....							25	10	X	X	
Penceoyd Track.....			X	X	X	X	X	X	X	X	

NOTES:

- Engines must not use track beyond point designated.
- Class GF-25 Diesel units, 15 miles per hour.
- Engine must not be used on bridge or trestle.
- Engines must not go beyond PC portion of this track.
- E-33 engines are restricted to 35 MPH over bridge 77.68, Tacony.

NOTES: (Continued)

- (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) GG-1 engines are prohibited on No. 19 and No. 20 tracks.
- (l) FS-10, FS-12, FS-12m, restricted on Undergrade Bridge 4.22, Chestnut Hill Branch.
- (m) Classes ARS-18A, ARS-24, AF-27, AF-36, ARS-16A, EF-25A, EF-36, ERS-15AX, ERS-17A, FRS-24, GF-25A, GF-28A and GF-33A engines are restricted.
- (n) FS-12, FS-12m, restricted by Station platform, Chestnut Hill.
- (o) E-44 and E-33 Engines are restricted to 30 MPH on Nos. 3 and 4 tracks.
- (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.
- (r) ES-12 restricted on Main Line between Baltimore-Philadelphia and New York.
- (t) E-44 and E-33 engines over bridge 87.49—Zoo (connection from Schuylkill River Bridge to West Phila. Elevated Tracks or to Pittsburgh Subway Tracks are restricted on No. 2 and No. 3 tracks to 10 MPH.
- (u) E-44 and E-33 engines are restricted to 20 MPH on No. 2 track and electrified Yard and running tracks over bridge No. 4.06 C (52nd. St.).
- (w) E-33 and E-44 engines prohibited.
- (x) Class ARS-16 engines may use Industrial tracks between Arsenal and West Chester.
- (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.
- (ii) E44 and E33 engines are prohibited on No. 1 track between Jeff and Valley.

PHILADELPHIA COMMUTER AREA AND
CHESAPEAKE DIVISION

1160-A1c. Engines and special loads are restricted at loca-
tions shown below:

NOTE—Letters and figures indicate:

X—Prohibited.

Figures 5, 10, 15, etc., indicate maximum speed at which engines
specified may be operated.

The small letter in parenthesis shown in location column indicates
reference NOTE shown at end of table.

Engines of classes other than those listed shall not be run over
any portion of the division unless authorized by Division Super-
intendent.

Class AF-30, EF-36, GF-28A and GRS-22 diesel engines are re-
stricted to 10 miles per hour in all Yard and Industrial tracks.

Class of engines and special loads listed under each num-
bered and lettered column of this page will apply to corre-
sponding columns of all succeeding pages of this instruction.

	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
LOCATION	AS6, BS6, BS7, BS7M, ES6 AF24, AF24A, ARS10, ARS10S, ARS10SX, ARS18, AS10, AS10A, BR812, BR812S, BR812SX, BS10, BS10M, BS10S, BS12, BS12M, EF25, ES10, ES12, ES12M, FS10 AF25, ARS16, ARS16S, ARS16X, EF15, EF15A, EF22, EF22, EF22, EF22, EF22, EF22, ERS17, FRS16, FRS20, FRS20X, FS12, FS12M, GF25, ERS-20, ES-15M ARS24, ARS18, EP20, EP22 AF27, AF30, AF-36 ARS16A, ARS24S, EF25A, GRS22, EF30A, EF36, ERS15AX, ERS17A, FRS24, GF25A, GF28A, GF33A, ERS-20A GG1, E44, E44A, E33, P2, T1, T3, S2									
CURTIS PARK: Curtis Publishing Co.....						X				
GLENOLDEN: Mitchell Lumber Co.....				X		X	X	X	X	X
BRIDGE 8.64: South of Glenolden: No. 2 & No. 3 tracks.....								40	30	20
No. 1 & No. 4 tracks.....	(s)	(aa)	(s)		(s)			40	30	20
BRIDGE 9.56: (u) South of Moore.....							40	25	15	10
CRUM LYNNE: Polymer Dispersion Inc.....			X	X	X	X	X	X	X	X

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
Bajdt Anchor & Chain Corp.....			X	X	X	X	X	X	X	X
MU Yd. No. 2 & 3 tracks.....								X	X	X
Atlantic Steel Casting Co. 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-Nalrn 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	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. 8 Spur; No. 9; No. 9 Spur; No. 10; No. 11; Lumber Yard; Sand Blast; No. 26.....			X	X	X	X	X	X	X	X
Pullman Co. tracks.....			X	X	X	X	X	X	X	X
WILMINGTON DISTRICT: South leg Landlith Wye.....										
Third St. Yard— Nos. 1, 2, 3, 4 & 5 tracks.....						X		X	X	X
Nos. 6, 7, 8, 9 and Benj. Shaw Co. track.....			X	X	X	X	X	X	X	X
Hajoca, Church St. and 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 & Foun- dry; Phillips Thompson Coal Co.; and Pusey & Jones tracks.....			X	X	X	X	X	X	X	X
Justison St. Yard— Nos. 1, 2, 3 4 & 5 trks....			X	X	X	X	X	X	X	X
West Yard— Nos. 2, 3, 4 & 5 trks.....						X		X	X	X
Nos. 6, 7, 8, 13 & 16 trks....						X		X	X	X
Nos. 9 and 11 tracks.....						X	X	X	X	X
WY-B.&O. Interchange....						X		X	X	X
Surface tracks— WY to Wilmington Sta....			X	X	X	X	X	X	X	X
Wilmington Provision Co. (Read. Co. track).....			X	X	X	X	X	X	X	X
No. 13 track to Dravo Corp. Sub-Station track.....			X	X	X	X	X	X	X	X
RAGAN: No. 1 Industrial track Ra- gan to Lincoln Fibre Com- pany; Hollingsworth and DuPont Company 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 sidings therefrom.....								X	X	X
NEWARK: Track from Davis Y to Newark Centre Wilson track Pomeroy Br. (k)(m) Continental Fibre Co.; North End Frit House track; Curtis Paper Co. and National Fibre Co.....						X		X	X	X
Chrysler Corporation In- dustrial 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	25	25	35	35	35			25	15
BRIDGE 72:14: Bush River.....									35	30
BRIDGE 78:56: Gunpow.....									35	30
BENGIES: G. S. A. track.....			X	X	X	X	X	X	X	X
BRIDGE 8:22: 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:										
Orangeville—										
All tracks except Nos. 1, 2 & 3 running trks.....						X		X	X	X
Continental Can Co., Plant No. 1.....			X	X	X	X	X	X	X	X
Food Fair Stores track No. 1	(b)		X	X	X	X	X	X	X	X
Lang's Pickle track.....			X	X	X	X	X	X	X	X
Weinkittel 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—										
Grain Yard and Piers 5 and 7.....			X	X	X	X	X	X	X	X
Fifth Ave. Yard										
No. 11 track.....			X	X	X	X		X	X	X
No. 3 Yard, Nos. 5 and 9 tracks on South Ladder			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
A.A. Chemical track.....			X	X	X	X	X	X	X	X
Baugh Chemical.....			X	X	X	X	X	X	X	X
Block Route—										
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.—Fulton:						X	X	X	X	X
Light Engines.....	30	30	30	30	30	30	30	30	30	30
Mt. Vernon Yard.....			X	X	X	X	X	X	X	X
Bolton Yard.....			X	X	X	X	X	X	X	X
Mt. Vernon Auto Delivery..			X	X	X	X	X	X	X	X
Gwynns 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:										
Gwynns 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
Hudson Brick Co. track.....			X	X	X	X		X	X	X
Ceco Steel Co.....						X	X	X	X	X
Washington Gas Light Co.										
track.....			X	X	X	X	X	X	X	X
Nos. 2 and 3 Loop tracks,										
Jersey Yard.....						X	X	X	X	X
Nos. 1 and 2 tracks; "Over										
the Hill," Jersey Yard.....						X	X	X	X	X
Nos. 1 and 2 High Line										
tracks; Jersey Yard.....						X	X	X	X	X
Capital Power Plant track.....			X	X	X	X	X	X	X	X
Navy Yard Extension.....			X	X	X	X	X	X	X	X
D. C. Refuse Disposal track.....			X	X	X	X	X	X	X	X
R. P. Andrews track.....			X	X	X	X	X	X	X	X
Standard Oil Co. track.....			X	X	X	X	X	X	X	X
Peebles Chemical Co.—All										
tracks.....						X	X	X	X	X
Government Fuel Yard										
tracks; Jersey Yard.....			X	X	X	X	X	X	X	X
Inbound and Outbound										
Subway Tracks; Jersey										
Yard.....			X	X	X	X	X	X	X	X
Nos. 6, 7, 8, 9, 11, 12, 13										
and 14 tracks; Jersey										
Yard.....			X	X	X	X	X	X	X	X
Terminal Storage Ware-										
house track.....			X	X	X	X	X	X	X	X
All tracks; 6th St. Yard.....			X	X	X	X	X	X	X	X
Government Fuel tracks.....						X	X	X	X	X
BRIDGE 120.67:										
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. Jct. and						X				X
Div. Port (Hbg. Div.)										
Bridge No. 139 west of										
B&P Jct.....							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	X	X	X
Sears.....			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 track.....						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:									X	
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	10f	10	10	10	10	10	X	X
Bridge No. 4.....	10	10	10f	10	10	10	10	10	X	X
C. & P.D. BRANCH:										
Perryville to Cres.....										
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			X	X	X	X				
All tracks to Industries on										
this track.....			X	X	X	X	X	X	X	X
Eeslington to Eddystone										
(Loop Track).....				(w)	(w)	X				
SO. CHESTER TRACK (hh)					(dd)					
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)			X	X	X	X				
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
Artie 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	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 (n)						X				
Pyrites, Lobdell & Wilming-			X	X	X	X	X	X	X	X
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
Tasker to Porter.....							X	X	X	X
HAVRE DE GRACE YARD										
TRACK (k) (m)					X		X	X	X	X
J. M. Huber Co.....			X	X	X	X	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		X	X	X	X
Weiskittel track.....			X	X	X	X	X	X	X	X
Highland Yard.....					X	X	X	X	X	X
PRESIDENT ST. TRACK:										
Bayview to President Sta-			X	X	X	X	X	X	X	X
tion (k) (m).....			X	X	X	X	X	X	X	X
President St. Yard.....			X	X	X	X	X	X	X	X
BEAR CREEK TRACK:										
Bridge 3.17:										
Phila. Pike.....					(b)	X				
Canton Jct. to Sollers.....						X				
The Pompeian.....			X	X	X	X	X	X	X	X
Highlandtown Yard.....			X	X	X	X	X	X	X	X
Esakay.....			X	X	X	X	X	X	X	X
Bridge 6.12:										
Colgate Creek.....					10	X				16
Federal Yeast.....			X	X	X	X	X	X	X	X
Reid Avery.....						X	X	X	X	X
Intercoastal Paint Co.....			X	X	X	X	X	X	X	X
Dundalk Central Fdry.....			X	X	X	X	X	X	X	X
Gen. Gas & Elec. Co.....			X	X	X	X	X	X	X	X
CLAREMONT										
TRACK: (k) (m)										
Bridge 0.60:										
Wilkins Avenue.....	10	10	10	10	10	X	X	X	X	X
North leg of Wye.....			X	X	X	X	X	X	X	X
South leg of Wye.....			X	X	X	X	X	X	X	X
Bloedee 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) (o) (p)						X		X	X	X
BOWIE:						X		X	X	X
Wye track						X		X	X	X
ROSSLYN TRACK			X	X	X	X				
Pentagon Power Plant track			X	X	X	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; Klason's tracks and Deakyns 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 (ii)										
Between:										
Davis and Porter						X				
Porter and Seaford							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	X
Diamond Cold Storage						X		X	X	X
HARRINGTON:										
Harrington Lumber Co.					X	X	X	X	X	X
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

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
SEAFORD SECONDARY TRACK (ii).....								X	X	X
POCOMOKE SECONDARY TRACK: Between Patton and End of Block.....								X	X	X
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: (kk) 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 92.....								X	X	X
CAPE CHARLES: Reliable Coal Trestle.....	X	X	X	X	X	X	X	X	X	X
CENTREVILLE SECONDARY TRACK (k) (m) (q).....						X		X	X	X
CHESTERTOWN SECONDARY 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 SECONDARY TRACK (k) (m) (q).....						X		X	X	X
CRISFIELD SECONDARY TRACK (k) (m) (q).....						X		X	X	X
REHOBOTH TRACK (k) (r).....						X		X	X	X
CRISFIELD: Potomac & Handy track.....						X	X	X	X	X
LEWES: Beach track.....						X	X	X	X	
MILTON TRACK (k) (m) (q).....						X		X	X	X
VIENNA TRACK (k) (m).....						X	X	X	X	X
DENTON TRACK (k) (m).....			X	X	X	X	X	X	X	X
MARDELA TRACK (k) (m).....						X	X	X	X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
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
Rumracks 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
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

(a)—Restricted at South End.

(b)—Class BS-12 Shifting Diesel restricted.

(d)—Diesel Engines class EP-20 and EP-22 are prohibited.

(f)—Speed shown for Column 3 Engines over movable bridges will be applicable to Rail Motor Cars.

(h)—Class ERS-15AX engine 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 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

(u)—AF-24a, restricted to 15 MPH.

(v)—Bridges 26.92, 34.34, 37.73, 39.19—10 m.p.h.

(w)—EP-20 and EP-22 prohibited.

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

(aa)—ES-15M, ES-15M prohibited.

(dd)—GF-28A prohibited.

(ee)—AF-30 and EF-36 restricted to 15 m.p.h.

(hh)—AF-36 and GF-33A restricted to 15 m.p.h.

(ii)—Class ERS-20 engines are restricted to 30 MPH between MP 47 and MP 47.5.

(jj)—Class ERS-20 engines are restricted to 30 MPH between Seaford and Hearn.

(kk)—Class ERS-20 engines are restricted to 30 MPH between the following points:

MP 6.2 to MP 7.2
 MP 34.5 to MP 38.5
 MP 79.3 to MP 80.3
 MP 88.5 to End of Block

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 Division Superintendent.

Class AF-30, EF-36, GF-28A and GRS-22 diesel engines are restricted to 10 miles per hour in all Yard and Industrial tracks.

Class of engines and special loads listed under each numbered and lettered column of this page will apply to corresponding columns of all succeeding pages of this instruction.

	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	
LOCATION	AS6, BS6, BS7, BS7M, ES6, B1	AF24, AF24A, ARS10, ARS10S, ARS10SX, ARS18, AS10, AS10A, BR12, BR12S, BR12SX, BS10, BS10M, BS10S, BS12, BS12M, EF25, ES10, ES12, ES12M, FS10	AF25, ARS16, ARS16S, ARS16X, EF15, EF15A, EF22, EF16, ERS15, ERS15S, ERS17, FRS16, FRS20, FRS20X, FS12, FS12M, GF25, ERS-20, ES-15M	ARS24, EF20, EP22, L6	AF27, AF30A, AF-36, ARS10A, ARS24S, EF25A, EF30A, EF36, GRS-22, ERS15AX, ERS17A, FRS24, GF25A, GF28A, GF30A, GF38A, ERS-20A	GG1, E44, E44A, E33, P2, T1, T3, S2					
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	
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 67.64.....								40	25	X
Industrial track.....						X	X	X	X	X
R. C. A. track.....						X	X	X	X	X
Armstrong Cork track.....										
Bearings Co. track.....										
Malleable Casting track.....										
Hay Siding track.....			X	X	X	X	X	X	X	X
D. Knight Coal Co. track.....										
Rost Tobacco Co. track.....										
Hubley Mfg. Co. track.....										
Bogar Lumber Co. track.....										
Burnham Coal Co. track.....				X	X	X	X	X	X	X
Kimmel Sons track.....										
Nos. 1 and 2 tracks, No. 1 Yd.....										
Champion Blower & Forge Co. track.....										
General Cigar Co. track.....										
B. B. Martin Lumber Co. track.....										
Old Enginehouse Yard.....			X	X	X	X	X	X	X	X
Raub Supply track.....										
Reading Terminal Conn.....										
All tracks No. 2 Yard.....										
Ready Mixed Conc. Co. track.....										
All tracks, Frt. Station.....		X	X	X	X	X	X	X	X	X
All tracks, Eschelmans Feed Co.....				X	X	X	X	X	X	X
Paint Company track.....				X	X	X	X	X	X	X
No. 2 track.....		X	X	X	X	X	X	X	X	X
Lancaster Co. Tobacco Growers trk.....	X	X	X	X	X	X	X	X	X	X
Betta Coal Co. track (d).....			X	X	X	X	X	X	X	X
Cotton Mill track.....				X	X	X	X	X	X	X
Gas Co. track.....				X	X	X	X	X	X	X
Miller Junk Co. track.....			X	X	X	X	X	X	X	X
Lancaster Iron Co. track.....				X	X	X	X	X	X	X
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
Nissley track.....										
Heinstand Co. track.....										
FLORIN:										
Bachman Chocolate Co. track.....						X		X	X	X
Foundry track.....										
Stock track.....				X	X	X	X	X	X	X
RHEEMS:										
Wenger Feed Mill track.....						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:										
New Siding.....			X	X	X	X	X	X	X	X
Bridge 94.74.....								45	30	X
Deatrick Coal Co. track (a).....			X	X	X	X	X	X	X	X
Metropolitan Edison Co. track.....										
Wincroft Stove Co. track.....						X	X	X	X	X
Industrial track, north side.....										
Aviation track (a) (f).....										
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.....										
Cedar St. tracks.....			X	X	X	X	X	X	X	X
Paxton St. Yard:										
All tracks.....			X	X	X	X	X	X	X	X
Air Reduction.....		X	X	X	X	X	X	X	X	X
Market St. Yard:										
No. 2 track.....				X	X	X	X	X	X	X
All other tracks.....		X	X	X	X	X	X	X	X	X
Bridge 105.22.....								40	30	X
Pipe Bending track:										
Abrams.....										
Building Units.....			X	X	X	X	X	X	X	X
Farm Show.....										
All others.....				X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
HARRISBURG:										
North St. Yard:										
Tracks 3 & 4.....				X	X	X	X	X	X	X
Tracks 5 & 6.....				X	X	X	X	X	X	X
Swift Co.....				X	X	X	X	X	X	X
Micholovits.....				X	X	X	X	X	X	X
All others.....			X	X	X	X	X	X	X	X
Reilly Street:										
McCluskeys.....			X	X	X	X	X	X	X	X
All others.....						X	X	X	X	X
MacLay St. tracks:										
Division St. Team track.....						X	X	X	X	X
Penn Supply Co.....		X	X	X	X	X	X	X	X	X
Rubens Junk Co.....										
John Stapf.....						X	X	X	X	X
Firestone.....						X	X	X	X	X
All others.....			X	X	X	X	X	X	X	X
Lucknow:										
All tracks (f).....					X	X	X	X	X	X
Stock Yard Siding (f).....					X	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.....					X	X		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	X		X		X
M.W. tracks 1, 2, 3 (f).....				X	X	X				
No. 3 Yard, 1, 2, 3, Scale House and Hill tracks (f).....					X	X				
MARIETTA: (f)										
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.....										
Honery Mill track.....										
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 72.05 east of Goldsboro, Nos. 1 and 2 tracks.....								50	30	X

911-E LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
MARSH RUN: U. S. Depot track.....						X	X	X	X	X
LEMO: Curve to C. V. Bridge.....						X		X	X	X
West leg of "Y" (bb).....						X		X	X	X
NEW HOLLAND SECONDARY (j) (u) (f) O. A. Smith Co. Track.....		X	X	X	X	X	X	X	X	X
QUARRYVILLE INDUSTRIAL (j) (f)				X	X	X	X	X	X	X
EAST PETERSBURG INDUSTRIAL (f)				X	X	X	X	X	X	X
LEBANON SECONDARY (j) (f)						X				X
Bridge 16.29 west of Cornwall (g).....						X				X
CUMBERLAND VALLEY (cc) BRANCH:										
CAMP:										
Summit Corp. track.....										
Spangler Flour Mill track.....				X	X	X	X	X	X	X
General Foods Corp. track.....										
Pennsy Supply Co. track.....										
Moore's Wholesale Co. track.....										
SHIREMANSTOWN:										
Kinney Shoe Co. track.....										
Quaker Oats track.....				X	X	X	X	X	X	X
Ralston-Purina Co. track.....										
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 37.55 north of Shippensburg.....						X		25	X	
Elevator track.....				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	X	X	X	X
Omwake and Oliver.....										
WINCHESTER SECONDARY: (t)										
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.....				X	X	X	X	X	X	X
Other transfer tracks.....										
Merchant Wholesale Grocery Co. track.....										
J. W. Myers Co. track.....										
Back Stockyard track.....										
BRIDGE 32.13 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
Thorn Lumber Co. south track (a).....				X	X	X	X	X	X	X
City Water Works track.....	X	X	X	X	X	X	X	X	X	X
Other yard and industrial tracks.....				X	X	X	X	X	X	X
Bridge 106.55 south of Ridgeway.....						X		30	20	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
DILLSBURG SECONDARY (i) (f).....						X	X	X	X	X
MERCERSBURG SECONDARY										
(u) (i) (f)					X					
Bridge 81.37—Hother (g).....					X	X	X	X	X	X
Bridge 70.20—west of Lehmasters (g)					X	X	X	X	X	X
See 1157-F1										
NORTHERN CENTRAL BRANCH:										
New Freedom—										
Summer's Canning Co.....						X	X	X	X	X
Glen Rock—										
Station track.....						X	X	X	X	X
YORK DISTRICT:										
Certain-tyed Roofing Co. Nos. 1 and 2.....			X	X	X	X	X	X	X	X
Borg-Warner Co.....			X	X	X	X	X	X	X	X
Reed Machinery Co.; Nos. 1 and 2 tracks.....			X	X	X	X	X	X	X	X
McKay Chain track.....			X	X	X	X	X	X	X	X
Schmidt & Ault track.....			X	X	X	X	X	X	X	X
Crossover; King St. Yd.....						X				
No. 1 track; King St. Yd.....						X	X	X	X	X
Gerber's No. 1 and No. 2 track.....			X	X	X	X	X	X	X	X
Andrews Paper track.....			X	X	X	X	X	X	X	X
York Ice Mach. Co.—										
All tracks.....						X	X	X	X	X
Grantley Plant.....			X	X	X	X	X	X	X	X
Keystone Color and Co.....			X	X	X	X	X	X	X	X
Edison Light & Power Co. track.....						X	X	X	X	X
Hesperheide & Thompson track.....			X	X	X	X	X	X	X	X
Incline at George Street.....			X	X	X	X	X	X	X	X
Smyser-Royer Co.....			X	X	X	X	X	X	X	X
Crossover to Small's track.....			X	X	X	X	X	X	X	X
E and F tracks.....			X	X	X	X	X	X	X	X
D, G and H tracks.....			X	X	X		X	X	X	X
Crossover—Queen St. between Nos. 1 and 2 Sidings.....						X				
Switch to M.&P.R.R.....						X				
Runaround crossover.....						X				
Crane track.....						X	X	X	X	X
P. A. & S. Small track.....			X	X	X	X	X	X	X	X
Warehouse tracks, Nos. 9, 10, 11 and 12.....			X	X	X	X	X	X	X	X
Crossover in Jail St. Crossing, track 5 to track 6.....						X				
No. 7 crossover.....						X				
Asphalt track.....						X	X	X	X	X
No. 1 Running track.....						X	X	X	X	X
New Shop track.....			X	X	X	X	X	X	X	X
No. 2 Safe Works.....			X	X	X	X	X	X	X	X
Foundry track.....			X	X	X	X	X	X	X	X
Stacey-Schmidt—										
Track No. 1.....			X	X	X	X	X	X	X	X
Track No. 2.....			X	X	X	X	X	X	X	X
Diesel Fuel track.....						X	X	X	X	X
Yorktowne Paper Co. tracks.....						X	X	X	X	X
Cole Steel—										
All tracks.....			X	X	X	X	X	X	X	X
York Ice & Coal track.....			X	X	X	X	X	X	X	X
New U.S. Expansion Bolt Co.....			X	X	X	X	X	X	X	X
Keystone Roofing Co. tracks.....						X	X	X	X	X
Roosevelt Garage tracks.....			X	X	X	X	X	X	X	X
National Gypsum Co.—										
All switches in Yard.....			X	X	X	X				
Emigsville—American Acme Co.....						X	X	X	X	X
Mt. Wolf—G. A. Wolf & Sons.....			X	X	X	X	X	X	X	X
NORTH YORK INDUSTRIAL TRACK:										
MP 7 to York.....			X	X	X	X			X	
Caterpillar track.....			X	X	X	X	X	X	X	X
Bendix track.....			X	X	X	X	X	X	X	X
Highland Industries track.....			X	X	X	X	X	X	X	X
E. & S. Realty Co. track.....			X	X	X	X	X	X	X	X
Standard Register Co. track.....			X	X	X	X	X	X	X	X
Bears track.....			X	X	X	X	X	X	X	X
FREDERICK SECONDARY TRACK:(j)										
(f)										
York to Frederick (u) (e).....						X		X	X	X
Palmer's Industrial track.....						X	X	X	X	X
SPRING GROVE:										
P. H. Gladfelter tracks.....						X	X	X	X	X
P. H. Gladfelter No. 4 track.....					X					X
HANOVER:										
Doubleday Co.....						X		X		X
Hoke & Blair Coal Co. Trestle.....			X	X	X	X	X	X	X	X
Revonah track.....			X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
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.... Creek Yard (f).....			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: (f) MP 1 to End of Track 4700 feet east of MP 9				X	X		X	X	X	X
SELINGSGROVE SECONDARY TRACK: (f) Selingsgrove Jct. to Selingsgrove..... Selingsgrove to End of Block..... Bridge 44.04, Susquehanna River..... Bridge 44.40, Susquehanna River.....					X		10	X	X	X
				X	X			X	X	X
	10	10	10	10	10		10	X	X	X
	10	10	10	10	10		10	X	X	X
SHAMOKIN SECONDARY TRACK: (f) CROWL: West of Bridge 10.63.....					X					15
EAST SUNBURY—EAST OF: Bridge 2.85..... Bridge 1.47.....					X					20
					X					15
EAST SUNBURY: All Industrial Tracks between Horn and East Sunbury			X	X	X					
Bridge 0.63.....										15
Bridge 0.48.....										15
HAAS LEAD: All Industrial and Station Tracks be- tween East Sunbury and Front St., Sunbury..... Sunbury Supply Co.....	X	X	X	X	X		X	X	X	X
MT. CARMEL: Montelius Track..... Public Delivery Track, beyond east 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	
BRIDGE 20.59: 1697 feet east of MP 20.....								25	25	
BRIDGE 19.81: 275 feet east of Luke.....										15
SHAMOKIN: Freight Sta. Tracks..... All Industrial Tracks.....				X	X					
				X	X					
GLENBURN: Empty Car Track.....				X	X					
WILKES-BARRE BRANCH: (f) WILKES-BARRE: Freight Station and Industrial Tracks.... Hazard Wire Rope..... Jersey Central Yard (f).....	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					

901 DD

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
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 (f)										
1000 feet west of Montandon to MP11.6				X	X		X	X	X	X
BUSTLETON TRACK			X	X	X	X	X	X	X	X
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 JCT. (kk)										
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					X	X	X	X	X	X
Fairhill District Industry tracks			(gg)	X	X	X	X	X	X	X
OXFORD ROAD TRACK (m)					X	X	X	X	X	X
Br. 1.53 (Taony Creek) (h)		15	X	X	X	X	X	X	X	X
ENGLESIDE:										
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
MALVERN:										
Atlantic Refining Co. track				X	X	X	X	X	X	X
J. V. Nolan track (a)										
D. R. 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	10	X	X
See Special Instruction 1160-A4.										
FORT WASHINGTON (m)										
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 (m)								X	X	X
GRAYS FERRY MOVABLE BRIDGE		15	15	15	15	X	X	X	X	X
60th STREET, CHESTER and PHILADELPHIA, track (dd) (ff)						X	X	X	X	X
Haenn Lumber Co.				X	X	X	X	X	X	X
GRAYS FERRY BRANCH								X	X	X
DELAWARE EXTENSION:										
Arsenal Movable Bridge		15	15	15	15	15	15	15	15	X
Industrial Leads—Arsenal to Penrose				X	X	X	X	X	X	X
Lead to Phila. Electric Co.					X	X	X	X	X	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
PENROSE YARD (ji)										
GIRARD POINT:										
Mud Yard—Storage Yard.....						X	X	X	X	
New Yard—Old Yard.....										
SWANSON STREET.....				X	X	X	X	X	X	
GREENWICH:										
East End Tidewater Yard.....				X	X	X	X	X	X	
West End Tidewater Yard.....										
Produce Terminal Leads.....					X	X	X	X	X	
Long Curve Running Track to Pay Yard.....					X	X	X	X	X	
Short Curve Running Track to Pay Yard.....										
Lead to Swanson St. Track at Pay Yard				X	X	X	X	X	X	
Under Ore Loading Hoppers on loop tracks	X	X	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	
NEWTOWN SQUARE										
RUNNING TRACK. (m).....						X	X	X	X	
Wm. Roberts Coal Co.....	X	X	X	X	X	X	X	X	X	
Washington Lumber Co.....										
CARDINGTON TRACK.....			X	X	X	X	X	X	X	
Phila. & Western Ry. Co.....	X	X	X	X	X	X	X	X	X	
Millbourne Mills										
J. E. Kunkel Coal and Fuel Co.	X	X	X	X	X	X	X	X	X	
SCHUYLKILL SECONDARY TRACK:										
MANAYUNK: (m)										
Hendren Coal Track.....				X	X	X	X	X	X	
Robinson Steel Co. Track.....										
MIQUON:										
Industrial Track.....				X	X	X	X	X	X	
SPRING MILL:										
Lee Tire and Rubber Co.....				X	X	X	X	X	X	
Quaker Oil Products Co.....										
CONSHOHOCKEN:										
Back Track at Freight Station.....				X	X	X	X	X	X	
F. & J. H. Davis, Geo. J. McFadden Tracks.....		X	X	X	X	X	X	X	X	
Van Horne Metz Co. Track.....					X	X	X	X	X	
IVY ROCK:										
Industrial Tracks.....					X	X	X	X	X	
EARNEST:										
Resco Mfg. Co.....	X	X	X	X	X	X	X	X	X	
NORRIS:										
Classification Tracks, East End Extension Track.....								X	X	
Kneass Lumber Co.....					X	X	X	X	X	
V. Arena & Sons.....				X	X	X	X	X	X	
HAWS AVENUE:										
Stanford Products Track.....			X	X	X	X	X	X	X	
Other Industrial and Yard Tracks					X	X	X	X	X	
Br. 18.10—Haws Ave.....							30	30	30	
BETZWOOD:										
Taylor Track.....						X	X	X	X	
Team Track.....										

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
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.....				X	X	X	X	X	X	X
Phoenix Iron Co., Industrial Tracks.....				X	X	X	X	X	X	X
SPRING CITY:										
Canal Track.....										
Dust Mill.....										
Tracks south of Freight Station.....				X	X	X	X	X	X	X
Royersford Track.....		X	X	X	X	X	X	X	X	X
Royersford Spring Bed.....		X	X	X	X	X	X	X	X	X
Diamond Glass Co., No. 2.....				X	X	X	X	X	X	X
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
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 (gg).....						X	X	X	X	X
Bethlehem Steel Co.....										
Mayer-Pollock Co.....				X	X	X	X	X	X	X
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.....										
BIRDSBORO:										
Track west of Brooke Block Station leading to Reading Company.....						X	X	X	X	X
Focht & Lacey Company.....										
West End, Brooke track.....					X	X	X	X	X	X
Freight House Track.....						X	X	X	X	X
Birdsboro Steel Foundry & Machine Co.....										
READING:										
East Reading Yard.....						X	X	X	X	X
Water St. Track.....					X	X	X	X	X	X
Court Street Track.....										
North Reading Track.....										
Carpenter Steel Co.....										
Track to Wm. Fryermuth.....				X	X	X	X	X	X	X
Berks Art Metal Service.....										
Switch must be lined for No. 2 or No. 3 Fr. Sta.....										
MUHLENBERG:										
Fair Ground Track.....						X	X	X	X	X
TEMPLE:										
Beryllium Co.....					X	X	X	X	X	X
Trestle Station Track.....		X	X	X	X	X	X	X	X	X
LEESPORT:										
All Industrial Tracks.....						X	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	X
SCHUYLKILL HAVEN:										
Team Track.....					X	X	X	X	X	X
Trestle at Freight Station.....		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
TRENTON BRANCH: (v)										
Street Road:										
Wheeling Corrugating Co., track (i).....			X	X	X	X	X	X	X	X
JDM track.....						X	X	X	X	X
Dresher, Public Delivery track (Allied).....						X	X	X	X	X
Fort Hill, East leg of Wye.....						X	X	X	X	X
Plymouth Meeting:										
Lavino tracks.....				X	X	X	X	X	X	X
Philip Carey track.....						X	X	X	X	X
Phila. Electric track.....						X	X	X	X	X
Swedeland track.....						X	X	X	X	X
Interchange tracks.....						X	X	X	X	X
Henderson track (i).....			X	X	X	X	X	X	X	X
Thrift way track.....						X	X	X	X	X
Thompson-Weiman track.....			E	E	E	E	X	X	X	X
Earnest:										
Scale track.....						X	X	X	X	X
Engine track.....						X	X	X	X	X
Eastbound yard (west end all tracks).....						X	X	X	X	X
Rambo, North side.....				X	X	X	X	X	X	X
King:										
Public Delivery track.....						X	X	X	X	X
Phila. Gear track (i).....			X	X	X	X	X	X	X	X
Dale, Phoenixville track.....						X	X	X	X	X
PHILA. and THORNDALE BRANCH:										
Bridge 24.74 west of Dale.....									30	X
Bridge 31.31.....									35	X
FRAZER RUNNING TRACK (e) (m).....						X	X	X	X	X
POMEROY SECONDARY (ee) (m).....					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 connecting track:—Jersey, units heavier than those shown in Column 5 prohibited except Class Electric GGI may be operated in detour								X	X	X
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.....	15	15	15	15	15	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.....				X	X	X				
Second switch west of Jersey.....				X	X	X				
Rundle Mfg. Co.....				X	X	X				
Precision Drawn Steel.....				X	X	X				
JERSEY, East of:										
Lead to Ford Co.....						X				
BORDENTOWN SEC. TRACK:			(b)							
PALMYRA:										
Trap Rock, Inc.....						X				
H. L. Williams Co.—(Beyond Sign).....	X	X	X	X	X	X				
RIVERTON:										
Whitesell Inc.....						X				
RIVERSIDE:										
Florence Thread Co.....			X	X	X	X	X	X	X	X
Riverside Metal Co.....						X				
BEVERLY:										
Wall Rope Works.....						X				
Wall Paper Co. (Beyond Sign).....			X	X	X	X				
EDGEWATER PARK:										
Bridge 15.52, Warren Street.....						35	35	30	25	X

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
PEMBERTON SECONDARY TRACK: Between Cooper and Birmingham.....			(b)			(bb)	X	X		
COOPER, South of:										
Standard Oil Co.....			X	X	X	X				
Warren Webster Co.....			X	X	X	X				
Du Bell Lumber Co.....			X	X	X	X				
Di Medio Lime Co.....			X	X	X	X				
Concrete Steel Co.....			X	X	X	X				
R. M. Hollingshead Co.....			X	X	X	X				
Iowa Soap Co.....			X	X	X	X				
Keystone Coal Co.....					X	X				
Pavonia Ice & Coal.....			X	X	X	X				
Pavonia Station Pub. Del.....						X				
MERCHANTVILLE, South of:										
McAllister Coal Co.....						X				
Freight house track.....						X				
Delivery track.....						X				
BRIDGE 5.28: South of Merchantville.....			20	20	20	X	20	X	X	X
MAPLE SHADE, North of: J. S. Collins & Sons.....						X				
MAPLE SHADE, South of: Graham Brick Co.....						X				
MOORESTOWN:										
Hollingshead Co.....						X		X	X	X
Moorestown Supply.....						X	X	X	X	X
Collins Bros.....					X	X	X	X	X	X
BRIDGE 12.38: South of Stanwick Ave.....						X		X	X	X
MASONVILLE, South of: Whitehead Bros.....						X	X	X	X	X
BIRMINGHAM:										
Permutt.....						X	X	X	X	X
Between Birmingham and Camp.....							20	X	X	X
MEDFORD RUNNING TRACK: (m) Mount Holly to Medford.....						X		X	X	X
PAVONIA YARD:										
River Road Public Delivery.....						X				
Texaco 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			(ss)							

NOTES:

- (a) Engines must not use track beyond point designated.
 (b) Class GF-25 diesel units, 15 MPH.
 (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.
 (e) Road diesel engines may use this track between Frazer and Morstein.
 (f) Class ARS-16A, ARS-24S, ARS-24, ERS-15AX, EF-25A, EF-30A, EF-36, AF-27, AF-30A, AF-36, GF-25A, GF-28A, GF-30A, GRS-22, FRS-24 and GF-33A are restricted.
 (g) Diesel engines, except Class ARS-16A, may operate double headed over the following bridges:
 Bridge 16.20—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.

- (h) 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.
 (i) Operation of engines coupled prohibited.
 (j) EF-25 restricted to 10 m.p.h.
 (m) E-33 engines are restricted to 35 MPH over bridge 77.68, Tacony.

NOTES: (Continued)

- (q) ES-6, ES-10, ES-12, ES-12M, ERS-15, ERS-15S, ERS-17, EF-22 restricted on undergrade bridge 81.90 P&TTR over Reading Company to Port Richmond.
- (r) Reading Company Class DF-1, DF-2, DF-3, DF-4, DP-1, RS-3, RS-4 diesel engines or units are prohibited on Delaware Avenue track.
- (t) Class ARS-16A, ARS-24S, ARS-24, ERS-15AX, EF-25A, EF-30A, EF-36, AF-27, AF-30A, AF-36, GF-25A, GF-28A, GF-30A, GRS-22, FRS-24 and GF-33A are restricted on Winchester secondary track between Gard and Winchester.
- (u) AF-24a, restricted to 15 MPH.
- (v) E-44 and E-33 engines are restricted to 35 MPH over bridge 14.87 (MP14-15) and bridge 32.35 (MP32-33) on Nos. 1 and 2 tracks.
- (bb) Class AF-30, AF-36, GF-33A, EF 36, GRS-22 and EF-30A diesel engines are prohibited on west leg of Wye.
- (cc) Class ERS-20 engines are restricted to 30 MPH between Lemo and Pennroad.
- (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.
- (ii) Class AF-30, AF-24, AF-25, GF-25, GF-28, GF-30, GF-33 and EF-30 diesel engines are restricted on Yard tracks Nos. 1 to 18, inclusive.
- Class EF-22, EF-25, AF-25, FRS-16S, ARS-16, EF-36, AF-36, GF-33A, ERS-17S, ARS-18S, GF-28A and GF-30A diesel engines are restricted to 10 MPH on Yard tracks Nos. 1 to 18, inclusive.
- (kk) Class AF-30, AF-24, AF-25, GF-25, GF-28, GF-30, GF-33 and EF-30 diesel engines are restricted on Eastbound track from Ontario Street to Clearfield Street (Old Trenton Ave. High Line).
- Class EF-22, EF-25, AF-25, FRS-16S, ARS-16, EF-36, AF-36, GF-28A, GF-30A, GF-33A, ERS-17S and ARS-18S diesel engines are restricted to 10 MPH on Eastbound track from Ontario Street to Clearfield Street (Old Trenton Ave. High Line).

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.

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.

The following units have alignment control couplers:

AF-20	AF-30	EF-25	GF-22	GF-30
AF-24	AF-36	EF-25A	GF-25	GF-30A
AF-24A	EF-17	EF-30	GF-25A	GF-33
AF-25	EF-20	EF-30A	GF-28	GF-33A
AF-27	EF-22	EF-36	GF-28A	

ARS-18 (Units 7617-7674 only) Note 1

ARS-20

ARS-18A

ARS-24

ERS-17 (Units 7050-7239 only) Note 2

ERS-17S (Units 7530-7559 only) Note 2

ERS-20

ERS-20A

GRS-22

NOTES:

- Units 7660-7674, couplers have tightlock feature in addition to alignment control.
- Units 7530-7559 (being renumbered 7270-7299) couplers have tightlock feature in addition to alignment control.

The following units can have removable neoprene coupler stops applied:

ERS-17 Units 7000-7049	ERS-15 Units 5600-5827
ERS-17 Units 7300-7475	ERS-15S Units 5903-5923
ERS-17S Units 7500-7517	

Certain units in Classes ARS-10, ARS-16, EF-15A, ERS-15 (Units 5840-5899), ERS-15S (Units 5952-5959), and ERS-17A may also have coupler stop arrangements of various designs.

When assigned to service where stops are required, units using coupler stops must be inspected to determine that stops are in place.

1160-A4. (New Jersey Div.) Cars and Engines Restricted as follows:

Engines 2100 to 2112, 2188 to 2197, 2369 to 2399, 3000 to 3049, 2020 to 2044, 2500 to 2569, 2822 to 2823, when coupled together, cannot negotiate a No. 6 frog or curvature similar to that in lead of a No. 6 turnout.

1160-A5. (New Jersey Division) Class E-33 will not clear through North River Tunnel and Penn. Station, N.Y. Maximum speed from West Portal over Hudson bridges 7.80 and 7.96, 10 MPH. Class E-44. Maximum speed over Hudson bridges 7.80 and 7.96, 10 MPH.

1160-A6. (New Jersey Div.) Engines must not be operated as shown below:

Catskill Mountain Branch
Kingston to Kingston Point

PC Engines
2188-2249 Incl. 6330-6344 Incl.
6000-6239 " 6500-6563 "

Kingston Bridge C-9

More than two engines coupled together.

Class ES-15M engines are restricted through Catskill Mountain Branch Tunnel at Hasbrouck Ave. and O.H. Bridge No. 48 at Arkville.

Wallkill Valley Branch

Entire Branch

PC Engines
6000-6169 Incl.
6500-6539 "

Rosendale.

E.H. Demarest Co. trestle

All engines.

Class ES-15M engines are restricted on siding track, Kingston to Narrangansett Pier, Overhead Bridge SL-1, Track 172, Weehawken.

D. R. R. & Co. Branch—Between west end of approach viaduct and Jersey Interlocking Station:

1160-A7. (Harrisburg 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-A8. (Hbg. 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-A9. (Hbg. 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-A10. (Harrisburg Div.) All engines with six wheel trucks (AF-27, EF-25a, GF-25a, etc.) are prohibited on Circle track, Northumberland Yard.

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.

Engine and Special Load Restrictions

1160-A12. Class ES-15M engines are restricted as follows:

The wind deflectors (storm windows) must be in closed position for movement at the following locations:

O.H. Bridge 22.24 Park Avenue, Eastward track, N.Y.&L.B.R.R.

O.H. Bridge 3.24 at 44th St., Philadelphia, No. 1 Eastward Passenger track.

Upper and Lower Level at 30th St. Station, Philadelphia.

B.&P. Tunnel, Baltimore.

Harrisburg Passenger Station tracks 5, 6 and 7.

Icing Platform, Wilkes-Barre.

1160-A13. 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.

EASTERN REGION G.O. 911

Revision of 4-4-73

1160-B1a. Amtrak Bar-Lounge car No. 3253 (former N&W 150—City of Cleveland) is restricted into Penn Station, New York.

1160-B1b. Amtrak Lunch Counter cars Nos. 8380, 8381 and 8382 (former L&N 2800, 2801 and 2802) are restricted over the Eastern Region and the Washington Terminal Company.

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 I, special load restrictions.

Due to excessive weight of class FD2, FW1 and F40 flat cars, both loaded and empty, this equipment must be handled with care at restricted speed on other than Main and Secondary tracks.

PRR cars in this class are:

Class	Number	Lightweight
FD2	PRR 470245	500,400 lbs.
FW1	PRR 470248	410,600 lbs.
F40	PRR 470250	246,000 lbs.

1160-B3. Cars exceeding 52 feet 6 inches in length are restricted on Interchange track with the Reading RR. at Coalport Yard.

Special Handling of Multiple Loads

1160-B3a. A multiple load requiring the use of two carrying cars, separated by an idler car, is restricted from operation over crest of a hump whenever practicable; when humping operation is necessary, movement must be carefully made under close observation of yard crew and load must not be humped with motive power detached.

A multiple load requiring the use of two end carrying cars, separated by two idler cars, is restricted from movement over crest of a hump.

After multiple loads have been carefully placed on classification track, care must be exercised to prevent humped cars, routed to same classification track, from coupling to multiple load at a speed in excess of four miles per hour.

1160-B4. (Harrisburg Div.) All cars 75 feet or more in length are restricted at the following locations:

NOTE—X—Prohibited.

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

Column 2—Restrictions to these cars when coupled to conventional type freight cars or to engines equipped with coupler stops.

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

		Length of cars:			75 and 85 feet			87 and 89 feet				
LOCATION:	Column:	1	2	3	1	2	3					
SELINGROVE SECONDARY TRACK:												
Curve at Selingrove 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-B4a. (Harrisburg Div.) Cars in excess of 70 feet in length are prohibited on lead to Nos. 1 and 2 tracks at Ford Motor Company, Delair.

WRECK DERRICKS—RESTRICTIONS

Derricks, 250 ton

1160-B5. (Harrisburg Division and Philadelphia Commuter Area.) 250-ton derricks are restricted except: Main Line—between Paoli and Banks and Rockville to Montandon Jct.

Branches—Trenton, 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 I as shown in Special Instructions **1160-A1b** and **A1d**.

1160-B6. (New Jersey Div.)

Catskill Mountain Branch

Cranes X13 to X16 and cranes over 160 ton capacity are restricted on entire Branch.

Cranes X24 to X34 and X59 may be handled when separated from engine or cars by at least one car weighing not more than 64,000 lbs. Cranes must not lift loads while standing on bridges without special permission or wheels are supported by timber bents.

Between Kingston and Kingston Point, Cranes X25 and X27 must be handled singly in train separated from any other heavy equipment by at least one car weighing not more than 103,000 pounds.

Speed over bridges as follows:

C-9.....	Kingston.....	10 MPH
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All other bridges not to exceed 20 miles per hour.

Wallkill Valley Branch

Cranes X13 to X16 and cranes over 160 ton capacity are restricted on entire Branch.

Cranes X24 to X34 and X59 may be handled as follows:

Singly in train separated from motive power or other heavy equipment by at least one car weighing not in excess of 66,000 lbs. immediately preceding and following crane.

Speed over bridges as follows:

W-51.....	Whiteport	5 MPH
W-43.....	Rosendale	6 MPH
W-4.....	Walden.....	10 MPH

1160-B7. (New Jersey Div.)

Main Line

Wreck and work derricks not exceeding 16 feet 1½ inches above top of rail may be operated in overhead AC electric territory except as follows:

East and North River Tunnel—14 feet 6 inches.

Sunnyside Yard—

Harold Avenue overhead bridge—15 feet.

Honeywell Avenue overhead bridge—15 feet 1½ inches.

Movement of derricks exceeding above heights must only be made on written permission of Division Superintendent and must be accompanied by a qualified electrician. Before such movements are made, power must be shut off from overhead trolley wire over track on which derrick is to move. Before making such movements, conductors must know that the boom is down tight and properly secured.

Waverly wreck derrick No. 490729 may be moved through the North and East River Tunnels and Pennsylvania Station at a speed not to exceed 15 miles per hour. Gasoline for light generator must be removed before entering tunnels.

Long Island Railroad wreck derrick No. 197, may, after removal of grab irons, smoke stack and ring, be moved through East River and North River Tunnels and Pennsylvania Station area, without de-energizing overhead wires, at a speed not to exceed 15 miles per hour.

Wrecking Crane 490751 located on Harrisburg Division and assigned to electrified territory must not be operated through North and East River Tunnels, nor Pennsylvania Station, New York, account exceeding permitted wire height.

1160-B8. (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 Division Superintendent.

**Derricks other than 250-ton
Chestnut Hill Branch (Cresheim Valley Bridge)**

1160-B9. (Phila. Commuter Area). 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-B10. (Phila. Commuter Area). 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-B11. (Hbg. Div.). On account of weight wreck derricks must not be moved over the following bridges:

Bridge No. 1.50 Kensington and Tacony Track

1160-B12. (Chesapeake Division). Wrecking derricks exceeding a maximum weight of 100 tons must not be moved over the following:

Denton 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. (New Jersey 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. (New Jersey Div.) Yards:

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

New Jersey Division

CP Waldo to CP132

Cars weighing over 263,000 lbs., without authority of Division Superintendent.

New covered hoppers, 100-ton, with maximum gross weight on rail of 263,000 lbs. and built to Plate C specifications as to cross-section restricted from operating where other Plate C cars are restricted.

Care must be exercised when placing Plate "C" and High Cube box cars on industrial tracks adjacent to platform protected by a canopy.

Main Line (New Jersey Division)

CP Waldo—Weehawken

NYCX 31955 to 32004 (Ice breaker cars)

Loaded Tri Level Cars

Seventy ton capacity triple hopper cars designated DUPX 35400 to 35469.

Weehawken

High Cube box cars must not be operated over the following territories.

Between Weehawken and Edgewater, except restricted move. Due to excessive curvature and small turnouts Flexi-Van-Multi-Level and Piggy Back cars can not be operated on the following tracks.

Vicinity of freight house.

No. 1 Yard. Tracks 198, 199	(Pier 8 leads)
No. 5 Yard. Track 288	(Tunnel approach)
No. 7 Yard. Tracks 236, 239	(Pier 11 leads)

Catskill Mountain Branch

Cars weighing 210,000 lbs. unless separated from engine or other cars by at least three cars weighing not more than 140,000 lbs. each.

Between Kingston and Kingston Point, 100-ton covered hopper cars.

Seventy ton capacity triple hopper cars designated DUPX 35400 to 35469.

Between Kingston and Kingston Point, 100-ton Hopper cars, designated, Southern.

94163—94420
280078—280277
319196—319293
325002—325096
416000—416044

High Cube box cars and NYCX 31955 to 32004 (Ice breaker cars) must not be operated over the following territories:

Between Kingston Point and Bloomville.

New covered hoppers, 100-ton, with maximum gross weight on rail of 263,000 lbs. and built to Plate C specifications as to cross-section are restricted from operating where other Plate C cars are restricted:

Plate "C"

Cars built to outline of Plate "C" of AAR will be restricted from movement in following location:

Kingston to Kingston Point.

SHPX 52000 to 52247 incl., pressure differential covered hopper cars with maximum height of 15 ft. 6 in. above rail and maximum width of 10 ft. 8 in. (within Plate C specifications) and maximum gross weight on rail of 263,000 lbs. are restricted from movement as to clearance from all places where Plate C cars are now barred, as follows:

Kingston to Kingston Point.

Care must be exercised when placing Plate "C" and High Cube box cars on industrial tracks adjacent to platform protected by a canopy.

In addition to the above restrictions on clearance, these cars are also restricted on weight in the same area that the PC 100 ton covered hopper cars are restricted.

Bridge C-9, Kingston. Cars weighing more than 210,000 lbs. without authority from Division Superintendent.

Wallkill Valley Branch

High Cube covered hopper cars TIDX series with the following characteristics:

FOUR AXLE	
COUPLING LENGTH	52' x 9' $\frac{3}{4}$ "
TRUCK CENTERS	40' x 6' $\frac{3}{4}$ "
WHEEL SPACING	5'
CAPACITY	100 tons

are restricted as follows:

Cars are to be handled singly in train separated from Motive Power or other heavy equipment by at least one car weighing not over 110,000 lbs.

BRIDGE W-51 Whiteport	5 MPH
BRIDGE W-43 Rosendale	6 MPH
BRIDGE W- 4 Walden	10 MPH

Cement cars weighing 210,000 lbs. unless separated from engine or other cars by at least one car weighing not more than 120,000 lbs.

Seventy ton capacity triple hopper cars designated DUPX 35400 to 35469 inclusive.

Rosendale.

E.H. Demarest Co. trestle.

Cars weighing more than 120,000 lbs.

New covered hoppers, 100-ton, with maximum gross weight on rail of 263,000 lbs. and built to Plate C specifications as to cross-section are restricted from operating where other Plate C cars are restricted.

Cars must be exercised when placing Plate "C" and High Cube box cars on industrial tracks adjacent to platform protected by a canopy.

In addition to the above mentioned clearance restrictions, these cars are restricted by weight from the following locations:

Can be handled only when:

Wallkill Valley Branch—Separated from each other and other heavy equipment by at least one car weighing not in excess of 142,000 lbs.

1160-C9. (New Jersey Division) East and North River Tunnels—Movement of Passenger and Freight Equipment

1. All hatch covers on cars must be closed and secured before entering tunnels.

2. Cars excluded from movement:

(a) Cars containing shipments of hazardous materials requiring placards under the provisions of the current issue of General Notice 225, Hazardous Materials Regulations.

(b) Cars with wooden or composite center sills.

(c) Cars exceeding dimensions shown in General Notice No. 207-A.

3. Operating limitations which must be observed:

(d) Passenger trains must not exceed 30 cars.

(e) Freight trains or trains of mixed freight and passenger equipment must not exceed 30 cars or 1800 tons.

(f) All cars in train carrying passengers must be of all-steel construction.

(g) All cars in other trains must have all-steel underframe.

(h) Car lighting equipment other than electricity is prohibited.

(i) Coal or charcoal ranges or heaters in cars of other than all-steel construction must have fires extinguished before entering tunnels. Conductors must know that fires are extinguished.

(j) Coal or charcoal ranges or heaters in kitchen cars of all-steel construction must have fire banked prior to entering tunnels.

Trains having kitchen cars equipped with gasoline ranges must not enter tunnels unless gasoline has been drained from same and all gasoline removed from cars. Eastward trains will stop at Lane to unload gasoline. These trains, when enroute to Northeastern Region will stop at Harold to replace gasoline unless advised otherwise by military personnel in charge. Westward trains will stop at Harold to unload gasoline. These trains, if continued through New York, will stop at Lane to replace gasoline unless advised otherwise by military personnel in charge. Conductors will arrange to advise Train Command-

ers and request that ranges be drained and gasoline ready to be removed from train before arrival at above points, to prevent undue delay. Conductor must see that the engineman is instructed and must advise Division Superintendent in advance when such stop is to be made.

GP type hoppers must not be operated on tracks equipped for third rail operation.

Industrial Brown hoist ballast cleaners must not be operated on tracks equipped for third rail operation.

1160-C10. (New Jersey Division) The movement of Highway Trailer Trucks loaded on flat cars (TrucTrain Service) through Newark Passenger Station is prohibited, except cars so routed on a track covered by BX Authority, issued by System Clearance Bureau.

1160-C11. (New Jersey Division) The movement of any car containing car load shipment of gasoline or explosives is prohibited between South Street (Newark, N.J.) and Hudson.

1160-C12. (New Jersey Division) Internal Combustion Engines Between "F" and Portal

Diesel engines, with engines or steam generators running, are prohibited between east portal of East River Tunnels and west portal of North River Tunnels. Diesel engines may be hauled in this area by electric engines.

NOTE: This instruction does not apply to diesel-powered Dining Car equipment, power car on Tubular Train, Sperry Cars, or other track maintenance equipment equipped with proper exhaust attachments.

1160-C13. (New Jersey Division) Transfer Bridges

Transfer Bridges are restricted as indicated below:

Bridge No.	Location	Maximum weight car permitted	Total weight of all cars permitted on any one track
10	Greenville	220,000 lbs.	400,000 lbs.
13	Greenville	220,000 lbs.	400,000 lbs.

Movement of Cars Maximum Weight—Various Tracks

1160-D1. A maximum weight of 263,000 pounds (car and lading) can be handled over the Chesapeake and Harrisburg Divisions and Phila. Commuter Area, 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

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 Industrial

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. (New Jersey Div.) Account of light rail cars with a maximum weight of 220,000 pounds (car and lading) can be handled on the Robbinsville Running 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. (Hbg. 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. (Harrisburg Division). 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 and Harrisburg Divisions)

A maximum weight of 263,000 pounds (car and lading) can be handled over the Chesapeake Division, except; Cars exceeding a maximum weight of 200,000 pounds must not be accepted for movement over the following tracks:

Float Bridges and Barges:
Norfolk and Cape Charles

Cars with weight exceeding 200,000 lbs. (car and lading) up to a maximum of 263,000 lbs. (car and lading) may be handled on float bridges and barges subject to the following restrictions: An empty spacer car must both precede and follow, coupled to any car in the above weight classification.

Secondary Tracks:

Chestertown
Centreville
Selinsgrove
Montandon

Tracks:

Brandywine	Vienna Track
Claremont	Denton Track
Havre de Grace	Mardela Track
Bear Creek	Willard Track
Rehoboth Track	Ocean City Track
(Lewes Beach Track)	Cedar Point Industrial

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 and barges 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 or barge while this engine is on float bridge or barge.

1160-D7. (Chesapeake Division). 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 Oxford, Cambridge, Chestertown and Centreville Secondary tracks, not exceeding 10 MPH.

1160-D8. (Hbg. 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 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.

Overhead Clearance

1163-A1a. Close clearance exists at various locations. Employees must use care and take precautions necessary to protect against injuries.

1163-A1b. (Philadelphia Commuter Area). Chestnut Hill Branch North Philadelphia—Queen Lane. Cars, loads or other equipment measuring in excess of 16 feet above top of rail must not be moved eastward on Chestnut Hill Branch from a point 1235 feet east of Midvale crossover. This location is indicated by a sign with white letters on black background suspended from cross span at catenary pole No. H-47 reading: LIMIT HIGH CUBE CARS.

1163-A1c. (Hbg. Div. and Philadelphia Commuter Area). 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. (Hbg. Div.). Cars, loads or other equipment higher than 16 feet from top of rail 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. Commuter Area). 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—	<table border="0"> <tr> <td>Guilford Ave. and Madison Ave.</td> <td rowspan="3">} Traffic Signals</td> </tr> <tr> <td>Central Ave. and Orleans St.</td> </tr> <tr> <td>Boston St. and O'Donnell St.</td> </tr> </table>	Guilford Ave. and Madison Ave.	} Traffic Signals	Central Ave. and Orleans St.	Boston St. and O'Donnell St.
Guilford Ave. and Madison Ave.	} Traffic Signals				
Central Ave. and Orleans St.					
Boston St. and O'Donnell St.					

CLEARANCE 20 FEET ABOVE TOP OF RAIL

Baltimore—	Guilford Ave. and Monument St.	Traffic Signal Wires
	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.	

1163-A1g. (Chesapeake Div.) Clearance 16 Feet Above Top of Rail:

Chester.....Chester-Jensen Co. Track.

1163-A1h. (Hbg. Div.). Cars, loads or other equipment measuring in excess of 15 feet, 8 inches above top of rail are prohibited under Reading Company bridge on Pencoyd track.

Side Clearance

1163-A3. (Hbg. 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. (Hbg. 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-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.

**Chestnut Hill Branch
North Philadelphia—Midvale**

1163-A9. (Phila. Commuter Area). Due to close clearance between undergrade bridges 0.06 and 0.21 on the Chestnut Hill Branch, conductors of freight trains operating between North Philadelphia and Midvale will advise the operator at North Philadelphia when their train consists of box cars designated "High Cube."

Members of freight crews must avoid making a parallel movement on either No. 1 or No. 2 tracks between these locations and the operator at North Philadelphia will not authorize a movement between these two points at a time when a passenger train has been authorized to move onto or occupy the adjacent track.

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, EP and EFP 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 and Phila. Commuter Area). 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. (Philadelphia Commuter Area). 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 Tunnels or B. & P. Tunnel, must notify Train Dispatcher before leaving either Potomac Yard or Benning, giving engine number and destination of such cars.

Conductors of all other trains with cars containing high explosives or placarded loaded tank cars for movement through Union Tunnels or B. & P. Tunnel must notify Train Dispatcher from Gwynn, Mt. Vernon, Bay or Canton Jct., giving engine number and destination of such cars.

Other trains must not be permitted to enter these tunnels while a train with a car of high explosives or placarded loaded tank cars is passing through the tunnels.

ELECTRICAL OPERATION

1167-A1. Electrical Operating Instructions, C.T. 290, in effect.

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

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:**NEW JERSEY DIVISION**

Main Line	All Main tracks Harold to Division Post (Philadelphia Division)
Branches	Secondary Tracks
Passaic and Harsimus Greenville Perth Amboy & Woodbridge Jamesburg Princeton including siding at KS	Connecting, Q to Harold. Loops 1 and 2, F to R. Subs 1, 2, 3 and 4, Q to F. Engine Track, Hudson to Karny. 0 Track, Hudson to Karny Naught track, Karny to East Conn. Grape Lead Grape Lead, West Conn., Naught track to Hack. No. 1 Ice House, Grape Lead to Produce Yard Lead. Produce Yd. Lead, No. 1 Ice House to Gov't Lead. Gov't Lead, Kearny to Produce Yd. Lead. Set-off track, WA-6 to WA-3. Set-off track, WA-3 to WA-5 Track A, WA-6 to WA-3. 0 track, Union to Linden Amboy, SA to JG including Eastward, siding at Jamesburg but not including crossovers between JG and Helmetta or crossover 4884 feet west of CQ to No. 2 Running Track.
Running Tracks	Other Tracks
Nos. 5, 6 and 10 at Hudson. No. 5, Hunter to Lane. Morris Track. Nos. 1 and 2, Greenville Departure Yard Lead, Greenville. Old Eastward Bay Line, WA-5 to WA-2. Speedway, WA-5 to WA-6 Naught, WA-5 to WA-6. Running 1 WA-5 to WA-6. Naught, Elmora to 3155 feet west. No. 5, County to Baldwin St. Yard. Millstone, County to 1700 feet west Rocky Hill, Midway to 730 feet east. No. 1 OB to East End. No. 2 CQ to Deep Cut.	Harold-Eastward from Lines 1 and 3 to New York Connecting R. R. tracks. Eastward L. I. local track to Gosman Ave. Westward L. I. tracks from Laurel Hill Ave. and including all crossovers leading to Line 2 and 4. Engine track. F. Interlocking. Westward L. I. passenger track, Harold to 825 feet west of F. Westward Freight Track from 785 feet east to 410 feet west of F. Crossovers between Sub. 1 and L.I. westward passenger and freight tracks. Loop A at R Interlocking. Eastward and Westward Engine tracks, Q to Sunnyside Engine-house.

OTHER TRACKS

Truc-Train Storage Yard, Tracks A and B, 235 feet at west end.
 Track A, 245 feet at east end. Track B, 165 feet at east end.
 Display Yard Ladder, Government Lead to Naught track.
 East end No. 1 Display Yard for 775 feet.
 Hudson—Tracks 11, 13, 14, 15 and 16.
 Hunter St. Yard—Drill track and Naught track.
 Durant Yard—East end tracks A and B for 400 feet.
 Rahway—510 feet of west end of Tailtrack.
 Monmouth Jct.—Set-off track on Jamesburg Branch.
 Princeton—Track 5 to 3230 feet east of Princeton.

YARD TRACKS

Sunnyside Yard

All tracks except 37 to 73 inclusive, 101 to 106 inclusive, No. 68 lead, No. 68 spur, Entire lead No. 1 "R" tower, lead No. 1 at Q tower east of 36 track, Lead No. 2 at Q tower east of No. 17 track switch, Lead No. 3 at Q tower east of 102 signal, Lead No. 4 at Q tower east of 162 signal, Lead No. 5 at Q tower east of No. 49 track switch.

Nos. 1 to 35 Tracks inclusive.

Nos. 2 to 6 Leads inclusive "R" interlocking.

Nos. 1 to 4 Leads inclusive "Q" interlocking.

Engine House—All Tracks including Ladder Track Leading from No. 4 lead "R" interlocking.

Meadows

Engine Storage tracks 2, 3 and 4.

Engine track Karny to engine storage tracks.

Eastward Receiving tracks 6 to 11 except No. 8 including ladders at both ends.

Eastward Storage tracks 12 and 19 including ladders at both ends.

Westward Classification Yard Ladders at west and the tracks 1 to 15; also 17 to 22 inclusive for 133 feet at west end.

Running 1, 2 and 3.

Flat 1, 2 and 3.

Berwind track.

Ladder track east end Eastward Class Yard.

Cabin track and 1-A Lead.

Lead to No. 3 Old Receiving Yard.

Harismus Cove

Yard tracks between facing hand-operated switch for westward movement, 603 feet east of Waldo and Yardmaster's Office located east end of elevation tracks.

Yard tracks, Nos. 10, 2, 3 and 4 between Yardmaster's Office and to end of tracks.

Greenville

West end of Nos. 1 to 11, Departure Yard for 990 feet.

Nos. 3 and 4 Hump tracks to 800 feet east of CNJ bridge.

Southwest Lead and Westward Lighterage Yard Lead to 1194 feet east of No. 4 Hump track.

No. 2 Float track.

Nos. 3 to 6, Receiving Yard.

No. 3 Garden Yard.

West end of Nos. 4, 5 and 6 Garden Yard for 700 feet.

Oak Island Interchange track for 1200 feet east of connection to No. 1 track (CY).

Waverly

No. 8 East End Yard, WA-5 to WA-4.

Old Westward Bay Line and Bay Line Spur, WA-5.

Eastward Receiving Yard Tracks 1, 2, 3 and 13.

West end tracks 4 to 12, Eastward Receiving Yard for 300 feet.

East end tracks 9 to 12, Eastward Receiving Yard for 400 feet.

Spur track, WA-6.

Old Westward, WA-6.

Westward Empty Yard Track No. 1 for 250 feet, tracks 2 to 12 for 350 feet and Empty Yard Stub track.

Westward Preference Yard Tracks 5 to 11 for 350 feet.

L.V.R.R. Interchange (not in service for electrical operation).

Stiles St. Linden

No. 1 track.

Nos. 2, 3 and 4 tracks, 950 feet of east end.

No. 2 track, 600 feet of west end.

Lincoln

Nos. 5, 6, 7, and 8 tracks to point of connection with No. 0 track, 8150 feet west of Lincoln.

County, Baldwin St. Yard.

Spur track.

No. 1 and No. 2 tracks for 350 feet at west end.

Nos. 1, 2 and 3, MU Yard.

Naught track for 275 feet.

South Amboy

Nos. 1 and 2 Receiving tracks.

Ladder at west end Receiving yard.

West end track E-12 and connection to Lead to No. 2 Dumper and Pier C.

West end tracks 1 and 2, Pier C for 420 feet.

West end tracks 3 and 4, Pier C for 500 feet.

Loop track and Running track.

Lead from Running track to Pier C.

Lead to No. 1 Dumper.

Sand Bridge and Locomotive Cleaning Platform tracks.

Cabin track.

Passenger MU Yard tracks 1, 2, 3, 4 and 5.

Brown Yard

No. 1 track, empty car yard.

West end Nos. 2 to 7 empty car yard for 500 feet.

East end Nos. 1 to 18 Loaded Car Yard for 500 feet and Loaded Car Yard Ladder.

No. 2 Stock Ground track for 445 feet at west end.

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.

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 Nickal 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 Running track.

West end of tracks E-5 to E-9 for 200 feet.

Crossover connecting E-4 and E-5, west end.

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.

Bristol

Nos. 1, 2 and 3 tracks to 788 feet from east end.

HARRISBURG DIVISION AND PHILADELPHIA COMMUTER AREA

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 East Middle 1300 feet west of MP17; Ladder and middle to No. 2; shop track at Nest; Howellville Siding, 380 feet at east end to connection with No. 1 track, 490 feet at west end to connection with No. 2 track. Dale Siding. Hand-operated crossover in No. 1 track at MA leading to No. 2 track west of Copper. Hand-operated crossover connecting No. 2 track west of Copper and Middle track within MA interlocking.
Philadelphia and Thorndale	Dale	Thorn Storage track—Dale
Secondary tracks Zoo	Zoo	North Phila.
Bordentown	Trenton	180 feet west of Interlocking
Naught No. 5	Fair	Millham

**HARRISBURG DIVISION AND
PHILADELPHIA COMMUTER AREA (CONTINUED)**

Secondary	Between	And
Naught	Morris	Grundy
Middle, including all crossovers to Main track	Morris	MA
Running tracks	Between	And
No. 5	Penn Interlocking	Arsenal (connection with shift- ing track).
No. 11	Penn Interlocking	South end Mail House.
Shifting	Arsenal Interlocking	South St.
Port Richmond	Connection with DRRR&B Co. Br.	300 feet west of connection Westward Running Track
Eastward Jersey	Zoo	44th Street.
Westward Jersey	Connections with East- ward Jersey track	Westward yard running track west of 44th St.
Westward	Zoo	42nd Street O. H. Br. No. 3.03
No. 14	Overbrook	44th Street Overhead Bridge No. 3.23.
No. 15	42nd Street Overhead Bridge No. 3.03	Overbrook
No. 1 and No. 2 Thorofare	Broad St. overhead Bridge	7900 feet east including cross- over 7525 feet east of Bridge
Westward Engine	Greenwich Hump	Stadium
No. 5	Thorn	Caln
No. 1	MA	Morris

YARD AND OTHER TRACKS BETWEEN HOLMES AND THORNDALE

Location	Track	Portion equipped for AC Electrical Operation
Frankford Junction yard	No. 0	From its jct., with westward track to a point 30 feet east from Frankford passenger Station.
	Eastward	From No. 0 track to its connection with Port Richmond R.T. track 300 feet east of Venango St.
	Westward	From conn. with No. 0 track to conn., with Port Richmond Running track, 300 feet east of Venango St.
	No. 1 Receiving yard	From its connection with eastward track westward a distance of 300 feet.
North Phila. to Shore North Philadelphia Interlocking and Margie yard	No. 0	Entire
	No. 5	From a point 630 feet west of Margie St. overhead bridge extending east 6100 feet to a point 475 feet east of Germantown Ave., undergrade bridge.
33rd Street	No. 5	Connecting with No. 4 Main track at 33rd Street eastward a distance of 1200 feet.
Mantua yard Zoo to 44th Street	No. 19 and No. 20 Cut	375 feet from east end of tracks. Between connection with Ladder track (42nd St.) and connection to Departure track (44th St. Overhead bridge).
	Departure	Between connection with No. 2 track Zoo Interlocking and Cut track.
	Crossovers	All connections between energized tracks.
44th Street	C-1	200 feet, east end.
44th Street to 52nd Street	A-26	250 feet, east end.
	7 Overflow Overflow ladder	325 feet, west end.
52nd Street to Overbrook and Jeff		Between connections with No. 14 Running Track and Eastward Belt.
	A-12	160 feet, west end.
	B-20	280 feet, west end.
	Departure	315 feet, west end.
	Crossovers	All connections between energized tracks.
	No. 1 PSV	Between connection with No. 15 Running track and Jeff
Bryn Mawr Paoli coach yard	No. 8	775 feet, west end.
	No. 7	700 feet, west end.
	No. 3, 4, 5, 6	Entire
	Ladder, West end	Entire
	Crossovers	All connections between energized tracks.
	Pagr. car track, MU storage, south side	381 feet
Paoli West yard	Pit	Entire
	Nos. 0 to 8, inc.	Entire
	Hill connecting	Entire
	Running Storage	Entire
Paoli Shop	Nos. 3 and 4	Entire
	Duck Under	Entire
Thorndale	Nos. 1 to 5, inc.	Leading to Shop Building (East and West side).
	No. 6 storage	Entire
	A-B-C-D	West end to AC Motor stop sign.
	A-B-C-D	East end to AC Motor stop sign.

YARD AND OTHER TRACKS

Location	Track	Portion equipped for AC Electrical Operation
Spring Garden St. yard	Run down	Entire
Powelton Avenue MU yard	All	Entire
Penn Coach yard	All, including Wash and Run down, except plug track	Entire
Race Street Engine Terminal	All except sand track	Entire
Arsenal Interlocking	Run down	Entire
Grays Ferry yard	No. 8	Between Arsenal Interlocking and No. 0 track, 49th Street.
	No. 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 Crossovers	Entire
Greenwich yard	North & south leads Crossovers	Connections between energized yard tracks.
	Westward engine running connecting inward engine	Entire
	No. 8 departure	Connection between North Lead and E yard lead.
	No. 7 departure	Trailing crossover for eastward movement.
	E Yard lead	
	Nos. 5 & 6 departure	2170 feet, west end.
	Nos. 11 and 12 inbound receiving yard	2030 feet, west end.
	Nos. 13 and 14 inbound receiving yard Crossovers	830 feet, west end.
	Ladder	700 feet, west end.
	No. 3 departure	Entire including connection to inward engine track.
	No. 4 departure	Entire
	No. 2 departure	Connecting ladder track (east end inbound receiving yd) and engine track.
Greenwich coal yard (Receiving)	North ladder	Between east end inbound receiving yd. and a point 80 feet west of Gwch. switch cabin.
	South ladder	465 feet from west end.
	No. 7	1135 feet from west end.
	Nos. 9 and 10	460 feet eastward from connection with No. 3 departure.
	Ladder	Entire
South Phila. Enginehouse facilities	Engine running	390 feet eastward from connection with north ladder.
	Inward engine	180 feet, west end.
	Pit	Entire
	Engine storage	Between Nos. 7 and 10 tracks (east end of Hump).
	Cabin	Entire
West end of Ore yard	No. 14	1425 feet eastward from connection with engine running track.
	No. 15	Entire
	No. 16	1000 feet, west end.
	No. 18	300 feet, west end.
	No. 19	840 feet from west end.
	No. 20	595 feet from west end.
	Ladder	1075 feet from west end.
Earnest	East middle	740 feet from west end.
	West end of west middle	580 feet from west end.
	West end Nos. 1 and 2	615 feet from west end.
	East end Nos. 1, 2 & 3	Between west ends No. 14 and No. 20
	Nos. 1 and 2 west-bound yard	Entire
		To AC Motor stop sign
		To AC Motor stop sign
		To AC Motor stop sign
		Entire

PHILADELPHIA COMMUTER AREA AND 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 and No. 2 and No. 3 Gauntlet Tracks Lanham Interlocking, Baltimore, except crossover North of Mile Post 134, Bladensburg Road. Landover to South End, including all main track crossovers, except crossover north of Mile Post 131.

Branches	Yard Tracks
<p>Shellpot Columbia and Port Deposit—Perryville to Division Post (Hbg. Division) and interlocked crossovers and including Pilot and Harbor Sidings. North & 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.</p>	<p>Edge Moor—No. 11 Advance track from a point 225 feet south of ladder switch leading to No. 10 Advance track to South End and secondary track as follows: Nos. 1 and 2 tracks 300 ft. northward. Nos. 2 and 3 tracks northward receiving. No. 11 northward receiving yard. Nos. 1 and 2 Receiving tracks. No. 3 Receiving track 300 feet on north end. 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. 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. Nos. 12 and 13 tracks north of Car Erecting Shop, Wilmington Heavy Repair Shops, equipped for AC Electrical Operation, in service. 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. 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.</p>
Secondary Tracks	
<p>Bell—Bridge—Nos. 1 and 2 Bell—Landlith—B Track Edge Moor—Landlith—No. 0 Track Bay—River—No. 1 Track Anacostia—Deanwood—No. 1 Track, including North end of No. 1 track Landover from connection with non-interlocked switch and No. 2 main track to a point 523 feet south thereof. Deanwood—Anacostia—No. 4 Track Virginia—14th Street—Nos. 1 and 4 tracks.</p>	
Running Tracks	
<p>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</p>	
Other Tracks	
<p>Wilmington Passenger Station—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.</p>	

YARD TRACKS

Bay View Yard (continued)

North end of No. 31 Outbound Classification Yard, 745 feet south from connection with No. 35 Advance track.

North end of No. 33 Outbound Classification Yard, 675 feet south from connection with No. 35 Advance track.

No. 35 & No. 37 Advance tracks 500 feet south of Junction of North end of No. 35 & No. 37 Advance tracks.

Incline track from South Running track to No. 1 secondary track.

Outbound (Yard Departure) track from junction of north end of No. 35 & 37 Advance tracks to connection with No. 1 track River Interlocking.

Crossover between Inbound and Outbound track 370 feet south of River Interlocking.

South end of No. 22 Yard track between connection with Southward Running track and a point 390 feet north thereof.

Bay—Orangeville—No. 2 Yard track from connection with Orangeville lead track to connection with south end of south running track Bay View yard including interlocked crossovers to No. 1 track Bay Interlocking.

Orangeville lead track from connection with No. 2 yard track.

Orangeville—Ash Pit track

No. 1 Ash track

Nos. 1, 2, 3 and 4 Engine Storage Tracks.

B. & P. Junction—

All interlocked crossovers Mt. Royal Coach Yard.

Gwynn—No. 0 track from connection of interlocked switch with No. 1 track at Gwynn to connection with No. 1 track at non-interlocked switch located 900 feet south of Edmondson Sta.

No. 1 & No. 2 northbound spur tracks from connection with No. 0 track to points 405 & 629 feet south.

No. 5 track from connection of interlocked crossover on No. 4 track at Gwynn to connection with No. 4 track at non-interlocked crossover located 650 feet south of MP 98.

Nos. 6, 7 & 8 tracks from connection with No. 5 track to points 385, 275 & 275 feet north.

Gwynn—Winans—Industrial track—350 feet south Loudon Park pick-up track 550 feet south.

Benning—

2B yard track and non-interlocked trailing switch from connection with No. 4 track at South end of yard to point 450 feet north.

Non-interlocked trailing crossover between No. 1 secondary to No. 2 track 84 feet north of Yard Master's office.

No. 3 track from connection with No. 1 track to a point 600 feet south.

No. 4 track from connection with No. 3 track to a point 330 feet south.

No. 5 track from connection with No. 4 track to a point 240 feet south.

No. 6 track from connection with No. 5 track to a point 390 feet south.

No. 7 track from connection with No. 6 track to a point 320 feet south.

No. 8 track from connection with No. 7 track to a point 300 feet south.

Potomac Yard—

Southward freight running track.

Crossovers, 300 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. 5	Entire
	No. 1 yard	North end to AC motor stop sign
Trainer	Ladder from No. 5 to No. 8, inc.	Entire
	Nos. 6, 7 and 8 yard tracks	South end to AC motor stop sign

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, 580 feet southward. No. 39 track, 410 feet southward.
No. 35 track, 580 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. Commuter Area)	Harrisburg, 2207 feet west of Harris including hand-operated crossovers at Leaman Place, Florin, Elizabethtown and Conewago

Branches	Between	And
Atglen and Susquehanna	Park	Wago Junction, including hand-operated crossovers at Q, LG-14, Smith and LG-21 Sidings at Smith, Manor, Columbia, and Lake.
Cumberland Valley	State	300 feet south of Lemo to AC Motor stop sign.
Columbia	Cork Shooks	Cola State, including Shooks 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	Macley 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.

911-E
906AA
909Q
911A-B

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.
Long Park yard	Nos. 1 and 2	West end to AC Motor stop sign.
State	8X, 9X, 10X, 9Y, 7C, 8C No. 17 Spur No. 24 Spur No. 0 Interlocked switch, 1099 feet south of State leading to No. 4 track Interlocked switch, 1200 feet east of State leading to Cumberland Valley Branch	Entire State to AC Motor stop sign.
State Street yard Harrisburg Station	Nos. 36 and 37 Nos. 4, 5, 6, 7, 8 and 10.	Entire Entire
Harris	1X, 2X, 3D, 3C, 4C, 5C, 6C, 32, and No. 2 main No. 24 Spur	To AC Motor Stop sign. Harris to Reilly, including cross overs east of Reilly leading into these tracks.
Harrisburg yard	Nos. 4P and 5P	To AC Motor Stop sign. MacLay Street to AC Motor stop sign.
No. 1 class yard	Nos. 8 to 13 inc.	Entire.
No. 3 relay yard	Nos. 5, 6, 7 and Eastward	To AC Motor Stop sign.
No. 4 receiving yard Harrisburg enginehouse	Nos. 13 to 18 inc. 4E inward engine track, 5E, 6E, of electric inspection pit	Entire.
Enola yard	Ramp	To AC Motor stop sign.
Westbound relay yd.	Ramp and G	Entire.
Westbound receiving yard	Nos. 2 to 16 inc.	To westbound hump.
Relay yard	Nos. 6 to 10 inc.	Day to west end of tracks.
Eastbound classifica- tion yard	Paint Shop and Ladder track	To AC Motor Stop sign.
Enola Enginehouse	Nos. 11 to 18 and 20 to 40 inc. High Line	Entire.
	Electric engine	To AC Motor stop sign.
	E2, E3, E4, E5 electric engine storage yard Electric engine (44)	West end of westbound receiv- ing yard to AC Motor stop sign west of coal wharf.
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	West of coal wharf to inspection pit.
	Nos. 1 & 2 and east leg of Wye Interlocked crossover between No. 2 and No. 1 tracks, 650 feet west of Lemo.	Entire. Between electric engine storage yard and east end yard office. AC Motor Stop sign.
Lemoyne		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.
		Entire.

High Wire and Low Wire—52nd Street District

1167-A7. (Hbg. Div.). HIGH WIRE and LOW WIRE signs in area between Woodbine Avenue and 44th Street do not apply to main tracks.

1167-A8. (Hbg. & 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:

HARRISBURG 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.

NEW JERSEY DIVISION

Location	Tracks	Catenary Br. or Signal Br.	Distance of Break
Main Line:	No. 1 and No. 2	W3.44	200 feet east of and 200 feet west of catenary pole W3.44

HARRISBURG DIVISION AND PHILADELPHIA COMMUTER AREA

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	Single	Cat. Br. P-33.21 Cat. Br. P-33.16	285 Ft. Eastward 285 Ft. Westward

CHESAPEAKE DIVISION

Location	Tracks	Catenary Br.	Distance of Break
Main Line: Perryville	1 & 2 3 & 4	Cat. Br. 58.68	200 feet Northward and Southward

Position Light Phase Break Indicators**1167-A10.****NEW JERSEY DIVISION**

Location	Tracks	Location of Indicator	Distance to Indicator from Nearest Point of Recognition in the Direction of Traffic
Main Line: East of Portal	No. 1 (Eastward) No. 2 (Eastward)	Signal Bridge W38	1500 feet
East of Portal	No. 1 (Westward) No. 2 (Westward)	On ground mast 200 feet west of Signal W31 On catenary pole 230 feet west of Signal W31	2000 feet

**HARRISBURG DIVISION
AND PHILADELPHIA COMMUTER AREA**

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	Single	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. Commuter Area). 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" employee 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.

PHILADELPHIA COMMUTER AREA

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, PC 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 EC-99, 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 COMMUTER AREA

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.

Steam generator must be shut down while pantographs are down.

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.

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.

Steam generator must be shut down while pantographs are down.

HARRISBURG DIVISION**LANCASTER**

Enginemen will stop with engine at extreme departing end of platform.

**CHESAPEAKE DIVISION
AND PHILADELPHIA COMMUTER AREA**

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.

Steam generator must be shut down while pantographs are down.

When requested by inspectors at the above points engineman will lower pantographs immediately to permit qualified employes to make pantograph shoe inspection. Engineman must not raise pantographs until after the inspection has been made and so advised.

Examination of Pantographs—Freight Service**HARRISBURG DIVISION
AND PHILADELPHIA COMMUTER AREA**

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.

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.

NEW JERSEY DIVISION

Pantographs must not be dropped—between west portal of North River Tunnels and east portal of East River Tunnels—Sub-1 and Sub-2 tracks under L.I.R.R. tracks east of F Interlocking Station—under low overhead structures, except in New York as follows:

On Tracks Nos. 2, 3, and 4 after requesting Power Director to open Sectionalizing Switch No. 6353.

Yard A.

West end and Yard E.

Pantographs must not be dropped until controller is in **OFF** position and control switches to blower motors, air compressors and heaters have been opened or it is known that trolley wire is de-energized.

There is no restriction on raising lowered pantographs in this territory.

Pantographs must be in down position at layover points except as outlined above or when required to be raised to make tests, heat cars, or to prepare them for movement.

NEW YORK—PENNSYLVANIA STATION

Pantographs on Metroliner cars with bussed couplets may be dropped when complying with the following precedures:

First—While the pantographs remain in the "UP" position from the last run, raise the additional adjacent pantographs.

Second—Drop the pantographs that were used in the last run.

Unbussed pairs of cars (couplets) may have pantograph arrangement changed only when the catenary is de-energized.

PHILADELPHIA COMMUTER AREA

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 Nos. 4, 5, 6, 7, 8 and 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 Station 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 Numerals

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

New York.....	Crew Dispatcher's Office
South Amboy.....	Yard Master's Office
County.....	Yard Master's Office
Trenton.....	Baggage Room
Trenton (West Barracks).....	Yard Master's Office
Station Master's Office, Suburban station;	
Powelton Avenue Multiple Unit yard;	
Chestnut Hill Passenger station;	
Ticket office, Media;	
Wilmington—Station Master's Office.	
Penn Central Station 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-A20. (New Jersey Division) Northeastern Region Engineers of electric engines are responsible for knowing that changeover switch is in AC position, DC pantograph locked down and third rail contact shoes in raised position clear of third rail and protection board.

Employees are prohibited from moving AC changeover switch from AC position.

1167-A21. (New Jersey Division) AC MU trains moving through the East River Tunnels must have pantograph unlock (up button) button in and locked with pin provided for that purpose, before moving through East River Tunnels, to prevent pantographs from latching in the down position while moving under low wire. Pin must be removed after clearing tunnel.

1167-A22. (New Jersey Division) An electric engine which has been made dead enroute, in an eastward train destined New York, must be inspected and approved, per Instruction 14, page 14 of CT-290 by a class "A" employe, prior to being moved east of Hudson or through North River Tunnels.

If the dead engine cannot be approved by class "A" employe for movement through North River Tunnels or if such an employe cannot be secured in time to prevent delay to the train, dead engine must be set off at Hudson. When the electric engine is made dead enroute between Hudson and New York, it must not be moved through North River Tunnels until after engineman has complied with Instruction 14, page 14 of CT-290.

1167-A23. (N. J. 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.

Pull Train

Newark—Sunnyside

1167-A24. (New Jersey Div.) Pull Train with car Nos. 1350 to 1357, inclusive, operating in Trains 3816 and 3845 has a pantograph latching switch in the electrical cabinet of car No. 1355 (this is the only car equipped with a pantograph). This switch must be in the "On" (toggle up) position when operating between Newark and Sunnyside Yard.

Passenger Trainmen must place this switch in the "On" position at Newark on eastward trains and in the "Off" position at Newark on westward trains.

M of E forces at Sunnyside will put this switch in the "Off" position on arrival of equipment eastward and immediately prior to departure put switch in the "On" position for westward movement.

Blowers—Multiple Unit Equipment

1167-A25. (Phila. Commuter Area). 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. (Philadelphia Commuter Area). At Suburban Station and U.S. Post Office facilities at Penn Central 30th Street, steam generator must be shut down.

1167-A27. (Philadelphia Commuter Area). 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.

CT-290—Electrical Operating Instructions 1167-A28. 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 airhose (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.

DC ELECTRICAL OPERATION

1167-B1. (New Jersey Division) Following tracks equipped for DC electrical operation:

MAIN TRACKS—Between:

Harold and west portals of North River Tunnels.

YARD TRACKS:

SUNNYSIDE YARD:

Sub. Tracks 1 and 3.

Long Island Connecting Track.

Lead Tracks 3 and 5 at Q.

No. 1 Engine House Track.

Hump Track.

Lead Track No. 6 at R to connection to Hump Track.

OTHER TRACKS:

No. 1 loop track between a point 3950 feet east of F and R.
Eastward Engine Track between Q and Sunnyside Engine House.
Pennsylvania Station, New York.

1167-B2. (New Jersey Division) When there is possibility of contact between DC electric engine or DC multiple unit cars and electric return circuit, as represented by running rail, being broken, third rail contact shoes must be removed from contact with third rail.

TRAIN DISPATCHERS

1201-A1. Location of Train Dispatchers—

Train Dispatchers in charge as follows:

New Jersey Division

Main Line: A to Millham (Note—Harold to A in charge of Train Director at A).

Main Line: CP Waldo to CP 132.

Branches:

P. and H.
Greenville
P.A. and W.
Jamesburg
Princeton
Catskill Mountain
Wallkill Valley
Belvidere-Delaware
Trenton-Morris to MA

Secondary Tracks:

Amboy
Freehold
Hightstown
Belvidere-Delaware
Bordentown-MP16 to Fair

Philadelphia (Philadelphia Commuter Area)

Main Line: Millham to Park
Arsenal to West Yard

Branches:	Secondary Tracks:
Chestnut Hill	B. (Landlith to Bell)
Suburban Line	
West Chester	
Schuylkill	

Baltimore (Chesapeake Division)

Main Line: West Yard to New York Avenue.
Landover to South End.

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

Harrisburg (Harrisburg Division)

Main Line: Park to Banks

Rockville and Montandon Jct. (MP278.0)

Branches:	Secondary Tracks:	Connecting Tracks:
Atglen and	Winchester	Jordan to Pennsauken
Susquehanna	Frederick	Jersey to Minson
Columbia	Zoo	Jersey to Hatch
York Haven Line	Schuylkill	Hatch to Divide
Northern Central—	Bordentown	
York to Cly	(Hatch to MP16)	
Cumberland Valley	Pemberton	
Columbia and Port		
Deposit—Cres to Port		
Wilkes-Barre		
D.R.R.R. & B. Co.		
(Shore to Divide)		
Grays Ferry		
West Phila. Elevated		
Delaware Extension		
Trenton (MA to Glen)		
Philadelphia and Thorndale		
Bordentown (Cooper to Hatch)		

Altoona (Allegheny Division)

Train Dispatchers in charge as follows:

Main Line: Between Montandon Jct. (MP 278.0) and Molly.

NOTE—Train orders will be issued over the signature of Division Superintendent of the Allegheny Division (Central Region).

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 caboose 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 312 inclusive, and Rules 317 to 342 inclusive, in effect.

Applies in Columns 9 and 10.

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.

COLUMN 8—Automatic Block Signal System.

Rules 501 to 514 inclusive.

For movement against the current of traffic.

COLUMN 9—Cab Signal with the Current of Traffic and on Single Track.

Rules 550 to 562 inclusive.

COLUMN 10—Cab Signal against the Current of Traffic.

Rules 550 to 562 inclusive.

NEW JERSEY DIVISION

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
		MAIN LINE											
Harold	F	1, 2, 3 and 4	...	X	...	...	...	...	X	X	C	...	B
F	JO or C	1, 2, 3 and 4	...	X	...	...	A	...	X	...	C	...	A
A	Hudson	1 and 2	...	X	...	...	...	...	X	X	C	C	...
Hudson	Dock	1	...	X	...	...	...	...	X	X	C	...	...
Hudson	Elmora	2 and 3	...	X	...	...	...	...	X	X	C	C	...
Dock	Hunter	4	...	X	...	...	...	...	X	X	C	C	...
Dock	Hunter	1	X	...	...	...	A	...	X	...	C	...	...
Hunter	Elmora	1 and 4	X	...	...	...	A	...	X	...	C	...	C
Elmora	Union	A, 1, 4, and B	X	...	...	...	A	...	X	...	C	...	...
Elmora	Union	2 and 3	...	X	...	...	...	...	X	X	C	C	...
Union	Division Post (Philadelphia Commuter Area)	4	X	...	...	...	A	...	X	...	C	...	...
Union	Division Post (Philadelphia Commuter Area)	2 and 3	...	X	...	...	...	...	X	X	C	C	...

NEW JERSEY DIVISION (CONTINUED)

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
		MAIN LINE											
Union	Lincoln	1	X				A	X		C			
Lincoln	Edison	1		X				X	X	C			
Edison	Morris	1	X				A	X		C			
Lincoln	Edison	No. 0		X				X	X	C	C		
CP Waldo	Division Post (Mohawk- Hudson Division)	Single						X					
CP Waldo	Hack	Passaic and Harsimus Branch 1 and 2					A	X					
Hack	Karny	1 and 2					A						
Karny	WA5	1 and 2					A	X					E
WA3	WA6	1 and 2					A						E
Bay	WA3	Greenville Branch 1 and 2					A	X					
Union	WC	Perth Amboy & Woodbridge Br. 1 and 2	X				A	X		C			
Midway	JG	Jamesburg Branch		X		A							
Nassau	KS	Princeton Branch				A							
Conn. Amboy Secondary Track	End of Track (MP24.1)	Freehold Secondary			X	A							
SA	CQ	Amboy Secondary			X			X					
CQ	JG				X	A							D
Conn. Amboy Secondary Track	End of Block (1380 feet west of K)	Hightstown Secondary			X	A							
Morris	MA	Trenton Branch Single		X				X		C			
MG	G	Belvidere Delaware Branch				A							H
Fair	MG	Belvidere Delaware Secondary 1 and 2			X		P	X					F-G
Fair	MP16	Bordentown Secondary			X	P							E-F-G

NOTE A—In the application of Rule 334, where Rule 261 is in effect, fixed signals and not hand signals used at F to indicate condition of the block on No. 1 and No. 3 tracks for westward trains also at JO and C to indicate condition of the block on No. 2 and No. 4 tracks for eastward trains.

NOTE B—Cab signals with the current of traffic Rules 550 and 562 inclusive, in effect only between a point 3100 ft. east of signal N.Y. 3.73 to Harold on No. 3 track and between Harold and signal N.Y. 3.74 on No. 4 track.

NOTE C—LANE Block and Interlocking Station will not control movements on Track No. 1. When making movements against current of traffic on Track No. 1 Block extends Hunter to Elmora.

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

NOTE E—All eastward trains or engines operating No. 1 Passaic and Harsimus Branch track from WA-6 to WA-5. Hand signal from the operator at WA-6 will be the authority to proceed from WA-6 to WA-5.

All trains or engines operating No. 1 Greenville Branch track from WA-3 to CY must obtain permission from the operator at WA-6.

All trains having a Waverly set-off and operating on No. 1 Passaic and Harsimus Branch track must obtain permission from the operator at **WA-5** before backing set-off over westbound Passaic and Harsimus Branch track.

All trains operating **Track A** or set-off track with a Waverly set-off must obtain permission from both the operator at **WA-6** and **WA-5** before using the Passaic and Harsimus Branch track.

Train Dispatcher must inform the operator at both **WA-6** and **WA-5** when a train has a set-off. Any train operating east via the set-off track from **WA-6** must be informed of any train making a set-off at **WA-3**.

All eastward trains and engines operating from **WA-5** to the Greenville Branch track via **WA-2** must obtain permission from the operator at **WA-6** before crossing over and proceeding east on No. 1 Greenville Branch track.

All westward trains operating on No. 2 Greenville Branch track must obtain permission from the operator at **WA-5** before proceeding past **WA-2**.

Block Operators at **WA-5** must obtain permission from the Block Operator at **WA-6** before allowing a train to proceed west of the set-off track between **WA-3** and **WA-6**.

All trains approaching **WA-3** and **WA-2** must be prepared to stop for any improperly aligned switches.

NOTE E—Stop Sign governing eastward movement on Secondary track, 648 feet west of switch leading to Robbinsville Running track, in service.

All eastward trains and engines must stop at Stop Sign and obtain permission from the train director at Fair, before proceeding eastward by Stop Sign.

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

NOTE G—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 **MJ**.

NOTE H—Block-Limit Stations at Kent, **PG**, **DY** and **CR** are under control of the operator at **MG** during the hours of 4.00 A.M. and 8.00 P.M. Between 8.00 P.M. and 4.00 A.M., trains and engines entering or fouling Main track between Kent and **G** must obtain permission from the operator at **MG**. The operator at **MG** must obtain permission from the operator at **PU** Tower (Phillipsburg) on the C.N.J. RR before allowing a southward train or engine to proceed from Hudson Yard over the Delaware River Bridge to the C.N.J. RR. The operator at **PU** Tower (Phillipsburg) must obtain permission from the operator at **MG** before allowing a northward train to proceed from the C.N.J. RR over the Delaware River Bridge to Hudson Yard.

PHILADELPHIA COMMUTER AREA

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
Division Post (New Jersey Div.)	Morris	MAIN LINE											
		2 and 3		X						X	X	C	
		1 and 4	X				A			X		C	
Morris	North Phila.	1, 2, 3 and 4	X				A			X		C	
Shore Interlocking		0										C	
North Phila. Interlocking		Westward and Eastward Station Tracks										C	
North Phila.	Zoo	1, 2, 3 and 4		X						X	X	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	
New York & Pgh. Subway	Zoo Inter- locking	Westward										C	
Overbrook	Paoli	1, 2 and 4	X				A			X		C	
Overbrook	Paoli	3		X						X	X	C	
Paoli	Downs	1 and 4	X				A			X		C	
Glen	Downs	1 and 4	X				A			X		C	
Paoli	Downs	2		X						X	X	C	
Downs	Park	1, 2, 3 and 4	X				A			X		C	
Zoo	Arsenal	1 and 4										C	
Arsenal	Brill	1 and 4		X						X	X	C	
Brill	Bell	1, 2, 3 and 4	X				A			X		C	
Bell	Landlith	2 and 3	X				A			X		C	
Landlith	West Yard	2 and 3		X						X	X	C	
Eastward Limit Zoo Interlocking		Suburban Line											
	Broad	1, 2, 3 and 4		X						X	X		
44th St.	34th St.	1 and 4										C	

PHILADELPHIA COMMUTER AREA (CONTINUED)

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
38th St.	34th St.	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	C	.....
44th St.	Conn. with West Phila. Elevated Br. (Zoo Int.)	2	.....	.....	.....	.....	.....	.....	.....	.....	C	C	.....
North Phila.	Chestnut Hill	Chestnut Hill Branch 1 and 2	X	.....	.....	A	.....	X	.....	.....	.....	.....	.....
N. Phila. Inter.		2	.....	.....	.....	.....	.....	.....	.....	.....	C	.....	.....
Arsenal	Media	West Chester Br. 1 and 2	X	.....	.....	A	.....	X	.....	.....	.....	.....	.....
Media	West Chester	Single	.....	.....	.....	A	.....	.....	.....	.....	.....	.....	A
Valley	Man	Schuylkill Br. 1 and 2	.....	X	.....	.....	.....	X	X	.....	.....	.....	.....
Dale	Glen	Single	.....	X	.....	.....	.....	X	.....	C	.....	.....	.....
38th St.	Penn	38th St. Conn. Zoo (Conn. with Suburban Line) 1 and 4	.....	.....	.....	.....	.....	.....	.....	.....	C	.....	.....
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	.....

NOTE A—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.

CHESAPEAKE DIVISION

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
		MAIN LINE	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West Yard	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	Principlo	2 and 3	.....	X	.....	.....	.....	X	X	C	C	.....	.....
Principlo	Perryville	1 and 4	X	.....	.....	A	.....	X	.....	C	.....	.....	.....
Principlo	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	.....	.....	.....

CHESAPEAKE DIVISION (CONTINUED)

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
River	Union Jct.	2, 3 and 4	X				A		X		C		
Bay	Union Jct.	1		X					X	X	C	C	A
Biddle St.	Union Jct.	3										C	I
Union Jct.	B. & P. Jct.	A, B, and F									C		I
B. & P. Jct.	Fulton	2, 3, Gauntlet		X					X	X	C	C	B
Fulton	Vern	3		X					X	X	C	C	
Fulton	Vern	2 and 4	X				A		X		C		
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 and Gauntlet tracks Lanham Interlocking		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	
Quarry	Tome	Single		X					X		C		
Tome	West Rock	1 and 2		X					X	X	C	C	
West Rock	Midway	Single		X					X		C		
Midway	McCall's	1 and 2		X					X	X	C	C	
McCalls	Division Post (Hbg. Div.)	Single		X					X		C		
Bridge	Porter	New Castle Secondary Track			X	P							
Davis	Seaford	Delmarva Branch				P							
Seaford	Hearn	Seaford Secondary			X	P							P
B. & P. Jct.	Mt. Vernon	Northern Central Branch		X					X				
Mt. Vernon	Division Post (Hbg. Div.)		X						X				D
Bowie	Pope's Creek	Pope's Creek			X	P							J
		Shellpot Branch											
Bridge	Signal 825-28	1 and 2					A		X				O

CHESAPEAKE DIVISION (CONTINUED)

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
Signal S25-26	Ragan	1 and 2	.....	.....	.....	.....	A	.....	X	.....	C	.....	O
Eager Street (Overhead Bridge)	Hillen Jct.	Western Maryland	.....	.....	X	A	.....	.....	.....	.....	.....	.....	.....
Wawa Pgr. Station	End of Track (Colora)	Octoraro Secondary	.....	.....	X	.....	.....	.....	.....	.....	.....	.....	C
Kings Creek	Field	Crisfield Secondary	.....	.....	X	A	.....	.....	.....	.....	.....	.....	N
Seaford	Tank	Cambridge Secondary	.....	.....	X	A	.....	.....	.....	.....	.....	.....	.....
Harrington	Selbyville	D.M. & V. Secondary	.....	.....	X	P	.....	.....	.....	.....	.....	.....	J
Selbyville	Snow Hill	.....	.....	.....	X	A	.....	.....	.....	.....	.....	.....	.....
Clayton	Cross	Oxford Secondary	.....	.....	X	A	.....	.....	.....	.....	.....	.....	.....
Mass	Chestertown	Chestertown Secondary	.....	.....	X	A	.....	.....	.....	.....	.....	.....	.....
Townsend	Centreville	Centreville Secondary	.....	.....	X	A	.....	.....	.....	.....	.....	.....	.....
Patton	End of Block	Posomoke Secondary	.....	.....	X	P	.....	.....	.....	.....	.....	.....	F-J

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—In the event any Passenger Train movements are operated on this track, Manual Block Signal System Rules will be in effect for such movements.

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 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, 680 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, Harrington and 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 G 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		
Cola	Lake	Sliding		X					X		C		
Cola	Shocks	2		X					X	X	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		
Stell	Day	1, 2 and 3		X					X	X	C		
State	Lemo	Cumberland Valley Branch Single							X				
Lemo	Camp	Single		X					X				
Camp	Town	Single					P						
Hager	Gard				X	P							C-D
Gard	Winchester	Winchester Secondary			X	A							C
		Northern Central Branch											
Div. Post (Ches. Div.)	York	Single	X						X				B
York	Loucks	Single		X					X				
Loucks	Wago Jct.	Single	X						X				B
York	Frederick	Frederick Secondary			X	A							C-D

905 M ETRONTE

HARRISBURG DIVISION (CONTINUED)

9016G

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
		Wilkes-Barre Branch											
Lomis	Hunlock	Single	X		A								
Hunlock	Norca	Single			P								
Norca	Kase	Single	X		A								
		Branches Secondary Tracks and Sidings											
Thorn	Cain	5 running							X		C		H
Arsenal	Stadium	Delaware Extension 1 and 2	X						X	X	C	C	
MA	Dale	Trenton Branch 1 and 2					P		X		C		
Dale	Thorn	Philadelphia and Thorndale Branch Single	X						X		C		
Zoo Int. Sta. 38th St. (tunnel)	34th St. OH Br.	Connecting Tracks 2 and 3									C		
Zoo	N. Phlla. (Eastward)	Zoo Secondary							X				
N. Phlla.	Zoo (Westward)	Zoo Secondary		X		A							F
Shore	Jersey	D.R.R.R. & B. Co. Branch 1	X						X	X	C		
		2	X				A		X		C		
Jersey	Divide	1 and 2	X						X	X	C		
Zoo (Conn. with N.Y.&P. Subway Trks)	Southward Limits Zoo Interlocking	West Phlla. 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						X				
Man	Orchard	Schuylkill Secondary		X	P								C-E-G
Orchard	End of Track 2833 feet west of Mile Post 90			X	A								C
Divn. Post (P.R.S.L.)	Cooper	Bordentown Br. Single	X						X				
Hatch	MP16	Bordentown Secondary											
		Single		X	P								C-G
Jersey	Minson	Connecting Tracks Single	X						X				
Jersey	Hatch	Single	X						X		C		
Jordan	Pennsauken	Single				A							
Hatch	Divide	Single	X						X				

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 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 all trains may proceed on fixed signal indication in lieu of verbal permission at Hager and York.

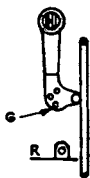
NOTE E—Trains routed to Birdsboro track east end Brooke Interlocking, must report clear of interlocking.

NOTE F—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 G—Referring to Rule 271 extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at Man and Hatch.

NOTE H—At Thorn signal indication or verbal permission will be authority for westward movements to use this track.

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



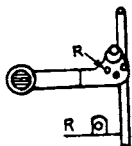
INDICATION—Proceed.
NAME—Clear.

SMASH BOARD SIGNALS

Vertical—Movable Bridge set for traffic.

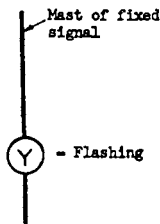
Horizontal—Movable Bridge not set for traffic.

(Smash Boards may or may not have lights. When equipped with lights they will indicate as shown.)

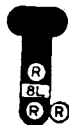


INDICATION—Stop.
NAME—Stop-Signal.

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



INDICATION—Orders.
NAME: Train-order.



INDICATION—Stop.
NAME—Stop-Signal.

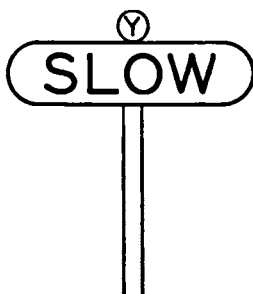
In service between the western limits of A and KN Interlockings and the eastern limits of C and JO Interlockings (New Jersey Division).

NOTE—Signals W-04 on tracks 1X and 2X are Automatic Signals with most restrictive indication Stop and Proceed. (New Jersey Div.)

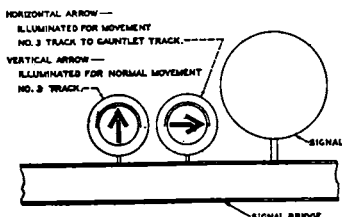
1280-A to 1297-A5. (Chesapeake Div.).

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.

In service at Lanham Interlocking.

1280-A to 1297-A7. (Harrisburg Div.)

Position Color-Light Type Signals not in conformity with the typical aspects between Molly and Stoney, in service.

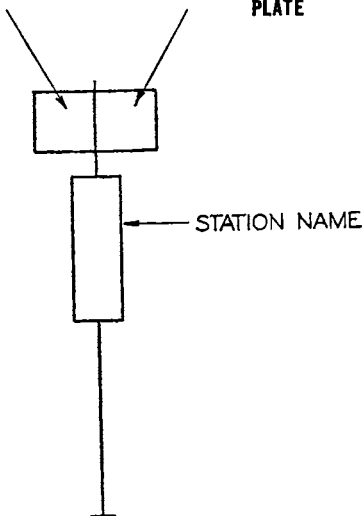
Position Color-Light Type Signals

Aspects	Indication	Name
	Proceed; medium speed within interlocking limits.	Medium-clear
	Proceed prepared to stop at next signal. Slow speed within interlocking limits.	Slow-approach
	Proceed at restricted speed.	Restricting
	Stop	Stop-signal

1280-A to 1297-A8. (New Jersey Div.) Block-Limit Signal aspect not in conformity with the typical aspect.
Block-Limit Signal as shown in service at **GW**, Moore and **RK**.

**YELLOW REFLECTORIZED
PLATE**

**RED REFLECTORIZED
PLATE**



INDICATIONS—Limit of the Block.

NAME—Block-Limit.

NOTE—Yellow plate to be placed next to track governed.

1280-A1. (New Jersey Division) Duplicate Signals are located on left side of track at:

Signal 4E11 Track 4 East River Tunnel

Signal 4E25 Track 4 East River Tunnel

Signal 2E21 Track 2 East River Tunnel

At **A**, **JO**, **KN**, **C**, **R** and **Q** Interlockings when a train extends beyond first home signal or stops after passing same, train must not move until either Engineman or a member of the crew has observed signal and has verbally notified the Engineman immediately prior to moving, that signal is in passing position.

After passing signals 2E-05 and 38L displaying Approach-medium indication, the cab signal will change to Approach indication within ten seconds.

When Signal P-80 on Passaic and Harsimus Branch indicates "Stop then Proceed at Restricted Speed," train will contact Karyn before proceeding.

1292-A1. (Phila. Commuter Area). During the hours Bryn 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.

1296-A1. Slide detectors in service:

HARRISBURG DIVISION

Between	Location
Main Line	
Between: MP 89—MP 90	Signal SP 897, East of Conewago
MP 91—MP 92	Signal SP 918, West of Conewago
Main Line—Harrisburg—Buffalo	
Between: MP 98—MP 99	Signal SP 977, East of East Ferry
MP 98—MP 99	Eastward Home Signals at East Ferry
A. & S. Branch	
Between: MP 27—MP 28	Signal SP L-271—933 Feet West of MP 27
MP 28—MP 29	Signal SP L-289—284 Feet East of MP 29
MP 29—MP 30	Signal SP L-298—598 Feet East of MP 30
MP 31 MP 32	Signal SP L-318—948 Feet East of MP 32

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 detector 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.

1296-A3. (New Jersey Division)

Main Line (CP Waldo to CP 132)

WEST POINT TUNNEL

If track is not in condition for movement of trains at normal speed, the wire on side of track must be broken promptly to cause automatic signals to indicate "Stop" or "Stop, then proceed at restricted speed" as case may be.

TARGET HILL

Dwarf signals west of West Point Tunnel, east and west of land slide area will display **Rule 290**, Fig. B-3 and **Rule 292**, Fig. B-4, but do not supersede present automatic block signal indications except as follows: If dwarf signal displays **Rule 292**, train will stop and a member of crew will inspect land slide area to determine if it is safe to proceed.

JONES POINT

Slide detector fences are located along south side of main track, 2640 feet east and 528 feet west of Mile Post 40. When slide or rock come in contact with fence, all westward automatic signals east of slide, starting with Signal 37-W and all eastward automatic signals west of slide, starting with Signal 51-E will indicate "Stop, then proceed at Restricted speed." In addition eastward signal at CP 53 and westward signal at CP 35 will indicate "Stop".

ROSETON

Slide detector fences are located along south side of main track, 2640 feet east of Mile Post 60 to Mile Post 59, east of Roseton, also from a point 741 feet east of Mile Post 63, west of Roseton to a point 1092 feet east and from a point 1092 feet west of Mile Post 64, west of Roseton, to Mile Post 64.

When slide or rock come in contact with fence, all eastward automatic signals west of slide, starting with Signal 64-E, and all westward automatic signals east of slide, starting with Signal 58-W will indicate "Stop, then proceed at Restricted speed." In addition eastward signal at CP 66 east of Milton and westward signal at CP 55 east of Newburgh will indicate "Stop".

MARLBOROUGH

Slide detector fence is located along south side of main track, 1300 feet east of Mile Post 66 to 2100 feet east of Mile Post 66, and also from a point 450 feet east of Mile Post 67 to 3200 feet east of Mile Post 67. When slide or rock come in contact with fence, all westward automatic signals east of slide, starting with Signal 58-W will indicate "Stop, then proceed at Restricted speed." In addition eastward signal at CP 66 east of Milton and westward signal at CP 55 east of Newburgh will indicate "Stop".

MILTON

Slide detector fences are located along south side of main track 1760 feet west of Mile Post 67, east of Milton and just east of Mile Post 69, 1760 feet west of Milton. When slide or rock come in contact with fence, westward signal at CP 66 and eastward signal at CP 69 will indicate "Stop".

HIGHLAND

Slide detector fences located east of Highland, along south side of main track extend from a point 117 feet east of Mile Post 70, to a point 977 feet west of same, also from a point 1874 feet west of Mile Post 70, to a point 4071 feet west of same, also along south side of main track between Mile Post 73 and 76.4, between Highland and West Park.

When slide or rock come in contact with fence, all eastward automatic signals west of slide, starting with Signal 85-E and all westward automatic signals east of slide, starting with Signal 71-W will indicate "Stop, then proceed at Restricted speed." In addition, eastward signal at CP 87 east of Kingston, and westward signal at CP 69 west of Milton will indicate "Stop".

Enginemen finding any of the above signals at Jones Point, Roseton, Marlborough, Milton or Highland, giving such indication, will be governed as per rule looking for obstruction on track, reporting from nearest communicating station, conditions noted.

Hand-operated Switches where Trains or Engines must not clear.

1327-B1. At the following locations, trains or engines are prohibited from clearing main track:

NEW JERSEY DIVISION

Track	Location	Switch
Jamesburg Branch	2500 feet east of Midway	Set off track
Jamesburg Branch	Dayton	Dayton Fertilizer Company track
Jamesburg Branch	15,054 feet east of Midway	Sefton Fibre Can track
Jamesburg Branch	15,895 feet east of Midway	Victor Steel Products Corp. track
Jamesburg Branch	10,860 feet west of JG	Phelps Dodge and United Cork Co. track
Jamesburg Branch	6980 feet east of Dayton	Stauffer Chemical Co. track
Jamesburg Branch	6000 feet east of Dayton	Grisco Co. track
Jamesburg Branch	330 feet west of MP 3	Seaside Industries

HARRISBURG DIVISION

Wilkes-Barre Branch: Kase and Norca	4794 feet east of MP19	Freight House siding track, Catawissa
	150 feet east of MP20	Balshi Co. siding track

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.

NEW JERSEY DIVISION

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal Between
	Direction	Track	
Fair	Westward	Secondary	Block Station and MP1
MJ	Eastward	Secondary	Block Signal and Switch leading to west end Delivery track
JG	Eastward	Secondary	Block Signal and Switch leading to Passing siding

PHILADELPHIA COMMUTER AREA

West Chester Branch: Media	Southward	Single	Block Station and MP15
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HARRISBURG DIVISION

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal Between
	Direction	Track	
Schuylkill Secondary Track: Norris	Eastward	Secondary	Block Station and MP15
Brooke	Eastward	Secondary	Block Station and MP47
Wilkes-Barre Branch: Hunlock	Westward	Single	Hunlock and 3000 feet West of MP51

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. (New Jersey 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 (Form K). Upon arrival at the next open block station, all clearance cards held will be considered annulled.

1400 N-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. At the following locations, trains or engines are prohibited from clearing main track:

PHILADELPHIA COMMUTER AREA

Track	Location	Switch
Schuylkill Branch:	No. 1 track at Mile Post 8.	Public Delivery.
	No. 1 track, 530 feet east of Mile Post 6.	Cynwyd Yard.
	No. 2 track, 1070 feet west of Mile Post 5.	Frants Equipment Co.

HARRISBURG DIVISION

Main Line Rockville and Selinsgrove	Dauphin	Public Delivery
	Millersburg	Freight House Track
	4074 feet west of Mile Post 112	Millersburg Spur
	1384 feet west of Mile Post 120	Cripple Car
	Mile Post 131 west of Boyles	Public Delivery
Columbia Branch: Roy-Jeb	4990 feet east of MP 98	Metropolitan Edison Company

1509-A1. In the application of **Rule 509**, when **Stop** indication (**Rule 292**) is displayed on a signal at the following locations, the authority to pass it must be obtained through the operator listed below:

Location	Track	Authority Must Be Obtained From Operator at:
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NEW JERSEY DIVISION

6615 feet west of Copper	Main	Morris
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CHESAPEAKE DIVISION

4100 feet north of MP66	No. 2 No. 3	Edgewood
3810 feet south of MP83	No. 3 No. 4	Edgewood
1885 feet south of MP103	No. 3	Gwynn
3981 feet east of MP7	No. 2 No. 1	Cola

HARRISBURG DIVISION

Main Line: Harrisburg— Buffalo MP284	Siding	Kase
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CAB SIGNALS

1550-A1. In the application of **Rule 550**, engines dispatched from points in cab signal territory to points where test circuits are not provided must have cab signal equipment cut in for the entire trip.

Engines dispatched from any points destined to Cab Signal Territory must make departure tests and have cab signal equipment cut in before departure.

1550-A1a. In the application of **Rule 550** trains operated through cab signal territories on the following routes may be dispatched without making additional tests of the cab signal apparatus providing the test is made before such units leave their initial terminal at the commencement of each twenty-four hour period of operation:

Between

And

New York, N.Y. Hudson, Rahway and Monmouth Park Race Track.

Philadelphia, Pa. Bristol, Bryn Mawr, Parkesburg, Pa., Delaware Park Race Track, Del., Newark, Del., Bay Block Station (Laurel Race Train), and Bowie Race Track, Md.

Baltimore, Md. Washington, D. C.

When making cab signal departure tests on Harrisburg Division and Philadelphia Commuter Area, 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-A1b. 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:

South Amboy Junction—Amboy Secondary Track

Between 1100 feet west of SA and 100 feet west thereof.

Union—

Eastward Connecting Track Perth Amboy and Woodbridge Branch from a point 135 feet west to a point 255 feet west of eastward home signal.

Newark—

South Broad Street yard, wire train storage track.

County—

West End No. 3 MU track.

East End No. 1 MU track.

Jersey Ave.—

East End of station platform.

Passaic and Harsimus Branch, Hack—Karny

Cab signal testing section located in No. 2 track, 105 feet east of westward home signal at Karny.

Cab signal test can be obtained automatically by pushing button located on south side of cab signal box or remotely by pushing button located in Karny Block Station.

Waverly—

No. 6 Enginehouse Track.

Arsenal Running Track—

Opposite Yardmaster's office at Ford Yard.

Pennsylvania Station, New York—

East end of tracks Nos. 5 to 21, inclusive, except 9 and 10 (L.I.R.R.)

East end of tracks Nos. 9, 10, 13 and 14 (Penn Central).

West end of tracks Nos. 1 to 18, inclusive, and track 5, Yard A.

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)—

Nos. 3, 4, 7 and 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 No. 1 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. 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.

1550-A7. (New Jersey Division) Between WC and Hudson: C.N.J. and Reading engines will be permitted to operate when equipped with color light cab signals in operative condition and will be governed by Penn Central cab signal rules and speed definitions.

Exceptions Authorized (Phila. Commuter Area and Chesapeake Divs., 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. (Phila. Commuter Area). Cab signals, exceptions authorized. On permission of the Operator, when authorized by the Train Dispatcher, MU trains in service to Paoli, Manayunk, Chestnut Hill, Trenton or Wilmington may be dispatched from Suburban Station 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 the leading car extends beyond testing section. Such trains may proceed complying with Rule 557.

1553-B1. (Phila. Commuter Area, Hbg. and New Jersey Divs.). 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:

Hudson and Lane,
Lane and Union,
Union and WC,
Union and County,
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.

- (d) Road engines in back up service with or without cars between: Baldwin and Bell.
- (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 Allegheny 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 Minnle
- (o) Road Engines moving backwards between:
 - Bell and Ragan
 - River and Gwynn
 - Landover and Virginia
 - Landover and Division Post (W. T.)

1555-B1. (New Jersey Division) Long Island Railroad trains equipped with Automatic Speed Control in operative condition for the direction they are to move will be considered as meeting the requirements of the Rules in the same manner as if they were equipped with cab signals.

If Automatic Speed Control fails, it will be cut out and the movement will proceed governed by fixed signal indications but not exceeding 40 miles per hour. In such cases crews are relieved from reporting the failure at the next point of communication; eastward trains will proceed to Harold and report to operator and westward trains will report failure to train-director at A (Extension 3100) on arrival at New York.

1555-B2. (New Jersey Division) Except where Rule 261 is in effect, C.N.J. engines equipped with speed control operating against the current of traffic and cab signal indicator changes to restricting will not proceed until the following action is taken:

Stop train, darken cab signal indicator by operating "Standing Cutout" switch located under cab. When train is diverted back with the current of traffic, cab signal indicator will automatically return to normal.

INTERLOCKING

1605-A1. Rules 605 to 670 inclusive in effect between:

Chesapeake Division

B&P Jct. and Union Jct. 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. Commuter Area and Hbg. Div.) 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.

Interlocked Railroad Crossing at Grade

1637-A1. In the application of Rule 637, cars or engines must not be cut away from other cars or engines and allowed to stand within interlocking limits of interlocked railroad crossings at grade.

1638-A1. (New Jersey Division) At interlockings in the State of New Jersey when conditions cause rails to be rusted, a sign "Rusted Rail" will be placed. Trains or engines will not pass this sign until permission has been obtained from train dispatcher and there is a complete understanding regarding the moves to be made.

INTERLOCKINGS—TRACK CIRCUITS WHICH MAY NOT SHUNT

(State of New Jersey)

1638-A2. (New Jersey and Harrisburg Divisions and Philadelphia Commuter Area) 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. (Harrisburg and Chesapeake Divisions)

HARRISBURG DIVISION

Automatic interlockings in service at the following locations:

Location	Inter-locking	Railroad Crossing	Location of Instructions
Schuylkill Secondary track	Creek	Reading Co.	Shelter box
South Phila. Swanson St. tracks	Pay	B&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 employees.

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

1703-A1. (Harrisburg Division and Philadelphia Commuter Area). 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 Nest 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. ROAD RADIOS LOCATED AT OTHER THAN
BLOCK STATIONS.

LOCATION	CHANNEL
NEW JERSEY DIVISION	
New York Movement Office, Newark	{ Road-1 Yard-4
Meadows-Harsimus Cove Areas:	
No. 1 Yard Office	Yard-2
No. 10 Yard Office	Yard-2
Asst. Yardmaster—Truc-Train	Yard-2
Green Street	Yard-2
Car Inspector—Truc-Train	Yard-2
Greenville Area:	
Eastbound Hump Yard Office	Yard-1
Asst. Yardmaster—Eastbound Hump	Yard-1
Westbound Hump	Yard-1
Covered Pier	Yard-1
Waverly Area:	
Waverly 4	Yard-3
Waverly 5	Yard-3
Port Newark Office	Yard-3
Linden Yard Office	Yard-3
South Amboy Area:	
South Amboy Yard Office	Road-1
Asst. Yardmaster—Metuchen	Yard-1
Asst. Yardmaster—New Brunswick	Road-1
Morrisville Area:	
Hump Yard Office	{ Road-2 Yard-1
A Yard Office	{ Road-2 Yard-1
Fairless Yard Office	{ Road-2 Yard-1
Barracks Yard Office	{ Road-2 Yard-1
Bristol Yard Office	{ Road-2 Yard-1
Phillipsburg Yard Office	{ Road-1 Yard-1-4
ROAD TRAIN RADIO SERVICE	
Train dispatcher	Road-1
General Yardmaster's Office Weehawken	Road-1
YARD AND TERMINAL RADIO SERVICE	
General Yardmaster's Office Weehawken	

LOCATION	CHANNEL
HARRISBURG DIVISION	
Tacony Yard Office	{ Road-2 Yard-1
Frankford Jct. Yard Office	{ Road-2 Yard-1
Shackamaxon Yard Office	{ Road-2 Yard-1
Margie Street Yard Office	{ Road-2 Yard-1
Midvale Yard Office	{ Road-2 Yard-1
Greenwich Coal Yard Office	{ Road-2 Yard-1
Penna. Produce Terminal	{ Road-2 Yard-1
Tidewater Yard Office	{ Road-2 Yard-1
South Phila. Ore Yard Office	{ Road-2 Yard-1
C-Street—Fairhill	{ Road-2 Yard-1
Greenwich Hump Yard Office	{ Road-2 Yard-1
44th Street	{ Road-2 Yard-1
Phoenixville Agents Office	Yard-5
Pottstown Yard Office	Yard-5
Reading Yard Office	Yard-5
Earnest Yard Office	Yard-5
Pavonia Yard Office (27th St.)	Yard-3
Pavonia Yard Hump Tower	Yard-1
Lancaster Yard Office	Yard-4
Harrisburg—Reily Street Yard Office	{ Road-2 Yard-4
Enola—East End Yard Office	Road-2
Eastbound Hump	{ Road-2 Yard-1
Westbound Hump	{ Road-2 Yard-1
West End Yard Office	{ Road-2 Yard-1
PHILADELPHIA COMMUTER AREA	
Race Street Engine Terminal	{ Road-2 Yard-1
CHESAPEAKE DIVISION	
Washington—"K" Tower	Road-1
Delmar—Yard Masters Office	Road-1
Thurlow Yard Office	Yard-3
Edge Moor Tower	Road 2

1719-A2. (New Jersey Division) Telephones in East and North River Tunnels equipped with loud ringing bells at and between telephones.

Persons who wish to communicate with any person in tunnels should call central and state to the operator the person wanted and in which tunnel they are located.

Calls are as follows:

Telephone Exchange.....	1 long
Trainmen and Emergency Call.....	2 short
Trackmen.....	3 short
Telegraph and Telephone Repairmen.....	4 short
Signal Maintainer.....	1 long 1 short
Electric Traction Employees.....	1 long 2 short

Protection of Trains in Timetable and Train Order Only or MBS Territory Where Work on or About the Track Obstructs the Normal Movement of Traffic.

1829A. Work on or about the track may be performed under traffic in Timetable and Train Order Only or MBS Territory by the use of Train Order or Bulletin Order.

The Train Order or Bulletin Order will prescribe the limits of the restricted area in which the work is being performed.

The limits of the restricted area will also be indicated by a Stop Sign, FIG. F-1, located in the center of the track and a Resume Speed Sign, FIG. C-1, located to the right of and adjacent to the track to which it refers.

The approach to the restricted area will be indicated by an Approach Speed Sign, FIG. E-1, located to the right of and adjacent to the track to which it refers.

Movement through the restricted area will be governed by instructions of the M. of W. Foreman or his representative.

Restricted Area

The restricted area must be prescribed by Form 19 Train Order or Bulletin Order and will be used to protect a train moving on a track where the M. of W. work is being performed.

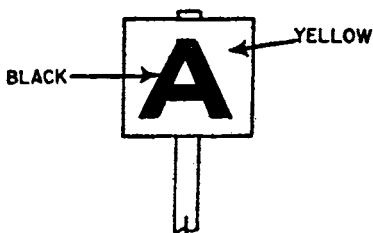
The following order will be used:

Single (or No.) track obstructed for maintenance between..... and..... from..... AM to PM. Approach the Stop Sign prepared to Stop and Stop.

Protection of Trains Where Work on or About the Track Obstructs the Normal Movements of Traffic.

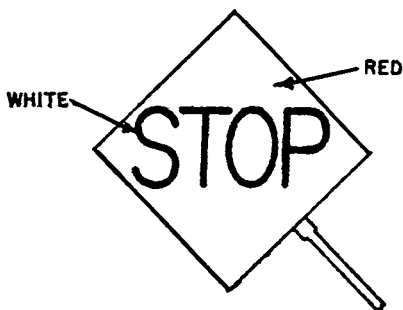
On two or more tracks where TCS, ABS or MBS rules are in effect, and where M of W equipment having exclusive use of one track will foul an adjacent track, such restricted area will be designated by Train Order or Bulletin Order and protected by Approach Speed, Stop and Resume Speed signs on that adjacent track. Trains operating on that track must be governed by those signs and approach the work area prepared to stop and must not pass without a hand signal to proceed with a yellow flag, or when notified by radio that the track is clear from M of W employe on the ground.

SIGNS



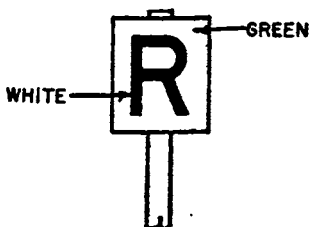
APPROACH SPEED SIGN
FIG. E-1

Proceed prepared to Stop — STOP at stop sign. Located to right of and adjacent to the track to which it refers.



STOP SIGN
FIG. F-1

STOP—Beginning of Restricted Area Located in Center of Track.



RESUME SPEED SIGN
FIG. C-1

END RESTRICTED AREA. Resume speed after rear of train has passed this sign. Located to right of and adjacent to the track to which it refers.

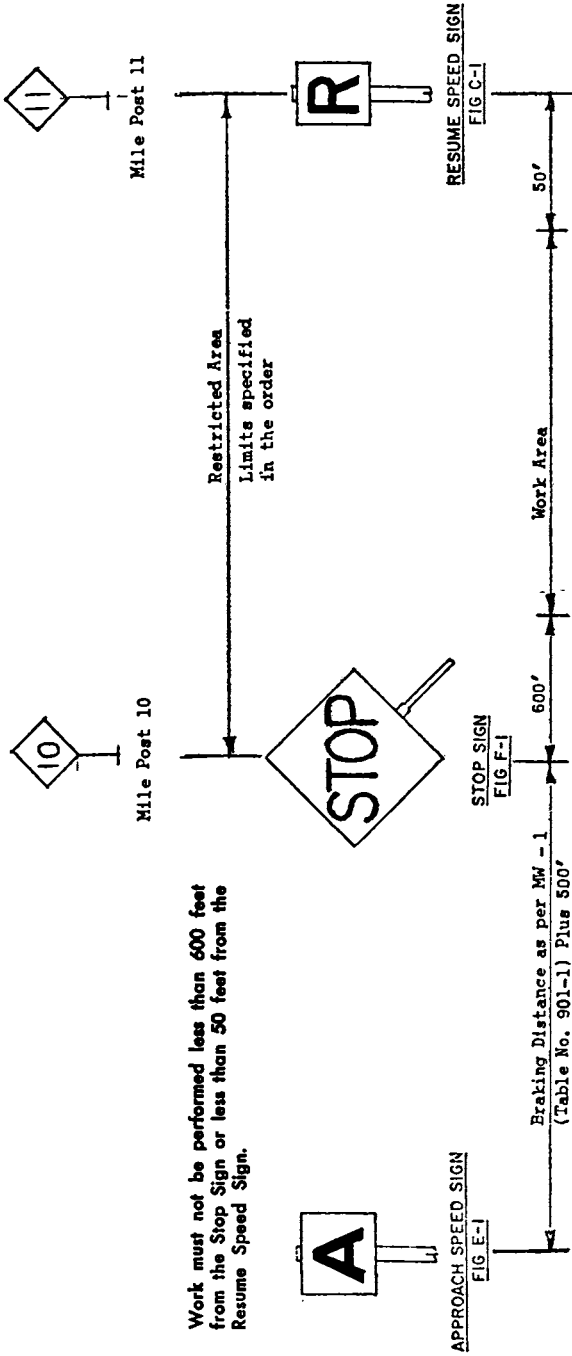
The Stop Sign, FIG. F-1, at the entrance to the restricted area may be removed, in clear view of the Engineman, for the passage of a train only by an M. of W. employe and only after:

1. The Train has stopped.
2. Instructions including speed have been given to the Engineman by the M. of W. employe governing the movement through the restricted area.

Normal speed may be resumed after rear of the train has passed the Resume Speed Sign FIG. C-1, located at the end of the restricted area.

Block Signal System and Interlocking Rules remain in effect through the restricted area.

TRACK LOCATION OF SIGNS



1829-B. In the application of **Rules 829** to **829 h** inclusive, Form M, C.T.-264 R-2 (Rev. 3-71) may be used to provide for exclusive use when track is to be obstructed for maintenance.

EMPLOYEE QUALIFICATION

Home Div. HARRISBURG Name H. W. FREY Occupation TRAIN DISPR. Date Promoted 9-11-62

DIVISION	QUALIFIED FOR SERVICE	DATE QUALIFIED	DATE OF LAST EXAMINATION
HARRISBURG	BANKS TO PARK, ALL ROUTES, ALL YARDS AND ALL RELATED SECONDARY TRACKS. CUMBERLAND VALLEY BRANCH, ALL YARDS AND ALL RELATED SECONDARY TRACKS. WINCHESTER AND CUMBO SECONDARY TRACKS.	9-19-62	4-9-72 3-14-73 AIR BRAKE 1-26-71
HARRISBURG	NORTHERN CENTRAL BRANCH, DIV. POST (CHSPK. DIV. TO CLY. FREDERICK SECONDARY TRACK.	8-8-64	BOOK OF RULES
HARRISBURG	ROCKVILLE TO MP 278 DIV. POST (ALLEGHENY DIV.), WILKES-BARRE BRANCH, ALL YARDS AND RELATED SECONDARY TRACKS.	10-30-68	4-9-72 3-14-73 PHYSICAL
HARRISBURG	TRENTON BRANCH AND PHILADELPHIA & THORNDALE BR.	re-qualify 3-30-71	12-14-71
HARRISBURG	PARK TO ZOO, BRILL TO MP 76, ALL ROUTES, ALL YARDS AND RELATED SECONDARY TRACKS.	5-10-71	
AND P.C.A.			

☒ REG. ☐ SPECIAL

EMPLOYEE QUALIFICATION

Home Div. Name		Occupation	Date Promoted
DIVISION	QUALIFIED FOR SERVICE	DATE QUALIFIED	DATE OF LAST EXAMINATION
HARRISBURG	SCHUYLKILL BRANCH AND SECONDARY TRACK. WEST	re-qualified 5-10-71	TIMETABLE
	PHILA. ELEVATED BRANCH, GRAYS FERRY BRANCH,		
	DELAWARE EXTENSION AND D.R.R.R. & B. CO. BRANCH		
	SHORE TO JERSEY, INCLUDING ALL YARDS.		
HARRISBURG	D.R.R.R. & B. CO. BRANCH, JERSEY TO DIVIDE,	5-10-71	BOOK OF RULES
	INCLUDING ALL CONNECTING TRACKS. PAVONIA YARD,		
	FRANKFORD JCT. YARD AND PORT RICHMOND RUNNING		
	TRACK. BORDENTOWN BRANCH AND SECONDARY TRACK,		
	DIV. POST (P.R.S.L.) AND MP 16. FLEMINGTON,		PHYSICAL
	JORDON AND HADDONFIELD SECONDARY TRACKS AND ALL		
	RELATED RUNNING TRACKS AND BRANCHES.		
			<input type="checkbox"/> REG. <input type="checkbox"/> SPECIAL

SAFETY CALENDAR

Train, Locomotive 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	Jan.	Feb.	Mar.	April	May	June
1	1000(a)	1000(b)	1011(a)	1101	1001(c)	1001(d)
2	1000(b)	1000(a)	1001(d)	1100(a)	1010(b)	1109
3	1105(i)	1175(j)	1176(h)	1000(b)	1123(c)	1012
4	1013(c)	1010(a)	1050	1152(b)	1216(e)	1176(f)
5	1175(c)	1208	1154(b)	1103(m)	1051(b)	1112(a)
6	1111(a)	1002(c)	1003(a)	1051(g)	1201(a)	1011(b)
7	1010(c)	1152(d)	1118	1111(i)	1052(k)	1125
8	1105(c)	1121	1222	1176(i)	1102(a)	1105(a)
9	1005	1213	1218	1156(a)	1175(d)	1010(c)
10	1175(a)	1204(a)	1117(c)	1110	1002(b)	1152(b)
11	1156(e)	1021	1103(d)	1052(g)	1176(a)	1128(c)
12	1014(g)	1114(a)	1221(b)	1125	1111(a)	1175(c)
13	1206	1109	1124	1100(i)	1017	1011(f)
14	1150(a)	1014(a)	1175(k)	1175(d)	1152(a)	1051(d)
15	1103(h)	1126(b)	1207	1004	1013(a)	1176(b)
16	1006	1201(d)	1152(f)	1155(c)	1127	1111(d)
17	1155(d)	1012	1153(a)	1201(c)	1014(c)	1006
18	1052(d)	1122(b)	1008(c)	1150(c)	1105(e)	1115
19	1105(e)	1111(g)	1052(e)	1119(a)	1024(b)	1018(a)
20	1009	1107	1018(c)	1105(a)	1175(m)	1003(d)
21	1201(e)	1151	1100(d)	1175(c)	1052(b)	1021
22	1014(c)	1115	1216(f)	1016	1019	1156(c)
23	1202(a)	1176(c)	1176(k)	1205(e)	1153(a)	1009
24	1102(c)	1015	1203(a)	1214	1010(a)	1052(e)
25	1007	1200	1223	1020(b)	1119(a)	1206
26	1127	1202(d)	1106	1176(c)	1154(a)	1017
27	1123(a)	1114(b)	1110	1226	1015	1207
28	1103(i)	1013(a)	1024(a)	1102(a)	1004	1105(b)
29	1216(d)	....	1052(j)	1224	1176(h)	1214
30	1219	....	1105(d)	1211(b)	1203(a)	1156(a)
31	1214	....	1006	....	1107	....

SAFETY CALENDAR

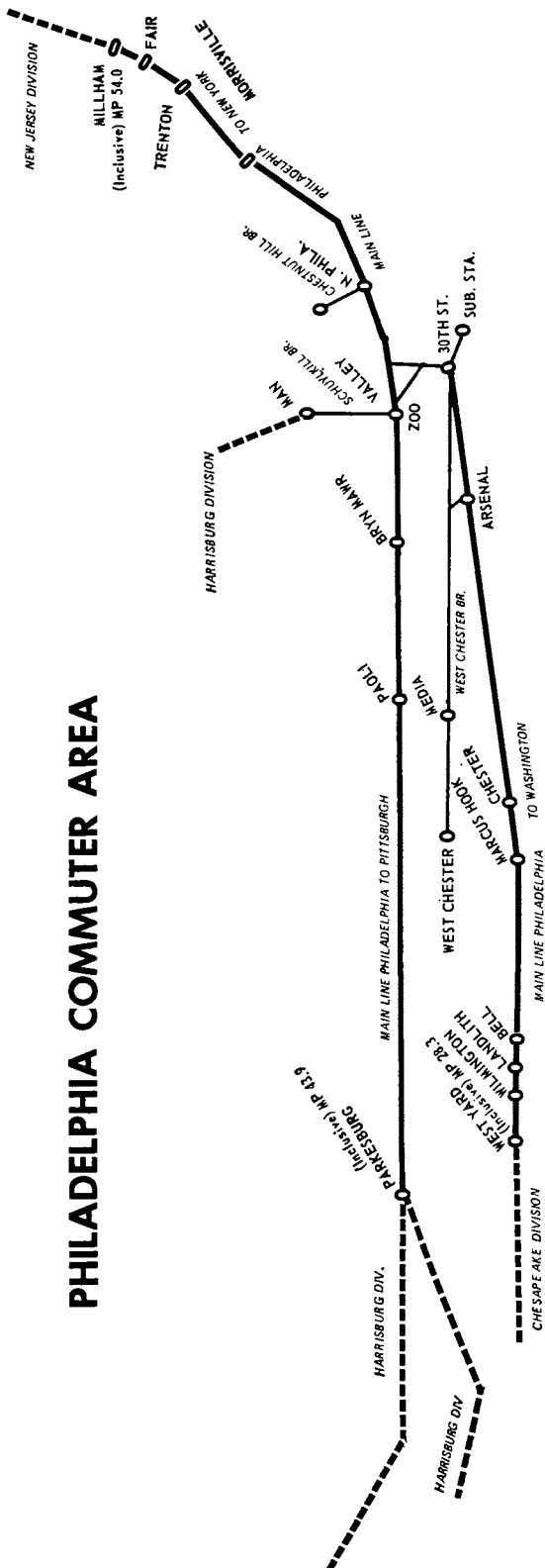
Train, Locomotive and Other Transportation Employees

A Safe day is a Pay day.

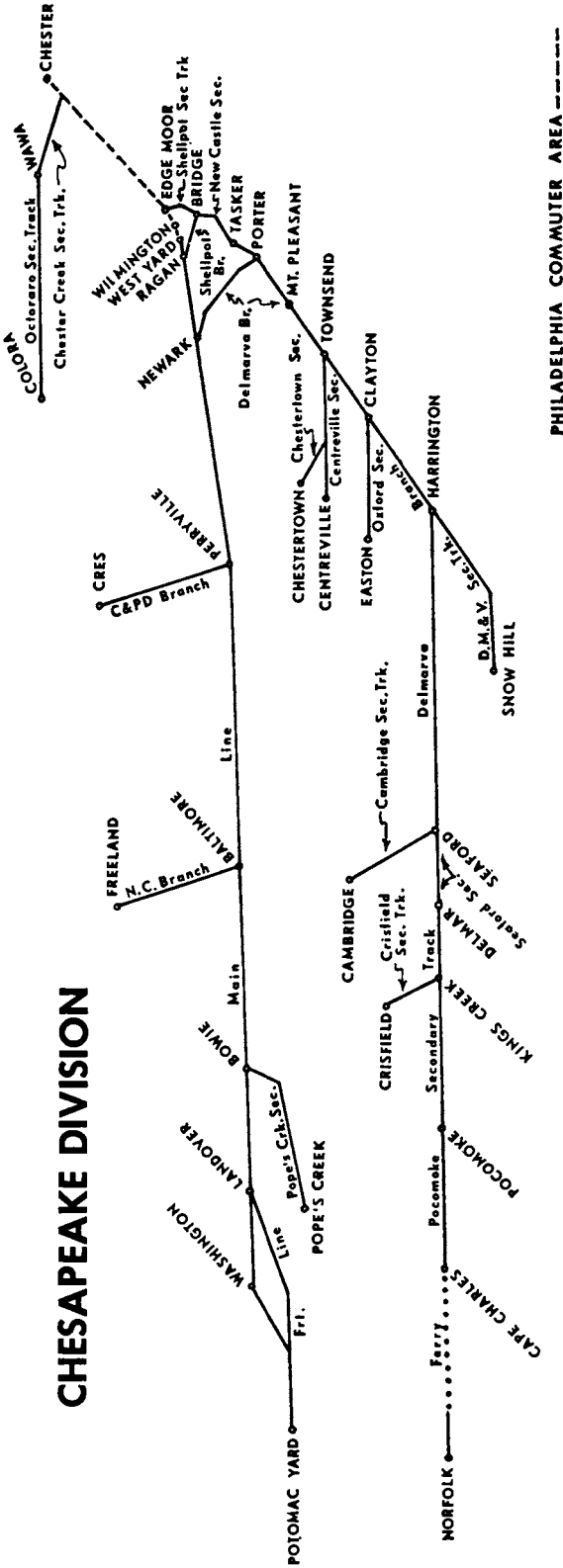
Accident prevention starts by knowing, understanding and obeying the Safety Rule, let it be your guide each and every day.

Date	July	Aug.	Sept.	Oct.	Nov.	Dec.
1	1003(a)	1000(a)	1002(d)	1001(a)	1000(a)	1000(b)
2	1001(a)	1004	1000(b)	1003(b)	1000(b)	1001(a)
3	1100(a)	1003(d)	1111(a)	1155(d)	1175(g)	1153(b)
4	1050	1175(j)	1152(e)	1009	1150(b)	1111(f)
5	1204(a)	1017	1008(c)	1175(l)	1152(e)	1017
6	1176(c)	1128(m)	1100(b)	1115	1052(c)	1004
7	1002(d)	1105(g)	1018(c)	1102(c)	1111(b)	1154(a)
8	1106	1127	1019	1155(a)	1150(c)	1114(c)
9	1025	1112(b)	1176(k)	1126(b)	1112(a)	1006
10	1122(b)	1052(i)	1006	1021	1175(c)	1102(a)
11	1014(a)	1156(e)	1219	1103(m)	1112(b)	1151
12	1102(c)	1100(g)	1002(f)	1202(a)	1025	1111(c)
13	1206	1012	1007	1109	1105(f)	1156(c)
14	1150(c)	1152(d)	1100(k)	1211(a)	1155(a)	1020(a)
15	1175(g)	1205(d)	1221(b)	1152(f)	1111(d)	1152(a)
16	1000(b)	1111(b)	1013(a)	1206	1051(e)	1103(c)
17	1014(g)	1176(e)	1207	1016	1105(b)	1003(d)
18	1154(b)	1216(a)	1106	1153(b)	1112(c)	1100(f)
19	1103(c)	1010(d)	1000(a)	1111(j)	1010(b)	1052(k)
20	1007	1119(c)	1175(k)	1014(c)	1210	1014(f)
21	1013(b)	1223	1005	1203(b)	1013(b)	1051(c)
22	1211(b)	1155(c)	1216(b)	1121	1205(d)	1115
23	1105(d)	1203(e)	1051(c)	1176(l)	1002(b)	1014(a)
24	1022(a)	1115	1176(m)	1052(j)	1152(c)	1053
25	1111(c)	1015	1214	1020(a)	1215	1216(b)
26	1152(c)	1176(i)	1011(a)	1122(c)	1012	1007
27	1216(f)	1105(c)	1116(a)	1207	1202(a)	1201(b)
28	1222	1121	1022(a)	1052(d)	1225(c)	1220
29	1050	1109	1114(a)	1113	1205(a)	1216(a)
30	1127	1202(d)	1150(b)	1008(b)	1176(d)	1018(a)
31	1217	1117(a)	....	1128(d)	....	1022(a)

PHILADELPHIA COMMUTER AREA



CHESAPEAKE DIVISION



**PENN CENTRAL TRANSPORTATION COMPANY
EASTERN REGION**

Philadelphia, Pa., December 1, 1972.

GENERAL ORDER No. 901

Effective 12.01 A.M., Friday, December 15, 1972

**Applies in All Divisions and
Philadelphia Commuter Area**

- (a) Timetable No. 9 in effect. This Timetable is a joint New Jersey-Chesapeake-Harrisburg Division and Philadelphia Commuter Area Timetable. It contains the necessary instructions issued in general orders up to and including General Order No. 821 all of which must be removed from bulletin boards.
- Each employe must examine each page of Timetable No. 9 to see that his copy is complete, pages properly lined up, and note changes.
- General Orders will be numbered consecutively regardless of division on which they apply.
- (b) **RULES FOR CONDUCTING TRANSPORTATION**
Rules for Conducting Transportation, effective April 28, 1968, revised in part as follows:
- Revision of January 1, 1971—
Signature on Page iii.
- Revision of March 22, 1971—
Note to **Rule 513**, annulled.
- Revision of April 1, 1971—
Track car permit, Form M (C.T. 264 B-2)
- Revision of June 1, 1971—
Rule Q, changed.
- Revision of April 7, 1972—
2nd Paragraph of **Rule E**, changed.
- (c) **SPECIAL INSTRUCTIONS GOVERNING OPERATION OF SIGNALS AND INTERLOCKINGS**
Special Instructions Governing Operation of Signals and Interlockings, revised in part as follows:
- Revision of January 1, 1971—
Signature on Page 1.
- (d) **TIMETABLE AUTHORITY**
In the application of **Rule 75**:
- General Orders will be issued by authority and over the signature of the General Manager.
- Bulletin Orders will be issued by authority and over the signature of the Division Superintendent and or Superintendent Suburban Transportation.
- General Notices will be issued by authority and over the signature of the Division Superintendent and or Superintendent Suburban Transportation.

(e) **BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS—EC-99**

Revision of November 15, 1970:

APPLYING AND RELEASING DYNAMIC BRAKE

Enginemen must apply dynamic brake with care. Hold selector lever in "OFF" position for 10 seconds when transferring from power to dynamic braking. Apply dynamic brakes slowly and smoothly.

Enginemen must consume at least ten seconds between "OFF" and $\frac{1}{2}$ applied position.

Enginemen must use ten additional seconds between $\frac{1}{2}$ and full dynamic brake.

The same care and time must be used in releasing dynamic brake.

Trains other than solid loaded mineral freight having 3 six-motor units equipped with extended range dynamic braking must reduce to $\frac{1}{2}$ position on dynamic brake control at speeds below 15 miles per hour.

Trains having 4 six-motor units equipped with extended range dynamic braking must reduce to $\frac{1}{2}$ position on dynamic brake control below 20 miles per hour.

Instruction 18-g of Brake and Train Air Signal Instructions (EC-99), page 56, changed.

Revision of January 1, 1971—

Signature on Notice page.

Revision of October 31, 1971—

Paragraph 4 of Section 10-f, page 35, changed.

(f) **HAZARDOUS MATERIALS REGULATIONS
GENERAL NOTICE 225-F**

Hazardous Material Regulations 174.532 paragraph (m) page 69 and 174.566 paragraph (a) item (1) pages 83 and 84, changed.

Revision of December 30, 1969.

Paragraph H, page 10—Delete reference to Form C.T.-572.

Paragraph I, page 11—Subparagraphs 2 and 3, changed.

Paragraph J, page 11—Changed.

Sections 171.15 and 171.16, added.

Section 174.506, page 56, changed.

Section 174.533 (c), page 69, changed.

Section 174.565 (a) and (b), page 83, deleted.

Revision of January 1, 1971.

Section 171.6, added.

Revision of June 10, 1971.

Paragraph (d), Section 174.549, page 72, cancelled.

Revision of December 31, 1971.

Section 171.15 paragraph (a) (3) is amended, paragraph (a) (4) is redesignated (a) (5), and a new paragraph (a) (4) is added.

Section 174.588 paragraph (c) (1), page 91, is amended.

NOTE 2 of Section 174.588 (c) (1), page 91, cancelled.

Revision of March 31, 1972.

Paragraph (n) added to Section 174.532, page 69.

Revision of July 1, 1972.

General Rule I, page 11, changed.

Applies in New Jersey Division

(g)

CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS
TEMPORARY SPEED RESTRICTIONS (MPH) in
effect as follows:

1. MAIN LINE—NEW YORK TO PHILADELPHIA

Between	No. 0 Track	No. 1 Track	No. 2 Track	No. 5 Sec- ondary Track
Within the limits of Hunter Interlock- ing				60
Within the limits of Lane Interlocking				80
Edison and Lincoln	10			
Fair and Millham				10
Grundy and Morris	10			

2. PASSAIC AND HARSIMUS BRANCH

Between	No. 1 Track	No. 2 Track	No. 0 Track
WA-6 and WA-3	10	10	
West End of Hackensack River Movable Bridge and CP Waldo	10		
WA-3 and WA-5	5	5	
WA-5 and MP1	10		
Karny and Hack	10	10	
WA-5 and WA-6			5

3. JAMESBURG BRANCH

Between	Single Track
JG and Monmouth Junction	30
JG and MP2	10

4. GREENVILLE BRANCH

Between	No. 1 Track
WA-3 and WA-2	10

5. BELVIDERE—DELAWARE BRANCH

Between	Single Track
MG and G	30
MG and MP3	10
MP22 and MP25	10
MP29 and MP32	10
PG and MP61	20

6. AMBOY SECONDARY TRACK

Between	No. 1 Running Track	Secondary Track
OB and East End	10	
MP0.2 and MP8	10	
MP4.6 and MP3.8	5	
CQ and Deep Cut	10	5
MP10.3 and MP12	10	

7. FREEHOLD SECONDARY TRACK

Between	Secondary Track
Jamesburg and End of Track (MP24.1) ..	15
MP23.1 and MP24.9	5
MP22 and MP24	10

8. HIGHTSTOWN SECONDARY TRACK

Between	Secondary Track
JG and End of Track	5

9. CATSKILL MOUNTAIN BRANCH

Between	Single Track
MP8 and MP9	10
MP11 and MP14	10
MP40 and MP41	10

10. WALLKILL VALLEY BRANCH

Between	Single Track
MP1 and MP3	10
MP8 and MP11	10
MP12.5 and MP14	10
MP15 and MP17	10
MP25 and MP25.4	10
MP32 and MP33	10

11. BORDENTOWN SECONDARY TRACK

Between	Secondary Track
Hamilton Avenue and MP28	20
MP21 and MP22	10
MP24 and MP25	5
MP25 and MP26	10
MP26 and MP31.7	10

12. ROBBINSVILLE RUNNING TRACK

Between	Running Track
Bordentown and Yardville	5
Yardville and MP37.7	10

13. MAIN LINE—NEW YORK TO PHILADELPHIA

Between	No. 4 Track
MP50 and MP54	50

14. MAIN LINE—CP WALDO TO CP 132

Between	Passing Siding
CP 87 and CP 90	10
CP 118 and CP 121	10

Special Instructions 1157-F1 and 1157-Fla, pages 299, 300 and 308, changed.

- (h) **BELVIDERE—DELAWARE BRANCH**
WB—GN
 Siding located between switch 1 and switch 2 at WB,
 temporarily out of service.
 Page 18, changed.
- (i) **PASSAIC AND HARSIMUS BRANCH**
HACK—CP WALDO
 The use of 2-way radios in the Journal Square Area
 where construction is now in progress is prohibited
 between the hours of 8.00 A.M. to 4.30 P.M. Monday
 through Friday. Signs indicating "Blasting Area—
 NO RADIO TRANSMISSIONS" and "LEAVING
 BLASTING AREA" will be posted to indicate limits
 of restricted area.

Applies in Chesapeake Division

- (j) **CURVES, BRIDGES, ETC.**
MAXIMUM SPEEDS
TEMPORARY SPEED RESTRICTIONS (MPH) in effect
as follows:
- 1. MAIN LINE—PHILADELPHIA TO WASHINGTON**
- | Between | No.2
Track | No. 3
Track | No. 4
Track | Wye
Track |
|-------------------------------|---------------|----------------|----------------|--------------|
| MP49.0 and MP48.3 | 80 | | | |
| Within the limits of | | | | |
| North East Interlocking | 80 | 80 | | |
| MP56 and MP57 | 50 | | | |
| Within the limits of | | | | |
| Perryville Interlocking | 10 | | | |
| Perryville—North Leg | | | | |
| of Wye | 10 | | | |
- 2. MAIN LINE—PHILADELPHIA TO WASHINGTON**
- | Between | No. 1
Track | No. 2
Track | No. 3
Track | Edge-
wood
Siding |
|--------------------------------|----------------|----------------|----------------|-------------------------|
| Havre de Grace and | | | | |
| Short Lane | 50 | | | |
| Within the limits of | | | | |
| Oak Interlocking | 80 | | | |
| Edgewood and Magnolia | 10 | | | |
| Within the limits of | | | | |
| Edgewood Interlocking | 80 | | | |
| Within the limits of | | | | |
| Gunpow Interlocking | 80 | | | |
| Within the limits of | | | | |
| River Interlocking | 80 | | | |
| Within the limits of | | | | |
| North Point Interlocking | 10 | | | |
| North Point and North End | | | | |
| of River Interlocking | 5 | | | |

3. MAIN LINE—PHILADELPHIA TO WASHINGTON

Between	No. 1 Track	No. 2 Track	No. 3 Track
Curve at Fulton			30
Curve at Edmondson Station			30
Winans and Fulton			30
Bridge 103.52 (2750 feet south of MP103)			80.....80
Within the limits of Odenton Interlocking		10.....80.....80	
MP118 and MP119		10	
MP119 and MP120		30	
Within the limits of Bowie Interlocking		60.....80	
Within the limits of Landover Interlocking		80.....80	

4. MAIN LINE—LANDOVER TO SOUTH END

Between	Single Track
South Portal of Virginia Ave. Tunnel and M Street	10

5. SHELLPOT BRANCH

Between	No. 1 Track	No. 2 Track
Bridge and Ragan	10.....10	
Within the limits of Bridge Interlocking	10	

6. DELMARVA BRANCH

Between	Single Track	Siding Track
MP5.5 and MP6.5	5	
Davis and Porter	10	
MP16 and MP17	10	
MP23 and MP24	30	
MP27 and MP29	10	
MP31 and MP37	30	
MP34 and MP35	10	
MP54 and MP55	10	
MP56 and Seaford	30	
MP58 and MP63	10	
Porter Siding		5

7. CHESTERTOWN SECONDARY TRACK

Between	Secondary Track
MP3 and MP6	10
MP6 and MP7	5

8. D.M.&V. SECONDARY TRACK

Between	Secondary Track
Harrington and Georgetown (MP2 and MP7)	10
(MP7 and MP17)	10
Georgetown and Snow Hill (MP4 and MP8)	10
(MP8 and MP12)	10
(MP25 and MP26)	10
MP26 and Berlin	10

9. CENTREVILLE SECONDARY TRACK

Between	Secondary Track
Townsend and Massey	10

10. POPE'S CREEK SECONDARY TRACK

Between	Secondary Track
MP5 and MP6	10
Bridge 7.44 and MP8	10
MP11 and MP11.5	10
MP12 and MP13	10
MP14 and MP15	10
MP15 and MP16	10
MP19 and MP21	10
MP39 and MP40	10
Wine and LaPlata	15

11. CAMBRIDGE SECONDARY TRACK

Between	Secondary Track
Seaford and MP7	15
MP13 and Hurlock	15
Hurlock and Cambridge	15

12. NEW CASTLE SECONDARY TRACK

Between	Sec- ondary Track	Siding Track
Bridge and MP13	10	
Tasker Siding	10	

13. OCTORARO SECONDARY TRACK

Between	Secondary Track
Wawa and Square	20
Kennett Square and Colora	10

14. POCOMOKE SECONDARY TRACK

Between	Secondary Track
MP5 and MP7	10
MP7 and MP17	10
MP25 and MP26	10
MP34 and MP35	10
MP48 and MP49	10
Patton and Keller	30
MP65 and MP66	10
MP68 and MP69	10
MP83 and MP88	10
MP88 and End of Block	10

15. CAPES RUNNING TRACK

Between	Running Track
MP89 and MP92.5	10

16. DELMAR SIDING

Between	Delmar Siding
Hearn and Patton	10

17. OXFORD SECONDARY TRACK

Between	Secondary Track
MP1 and MP2	10
MP11 and MP13	10
MP15 and MP16	10
MP24 and MP25	10
MP33 and MP34	10
MP35 and MP37	10
MP42 and MP43	5
MP43 and MP44	10

18. CRISFIELD SECONDARY TRACK

Between	Secondary Track
Kings Creek and MP2	10
MP5 and MP6	10

19. SEAFORD SECONDARY TRACK

Between	Secondary Track
Seaford and Hearn	30

20. MAIN LINE—LANDOVER TO SOUTH END

Between	No. 1 Track	No. 3 Track
At Hand thrown Crossover at Deanwood		10
Deanwood and MP130	5	

Special Instructions 1157-F1 and 1157-F1a, pages
302, 303, 304 and 309, changed.

- (k) POPE'S CREEK SECONDARY TRACK
LOTHAIR—POPE'S CREEK
Pope's Creek Secondary track from a point 3200 feet south of MP45 southward to end of track, temporarily out of service.
Special Instruction 1157-H1, page 311, changed.
- (l) CHESTER CREEK SECONDARY TRACK
LAMOKIN—WAWA
Chester Creek Secondary track between Lamokin and Wawa, temporarily out of service.
Special Instruction 1157-H1, page 311, changed.
- (m) OCTORARO SECONDARY TRACK
WAWA—COLORA—END OF TRACK
Octoraro Secondary track between Wawa and Colora—End of Track, temporarily out of service.
Special Instruction 1157-H1, page 311, changed.
- (n) MAXIMUM SPEEDS UNLESS OTHERWISE SPECIFIED
FREIGHT TRAINS
Freight trains with 30 or more cars of coal, ore, stone or sand must not exceed 30 MPH.
- (o) NORTHERN CENTRAL BRANCH
COCKEYSVILLE—DIVISION POST (Hbg. Divn.)
Northern Central Branch between Cockeysville and Division Post (Hbg. Divn.), temporarily out of service.
Special Instruction 1151-A1, page 250, changed.
- (p) CENTREVILLE SECONDARY TRACK
MASSEY—CENTREVILLE
Centreville Secondary track between Massey and Centreville, temporarily out of service.
Special Instruction 1151-D1, page 256, changed.

Applies in Harrisburg Division

- (q) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS
TEMPORARY SPEED RESTRICTIONS (MPH) in
effect as follows:

1. MAIN LINE—HARRISBURG TO BUFFALO

	Wye Track	Siding Track	Single Track	"A" Siding Track
Between				
MP281 and MP280	91.0	0	30	
Within the limits of				
Rockville Inter-				
locking	10			
East Boyles and				
West Boyles	25			
East Miller and				
West Miller	25			
Horn and Northum-				
berland	10			
Hecks and Stoney				10
MP112 and Millersburg			10	
			Single Track	
			Passenger Freight	
Rockville and Hecks	30			30

2. MAIN LINE—PHILADELPHIA TO
PITTSBURGH

Between	No. 1 Track	No. 2 Track	No. 5 Running Track
MP69 and MP67	40		
MP90 and MP93	50		
State and East End of Roy Interlocking	50		
MP90 and MP89.6	50		
MP92 and MP92.5	30		
MP93.5 and MP95	50		
Caln and Thorn	10		

3. ATGLEN AND SUSQUEHANNA BRANCH

Between	No. 1 Track	No. 2 Track
Cly and MP47	10	
MP21 and Block Signal L-255	20	
MP28 and MP27	10	

4. CUMBERLAND VALLEY BRANCH

Between	Single Track	Siding Track
MP10 and MP20	30	
MP20 and MP30	30	
MP53 and MP55	10	
Spring and MP30.4	10	

5. WILKES-BARRE BRANCH

Between	Single Track	Running Track
Hunlock and Lomis	10	
Kase and MP5	10	
MP5 and MP5.5	5	
MP5.5 and MP11	10	
MP15 and MP18	10	
MP24.4 and MP29	10	

6. TRENTON BRANCH

Between	No. 1 Track	No. 2 Track	Single Track
Dale and Glen	10		
Dale and MP3	10		
MP5 and MP7	30		
MP26 and MP23	30		
MP11 and MP12	30		
MP15 and MP17	10		

7. COLUMBIA BRANCH

Between	No. 1 Track
MP79.5 and MP76	10

8. ENOLA YARD—WEST END

Between	R Running Track	D Running Track
MP89.8 and Banks	10	
MP89.8 and MP90.4	10	

9. FREDERICK SECONDARY TRACK

Between	Secondary Track
PAL and MP23	20
MP23 and MP24	10
MP24 and MP27 <i>908.T</i>	20
MP27 and MP34	10
MP34 and MP35.1	20
MP35.1 and MP35.4	10
MP52 and MP54	10
MP59 and MP60	10

10. LEBANON SECONDARY TRACK

Between	Secondary Track
Conewago and MP18	10

11. SCHUYLKILL SECONDARY TRACK

Between	Secondary Track	Siding Track
Man and MP24 <i>906.U</i>	10	
MP26 and MP28 <i>906.V</i>	10	
MP22 and MP51 <i>906.W</i>	10	
Lock and MP40.0 <i>908.U</i>	10	
Man and Reading	10	
MP84 and MP85	10	

12. YORK HAVEN LINE

Between	No. 1 Track	No. 2 Track	No. 3 Track	No. 4 Track
Within the limits of Day Interlocking	10			
Within the limits of Stell Interlocking	10			
Cly and MP80	10			
Cly and MP75	25			
MP79 and MP82	10			
Cly and MP74	10			

13. COLUMBIA BRANCH

Between	Single Track	No. 2 Track	Siding Track
Shocks and Roy	25		
MP76 and MP79.5	10		
State and Roy <i>905.H</i>	10		
Shocks and Jeb	10		

14. WINCHESTER SECONDARY TRACK

Between	Secondary Track
MP88 and Gard	10
Gard and Winchester (End of Track)	10

15. DELAWARE EXTENSION

Between	No. 1 Track	No. 2 Track
2000 feet west of Stadium and Stadium	10	
Stadium and Arsenal <i>902.F</i>	10	

16. PEMBERTON SECONDARY TRACK

Between	Secondary Track
MP3 and MP5	10
MP18 and MP21.5	10

17. MEDFORD RUNNING TRACK

Between Running Track
Medford and Mt. Holly 5

18. MERCERSBURG SECONDARY TRACK

Between Secondary Track
South Penn Jct. and End of Track 10

19. SELINGSGROVE SECONDARY TRACK

Between Secondary Track
~~MP44 and End of Track~~ ... *904 Q* ~~5~~

20. MAIN LINE—HARRISBURG YARD

Between No. 11 Running Track
~~East End of State and Mackay Street~~ *910 P* ~~10~~

21. MONTANDON SECONDARY TRACK

Between Secondary Track
~~MP0 and MP1~~ ... *905 F* ~~5~~
MP1 and End of Track 10

22. SHAMOKIN SECONDARY TRACK

Between Secondary Track
Kase and MP14 10
MP15 and Mt. Carmel 10
MP26 and MP27.1 5

Special Instructions 1157-F1 and 1157-F1a, pages 305, 306, 307 and 309, changed.

(r)

LEBANON SECONDARY TRACK

MP1—CORNWALL

Lebanon Secondary track between MP1 and Cornwall, temporarily out of service.

Special Instruction 1151-D1, page 257, changed.

(s)

ATGLEN AND SUSQUEHANNA BRANCH

WAGO JCT.—SHOCKS

Nos. 1 and 2 tracks between Wago Jct. and Shocks, temporarily out of service.

Special Instruction 1151-B1, page 253, changed.

(t)

YORK HAVEN LINE

STELL—WAGO JCT.

No. 2 track between ~~MP82~~ and Cly, temporarily out of service.

Special Instruction 1151-B1, page 253, changed.

(u)

YORK HAVEN LINE

MP82—CLY

No. 3 track between MP82 and Cly, temporarily out of service.

Special Instruction 1151-B1, page 253, changed.

(v)

YORK HAVEN LINE

CLY—WAGO JCT.

No. 1 track between Cly and Wago Jct., temporarily out of service.

Special Instruction 1151-B1, page 253, changed.

- (w) **WILKES-BARRE BRANCH
NORCA**
Norca Interlocking, Interlocking Station, Block Station and Train Order Office and all associated switches and signals, temporarily out of service.
Page 32, changed.
- (x) **WILKES-BARRE BRANCH
HUNLOCK**
Hunlock Interlocking, Interlocking Station, Block Station and Train Order Office and all associated switches and signals, temporarily out of service.
Page 32, changed.
- (y) **NORTHERN CENTRAL BRANCH
DIVISION POST (HARRISBURG DIV.)—MP54**
Northern Central Branch between Division Post (Hbg. Div.) and MP54, temporarily out of service.
Special Instruction **1151-A1**, page 250, changed.
- (z) **WILKES-BARRE BRANCH
MP11—LOMIS**
Wilkes-Barre Branch between MP11 and Lomis, temporarily out of service.
Special Instruction **1151-A1**, page 250, changed.
-
- (aa) **SELINGSGROVE SECONDARY BRANCH
SELINGSGROVE JCT.—MP44**
*ANNULLED
905 N* Selingsgrove Secondary track between Selingsgrove Jct. and MP44, temporarily out of service.
Special Instruction **1151-D1**, page 257, changed.
-
- (bb) **L.V. JUNCTION SECONDARY TRACK
L.V. JUNCTION—END OF TRACK**
L.V. Junction Secondary track from L.V. Junction to End of Track, temporarily out of service.
Special Instruction **1151-D1**, page 257, changed.
- (cc) **FREDERICK SECONDARY TRACK
MP65—MP66**
Frederick Secondary track between MP65 and MP66, temporarily out of service.
Special Instruction **1151-D1**, page 257, changed.
- (dd) **WILKES-BARRE BRANCH
GLEN LYON TRACK**
Glen Lyon track from connection with Honey Pot Running track to Glen Lyon (end of track), temporarily out of service due to track conditions.
Special Instruction **1160-A1d**, page 338, changed.
- (ee) **BORDENTOWN SECONDARY TRACK
HATCH—MINSON**
Secondary track between a point 3115 feet east of Hatch and a point 1753 feet east thereof temporarily relocated via portion of Minson storage track.
Minson storage track between Minson and trailing hand-operated switch for westward movement in Secondary track 1650 feet west of Minson, in service.
Track for storage of cars between facing hand-operated switch for eastward movement in Secondary track 3115 feet east of Hatch and a barricade erected 1250 feet east thereof, in service.
Special Instruction **1157-C1**, page 286, changed.

(ff) **BORDENTOWN BRANCH
HATCH—MINSON**

That portion of Minson Storage track between barricade erected 1250 feet eastward from west end and a point 1650 feet westward from east end, temporarily out of service.

(gg) **WILKES-BARRE BRANCH
LOMIS—HUNLOCK**

Rules 261, 262, 263 and 264 between Lomis and Hunlock on Single track, temporarily out of service.

Facing hand-operated switch for westward movement in Single track at Lomis, leading to Honey Pot Running track, in service.

Hand-operated derail on Honey Pot Running track at Lomis, in service.

NOTE: Eastward trains must report clear of the block at Lomis to the operator at Hunlock.

Page 32 and Special Instruction **1250-A1**, page 382, changed.

(hh) **SCHUYLKILL SECONDARY TRACK
RUNNING TRACKS OF NO ASSIGNED
DIRECTION
NORRISTOWN—HAWS AVENUE**

Schuylkill Secondary track temporarily relocated northward in place of No. 2 Running track, in service. Yard track from east end connection with Schuylkill Secondary track, 3025 feet west of MP17 and a point 860 feet west thereof and from west end connection with Schuylkill Secondary track, 475 feet east of MP19 and a point 5796 feet east thereof, in service.

Special Instruction **1157-H1**, page 313, changed.

Applies in Philadelphia Commuter Area

(ii) **CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS**

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

**1. MAIN LINE—PHILADELPHIA TO
WASHINGTON**

Between	No. 1 Track	No. 2 Track	No. 3 Track	No. 4 Track
Sharon Hill and Hook				40
Hook and Bell				10
Within the limits of Arsenal Interlocking				40
Baldwin and Lamokin	90	90		
Hook and Baldwin	60			
West Yard and Landlith		60		
Within the limits of Brill, Hook and Bell Interlocking				60
Within the limits of Landlith Interlocking	40	60		

2. MAIN LINE—PHILADELPHIA TO PITTSBURGH

Between	No. 1 Track	No. 2 Track	No. 3 Track
Within the limits of Park Interlocking ...	40		
Division Post (Hbg. Div.) and East End of Park Interlocking	40		
Westward limits of Park Interlocking and Glen	30		
Within the limits of Overbrook Interlocking	30		
Haverford and Ardmore	20		
Within the limits of Bryn Mawr Inter- locking	50	50	
Within the limits of Paoli Interlocking ...	50		
Eastward Home Signal and Valley Road O.H. Bridge 19.86	30		
East End of Caln Inter- locking and West End of Park Interlocking	10		

3. MAIN LINE—NEW YORK TO PHILADELPHIA

Between	Middle Track	No. 2 Track	No. 3 Track	No. 4 Track
MP59.5 and MP56	60			
Within the limits of North Philadelphia Interlocking	40	40		
Within Zoo Interlock- ing (1100 feet west of 33rd St.) O. H. Bridge 86.76 and con- nection with eastward Jersey Running track	10			
Special Instructions 1157-F1 and 1157-F1a , pages 301, 308 and 309, changed.				

This General Order is printed in Timetable No. 9 and will not be issued in sticker form.

R. F. LAWSON,
General Manager

J. K. SHOEMAKER,
General Superintendent

**PENN CENTRAL TRANSPORTATION COMPANY
EASTERN REGION**

Philadelphia, Pa., December 5, 1972

GENERAL ORDER No. 902

Effective 4.02 A.M., Friday, December 15, 1972

Applies in All Divisions and Philadelphia Commuter Area

(a) TIMETABLE AUTHORITY

F Stop for No. 405 at Halethorpe at 6.35 A.M., page 102, withdrawn.

F Stop for No. 407 at Frederick Road at 7.16 A.M., page 103, withdrawn.

S Stop for No. 405 at Jericho Park at 6.57 A.M., page 102, changed to **F** Stop.

S Stop for No. 414 at Jericho Park at 5.52 P.M., page 124, changed to **F** Stop.

WW Stop for No. 3704 at South St. (Newark) at 6.18 A.M., page 69, changed to **MM** Stop.

MM Stop for No. 3704 at North Elizabeth at 6.14 A.M., page 69, changed to **WW** Stop.

S Stop for No. 605 at Ardmore at 10.13 A.M., page 130, changed to **W** Stop.

Employees must correct pages 69, 102, 103, 124 and 130, in ink.

Applies in New Jersey Division

**(b) PERTH AMBOY AND WOODBRIDGE BRANCH
UNION—WOOD**

Trailing hand-operated switch for eastward movement in Main track, 2737 feet east of MP1, leading to Tail track, out of service.

**(c) SIGNAL ASPECT NOT IN CONFORMITY WITH THE
TYPICAL ASPECT**

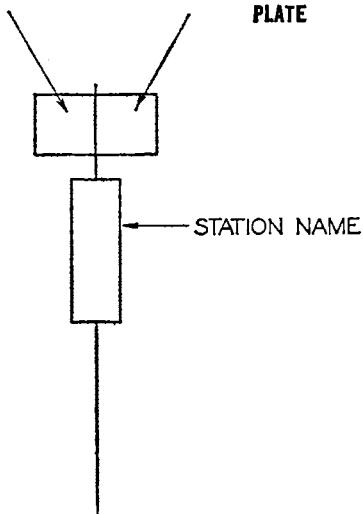
**BELVIDERE DELAWARE BRANCH
DY**

Block-Limit Signal aspect not in conformity with the typical aspect, changed.

Block-Limit Signal as shown in service at DY.

**YELLOW REFLECTORIZED
PLATE**

**RED REFLECTORIZED
PLATE**



INDICATION—Limit of the Block

NAME—Block-Limit

**NOTE—Yellow Plate to be placed next to track governed.
Special Instruction 1280-A to 1297-A8, page 385, changed.**

Applies in Philadelphia Commuter Area

(d) **CURVES, BRIDGES, ETC.**

MAXIMUM SPEEDS

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. MAIN LINE—NEW YORK TO PHILADELPHIA

Between

No. 2
Track

Within the limits of Ford Interlocking30

Special Instructions **1157-F1** and **1157-F1a**, pages 301 and 308, changed.

Applies in Harrisburg Division

(e) **CURVES, BRIDGES, ETC.**

MAXIMUM SPEEDS

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. SHAMOKIN SECONDARY TRACK

Between

Secondary
Track

MP14 and MP1610

2. COLUMBIA BRANCH

Between

No. 1
Track

MP73.5 and MP72.510

Special Instruction **1157-F1**, pages 305 and 307, changed.

(f) **DELAWARE EXTENSION**

STADIUM—ARSENAL

Paragraph (q) Item 15 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on No. 2 track between Stadium and Arsenal, annulled.

(g) **CUMBERLAND VALLEY BRANCH**

CAMP

Electric lock feature on hand-operated switches at Camp from Main track to Secondary track, Main track to East Yard track, Main track to Industrial track, controlled by Lemo, out of service.

Special Instruction **1104-D1**, page 244, changed.

Applies in Chesapeake Division

(h) **MAIN LINE—PHILADELPHIA TO WASHINGTON
ODENTON**

Paragraph (j) Item 3 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on No. 1 track within the limits of Odenton Interlocking, annulled.

(i) **CURVES, BRIDGES, ETC.**

MAXIMUM SPEEDS

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. MAIN LINE—PHILADELPHIA TO WASHINGTON

Between

No. 1
Track

Within the limits of Odenton Interlocking30

Special Instructions **1157-F1** and **1157-F1a**, pages 302 and 309, changed.

This General Order must be inserted in Timetable No. 9 following General Order No. 901.

R. F. LAWSON,
General Manager

J. K. SHOEMAKER,
General Superintendent

**PENN CENTRAL TRANSPORTATION COMPANY
EASTERN REGION**

Philadelphia, Pa., December 15, 1972

GENERAL ORDER No. 903

Effective 12.01 A.M., Tuesday, December 26, 1972

Applies in All Divisions and Philadelphia Commuter Area

**(a) RULES FOR CONDUCTING TRANSPORTATION—
C.T. 400**

Rule Q, of Rules for Conducting Transportation—C.T. 400, revised in accordance with Public Law 91-169, effective December 26, 1970.

Sticker coupon with this General Order must be pasted in the Rules for Conducting Transportation—C.T. 400, as follows:

Rule Q over Rule Q, on page 4.

(b) TIMETABLE AUTHORITY

S Stop for No. 3818 at Edison at 8.02 A.M., page 73, withdrawn.

S Stop for No. 3818 at Metuchen at 8.02 A.M., page 73, added. Schedule of Nos. 3758 and 743, changed.

Schedule of No. 3778, added.

Employees must replace pages 95 and 96 and 157 and 158 in Timetable No. 9 with attached corrected pages.

Employees must correct page 73, in ink.

Applies in New Jersey Division

**(c) MAIN LINE—NEW YORK TO PHILADELPHIA
LINCOLN—COUNTY**

Trailing hand-operated switch for westward movement in No. 4 track, equipped with hand-operated derail, 400 feet west of MP29, leading to General Tire and Rubber Company, in service.

This General Order must be inserted in Timetable No. 9 following General Order No. 902.

R. F. LAWSON,
General Manager

J. K. SHOEMAKER,
General Superintendent



**PENN CENTRAL TRANSPORTATION COMPANY
EASTERN REGION**

Philadelphia, Pa., December 19, 1972

GENERAL ORDER No. 904

Effective 12.01 A.M., Sunday, December 31, 1972

Applies in New Jersey Division

**(a) MAIN LINE—NEW YORK TO PHILADELPHIA
HUNTER**

Paragraph (g) Item 1 of General Order No. 901 referring to Temporary Speed Restriction of 60 MPH on No. 1 track within the limits of Hunter Interlocking, annulled.

**(b) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS**

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

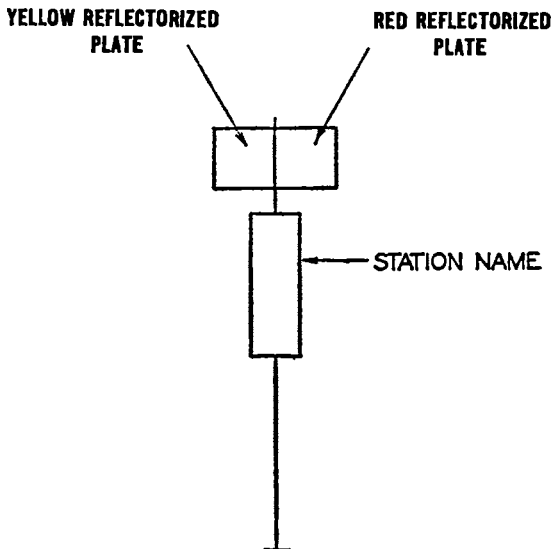
1. MAIN LINE—NEW YORK TO PHILADELPHIA

Between	No. 3 Track	No. 4 Track
Within the limits of Hunter Interlocking	50	50
Special Instructions 1157-F1 and 1157-F1a , pages 299 and 308, changed.		

**(c) SIGNAL ASPECT NOT IN CONFORMITY WITH THE
TYPICAL ASPECT
BELVIDERE DELAWARE BRANCH
KENT, PG, CR, MD AND HD**

Block-Limit Signal aspect not in conformity with the typical aspect, changed.

Block-Limit Signal as shown in service at Kent, PG, CR, MD and HD.



INDICATION—Limit of the Block

NAME—Block-Limit

NOTE—Yellow Plate to be placed next to track governed.

Special Instructions 1280-A to 1297-A8, page 385, changed.

Applies in Philadelphia Commuter Area

(d) CURVES, BRIDGES, ETC.

MAXIMUM SPEEDS

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. MAIN LINE—NEW YORK TO PHILADELPHIA

	No. 3
Between	Track
Within the limits of Shore Interlocking	50

Special Instructions **1157-F1** and **1157-F1a**, pages 301 and 308, changed.

Applies in Chesapeake Division

(e) MAIN LINE—PHILADELPHIA TO WASHINGTON
MP56—MP57

Paragraph (j) Item 1 of General Order No. 901 referring to Temporary Speed Restriction of 50 MPH on No. 3 track between MP56 and MP57, annulled.

(f) MAIN LINE—PHILADELPHIA TO WASHINGTON
BRIDGE 103.52 (2750 feet south of MP103)

Paragraph (j) Item 3 of General Order No. 901 referring to Temporary Speed Restriction of 80 MPH on No. 2 track over Bridge 103.52 (2750 feet south of MP103), annulled.

(g) POPE'S CREEK SECONDARY TRACK
MP5—MP6

Paragraph (j) Item 10 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on Secondary track between MP5 and MP6, annulled.

(h) POPE'S CREEK SECONDARY TRACK
BRIDGE 7.44—MP8

Paragraph (j) Item 10 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on Secondary track between Bridge 7.44 and MP8, annulled.

(i) POPE'S CREEK SECONDARY TRACK
MP11—MP11.5

Paragraph (j) Item 10 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on Secondary track between MP11 and MP11.5, annulled.

(j) POPE'S CREEK SECONDARY TRACK
MP12—MP13

Paragraph (j) Item 10 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on Secondary track between MP12 and MP13, annulled.

(k) POPE'S CREEK SECONDARY TRACK
MP14—MP15

Paragraph (j) Item 10 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on Secondary track between MP14 and MP15, annulled.

(l) POPE'S CREEK SECONDARY TRACK
MP15—MP16

Paragraph (j) Item 10 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on Secondary track between MP15 and MP16, annulled.

(m) POPE'S CREEK SECONDARY TRACK
MP19—MP21

Paragraph (j) Item 10 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on Secondary track between MP19 and MP21, annulled.

(n) POPE'S CREEK SECONDARY TRACK
MP39—MP40

Paragraph (j) Item 10 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on Secondary track between MP39 and MP40, annulled.

(o) POPE'S CREEK SECONDARY TRACK
WINE—LAPLATA

Paragraph (j) Item 10 of General Order No. 901 referring to Temporary Speed Restriction of 15 MPH on Secondary track between Wine and LaPlata, annulled.

(p) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. MAIN LINE—PHILADELPHIA TO WASHINGTON

Between	No. 1 Track	No. 2 Track	No. 3 Track	No. 4 Track
Davis and North East				40
Iron Hill and Davis				10
Within the limits of				
North East Interlocking				60
MP57 and MP55				60
MP56 and MP56.3				60
Within the limits of				
Perryville Interlocking				10
MP87 and MP86				30
North Point and Bay				10
Within the limits of				
Bay Interlocking				10
North Portal of				
Union Tunnel and Bay				30
MP133 and MP134				80

2. DELMARVA BRANCH

Between	Single Track
MP15 and MP16	10
MP17 and MP20	10
MP20 and MP26	10
MP29 and MP34	10
MP35 and MP41	10
MP44 and MP45	10
MP51 and MP54	10
MP55 and MP58	10
MP62 and MP63	5
MP73 and MP74	10
MP76 and MP77	10

3. COLUMBIA AND PORT DEPOSIT BRANCH

Between	Single Track
McCalls and MP28	10
MP36 and MP38	10

4. SEAFORD SECONDARY TRACK

Between	Secondary Track
MP91 and MP93	10

5. POPE'S CREEK SECONDARY TRACK

Between	Secondary Track
MP4 and MP16	10
MP19 and MP21	10
MP25 and MP45	10

6. CHESTERTOWN SECONDARY TRACK

Between	Secondary Track
MP7 and MP9	5

7. OXFORD SECONDARY TRACK

Between	Secondary Track
Clayton and MP1	10
MP6 and MP9	10
MP30 and MP32	10
MP39 and MP42	10
MP44 and End of Block	5

8. POCOMOKE SECONDARY TRACK

Between	Secondary Track
MP27 and MP28	5

9. CAMBRIDGE SECONDARY TRACK

Between	Secondary Track
MP1 and MP2	5

10. D.M. & V. SECONDARY TRACK

Between	Secondary Track
MP17 and MP19 (Harrington to Georgetown)	10
Special Instructions 1157-F1 and 1157-F1a , pages 302, 303, 304 and 309, changed.	

Applies in Harrisburg Division

(q) SELINGSGROVE SECONDARY TRACK

MP44—END OF TRACK

Paragraph (q) Item 19 of General Order No. 901 referring to Temporary Speed Restriction of 5 MPH on Secondary track between MP44 and End of Track, annulled.

(r) CUMBERLAND VALLEY BRANCH

MP20—MP39

Paragraph (q) Item 4 of General Order No. 901 referring to Temporary Speed Restriction of 30 MPH on Single track between MP20 and MP39, annulled.

(s) CURVES, BRIDGES, ETC.

MAXIMUM SPEEDS

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. SELINGSGROVE SECONDARY TRACK

Between	Secondary Track
MP44 and End of Track	10

2. CUMBERLAND VALLEY BRANCH

Between	Single Track
MP20 and MP39	20
Special Instruction 1157-F1 , page 306, changed.	

(t) ENOLA YARD—WEST END

ROCKVILLE—111-B

B Running track from Rockville to 111-B, assigned direction eastward, controlled by Eastbound General Yardmaster, Brick Office, Enola.

Special Instruction **1151-G1**, page 259, changed.

(u) SCHUYLKILL SECONDARY TRACK

OAKS—BIRDSBORO

Yard Limits in service between 2500 feet east of MP28 and 1300 feet west of MP42, in service.

Special Instruction **1093-A1**, page 202, changed.

Applies in Philadelphia Commuter Area

(v) **CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS**

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. MAIN LINE—PHILADELPHIA TO WASHINGTON

Between	No. 1 Track	No. 2 Track	No. 3 Track
MP18 and MP21	80		
Within the limits of Bell Interlocking	60		
Within the limits of West Yard Interlocking	60		
Special Instructions 1157-F1 and 1157-F1a , pages 301 and 309, changed.			

This General Order must be inserted in Timetable No. 9 following General Order No. 903.

R. F. LAWSON,
General Manager

J. K. SHOEMAKER,
General Superintendent



**PENN CENTRAL TRANSPORTATION COMPANY
EASTERN REGION**

Philadelphia, Pa., December 29, 1972

GENERAL ORDER No. 905

Effective 10.01 A.M., Friday, January 12, 1973

Applies in New Jersey Division

(a) BELVIDERE—DELAWARE BRANCH

G

G Part-Time Block Station and Train Order Office, out of service.

Block-Limit Stations at Kent, PG, DY and CR are under control of the operator at MG.

Employees must correct page 18, in ink.

(b) BELVIDERE—DELAWARE BRANCH

G—KENT

Belvidere—Delaware Branch track between G and Kent redesignated as Belvidere—Delaware Secondary track under control of the operator at MG. **Rules 271 to 273**, inclusive, in effect.

All southward L&HR trains and engines must approach Penn Central Belvidere—Delaware Secondary track prepared to stop and stop and must obtain permission from the operator at MG before entering or fouling the Secondary track.

All northward trains and engines must obtain permission from the operator at MG before entering or fouling the Secondary track between Kent and G.

All southward trains and engines on Industrial track at G must approach Secondary track prepared to stop and stop and must obtain permission from the operator at MG before entering or fouling the Secondary track.

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

All other existing Rules and Maximum Speeds will remain in effect on Secondary track between G and Kent.

Special Instructions **1151-A1**, **1151-D1**, **1151-E1** and **1250-A1**, pages 249, 255, 257 and 376, changed.

(c) CURVES, BRIDGES, ETC.

MAXIMUM SPEEDS

TEMPORARY SPEED RESTRICTIONS (MPH), in effect as follows:

1. CATSKILL MOUNTAIN BRANCH

Between	Single Track
MP7 and MP10	5
MP19 and MP20	5

2. BELVIDERE—DELAWARE BRANCH

Between	Single Track
MP16 and MP17	10

3. TRENTON BRANCH

Between	Single Track
MP41 and MP43	10

Special Instruction **1157-F1**, pages 299 and 300, changed.

Applies in Harrisburg Division

**(d) ATGLEN AND SUSQUEHANNA BRANCH—
YORK HAVEN LINE
SHOCKS—CLY**

Cly Interlocking Station and Block Station and Train Order Office and all associated switches and signals, temporarily out of service.

Cly Siding in charge of Operator at Lemo.

No. 2 track between Cly and Lemo, in charge of Operator at York.

Nos. 1 and 2 tracks between Cly and MP47, in charge of Operator at Day.

No. 4 track between Cly and Stell, in charge of Operator at Day.

Delete reference to Note 1, Cly Siding.

Special Instruction **1151-F1**, page 258, changed.

**(e) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS**

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. MAIN LINE—PHILADELPHIA TO PITTSBURGH

Between	EJ Route Track
Zoo and 41st Street Overhead Bridge	15

2. TRENTON BRANCH

Between	No. 1 Track
MP18 and MP23	30

3. CUMBERLAND VALLEY BRANCH

Between	Single Track
MP53 and MP62	25

4. MONTANDON SECONDARY TRACK

Between	Secondary Track
Montandon Jct. and MP1	10

Special Instruction **1157-F1**, pages 305, 306 and 307, changed.

**(f) MONTANDON SECONDARY TRACK
MONTANDON JCT.—MP1**

Paragraph (q) Item 21 of General Order No. 901 referring to Temporary Speed Restriction of 5 MPH on Secondary track between Montandon Jct. and MP1, annulled.

**(g) CUMBERLAND VALLEY BRANCH
MP53—MP55**

Paragraph (q) Item 4 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on Single track between MP53 and MP55, annulled.

**(h) COLUMBIA BRANCH
ROY—STATE**

Paragraph (q) Item 13 of General Order No. 901, referring to Temporary Speed Restriction of 10 MPH on Single track between State and Roy, annulled.

**(i) TRENTON BRANCH
DALE—MP3**

Paragraph (q) Item 6 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on No. 1 track between Dale and MP3, annulled.

(j) **TRENTON BRANCH**
MP5—MP7

Paragraph (q) Item 6 of General Order No. 901 referring to Temporary Speed Restriction of 30 MPH on No. 1 track between MP5 and MP7, annulled.

(k) **MAIN LINE—PHILADELPHIA TO PITTSBURGH**
RUNNING TRACKS OF NO ASSIGNED DIRECTION—
EASTWARD JERSEY RUNNING TRACK
42ND STREET OVERHEAD BRIDGE—ZOO

Eastward Jersey Running track between 41st Street Overhead Bridge and Zoo, changed to EJ Route and made a part of Zoo Interlocking, in service.

Special Instructions **1151-H1** and **1157-H1**, pages 261 and 312, changed.

(l) **MAIN LINE—PHILADELPHIA TO PITTSBURGH**
RUNNING TRACKS OF NO ASSIGNED DIRECTION—
EASTWARD JERSEY RUNNING TRACK
42ND STREET OVERHEAD BRIDGE—41ST STREET
OVERHEAD BRIDGE

Eastward Jersey Running track between 42nd Street Overhead Bridge and 41st Street Overhead Bridge changed to Jersey Running track, in service.

Special Instructions **1151-H1** and **1157-H1**, pages 261 and 312, changed.

(m) **MAIN LINE—PHILADELPHIA TO PITTSBURGH**
42ND STREET OVERHEAD BRIDGE—ZOO

Home signal governing eastward movement on EJ Route attached to west side of 41st Street Overhead Bridge, 2432 feet west of Zoo, controlled by Zoo, in service.

Dwarf signal governing eastward movement on EJ Route, 2432 feet east of 41st Street Overhead Bridge, changed to Pedestal type signal (Fig. A-1), in service.

Sign reading "End Automatic Block" governing westward movement on EJ Route, 2432 feet west of Zoo, in service.

Cab Signal **Rules 550 to 562** inclusive, in effect for eastward movement on EJ Route, in service.

Train Director at Zoo must secure permission from Yardmaster at 44th Street before routing a train to Jersey Running track.

Maximum Authorized Speed on EJ Route, 30 MPH.

Special Instructions **1151-H1**, **1157-H1** and **1250-A1**, pages 261, 312 and 381, changed.

(n) **SELINGSGROVE SECONDARY TRACK**
SELINGSGROVE JCT.—MP44

Paragraph (aa) of General Order No. 901 referring to Selingsgrove Secondary track between Selingsgrove Jct. and MP44, temporarily out of service, annulled.

Applies in Philadelphia Commuter Area

(o) **CURVES, BRIDGES, ETC.**
MAXIMUM SPEEDS

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. MAIN LINE—PHILADELPHIA TO WASHINGTON

Between	No. 2 Track	No. 3 Track
Lamokin and Hook	90	90
Bell and Hook	30	

Special Instructions **1157-F1** and **1157-F1a**, pages 301 and 309, changed.

Applies in New Jersey Division

**(p) BELVIDERE—DELAWARE BRANCH
MG—GW**

Siding located between Switch 1 and Switch 2 at MP6.1, out of service.

Paragraph (h) of General Order No. 901, annulled.

Applies in Chesapeake Division

**(q) MAIN LINE—PHILADELPHIA TO WASHINGTON
MP56—MP56.3**

Paragraph (p) Item 1 of General Order No. 904 referring to Temporary Speed Restriction of 60 MPH on No. 3 track between MP56 and MP56.3, annulled.

**(r) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS**

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. CHESTERTOWN SECONDARY TRACK

Between	Secondary Track
MP9 and MP13	10

2. MAIN LINE—PHILADELPHIA TO WASHINGTON

Between	No. 1 Track	No. 3 Track
North Portal of Union Tunnel and Signal 938	5	
Bush River Movable Bridge	60	

3. OXFORD SECONDARY TRACK

Between	Secondary Track
MP3 and MP4	10
Special Instructions 1157-F1 and 1157-F1a , pages 302, 303, 304 and 309, changed.	

(s) FREIGHT TRAIN OPERATION

Northward train consisting of only loaded TPIX cars between Glendale and MP106 must not exceed 40 MPH.

Special Instruction **1157-C12**, page 295, changed.

This General Order must be inserted in Timetable No. 9 following General Order No. 904.

R. F. LAWSON,
General Manager

J. K. SHOEMAKER,
General Superintendent

**PENN CENTRAL TRANSPORTATION COMPANY
EASTERN REGION**

Philadelphia, Pa., January 16, 1973

GENERAL ORDER No. 906

Effective 12.01 A.M., Sunday, January 28, 1973

Applies in All Divisions and Philadelphia Commuter Area

(a) TIMETABLE AUTHORITY

G Stop for No. 610 at Elizabethtown at 3.16 P.M., page 152, changed to **S** Stop.

D Stop for No. 40 at Paoli at 7.48 A.M., page 144, changed to **S** Stop.

XX Stop for No. 170 at Capital Beltway at 7.19 A.M., page 117, added.

Employees must correct pages 117, 144 and 152, in ink.

Applies in New Jersey Division

(b) CURVES, BRIDGES, ETC.

MAXIMUM SPEEDS

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. MAIN LINE—CP WALDO TO CP 132

Between	Single Track	Siding
CP 1 and MP3	30	
MP29.6 and MP29.8	30	
MP30.1 and MP36	30	
MP36 and MP38	10	
MP38 and MP42	30	
MP42 and MP47.3	15	
MP47.3 and MP50	30	
MP50 and MP51	15	
MP52 and MP61	30	
MP61 and MP63	10	
MP63 and CP 69	30	
MP77 and MP84.5	30	
CP 87 and MP98.0	30	
MP103 and MP111	30	
Approaching Atlantic Cement Co. Crossing at Ravena		5
MP131 and CP 132	30	

2. BELVIDERE—DELAWARE SECONDARY TRACK

Between	Secondary Track
PG and MP52.6	20
MP53.4 and G	20

Special Instruction **1157-F1**, pages 299 and 300, changed.

(c) BELVIDERE—DELAWARE BRANCH

PG—MP61

Paragraph (g) Item 5 of General Order No. 901 referring to Temporary Speed Restriction of 20 MPH on Single track between PG and MP61, annulled.

- (d) **BELVIDERE—DELAWARE BRANCH**
KENT
Permanent Speed Restriction of 30 MPH on Single track over switches at Kent (MP49.0), annulled.
Special Instruction **1157-F1**, page 300, changed.
- (e) **BELVIDERE—DELAWARE BRANCH**
MG—G
Paragraph (g) Item 5 of General Order No. 901 referring to Temporary Speed Restriction of 30 MPH on Single track between MG and G, annulled.
- (f) **MAIN LINE—CP WALDO TO CP 132**
CP 55—NEWBURGH
Trailing hand-operated switch for northward movement in Single track, 350 feet north of CP 55, leading to New Windsor track, out of service.
- (g) **MAIN LINE—NEW YORK TO PHILADELPHIA**
ELMORA
Trailing interlocked switch for westward movement in No. 4 track, leading to Elizabeth team track, out of service.
- (h) **JAMESBURG BRANCH**
JG—MP2
Paragraph (g) Item 3 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on Single track between JG and MP2, annulled.
- (i) **JAMESBURG BRANCH**
JG—MONMOUTH JCT.
Paragraph (g) Item 3 of General Order No. 901 referring to Temporary Speed Restriction of 30 MPH on Single track between JG and Monmouth Jct., annulled.

Applies in Chesapeake Division

- (j) **DELMARVA BRANCH**
MP62—MP63
Paragraph (p) Item 2 of General Order No. 904 referring to Temporary Speed Restriction of 5 MPH on Single track between MP62 and MP63, annulled.
- (k) **OXFORD SECONDARY TRACK**
CLAYTON—MP1
Paragraph (p) Item 7 of General Order No. 904 referring to Temporary Speed Restriction of 10 MPH on Secondary track between Clayton and MP1, annulled.
- (l) **OXFORD SECONDARY TRACK**
MP1—MP2
Paragraph (j) Item 17 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on Secondary track between MP1 and MP2, annulled.
- (m) **MAIN LINE—PHILADELPHIA TO WASHINGTON**
NORTH POINT—RIVER
Paragraph (j) Item 2 of General Order No. 901 referring to Temporary Speed Restriction of 5 MPH on No. 1 track between North Point and North End of River Interlocking, annulled.
- (n) **MAIN LINE—PHILADELPHIA TO WASHINGTON**
UNION JCT.—BAY
Paragraph (r) Item 2 of General Order No. 905 referring to Temporary Speed Restriction of 5 MPH on No. 1 track between North Portal of Union Tunnel and Signal 938, annulled.

(o) **CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS**

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. MAIN LINE—PHILADELPHIA TO WASHINGTON

Between	No. 1 Track	No. 2 Track
North Portal of Union Tunnel and Signal 938	10	
North Point and North End of River Interlocking	10	
Within the limits of Edgewood Interlocking	60	

2. COLUMBIA AND PORT DEPOSIT BRANCH

Between	Single Track
West Pilot and MP14	10

3. DELMARVA BRANCH

Between	Single Track
MP62 and MP63	30
Special Instructions 1157-F1 and 1157-F1a , pages 302, 303 and 309, changed.	

(p) **OXFORD SECONDARY TRACK
MP3—MP4**

Paragraph (r) Item 3 of General Order No. 905 referring to
Temporary Speed Restriction of 10 MPH on Secondary track
between MP3 and MP4, annulled.

(q) **MAIN LINE—PHILADELPHIA TO WASHINGTON
BUSH RIVER MOVABLE BRIDGE**

Paragraph (r) Item 2 of General Order No. 905 referring to
Temporary Speed Restriction of 60 MPH on No. 3 track over
Bush River Movable Bridge, annulled.

Applies in Philadelphia Commuter Area

(r) **CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS**

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. SCHUYLKILL BRANCH

Between	No. 1 Track	No. 2 Track
Pencoyd switch and MP7	30	
MP7 and 2300 feet west thereof	10	
Special Instruction 1157-F1 , page 302, changed.		

(s) **MAIN LINE—PHILADELPHIA TO PITTSBURGH
COATESVILLE**

Trailing hand-operated switch for eastward movement in No. 1
track at MP37.6, equipped with electric lock, leading to
Richard Scully track, out of service.
Special Instructions **1104-D1** and **1160-A1b**, pages 243 and
319, changed.

(t) **MAIN LINE—PHILADELPHIA TO PITTSBURGH
COATESVILLE**

Trailing hand-operated switch for eastward movement in No. 1
track at MP38.2, equipped with electric lock, leading to Phila-
delphia Electric Co. track, in service.
Special Instruction **1104-D1**, page 243, changed.

Applies in Harrisburg Division

(u) SCHUYLKILL SECONDARY TRACK

MAN—MP24

Paragraph (q) Item 11 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on Secondary track between Man and MP24, annulled.

(v) SCHUYLKILL SECONDARY TRACK

MP26—MP28

Paragraph (q) Item 11 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on Secondary track between MP26 and MP28, annulled.

(w) SCHUYLKILL SECONDARY TRACK

MP33—MP51

Paragraph (q) Item 11 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on Secondary track between MP33 and MP51, annulled.

(x) CURVES, BRIDGES, ETC.

MAXIMUM SPEEDS

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. COLUMBIA BRANCH

Between	Single Track
Roy and MP96 (West of Roy)	25
MP96 (West of Roy) and State	10

2. MAIN LINE—PHILADELPHIA TO PITTSBURGH

Between	No. 1 Track	No. 2 Track
Within the limits of Rockville Interlocking ...	20	20

3. MAIN LINE—PHILADELPHIA TO PITTSBURGH

Between	No. 3 Track	No. 4 Track	No. 5 Track
Within the limits of Banks Interlocking	10	10	10
Special Instruction 1157-F1, page 305, changed.			

(y) SECONDARY TRACKS OF NO ASSIGNED DIRECTION

Control of Dillsburg and Mercersburg Secondary tracks of No Assigned Direction changed as follows:

Track	Between	And	Controlled by	Note
Dillsburg (S)	Dillsburg Jct.	End of Track	Lemo	4
Mercersburg (W)	South Penn Jct.	End of Track	Town	4

Special Instruction 1151-D1, page 257, changed.

**(z) COLUMBIA BRANCH
CORK—MOUNTVILLE**

Trailing hand-operated switch for eastward movement in No. 1 track, 340 feet east of MP74, leading to Penn State Container Siding, equipped with hand-operated derail, capacity 11 cars, in service.

**(aa) MAIN LINE—PHILADELPHIA TO PITTSBURGH
CUMBERLAND VALLEY BRANCH
STATE**

Facing interlocked switch for southward movement in No. 4 track, equipped for AC Electrical Operation leading to Cumberland Valley Branch, 240 feet east of State Block and Interlocking Station, out of service.

Dwarf signal governing northward movement on Cumberland Valley Branch, 520 feet south of State Block and Interlocking Station, out of service.

Trailing interlocked switch for eastward movement in No. 1 track, 1200 feet east of State Block and Interlocking Station leading to Cumberland Valley Branch, in service.

Dwarf signal governing northward movement on Cumberland Valley Branch, 1055 feet south of State Block and Interlocking Station, in service.

Special Instruction **1167-A5**, page 364, changed.

Applies in New Jersey Division

**(bb) PUBLIC CROSSINGS AT GRADE
BORDENTOWN SECONDARY TRACK
BURLINGTON**

Automatic Highway Crossing Protection on Bordentown Secondary track at High Street, Burlington, in service.

Special Instruction **1103-A1**, page 214, changed.

**(cc) PUBLIC CROSSINGS AT GRADE
ARSENAL RUNNING TRACK
BONHAMTOWN**

Manually operated Start-Stop Highway Crossing Protection on Arsenal Running track at Woodbridge Avenue, Bonhamtown, in service.

Special Instruction **1103-A1**, page 213, changed.

**(dd) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS**

PERMANENT SPEED RESTRICTIONS (MPH) in effect as follows:

1. BELVIDERE—DELAWARE BRANCH

Between	Single Track
MG and Kent	30

2. BELVIDERE—DELAWARE SECONDARY TRACK

Between	Secondary Track
Kent and G	30

3. MAIN LINE—CP 1 AND CP 132

Between	Single Track
CP 1 and Division Post	Psg. Freight
(Mohawk Division)	40.....40

4. JAMESBURG BRANCH

Between	Single Track
JG and MP2	Psg. Freight
MP2 and Midway	10.....10
	30.....30

Employees must replace pages 281 and 282 and 299 and 300 in Timetable No. 9 with attached corrected pages.

Special Instructions **1157-C1** and **1157-H1**, pages 280, 281 and 311, changed.

Applies in Chesapeake Division

(ee) **D.M.&V. SECONDARY TRACK**
MILLSBORO—SNOW HILL

Manual Block Signal System **Rules 305 to 312, inclusive** and **Rules 317 to 342 inclusive**, between Millsboro and Selbyville, withdrawn.

Manual Block Signal System **Rules 305 to 316, inclusive** and **Rules 319 to 342 inclusive**, between Millsboro and Selbyville, in effect.

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
Harrington	Millsboro	D. M. & V. Secondary	...	...	X	P	...	...	...	...	...	...	J
Millsboro	Snow Hill		...	...	X	A	...	...	...	...	...	...

Special Instruction **1250-A1**, page 380, changed.

This General Order must be inserted in Timetable No. 9 following General Order No. 905.

R. F. LAWSON,
General Manager

J. K. SHOEMAKER,
General Superintendent

**PENN CENTRAL TRANSPORTATION COMPANY
EASTERN REGION**

Philadelphia, Pa., January 19, 1973

GENERAL ORDER No. 907

Effective 12.01 A.M., Thursday, February 1, 1973

Applies in All Divisions and Philadelphia Commuter Area

(a) ELECTRICAL OPERATING INSTRUCTIONS

C.T. 290R4, Electrical Operating Instructions, in effect.

Employees whose duties are prescribed by the C.T. 290R4 must provide themselves with a copy, see that it is complete and note changes.

(b) SPEED RESTRICTIONS—CONTROLLED POINT (CP) OR INTERLOCKINGS

When a speed restriction is put in effect at a Controlled Point (CP) or interlocking, the restriction applies between the extreme outer home signals.

Special Instruction **1157-K**, page 313, added.

Applies in New Jersey Division

(c) CT-290—ELECTRICAL OPERATING INSTRUCTIONS

An electric engine which has been made dead enroute, in an eastward train destined New York, must be inspected and approved, per Instruction 14, page 16 of CT-290 by a class "A" employee, prior to being moved east of Hudson or through North River Tunnels.

If the dead engine cannot be approved by class "A" employee for movement through North River Tunnels or if such an employee cannot be secured in time to prevent delay to the train, dead engine must be set off at Hudson. When the electric engine is made dead enroute between Hudson and New York, it must not be moved through North River Tunnels until after engineman has complied with Instruction 14, page 16 of CT-290.

Special Instruction **1167-A22**, page 372, changed.

Applies in All Divisions and Philadelphia Commuter Area

(d) MAXIMUM SPEEDS, FOR TRAINS CONSISTING ENTIRELY OF CARS AS FOLLOWS:

A—Class MR1A electric MU cars, Nos. 800 to 830, incl.; MS1A Nos. 850 to 869, incl. and MG1A Nos. 880 to 889, inclusive in high-speed passenger service (Metroliners), Class MP85-E3 electric MU cars Nos. T1, 2, 3 and 4 and Class MA1A, Nos. 100 to 106, incl. and 108 to 134, incl.

Employees must replace pages 287 and 288 in Timetable No. 9 with attached corrected pages.

Special Instruction **1157-C1b**, page 288, changed.

**(e) SPEEDS
PASSENGER TRAINS**

Maximum Speed, for trains consisting entirely of cars as follows:

A—Class MR1A electric MU cars, Nos. 800 to 830, incl.; MS1A Nos. 850 to 869, incl. and MG1A Nos. 880 to 889, inclusive in high-speed passenger service (Metroliners), Class MP85-E3 electric MU cars Nos. T1, 2, 3 and 4 and Class MA1A, Nos. 100 to 106, incl. and 108 to 134, incl.

Employees must replace pages 307 and 308 in Timetable No. 9 with attached corrected pages.

Special Instruction **1157-F1a**, page 308, changed.

(f) **ENGINES**
MAXIMUM SPEEDS, UNLESS OTHERWISE
RESTRICTED

Multiple unit cars designated classes changed.

A—Class MR1A electric MU cars, Nos. 800 to 830, incl.; MS1A Nos. 850 to 869, incl. and MG1A Nos. 880 to 889, inclusive in high-speed passenger service (Metroliners), Class MP85-E3 electric MU cars Nos. T1, 2, 3 and 4 and Class MA1A, Nos. 100 to 106, incl. and 108 to 134, incl.

Employees must replace pages 309 and 310 in Timetable No. 9 with attached corrected pages.

Special Instruction **1157-G1**, page 310, changed.

This General Order must be inserted in Timetable No. 9 following General Order No. 906.

R. F. LAWSON,
General Manager

J. K. SHOEMAKER,
General Superintendent

**PENN CENTRAL TRANSPORTATION COMPANY
EASTERN REGION**

Philadelphia, Pa., February 12, 1973

GENERAL ORDER No. 908

Effective 12.01 A.M., Friday, February 23, 1973

Applies in Harrisburg Division

**(a) SCHUYLKILL SECONDARY TRACK
CROMBY**

A track in Cromby Yard redesignated Cromby Siding of No Assigned Direction, in charge of Operator at Nest, capacity 46 cars, in service.

Page 21 and Special Instruction **1151-F1**, page 258, changed.

**(b) MAIN LINE—PHILADELPHIA TO PITTSBURGH
HARRISBURG YARD**

No. 24 Spur track at Maclay Street extended westward to connection with No. 18 track at east end of New Ramp track, 1700 feet east of GI-8 and redesignated No. 24 track, in service.

Trailing hand-operated switch for westward movement in No. 24 track, 2100 feet east of GI-8, leading to No. 22 Spur track, capacity 18 cars, in service.

Trailing hand-operated switch for westward movement in No. 24 track, 1950 feet east of GI-8, leading to No. 24 Spur track, capacity 18 cars, in service.

Applies in New Jersey Division

**(c) MAIN LINE—NEW YORK TO PHILADELPHIA
MP50—MP54**

Paragraph (g) Item 13 of General Order No. 901 referring to Temporary Speed Restriction of 50 MPH on No. 4 track between MP50 and MP54, annulled.

**(d) BORDENTOWN SECONDARY TRACK
MP24—MP25**

Paragraph (g) Item 11 of General Order No. 901 referring to Temporary Speed Restriction of 5 MPH on Secondary track between MP24 and MP25, annulled.

**(e) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS**

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. BORDENTOWN SECONDARY TRACK

	Secondary Track
Between	
MP24 and MP25	10

Special Instruction **1157-F1**, page 300, changed.

Applies in Chesapeake Division

**(f) OXFORD SECONDARY TRACK
MP6—MP9**

Paragraph (p) Item 7 of General Order No. 904 referring to Temporary Speed Restriction of 10 MPH on Secondary track between MP6 and MP9, annulled.

**(g) MAIN LINE—PHILADELPHIA TO WASHINGTON
NORTH EAST**

Paragraph (j) Item 1 of General Order No. 901 referring to Temporary Speed Restriction of 80 MPH on Nos. 2 and 3 tracks within the limits of North East Interlocking, annulled.

**(h) MAIN LINE—PHILADELPHIA TO WASHINGTON
NORTH EAST**

Paragraph (p) Item 1 of General Order No. 904 referring to Temporary Speed Restriction of 60 MPH on No. 2 track within the limits of North East Interlocking, annulled.

(i) **CURVES, BRIDGES, ETC.**
MAXIMUM SPEEDS

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. MAIN LINE—PHILADELPHIA TO WASHINGTON

Between	No. 2 Track	No. 3 Track
Curve at North East between a point 1000 feet south of MP51 and a point 4400 feet south of MP51	60	80
Principio	60	

2. POPE'S CREEK SECONDARY TRACK

Between	Secondary Track
Bowie and MP1	10

3. D.M.&V. SECONDARY TRACK

Between	Secondary Track
Georgetown and Snow Hill MP15 and MP16	10
MP19 and MP20	10
MP36 and MP37	10

4. OXFORD SECONDARY TRACK

Between	Secondary Track
MP24 and MP25	5

5. DELMARVA BRANCH

Between	Single Track
MP58 and MP61	10
MP61 and MP63	30
Special Instructions 1157-F1 and 1157-F1a , pages 302, 303, 304 and 309, changed.	

(j) **DELMARVA BRANCH**
MP58—MP63

Paragraph (j) Item 6 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on Single track between MP58 and MP63, annulled.

Applies in Philadelphia Commuter Area

(k) **CURVES, BRIDGES, ETC.**
MAXIMUM SPEEDS

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. MAIN LINE—NEW YORK TO PHILADELPHIA

Between	No. 4 Track
MP70 and MP76	50

2. MAIN LINE—PHILADELPHIA TO PITTSBURGH

Between	No. 1 Track	No. 2 Track
Division Post (Hbg. Div.) and eastward limits of Park Interlocking	30	
Westward limits of Park Interlocking and westward limits of Caln Interlocking	10	
Westward limits of Caln Interlocking and Glen	30	

Special Instructions **1157-F1** and **1157-F1a**, pages 301 and 309, changed.

- (l) **MAIN LINE—PHILADELPHIA TO PITTSBURGH
DIVISION POST (HBG. DIV.)—PARK**
Paragraph (ii) Item 2 of General Order No. 901 referring to Temporary Speed Restriction of 40 MPH on No. 1 track within the limits of Park Interlocking, annulled.
- (m) **MAIN LINE—PHILADELPHIA TO PITTSBURGH
DIVISION POST (HBG. DIV.)—PARK**
Paragraph (ii) Item 2 of General Order No. 901 referring to Temporary Speed Restriction of 40 MPH on No. 1 track between Division Post (Hbg. Div.) and east end of Park Interlocking, annulled.
- (n) **MAIN LINE—PHILADELPHIA TO PITTSBURGH
PARK—GLEN**
Paragraph (ii) Item 2 of General Order No. 901 referring to Temporary Speed Restriction of 30 MPH on No. 2 track between westward limits of Park Interlocking and Glen, annulled.
- (o) **FREIGHT AND PASSENGER TRAIN OPERATION
WEST CHESTER BRANCH
NIELDS ST.—UNION ST., WEST CHESTER**
At Nields Street and Union Street, West Chester, before making movement over public crossing at grade, trains and engines must come to a complete stop clear of crossing then proceed after sounding engine whistle or horn in accordance with **Rule 14(1)**.
Special Instruction **1156-A29**, page 278, changed.
-

Applies in All Divisions and Philadelphia Commuter Area

- (p) **TIMETABLE AUTHORITY**
Schedules of Nos. 8, 10, 11 and 16, changed.
Employees must replace pages 35 and 36 and 67 and 68 and 77 and 78 and 81 and 82 and 127 and 128 and 141 and 142 and 143 and 144 in Timetable No. 9 with attached corrected pages.
S Stop for No. 601 at Merion at 5.57 A.M., page 126, added.
S Stop for No. 40 at Paoli at 7.48 A.M., page 144, changed to **D** Stop.
Baggage service on Nos. 169 and 174, pages 47, 86, 108 and 119, withdrawn.
Nos. 171 and 172 will have baggage service, pages 50, 83, 109 and 119, added.
Employees must correct pages 47, 50, 83, 86, 108, 109, 119 and 126, in ink.
- (q) **TRAILVAN TRAINS**
TrailVan trains must not exceed a speed of 60 MPH when handling cars (except cabooses) equipped with friction bearings.
Employees must replace pages 295 and 296 and 343 and 344 in Timetable No. 9 with attached corrected pages.
Special Instruction **1160-A4**, page 343, changed.
Special Instruction **1157-C14**, page 295, added.

Applies in Harrisburg Division

- (r) **CURVES, BRIDGES, ETC.**
MAXIMUM SPEEDS
TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:
1. **FREDERICK SECONDARY TRACK**
- | Between | Secondary Track |
|---------------------|-----------------|
| MP24 and MP25 | 10 |
| MP25 and MP27 | 20 |
2. **WINCHESTER SECONDARY TRACK**
- | Between | Secondary Track |
|---------------------|-----------------|
| MP86 and MP88 | 10 |
3. **SCHUYLKILL SECONDARY TRACK**
- | Between | Siding Track |
|-----------------------|--------------|
| Lock and MP40.9 | 5 |
- Special Instruction **1157-F1**, pages 306 and 307, changed.
- (s) **YORK HAVEN LINE**
STELL—WAGO JCT.
Paragraph (t) of General Order No. 901 referring to No. 2 track between MP82 and Cly, temporarily out of service, annulled.
- (t) **FREDERICK SECONDARY TRACK**
MP24—MP27
Paragraph (q) Item 9 of General Order No. 901 referring to Temporary Speed Restriction of 20 MPH on Secondary track between MP24 and MP27, annulled.
- (u) **SCHUYLKILL SECONDARY TRACK**
LOCK—MP40.9
Paragraph (q) Item 11 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on Siding track between Lock and MP40.9, annulled.

Applies in New Jersey Division

- (v) **PUBLIC CROSSING AT GRADE**
ARSENAL RUNNING TRACK
BONHAMTOWN
Paragraph (cc) of General Order No. 906 referring to Manually Operated Start-Stop Highway Crossing Protection at Woodbridge Avenue, Bonhamtown, annulled.
Trains and engines must stop before passing over Highway Crossing at Woodbridge Avenue, Bonhamtown, and a member of the crew must protect the crossing in advance of each movement.
Special Instruction **1103-A1**, page 213, changed.
- (w) **PASSAIC AND HARSIMUS BRANCH**
WA-5—MP1
Paragraph (g) Item 2 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on No. 1 track between WA-5 and MP1, annulled.
- (x) **MAIN LINE—CP WALDO TO CP 132**
MP61—MP63
Paragraph (b) Item 1 of General Order No. 906 referring to Temporary Speed Restriction of 10 MPH on Single track between MP61 and MP63, annulled.

(y) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. MAIN LINE—CP WALDO TO CP 132

Between	Single Track
Over Public Highway at Fort Montgomery	10
MP61 and MP63	30

2. PASSAIC AND HARSIMUS BRANCH

Between	No. 1 Track	No. 2 Track
WA-5 and Karny	10	
CP Waldo and Hack	5	

3. MAIN LINE—HAROLD AND A

Between	No. 1 Track
Signals IE22 and IE28 AC Electric trains— East River Tunnels—with more than one pantograph in service	40
Special Instructions 1157-F1 and 1157-F1a, pages 299 and 308, in service.	

This General Order must be inserted in Timetable No. 9 following General Order No. 907.

R. F. LAWSON,
General Manager

J. K. SHOEMAKER,
General Superintendent



**PENN CENTRAL TRANSPORTATION COMPANY
EASTERN REGION**

Philadelphia, Pa., February 16, 1973

GENERAL ORDER No. 909

Effective 9.01 A.M., Wednesday, February 28, 1973

Applies in New Jersey Division

- (a) **MAIN LINE—CP WALDO TO CP 132**
MP38—MP42
Paragraph (b) Item 1 of General Order No. 906 referring to Temporary Speed Restriction of 30 MPH on Single track between MP38 and MP42, annulled.
- (b) **MAIN LINE—CP WALDO TO CP 132**
MP42—MP47.3
Paragraph (b) Item 1 of General Order No. 906 referring to Temporary Speed Restriction of 15 MPH on Single track between MP42 and MP47.3, annulled.
- (c) **MAIN LINE—CP WALDO TO CP 132**
MP77—MP84.5
Paragraph (b) Item 1 of General Order No. 906 referring to Temporary Speed Restriction of 30 MPH on Single track between MP77 and MP84.5, annulled.
- (d) **MAIN LINE—CP WALDO TO CP 132**
CP 87—MP98
Paragraph (b) Item 1 of General Order No. 906 referring to Temporary Speed Restriction of 30 MPH on Single track between CP 87 and MP98, annulled.
- (e) **MAIN LINE—CP WALDO TO CP 132**
MP48—MP48.5
Permanent Speed Restriction of 15 MPH on Single track between MP48 and MP48.5, annulled.
Special Instruction **1157-F1**, page 299, changed.
- (f) **BORDENTOWN SECONDARY TRACK**
MP21—MP22
Permanent Speed Restriction of 10 MPH on Secondary track between MP21 and MP22, annulled.
- (g) **PERTH AMBOY AND WOODBRIDGE BRANCH**
UNION—WC
Trailing hand-operated switch for eastward movement in No. 2 track, leading to Tail track, in service.
- (h) **CURVES, BRIDGES, ETC.**
MAXIMUM SPEEDS
TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:
- | | |
|---|---------------------|
| 1. MAIN LINE—CP WALDO TO CP 132 | Single Track |
| Between | |
| MP38 and MP44 | 30 |
| MP44 and MP47.3 | 15 |
| MP82.5 and MP84.5 | 30 |
| CP 87 and MP96 | 30 |
| MP96 and MP98 | 15 |
| Special Instruction 1157-F1 , page 299, changed. | |
- (i) **MAIN LINE—CP WALDO TO CP 132**
WEST POINT TUNNEL—TARGET HILL
Delete paragraphs 1 and 2 in Special Instruction **1293-A3** referring to Slide Detector Signals at West Point Tunnel and Target Hill.
Special Instruction **1296-A3**, page 386, changed.

(j) MAIN LINE—CP WALDO TO CP 132
TARGET HILL

When track conditions are not safe for normal speed at Target Hill land-slide area, home signals at CP 35 and CP53 will display **Rule 292**, Fig. B-1 and intermediate automatic signals will display **Rule 291**, Fig. B-2.

When this condition exists trains and engines must stop at land-slide area at Target Hill and a member of the crew will inspect the area to determine if it is safe to proceed.

Special Instruction **1296-A3**, page 386, changed.

(k) MAIN LINE—NEW YORK TO PHILADELPHIA
PORTAL

Smash Board Signals on Nos. 1 and 2 tracks at Portal Movable Bridge, out of service.

Special Instruction **1280-A** to **1297-A1**, page 383, changed.

Applies in Chesapeake Division

(l) PUBLIC CROSSINGS AT GRADE

DELMARVA BRANCH—SEAFORD SECONDARY TRACK
—POCOMOKE SECONDARY TRACK—CHESTERTOWN
SECONDARY TRACK—CENTREVILLE SECONDARY
TRACK—OXFORD SECONDARY TRACK—CAMBRIDGE
SECONDARY TRACK—DM&V SECONDARY TRACK AND
CRISFIELD SECONDARY TRACK

Trains and engines must approach all automatic protected crossings 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**.

Special Instruction **1103-A1**, pages 232, 233 and 234, changed.

(m) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. MAIN LINE—PHILADELPHIA TO WASHINGTON

Between	No. 2 Track	No. 3 Track
Edgewood		60
MP56 and MP56.3		80
Southward movements		
MP117 and Signal 1191	90	90

2. DELMARVA BRANCH

Between	Single Track
MP60 and MP61	30

3. COLUMBIA AND PORT DEPOSIT BRANCH

Between	No. 1 Track
MP6 and Tome	10

4. POPE'S CREEK SECONDARY TRACK

Between	Secondary Track
MP16 and MP19	10

5. POCOMOKE SECONDARY TRACK

Between	Secondary Track
MP45 and MP47	10

6. CAMBRIDGE SECONDARY TRACK

Between	Secondary Track
MP10 and MP11	10

Special Instructions **1157-F1** and **1157-F1a**, pages 302, 303, 304 and 309, changed.

(n) **MAIN LINE—PHILADELPHIA TO WASHINGTON**
MP133—MP134

Paragraph (p) Item 1 of General Order No. 904 referring to Temporary Speed Restriction of 80 MPH on No. 3 track between MP133 and MP134, annulled.

(o) **CURVES, BRIDGES, ETC.**
MAXIMUM SPEEDS

PERMANENT SPEED RESTRICTION (MPH) in effect as follows:

1. MAIN LINE—PHILADELPHIA TO WASHINGTON

Between	No. 2 Track	No. 3 Track
Curve at North East between a point 1000 feet south of MP51 and a point 4400 feet south of MP51	80	80

Special Instructions **1157-F1** and **1157-F1a**, pages 302 and 309, changed.

(p) **MAIN LINE—PHILADELPHIA TO WASHINGTON**
MP51—MP52

Paragraph (i) Item 1 of General Order No. 908 referring to Temporary Speed Restriction of 60 MPH on No. 2 track and 80 MPH on No. 3 track between 1000 feet south of MP51 and 4400 feet south of MP51, annulled.

Applies in Harrisburg Division

(q) **MAIN LINE—PHILADELPHIA TO PITTSBURGH**
CUMBERLAND VALLEY BRANCH
STATE INTERLOCKING

Trailing interlocked switch for eastward movement in No. 1 track 1200 feet east of State, leading to Cumberland Valley Branch, equipped for AC Electrical Operation, in service.
Special Instruction **1167-A5**, page 364, changed.

(r) **CURVES, BRIDGES, ETC.**
MAXIMUM SPEEDS

TEMPORARY SPEED RESTRICTION (MPH) in effect as follows:

1. MAIN LINE—PHILADELPHIA TO PITTSBURGH

Between	Single Track
Connection from No. 1 track, State to Cumberland Valley Branch	5

2. TRENTON BRANCH

Between	Single Track
Dale and Glen	5

Special Instruction **1157-F1**, pages 305 and 306, changed.

(s) **TRENTON BRANCH**
DALE—GLEN

Paragraph (q) Item 6 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on Single track between Dale and Glen, annulled.

(t) **RUNNING TRACKS OF NO ASSIGNED DIRECTION
CUMBERLAND VALLEY BRANCH
CAMP RUNNING TRACK**

Control of Camp Running track by Yardmaster at Shiremans-
town changed to 7.00 A.M., Sunday until 11.00 P.M., Saturday.

Note 14 of Special Instruction **1151-H1**, changed.

Special Instruction **1151-H1**, page 263, changed.

This General Order must be inserted in Timetable No. 9 fol-
lowing General Order No. 908.

R. F. LAWSON,
General Manager

J. K. SHOEMAKER,
General Superintendent

**PENN CENTRAL TRANSPORTATION COMPANY
EASTERN REGION**

Philadelphia, Pa., February 27, 1973

GENERAL ORDER No. 910

Effective 12.01 A.M., Sunday, March 18, 1973

Applies in Harrisburg Division

- (a) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS

TEMPORARY SPEED RESTRICTION (MPH) in effect as follows:

1. MAIN LINE—PHILADELPHIA TO PITTSBURGH

Between	No. 2 Track	No. 4 Track
MP93 and MP93.5	50	
Rockville		10

2. YORK HAVEN LINE

Between	No. 2 Track
Lemo and Stell	10

3. ATGLEN AND SUSQUEHANNA BRANCH

Between	No. 2 Track
MP30 and MP31	10

4. TRENTON BRANCH

Between	No. 1 Track
MP38 and MP39	30

5. MAIN LINE—HARRISBURG YARD

Between	Eastward Running Track	Westward Running Track
GI-8 and Rockville	10	10

6. MAIN LINE—HARRISBURG TO BUFFALO

Between	Single Track
MP281.3 and MP278	30
MP132 and MP132.5	30

7. TRENTON BRANCH

Between	No. 1 Track	No. 2 Track
MP17 and MP18	10	
MP28 and MP30	10	
MP38 and MP39	30	
MP28 and Heaton		10

Special Instructions **1157-F1** and **1157-F1a**, pages 305, 306, 307 and 309, changed.

- (b) MAIN LINE—PHILADELPHIA TO PITTSBURGH
MP93—MP93.5

Paragraph (q) Item 2 of General Order No. 901 referring to Temporary Speed Restriction of 30 MPH on No. 2 track between MP93 and MP93.5, annulled.

- (c) COLUMBIA BRANCH
CORK—MOUNTVILLE

Trailing hand-operated switch, equipped with hand-operated derail, for westward movement in No. 2 track 4752 feet west of MP72, leading to Royster Farms Service track, capacity 10 cars, in service.

(d) **MAIN LINE—HARRISBURG TO BUFFALO**
MP281—MP280

Paragraph (q) Item 1 of General Order No. 901 referring to Temporary Speed Restriction of 30 MPH on Single track between MP281 and MP280, annulled.

(e) **MAIN LINE--HARRISBURG YARD**
EAST END STATE—MACLAY STREET

Paragraph (q) Item 20 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on No. 11 Running track between east end of State and Maclay Street, annulled.

(f) **SCHUYLKILL SECONDARY TRACK**
BROOKE

Home signal governing eastward movement on Secondary track, 3840 feet west of Brooke Block and Interlocking Station, relocated from cantilever mast to ground mast, in service.

Block signal governing westward movement on Secondary track, 3840 feet west of Brooke Block and Interlocking Station, relocated from cantilever mast to ground mast, in service.

Applies in New Jersey Division

(g) **TIMETABLE AUTHORITY**

S Stop for No. 3858 at Metro Park at 7.03 P.M., page 94, added.

Employees must correct page 94, in ink.

Applies in Chesapeake Division

(h) **CURVES, BRIDGES, ETC.**
MAXIMUM SPEEDS

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. MAIN LINE—PHILADELPHIA TO WASHINGTON

Between	No. 1 Track
Canton Junction and Bay	10

2. MAIN LINE—PHILADELPHIA TO WASHINGTON

Between	Cross- over	No. 2 Track
MP95 and MP94.5		10

Fulton—Over crossover northward
from No. 2 track to No. 3 track ..10

3. DELMARVA BRANCH

Between	Secondary Track
Harrington and MP65	10

4. POPE'S CREEK SECONDARY TRACK

Between	Secondary Track
MP1 and MP4	10
MP21 and MP25	10

5. DM&V SECONDARY TRACK

Between	Secondary Track
Georgetown to Snow Hill	
MP12 and MP13	5
MP16 and MP17	10
MP22 and MP23	10

6. CHESTERTOWN SECONDARY TRACK

Between	Secondary Track
MP4 and MP5	5
MP10 and MP11	10

7. MAIN LINE—PHILADELPHIA TO WASHINGTON

Between	No. 2 Track
Vern	80

8. MAIN LINE—LANDOVER TO SOUTH END

Between	Single Track	No. 2 Track
MP133 and MP130		10
Virginia Avenue Tunnel	5	

9. CHALK POINT INDUSTRIAL TRACK

Between	Industrial Track
MP2 and Bridge 5.58	10

10. POCOMOKE SECONDARY TRACK

Between	Secondary Track
MP72 and MP73	10
Special Instructions 1157-F1 and 1157-F1a , pages 302, 303, 304 and 309, changed.	

(i) MAIN LINE—PHILADELPHIA TO WASHINGTON
MP49—MP48.3

Paragraph (j) Item 1 of General Order No. 901 referring to Temporary Speed Restriction of 80 MPH on No. 2 track between MP49 and MP48.3, annulled.

(j) MAIN LINE—PHILADELPHIA TO WASHINGTON
MP57—MP55

Paragraph (p) Item 1 of General Order No. 904 referring to Temporary Speed Restriction of 60 MPH on No. 2 track between MP57 and MP55, annulled.

(k) COLUMBIA AND PORT DEPOSIT BRANCH
McCALLS—MP28

Paragraph (p) Item 3 of General Order No. 904 referring to Temporary Speed Restriction of 10 MPH on Single track between McCalls and MP28, annulled.

Applies in All Divisions and Philadelphia Commuter Area

(1) **TIMETABLE AUTHORITY**

Schedule of No. 624, changed.

Schedule of No. 630, added.

Employees must replace pages 149 and 150 and 155 and 156 in Timetable No. 9 with attached corrected pages.

This General Order must be inserted in Timetable No. 9 following General Order No. 909.

R. F. LAWSON,
General Manager

J. K. SHOEMAKER,
General Superintendent





**PENN CENTRAL TRANSPORTATION COMPANY
EASTERN REGION**

Philadelphia, Pa., March 26, 1973

GENERAL ORDER No. 911

Effective 9.01 A.M., Wednesday, April 4, 1973

Applies in Harrisburg Division

- (a) **MAIN LINE—PHILADELPHIA TO PITTSBURGH
CUMBERLAND VALLEY BRANCH
STATE INTERLOCKING**

Facing interlocked switch for northward movement in Single track, 1099 feet south of State, leading to No. 4 track, equipped for AC Electrical Operation, in service.

Dwarf signal governing northward movement on Single track, 1536 feet south of State, in service.

Employees must replace pages 363, 364, 365 and 366 in Timetable No. 9 with attached corrected pages.

Special Instruction **1167-A5**, page 364, changed.

- (b) **CUMBERLAND VALLEY BRANCH
LEMO—CAMP**

Single track between Lemo and AC Motor Stop Sign, 300 feet south of Lemo, equipped for Electrical Operation, in service.

Special Instruction **1167-A5**, page 364, changed.

- (c) **SCHUYLKILL SECONDARY TRACK
READING—ORCHARD**

Secondary track from 2100 feet west of MP64 to 3900 feet west of MP64, temporarily relocated south, a maximum of 100 feet, in service.

- (d) **BORDENTOWN BRANCH
COOPER—HATCH
PAVONIA YARD**

Facing hand-operated crossover between No. 1 Running track and No. 2 Running track, 3750 feet east of MP3, in service.
Trailing hand-operated switch for eastward movement in No. 1 Running track, 3300 feet east of MP3, leading to Mozart Yard track, changed to semi-automatic switch, in service.

Facing hand-operated switch for eastward movement in No. 2 Running track, 200 feet east of MP3, leading to No. 1 Running track, in service.

Mozart Yard track 200 feet east of MP3 to 3300 feet east of MP3 redesignated No. 1 Running track, in charge of Operator at Cooper, in service.

Former No. 1 Running track between 200 feet east of MP3 to 3300 feet east of MP3, redesignated No. 0 Running track of No Assigned Direction, in charge of Operator at Cooper, in service. Note 1 applies.

Scale track at 36th Street Overhead Bridge, stub ended, in service.

Maximum speed on No. 0 Running track, 15 MPH.

Employees must replace pages 313 and 314 in Timetable No. 9 with attached corrected pages.

Special Instructions **1151-H1** and **1157-H1**, pages 262, and 313, changed.

- (e) **MAIN LINE—PHILADELPHIA TO PITTSBURGH
CUMBERLAND VALLEY BRANCH
STATE INTERLOCKING**

Trailing interlocked switch for eastward movement in No. 1 track, located 1200 feet east of State Block and Interlocking Station, leading to Cumberland Valley Branch, equipped for AC Electrical Operation, in service.

Note K added: Class GG-1 electric engines are prohibited.

Special Instructions **1160-A1d** and **1167-A5**, pages 335 and 364, changed.

Applies in All Divisions and Philadelphia Commuter Area

(f) ENGINE RESTRICTIONS

**ALIGNMENT CONTROL COUPLERS OR
COUPLER STOPS**

Diesel-electric engines equipped with alignment control couplers or coupler stops, changed.

Employees must replace pages 343 and 344 in Timetable No. 9 with attached corrected pages.

Special Instruction **1160-A3**, page 343, changed.

(g) UNIFORMS

100J-1-A1. Designated uniformed employees must wear the Standard Penn Central uniform while on duty.

Penn Central and AMTRAK Uniform coats must be buttoned except when Trainmen are actually engaged in lifting transportation.

Penn Central uniform requires a clean, plain, white broadcloth shirt with either long or short elbow length sleeves and four-in-hand or black clip-on bow tie of dacron-wool material with square ends measuring $4\frac{1}{2}$ inches long and $1\frac{3}{4}$ inches wide, a black belt, black hose and black shoes.

Amtrak uniform requires a clean Amtrak shirt and matching tie, black belt, black hose and black shoes.

Passenger trainmen may perform their duties without uniform coats and vests during the period May 1 to October 31 inclusive, or at any time when the outside temperature exceeds 80 deg. except, trainmen who have objectionable markings on their arms such as tattoos, etc., must not wear shirts with short elbow length sleeves. The long sleeve shirt must be buttoned and not rolled.

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

Employees must replace pages 177 and 178 in Timetable No. 9 with attached corrected pages.

Special Instruction **100J-1-A1**, page 177, changed.

Applies in Chesapeake Division

**(h) NORMAL POSITION OF SWITCHES AND CROSSOVERS
AT SPECIFIED LOCATIONS**

Switch Located at	Connecting	With	Normal Position is for Movement
Porter	N&DC Running Track	New Castle Secondary Track	To N&DC Running Track

Employees must replace pages 239 and 240 in Timetable No. 9 with attached corrected pages.

Special Instruction **1104-A1**, page 240, changed.

Applies in New Jersey Division

**(i) MAIN LINE—CP WALDO TO CP 132
MOUNT MARION**

Pipe-connected derail on facing hand-operated switch for northward movement in Main track leading to south end of Solite Co. track changed to hand-operated derail.

**(j) PASSAIC AND HARSIMUS BRANCH
HACK**

Smash Board Signals on Nos. 1 and 2 tracks at Hack Movable Bridge, out of service.

(k) **SECONDARY TRACK OF NO ASSIGNED DIRECTION
KARNY—HACK**

Naught, No. 1 Ice-House, Produce Yard Lead and Grape Lead tracks redesignated as Running Tracks of No Assigned Direction controlled by Yard Master, South Kearny.

Employees must replace pages 255, 256, 259, 260, 261 and 262 with attached corrected pages.

Special Instructions **1151-D1** and **1151-H1**, pages 255, 256, 257, 258, 259, 260, 261 and 262, changed.

(l) **PERTH AMBOY AND WOODBRIDGE BRANCH
AVENAL—UNION**

Trailing hand-operated switch for eastward movement in No. 1 track, 140 feet east of MP1, leading to General Dynamics Corp. track, out of service.

Applies in Harrisburg Division

(m) **BORDENTOWN BRANCH
BORDENTOWN SECONDARY TRACK
COOPER—MP16**

Delanco Industrial track changed to Perkins Siding of No Assigned Direction, capacity 60 cars, in charge of Operator at Jersey, in service.

Riverside Siding, in charge of Operator at Jersey, in service.

Yard limits between 2500 feet east of MP12 and MP14, in service.

Employees must replace pages 23, 24, 201, 202, 257 and 258 in Timetable No. 9 with attached corrected pages.

Page 23 and Special Instructions **1093-A1** and **1151-F1**, pages 202 and 258, changed.

This General Order must be inserted in Timetable No. 9 following General Order No. 910.

R. F. LAWSON,
General Manager

J. K. SHOEMAKER,
General Superintendent



**PENN CENTRAL TRANSPORTATION COMPANY
EASTERN REGION**

Philadelphia, Pa., March 26, 1973

GENERAL ORDER No. 912

Effective 9.01 A.M., Monday, April 9, 1973

Applies in Chesapeake Division

- (a) **MAIN LINE—PHILADELPHIA TO WASHINGTON
DAVIS—NORTH EAST**
Paragraph (p) Item 1 of General Order No. 904 referring to Temporary Speed Restriction of 40 MPH on No. 4 track between Davis and North East, annulled.
- (b) **MAIN LINE—PHILADELPHIA TO WASHINGTON
UNION JCT.—BAY**
Paragraph (p) Item 1 of General Order No. 904 referring to Temporary Speed Restriction of 30 MPH on No. 1 track between North Portal of Union Tunnel and Bay, annulled.
- (c) **MAIN LINE—PHILADELPHIA TO WASHINGTON
EDGEWOOD**
Paragraph (j) Item 2 of General Order No. 901 referring to Temporary Speed Restriction of 80 MPH on No. 2 track within the limits of Edgewood Interlocking, annulled.
- (d) **MAIN LINE—PHILADELPHIA TO WASHINGTON
RIVER**
Paragraph (j) Item 2 of General Order No. 901 referring to Temporary Speed Restriction of 80 MPH on No. 2 track within the limits of River Interlocking, annulled.
- (e) **MAIN LINE—PHILADELPHIA TO WASHINGTON
WINANS—FULTON**
Paragraph (j) Item 3 of General Order No. 901 referring to Temporary Speed Restriction of 30 MPH on No. 1 track between Winans and Fulton, annulled.
- (f) **MAIN LINE—PHILADELPHIA TO WASHINGTON
MP94—MP95**
Paragraph (h) Item 2 of General Order No. 910 referring to Temporary Speed Restriction of 10 MPH on No. 2 track between MP95 and MP94.5, annulled.
- (g) **MAIN LINE—LANDOVER TO SOUTH END
VIRGINIA AVENUE TUNNEL—M STREET**
Paragraph (j) Item 4 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on Single track between South Portal of Virginia Avenue Tunnel and M Street, annulled.
- (h) **POPE'S CREEK SECONDARY TRACK
MP1—MP4**
Paragraph (h) Item 4 of General Order No. 910 referring to Temporary Speed Restriction of 10 MPH on Secondary track between MP1 and MP4, annulled.
- (i) **POPE'S CREEK SECONDARY TRACK
MP4—MP16**
Paragraph (p) Item 5 of General Order No. 904 referring to Temporary Speed Restriction of 10 MPH on Secondary track between MP4 and MP16, annulled.
- (j) **POPE'S CREEK SECONDARY TRACK
MP16—MP19**
Paragraph (m) Item 4 of General Order No. 909 referring to Temporary Speed Restriction of 10 MPH on Secondary track between MP16 and MP19, annulled.

(k) POPE'S CREEK SECONDARY TRACK

MP19—MP21

Paragraph (p) Item 5 of General Order No. 904 referring to Temporary Speed Restriction of 10 MPH on Secondary track between MP19 and MP21, annulled.

(l) POPE'S CREEK SECONDARY TRACK

MP21—MP25

Paragraph (h) Item 4 of General Order No. 910 referring to Temporary Speed Restriction of 10 MPH on Secondary track between MP21 and MP25, annulled.

(m) POPE'S CREEK SECONDARY TRACK

MP25—MP45

Paragraph (p) Item 5 of General Order No. 904 referring to Temporary Speed Restriction of 10 MPH on Secondary track between MP25 and MP45, annulled.

(n) CURVES, BRIDGES, ETC.

MAXIMUM SPEEDS

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. MAIN LINE—PHILADELPHIA TO WASHINGTON

Between	No. 1 Track	No. 2 Track	No. 3 Track	No. 4 Track	Cross- over
Davis and North East					30
Principio and Perryville					80
MP58 and Principio					60
Havre de Grace					30
Havre de Grace and MP66					50
MP66 and Short Lane					30
Over Bush River Movable Bridge					80
Gunpow and MP78					80
North Point and MP89					60
Over crossover from No. 3 track to No. 4 track at Bay					10
MP95 and MP94.5					30
Bay and North Portal of Union Tunnel					40
Fulton and Gywnn	30	30	30	10	
Winans and Fulton ...	10				
MP118 and MP113 ...	30				
MP103.5 and MP106.9					40
MP110 and MP110.2					40
MP121.9 and MP122					80
Signal 1247 and MP125					60

2. POPE'S CREEK SECONDARY TRACK

Between	Secondary Track
Bowie and MP45	10

3. DELMARVA BRANCH

Between	Single Track
MP26 and MP27	30
MP41 and MP44	30
MP44 and MP48	10
MP48 and MP51	30
MP61 and Harrington	30
MP65 and MP69	30
MP69 and MP70	10
MP70 and MP73	30
MP77 and MP79	30
MP79 and Seaford	10

4. MAIN LINE—LANDOVER TO SOUTH END

Between	No. 3 Track
Landover and Deanwood	10

5. SEAFORD SECONDARY TRACK

Between	Secondary Track
MP93 and MP94	10

6. POCOMOKE SECONDARY TRACK

Between	Secondary Track
Patton and MP4	10
MP20 and MP21	10
MP32 and MP37	10
MP48 and End of Block	10

Special Instructions **1157-F1** and **1157-F1a**, pages 302, 303 and 309, changed.

(o) MAIN LINE—PHILADELPHIA TO WASHINGTON
HAVRE DE GRACE—SHORT LANE

Paragraph (j) Item 2 of General Order No. 901 referring to Temporary Speed Restriction of 50 MPH on No. 3 track between Havre de Grace and Short Lane, annulled.

(p) DELMARVA BRANCH
MP23—MP24

Paragraph (j) Item 6 of General Order No. 901 referring to Temporary Speed Restriction of 30 MPH on Single track between MP23 and MP24, annulled.

(q) DELMARVA BRANCH
MP31—MP37

Paragraph (j) Item 6 of General Order No. 901 referring to Temporary Speed Restriction of 30 MPH on Single track between MP31 and MP37, annulled.

(r) DELMARVA BRANCH
MP44—MP45

Paragraph (p) Item 2 of General Order No. 904 referring to Temporary Speed Restriction of 10 MPH on Single track between MP44 and MP45, annulled.

(s) DELMARVA BRANCH
MP56—SEAFORD

Paragraph (j) Item 6 of General Order No. 901 referring to Temporary Speed Restriction of 30 MPH on Single track between MP56 and Seaford, annulled.

- (t) DELMARVA BRANCH
MP60—MP61
Paragraph (m) Item 2 of General Order No. 909 referring to Temporary Speed Restriction of 30 MPH on Single track between MP60 and MP61, annulled.
- (u) DELMARVA BRANCH
MP61—MP63
Paragraph (i) Item 5 of General Order No. 908 referring to Temporary Speed Restriction of 30 MPH on Single track between MP61 and MP63, annulled.
- (v) POPE'S CREEK SECONDARY TRACK
BOWIE—MP1
Paragraph (i) Item 2 of General Order No. 908 referring to Temporary Speed Restriction of 10 MPH on Secondary track between Bowie and MP1, annulled.
- (w) POCOMOKE SECONDARY TRACK
MP34—MP35
Paragraph (j) Item 14 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on Secondary track between MP34 and MP35, annulled.
- (x) POCOMOKE SECONDARY TRACK
MP48—MP49
Paragraph (j) Item 14 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on Secondary track between MP48 and MP49, annulled.
- (y) POCOMOKE SECONDARY TRACK
MP65—MP66
Paragraph (j) Item 14 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on Secondary track between MP65 and MP66, annulled.
- (z) POCOMOKE SECONDARY TRACK
MP68—MP69
Paragraph (j) Item 14 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on Secondary track between MP68 and MP69, annulled.
- (aa) POCOMOKE SECONDARY TRACK
MP83—MP88
Paragraph (j) Item 14 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on Secondary track between MP83 and MP88, annulled.
- (bb) POCOMOKE SECONDARY TRACK
MP88—END OF BLOCK
Paragraph (j) Item 14 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on Secondary track between MP88 and End of Block, annulled.
- (cc) MAIN LINE—PHILADELPHIA TO WASHINGTON
PERRYVILLE
Paragraph (j) Item 1 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on North Leg of Wye track, Perryville Interlocking, annulled.
- (dd) MAIN LINE—PHILADELPHIA TO WASHINGTON
ODENTON
Trailing interlocked switch for southward movement in No. 3 track leading to Spur track, out of service.

Applies in Harrisburg Division

(ce) **SCHUYLKILL SECONDARY TRACK
MP84—MP85**

Paragraph (q) Item 11 of General Order No. 901 referring to Temporary Speed Restriction of 10 MPH on Secondary track between MP84 and MP85, annulled.

(ff) **SCHUYLKILL SECONDARY TRACK
RUNNING TRACKS OF NO ASSIGNED DIRECTION
NORRISTOWN—HAWS AVENUE**

Paragraph (hh) of General Order No. 901, referring to Schuylkill Secondary track temporarily relocated northward in place of No. 2 Running track, in service. Yard track from east end connection with Schuylkill Secondary track, 3025 feet west of MP17 and a point 860 feet west thereof and from west end connection with Schuylkill Secondary track, 475 feet east of MP19 and a point 5796 feet east thereof, annulled.

(gg) **WEST PHILADELPHIA ELEVATED BRANCH
GRAYS FERRY YARD**

Catenary system for AC Electrical operation on No. 9 track Grays Ferry Yard, out of service.

Employees must replace pages 361 and 362 in Timetable No. 9 with attached corrected pages.

Special Instruction **1167-A5**, page 361, changed.

Applies in Philadelphia Commuter Area

(hh) **MAIN LINE—PHILADELPHIA TO PITTSBURGH**

Paragraph (ii) Item 2 of General Order No. 901 referring to Temporary Speed Restriction of 50 MPH on No. 1 track within the limits of Paoli Interlocking, annulled.

This General Order must be inserted in Timetable No. 9 following General Order No. 911.

R. F. LAWSON,
General Manager

J. K. SHOEMAKER,
General Superintendent



**PENN CENTRAL TRANSPORTATION COMPANY
EASTERN REGION**

Philadelphia, Pa., March 26, 1973

GENERAL ORDER No. 913

Effective 12.01 A.M., Sunday, April 15, 1973

Applies in All Divisions and Philadelphia Commuter Area

(a) TRAIN RECORD INSTRUCTIONS

1. A RECORD OF ALL TRAINS MUST BE PREPARED AND MUST BE TURNED IN TO DESIGNATED EMPLOYE AT TRAIN DESTINATION WITH ALL WAYBILLS. ALL COPIES FURNISHED OR PREPARED MUST BE TURNED IN.
2. IF NO PRINTED TRAIN RECORD IS FURNISHED OR ADDITIONAL COPIES ARE NEEDED IT IS THE CONDUCTOR'S RESPONSIBILITY TO RECORD ALL CARS ON HANDWRITTEN FORM CT-1048.
3. *SET OFF BLOCKS*—CONDUCTORS MUST LEAVE A COPY OF THE PRINTED RECORD OR CT-1048 ALONG WITH THE WAYBILLS FOR ALL CARS SET OFF. CARS SCHEDULED FOR SET OFF ON PRINTED RECORD BUT NOT SET OFF WITH BLOCK MUST HAVE RECORD AMENDED TO SHOW ACTUAL SET OFF LOCATION.
4. *BAD ORDER*—CARS SET OUT DUE TO BAD ORDER MUST BE RECORDED IN PARA 3 ABOVE AND FORM CT-2569 MUST BE PREPARED. ATTACH FORM 2569 TO TRAIN RECORD.
5. *PICK UP BLOCKS*—ALL CARS PICKED UP EN-ROUTE MUST BE LISTED ON FORM CT-1048 IF NO PRINTED RECORD IS FURNISHED. PICK UP LOCATIONS AND DESTINATION MUST BE SHOWN.
6. *RELAY TRAINS*—AT CREW CHANGE LOCATIONS, A NEW TRAIN RECORD IS NOT REQUIRED, BUT CONDUCTOR MUST PREPARE FORM CT-1048 AND COMPLETE THE TOP LINE OF THE FORM. SUBSEQUENTLY CREW CHANGES MUST BE RECORDED ON THE REVERSE SIDE OF THE FORM. ALL PREPARED CT-1048 FORMS MUST BE ATTACHED TO THE ORIGINAL TRAIN RECORD. ALL CARS PICKED UP AT CREW CHANGE LOCATIONS MUST BE RECORDED ON A PRINTED OR HANDWRITTEN FORM.
7. TRAIN RECORDS MUST BE PREPARED FOR EACH DIRECTION OF MOVEMENT AND LEFT AT TRAIN DESTINATION UNLESS OTHERWISE INSTRUCTED. TURNAROUND LOCALS AT NON-MECHANIZED LOCATIONS MUST TURN TRAIN RECORDS IN AT TRAIN ORIGIN.
8. TRAIN RECORDS MUST SHOW TRAIN SYMBOL, LEAD ENGINE TRAIN ORIGIN AND DESTINATION. POOL CODE LEAVE BLANK.
9. *SERVICE (SVC) CODE*—WILL BE SHOWN AS FOLLOWS:
CODE 1—THROUGH FREIGHT
CODE 2—STRAIGHTWAY LOCAL
CODE 3—TURNAROUND LOCAL
CODE 4—WORK
CODE 5—WRECK
CODE 6—CIRCUS
CODE 8—INTRA TERMINAL MOVEMENTS AND DISTRICT SWITCHING LOCALS PERFORMING BOTH YARD AND ROAD SERVICE.

10. *ALL ENGINES AND CARS* MUST BE SHOWN STARTING WITH LINE 1 AND CONTINUING UNTIL ALL CARS INCLUDING CABOOSE ARE LISTED. SPECIFIC INFORMATION WILL BE TAKEN FROM THE WAYBILL.

11. DESIGNATION FOR ENGINES

CODE 2 POSITIONS		STATUS	SHOW TYPE OF UNIT "AA" OR "B"
CE		CONTROLLING UNITS	CEA
XE		FOR OTHER POWER UNITS	XEA OR XEB
DE		DEAD UNIT	DEA OR DEB

12. *KIND OF CAR* DESIGNATION AS DESCRIBED ON WAYBILL OR RUNNING SLIP MUST BE SHOWN. IF NO WAYBILL OR RUNNING SLIP IS AVAILABLE SHOW KIND AS FOLLOWS:

TYPE	KIND
CABOOSE	Z
PASSENGER	PX
BOX	B
FLAT	F
TANK	T
WORK OR WRECK EQUIPMENT	MW
NOT AVAILABLE OR UNKNOWN	NA
GONDOLA	G
HOPPER	H
REFRIGERATOR	R
ADD "X" SUFFIX FOR SPECIAL EQUIPMENT, IF KNOWN.	

13. *WEIGHT*—RECORD NET TONS ON ALL LOADED CARS. NET TONS WILL BE TAKEN FROM WAYBILL OR OTHER DOCUMENT. IF NOT AVAILABLE USE THE FOLLOWING:

a. COAL, ORE, SAND, STONE, ETC.	50
b. MDSE OR MIXED FREIGHT	10
c. OTHER LOADED CARS	35
d. LOADED TRAILVAN OR MULTI LEVELS	24
e. EMPTY TRAILERS OR FLAT CARS	10

14. *TIME*—ACTUAL TIMES MUST BE SHOWN FOR FOLLOWING:

a. ORDERED FOR	
b. DEPARTURE	(FROM ORIGIN AND PICK UP LOCATIONS)
c. ARRIVAL	(AT SET OFF LOCATIONS AND FINAL DESTINATION)
d. MARK OFF	(TIME OF MARK OFF)
e. RELIEVED	(TIME TURNED OVER TO ANOTHER CONDUCTOR OR TRAIN IS TERMINATED)

15. *STATION NAMES* SHOWN IN TRAIN RECORD MUST BE VALID NAMES AS SHOWN IN THE CT-4001 LIST OF REPORTABLE LOCATIONS.

16. *CONDUCTOR* MUST REVIEW THE TRAIN RECORD, CORRECT IF NECESSARY AND SIGN IN THE SPACE PROVIDED, PRIOR TO TURNING THE RECORD IN.

NOTE: WHERE REFERENCE IS MADE TO CT-1048, FORMS CT-1041 AND SCS16 WILL BE UTILIZED UNTIL SUPPLY IS DEPLETED.

Use existing station names or numbers until revised CT-4001 is issued.

Effective 2.00 A.M., Sunday, April 29, 1973

(b) **STANDARD TIME**
THE UNIFORM TIME ACT OF 1966

Effective 2.00 A.M., Sunday, April 29, 1973, 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 enroute 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.

This General Order must be inserted in Timetable No. 9 following General Order No. 912.

R. F. LAWSON,
General Manager

J. K. SHOEMAKER,
General Superintendent































Original timetable from the collection of Rob Schoenberg

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